

158

MINING
TRANSIT BOOK
363

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Cassidy

Book Index.

Subdivision of sec-15-140-29.

1919.

by E.B. Horst. 1. ^{to} 30

Sec. 9-140-29 Tuslers Park. by Horst. 33 - 36

Hack & Longville Road. Horst. 29 - 52

Seniorised Lodge ¹⁵⁵ 140-29 53

S-36-138-32 (Miller) by Horst. 55 - 58

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Minne-Teebe Portage 91-129

1

15-140-29.

Record No. 499

April 21, 1919.

E.B. Horst, Engineer in charge
under Contract of April, 1919
begins survey of Sec. 15, T140 N.,
Rge. 29 W. 5th P.M. Minn.

Leave Walker, 8:45 A.M. fare 40¢

Goto Spains N. Star camp in John
Driers car from Hackensack.

I employ

Earnest Tusler, Chainman,

Vernie Berggreen " ,

Roy Sackett, Axeman,

Henry Mostrum, " as

assistants on this survey and
we begin at an Iron Monument

Previously established as the

N.E. Cor. of Sec. 15 from the

U.S. Bearing trees by Curo,

from which I run S. on a cut

out line setting Hubs & chaining

at 157.5 ft. S. Set Hub.

" 1047.1 " " " "

" 1269.0 " " Old Road to Lavalles.

" 1320.0 " " Set stake

" 1680.1 " " Hub.

"

Next page

at 1837.1 ft. S. Set Hub for triangulation of Waman Lake.

at 1911.0 ft S. Road to Spains Camp.

" 1939.0 " " Set Hub.

" 1960.0 " " Waters edge Waman Lake.

From Hub 1837.1-S. I run W. 90°

from random sec. line 455.0 ft. for base line of triangle.

We are unable to cross lake on account of Ice & Wind.

From N.E. Cor. of sec. 15, Sight S. on line turn S.W. Angle $89^{\circ}55'$ and run W. $\frac{1}{2}$ mile.

E. B. Stewart.

Sec. 15. 140-29.

April 22, 1919

Horst + same crew triangulate
Norman Lake on E. boundary of
Sec. 15. from yesterdays baseline.

We procure a rowboat from Sears.
Lodge. I send Tusler across lake
to set pt. C. on S. shore of lake.

at pt. B. angle from A to C = $78^{\circ}51'$

Distance from A to B = 2308.5 ft.

at 4004.6 ft. S. leave woman lake

" 4145.6 " " Pt. C. of triangle.

M.C.S. No. 20 + 27, are obliterated.

at 4272.0 ft. S. Hub.

" 4548.0 " " "

" 5280.0 " " " look for S.E. Cor

Sec. 15. U.S. Notes call for:

Lind 5. N. 50° E. 10. {New B.T.s}

Maple 5. N 22° W 49. {next page} ←

Maple 5 S. 64° W. 51.

Maple 12 S 35° E. 35.

The N.W. Maple still stands
plainly marked and the tops
of all the others are there but
marks are obliterated from
these we set stake for cor.
and. Run W. at $8^{\circ}30'$ var.

gt 156.6 Intersect E. Pandum line
of sec. 16 gt sta 5279.5 ft. S.
N.W. < at P.I. = $92^{\circ}18'$.

gt 232.6 ft W. set Hub.

" 400.0 " " " "

" 469.2 " " " Pt. A. fort triang-
ulation of Woman Lake. from
^{500. ft. W. Woman Lake.}

which I run base line at Rtriangle
N. 300 ft. & set Pt. B. I send a man
with boat across the lake to set
Pt. C. Angle A.B.C. = $82^{\circ}41'$.

E.B. Hunt.

(New Bearing Trees to sec's.)

14-15-22-23 - 140-29.

Maple 8" N. $35^{\circ}15'E$. 38.6 ft.

" 9" N. $31^{\circ}W$. 43.0 ft.

Balsam 6" S. $48^{\circ}10'W$. 36.5 ft.

Basswood 10" S. $75^{\circ}E$. 29.7 ft.

from page 3. this book.

April 23, 1919.

Horst + same crew continue
N. on S. random line of sec 15.
Distance across lake A to C.
= 2336.5 ft. (2353.5)

at. 2800.0 ft W. Leave Lake

" 2805.7 " " Pt. C.

" 3044.2 " " Set Hub.

" 3427.8 " " " "

" ~~4057~~
4167.5 " " " "

" 4383.8 " " " "

" 4455.0 " " Enter swamp.

" 4600.0 " " leave "

" 5039.2 " " Set Hub

" 5280.0 " " " "

5332.4
5437.9
105.5
Make a thoro search for the Sec.
Cor. of Secs. 15-16-21-22 which
cannot be found.

We go N. $\frac{1}{2}$ mile and look for
the $\frac{1}{4}$ S. Cor. between secs. 15 + 16
which is also gone.

M.C. 3 chs. N of $\frac{1}{4}$ is also gone.

We go N. across Child lake and
look for Cor. of secs. 9-10-15-16
and M.C.s 48-49-50 + 51, which are
entirely obliterated. E.B. Horst.

5437.9
5280.9
157.4
57.5
105.5

15-140-29.

2640
2409.1
230.9

2409.1
2174.4
224.7

22

Thursday April 24, 1919

Horst & same crew produce the N. boundary of sec. 15, N.

Tusler & Bergreen begin at N.E. cor. & chain W.

at 75.8 ft. W. set Hub.

1333.1

3999.3

4167.5

768.2

" 375.0 " " Swamp.

" 475.0 " " Leave swamp.

" 700.0 " " Ent. swamp.

" 980.0 " " Lv. Swamp.

" 1140.0 " " Set Hub.

" 1237.2 " " Set Hub in center of

the Hookensack & Langville road.

Bears N. 16° E. & S. 15° 42' W.

1237.2

1331.2

" 1304.9 ft. W. Set Hub.

" 1467.7 " " " "

" 1500.0 " " Ent. Swamp.

" 1957.0 " " Lv. Swamp.

" 2023.5 " " Set Hub.

" 2174.4 " " " "

" 2409.1 " " " "

" 2627.7 " " " " pt A. for

triangulation of Child Lake.

Turn 90° L & run S. 290.8 ft. set pt. B.

Sight across Lake & set pt. C. on line

April 24 cont.

angle A.B.C. = $78^{\circ}30'$.

Distance from A to C. = 1429.3 ft.

At 2700.0 ft. W. enter swamp.

" 2840.0 " " " Lake at mouth of ^{creek}.

" 3954.0 " " Leave lake.

V " 4057.0 " " Pt. C. triangle.

" 4496.2 " " set Hub.

" 4940.4 " " " " "

" 5088.1 " " " " "

" 5280.0 " " " " temp. Cor.

" 5479.0 " " " Sq. past for R.P.

" 5576.0 " " Child lake.

All corners on this pt. are obliterated.

From temp. Sec. Cor. 9-10-15-16

at 5280.0 ft. W. I run S. ($SE \angle 90^{\circ}05'$)at 257.0 ^{Pt. A} ft. S. Edge of Child lakeI cause a point ^B to be set on S. shore

of Child lake then cross lake to pt. B

turn $90^{\circ} \angle$ and run E. on base line 245.9 ft.

and set pt. C.

Angle A.C.B. = $83^{\circ}55'$.

Distance A to B. = 2307.3 ft.

at 2520.0 ft. S. Leave child lake.

" 2564.3 " " Pt. B.

" 2881.0 " " set Hub.

15-140-29.

4-24-1919.

8

22

at. 30900ft S. Child Lake bay 30ft W.

" 3200.0 " " enter swamp (Alder)

" 3475.0 " " Leave "

" 3808.0 " " Hub in center of
Hackensack + Longville Road.

Bears N. 43° E. + S. 38° 30' W.

Ch. B. Forst.

72.2 51.70 M.G. Tam 9" N. 30° W. 80 = 52.8

60.75 M.G. Elm 8" S. 70 W. 54

Tam. 7" N. 30 W 33

80.00 W. Pine 20" S. 66 E 34

W. Pine 17" N. 25 E 48

W. Pine 22 S. 45 W 36

2640
744
600

11.7
6
703
722.7

1369.50
80.5
1409.5
1369
40

5250
1223
4057

6 20.75
12.43
1383.5
1369
14

15 - 140 - 29.

April 25, 1919. Friday.

Horst & same crew continue S.
on random line between sees.

15 & 16 T. 140 N. R. 29 W.

at 4037.7 ft. S. Set Hub.

" 4893.5 " " " "

" 5200.0 " " " "

" 5280.0 " " " "

" 5483.4 " " Intersect the random
S. boundary line of sec. 15 at Sta.
5437.9 ft. W. of S.E. Cor.N.E. Angle = $87^{\circ}42'$ at P.I.We spend several hours more
looking for the Gov't corner
but have to give it up.From P.I. I produce the random
S. boundary 110.2 ft. W. to a point
where I can see the I.M.¹¹⁷ at the
 $\frac{1}{4}$ S. Cor. between sees. 16 & 21.

& set pt. A. for triangulation.

turn Right $5^{\circ}42'$ and sight on $\frac{1}{4}$ cor.
from this line of sight I turn Right
 $41^{\circ}02'$ and run base line N.W 545.4 ft.& set pt. B. $\frac{1}{4}$ Cor. = pt. C.Angle A.B.C. = $129^{\circ}03'$." A.C.B. = $9^{\circ}55'$.

15-140-29.

10.

4.25, 1919.

Distance A. to C. = $2048. \text{ ft.} + 411.4 \text{ ft.} =$
 $2459.4 \text{ ft.} + 110.2 \text{ ft.} = 2569.6 \text{ ft.}$ being
 the total distance from P.I. Hub to
 $\frac{1}{4}$ S. Cor. on S. side of sec. 16.

Total distance from S.E. Cor. sec. 15
 to the $\frac{1}{4}$ S. bet. sees. 16 & 21 = 7995.6 ft.
 or at 7995.6 ft. W $\frac{1}{4}$ Cor. Sets N 244.3 ft.
 At station 5332.6 ft. W. on random S.
 line of sec. 15 I set a temp. point at
 correct position as to E. & W. for sec.
 cor. by proportion.

From this point we run S. bet. sees.
 21 & 22. S.E. Angle from random = $91^{\circ}30'$
 at 266.0 ft. S. Set Hub. Mag. Var. $E^{\circ}30'$

" 330.0 " " enter Swamp.

" 485.0 " " leave "

" 891.2 " " Set Hub.

4115.4

4037.2

77.2

" 1003.6 " " " "

" 1316.3 " " " "

" 1611.8 " " " "

10.909

244.3 | 2665.2

244.3

222.20

2198.7

233.0

E.B. Horst.

Sat. April 26, 1919.

Same crew continue S. (21-22.)
at 2623.3 ft. S. set Hub.

" 2640.0 " " " Stake Mkd. 2640-S.
and look for $\frac{1}{4}$ S. Cor between
sections 21 + 22.

We find the 12" Maple with marks
almost obliterated and also find
stump of 8" Oak which has been
cut. stump shows small part of blaze
From these we set the $\frac{1}{4}$ cor.

With following New bearing trees:
Maple 6 N. 37° E. 37.7 ft.

Spruce 10. N. $43^{\circ}45'$ W. 44.5 ft.

I set over stake 2640.0 S. and turn
N.W. angle $110^{\circ}55'$ to $\frac{1}{4}$ S. Cor.

Distance to cor. = 299.2 ft.

At stai. 2746.8 $\frac{1}{4}$ cor. sets. W.
279.5 ft.

Deducting 4 ft. from this distance
for the angle of $2^{\circ}18'$ at the P.I.
the total distance from the N.W. Cor
Sec 15 to $\frac{1}{4}$ cor. bet Secs 21 + 22
= 8226. ft.

Position for S.W. Cor. is 5484.0 ft
S.

4-26-1919

We end work for the day as I am
called to Walker on account of my
Wifes illness.

E.B. Horst.

George Garrity takes me to Walker
in car. Charges \$6.00.

A baby boy born today.

Sunday April 27, 1919.

at home in Walker.

E.B. Horst.

Monday April 28, 1919.

I work in office Computing
Latitudes + Departures of
Sec. 15-140-29.

E.B. Horst.

Tuesday April 29, 1919.

I leave Walker for Spains
Camp to Complete survey of
sec. 15.

Drier takes me out from
Hackensack.

Horst and same crew begin
at $\frac{1}{4}$ S. Cor. bet. sees. 10 + 15
turn S.W. Angle $90^{\circ}36'$ and run
S. on $\frac{1}{4}$ line thru sec. 15.

at 292.8 ft. S. set Hub.

" 667.5 " " " "

" 1065.8 " " " "

" 1370.0 " " " temp. pt. (CN. $\frac{1}{2}$)

" 1642.2 " " " Hub.

" 1938.9 " " " "

2779.4
2689.9
89.5
2200.0

2689.9 Int. E. & W. $\frac{1}{4}$ line

2740.0 " " " temp. pt. ($\frac{1}{4}$ S)

" 2779.4 " " " Hub

" 3020.0 " " " enter creek.

" 3100.0 " " " Centre of creek. Bridge ^{30 ft. W. of}

" 3130.0 " " " leave creek.

" 3166.0 " " " Centre of H. & L. road. ^{N. $30^{\circ}30'$ E.}

" 3300.3 " " " set Hub.

E. B. Horst

240

3020.0
2779.4
240.6

Wed. April 30, 1919.

A.M. Rain.

P.M. E.B. Horst, + same crew.

Continue S. on N.E. $\frac{1}{4}$ line

at 3464.0 ft. S. enter swamp.

" 3660.0 " " Leave "

" 3900.0 " " Enter "

" 4110.0 " " Set temp. pt (C.S. $\frac{1}{16}$)

" 4140.0 " " Leave swamp

" 4156.1 " " Set Hub.

" 4450.3 " " " "

" 4528.0 " " " "

" 4975.7 " " " "

" 5205.6 " " " "

" 5262.7 " " " " ⁵⁷¹ Temp. M.C.

on woman Lake. Hub 2805.7-W.

on random S. boundary sets S.

52°36' W. 192.3 ft. 16.3 to M.C. June 25-1922
J.M.G.

" 5284 ft. S. edge of woman Lake.

— ¹³⁰⁰ —
2881

We go to sta. 2743.05 on random W.
boundary turn N.E. angle 88°48'30"

from random line and run E. on E+W.
 $\frac{1}{4}$ line of sec. 15.

at 52.8 ft. E. set wood post for.

true $\frac{1}{4}$ S. Cor. bet. sees. 15 & 16

with following bearings:

Aspen 7° N. 37° 25' E. 45.4 ft.

" 8° N. 34° 15' W. 43.2 ft.

9t 386.6 ft. E. Set Hub.

" 530.0 " " enter swamp.

" 680.0 " " leave "

" 773.5 " " set Hub.

" 890.0 " " enter swamp.

" 1000.0 " " edge of Sackett lake.

I send a man to the E. side of Sackett lake and set a point on the N. & S. $\frac{1}{4}$ line of sec. 15.

Intersect N. & S. $\frac{1}{4}$ line at 2689.9¹³ ft.

I set over point on $\frac{1}{4}$ line and run W. to Sackett lake

at 100 ft. W. enter swamp.

" 300 " " E. edge of Sackett lake.

Continue $\frac{1}{4}$ line E. from P.I.

True con = Sta. 0,00 E.

at 63.3 ft. E. Set. Hub.

" 260.0 " " 14t " Cont. of road ^{N. & L.}

" 974.9 " " " temp. M.C.

" 988.0 " " Intersect Woman Lake

E.B. Horst.

Thursday, May 1, 1919.

Horst + same crew, Begin at a pt.
on the random line between sees.
15 + 16 at Sta. 4115, 4 ft. S. and
turn N.E. Angle $88^{\circ}15'$ from rand.
line and run E. on S. $\frac{1}{16}$ line of see.
15. At 79.3 ft. E. set temp S. $\frac{1}{16}$ cor.
bet. sees. 15 + 16.

At 182.3 ft. E. set Hub.

" 507.5 " " "

" 1051.9 " " "

" 1329.6 " " " stake temp. S.W. $\frac{1}{16}$.

" 1657.3 " " " Hub.

" 1848.0 " " point A for triangle.

Chain S. 60 ft. set pt. B. 90° to line

set pt. C. across lake.

Angle at B = $85^{\circ}50'$ Distance A to C.

= 823.6 ft.

2414.0 E leave lake

2680.0 " P.I. N + S $\frac{1}{4}$ line.

I set C.S. $\frac{1}{16}$ cor. at 2659.6 E.

Continue E. C.S. $\frac{1}{16}$ cor. 50.00 E.

50 ft. E. Leave Bog.

1146.0 temp S.M.C. Woman lake

1170.0 Woman Lake.

May 1st. cont.

At a point 5262.7-S on N + S $\frac{1}{4}$ line
 I run S. $52^{\circ}36'$ W. + set S.M.C. 2"X48"
 Iron Mon. = 5272.7 ft. S. + 13.4 W.

At sta. 2822.5 ft. W. on S. sec. line
 I set the true M.C. bet. secs. 13 + 22
 Oak 6" N. 70° W. 5 ft. (2"X48" (I.M.))

At sta. 3997.3 W. set true W. $\frac{1}{4}$ cor. bet.
 Secs. 15 + 22 turn N.E. angle $88^{\circ}59'$ and
 run N. ^{true} $\frac{1}{4}$ line. Intersect S. $\frac{1}{4}$ line
 at true point and set I.M. at S.W. $\frac{1}{4}$ cor.
 Continue N. to Sackett lake.

at ft. N. set Hub on H. & L. road
 E.B. Horst.

3044.2 Hub
 2822.5
 121.7

2822.5
 2805.7
 16.8

1456
 285
 1211

Friday, May 2, 1919.

We set a point N. of Sackett lake
on N. $\frac{1}{4}$ line then go to the E. $\frac{1}{4}$ cor.
between secs. 10 & 15 turn S.W. angle
 $91^{\circ}28'$ and run true E. $\frac{1}{4}$ line S. to Woman
Lake. At 1331.7 set true N.E. $\frac{1}{4}$ cor.
at 1690.0 spans road.

" 1729.0 temp. M.C.

" 1743.0 Woman Lake.

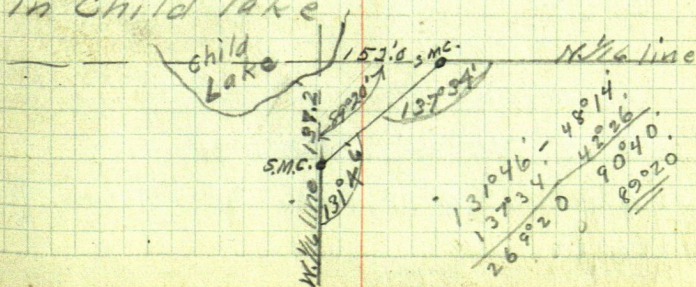
Begin at 1331.7 S. turn N.W. angle
 $89^{\circ}05'$ and run W. on true N. $\frac{1}{4}$ line.
at 384.0 H. & L. Road.

" 1321.2 P.T. on N. & S. $\frac{1}{4}$ line at 1345.5

" 1650.0 swamp.

" 1778.0 E. side of Boy River
set point W. of Boy River & cont.
line W. to Child Lake.

We go S. to a point on W. $\frac{1}{4}$ line N.
of Sackett lake and run N. on true
line to child lake. N.W. $\frac{1}{4}$ cor. falls
in Child lake.



May 2, 1919. cont.

From N.W. $\frac{1}{4}$ cor. in Child Lake

Chain E.

at 70.0 ft. E. Leave Child Lake

at 152.0 S.M.C. on N. $\frac{1}{4}$ line

" 557.0 enter swamp

" 707.0 " Boy River.

From N.W. $\frac{1}{4}$ cor. Chain S. on W. $\frac{1}{4}$ line

at 37.0 ft. S. Leave lake

" 137.2 " " S.M.C.

" 900.0 " " S.M.C. N. shore Sackett Lake

" 980.0 " " Sackett Lake.

Course of Hackensack & Long-
ville Road thru Sec. 15.

Begin at sta. 1237.2 W. on N. line at

Sec. 15 N. Boundary = E. for those courses.

thence S. $15^{\circ}45'$ W. 1132.0 feet." S. $25^{\circ}42'$ W. 1770.0 "" S. $27^{\circ}02'$ W. 676.0 (494 Bridge)

" May 3, 1919. Continue Courses.

" S. $64^{\circ}22'$ W. 704." N. $86^{\circ}50'$ W. 374." N. $69^{\circ}34'$ W. 281. M.C. sets N. 58 ft.
Pt. on W. $\frac{1}{4}$ line" N. $77^{\circ}50'$ W. 353." N. $43^{\circ}16'$ W. 240.

1923
96.4
97.6

N. $69^{\circ}17'$ W. 234.

S. $76^{\circ}09'$ W. 285.

S. $60^{\circ}45'$ W. 154.

S. $17^{\circ}41'$ W. 402.

S. $40^{\circ}40'$ W. 97 to sec. line P. 1. at Sta.

3746.0 S. on sec. line.

S $40^{\circ}40'$ W 193.0 ft to 3808-S on Rand. line.

Thence S. $39^{\circ}36'$ W. 283.

S. $43^{\circ}24'$ W. 400.

S. $42^{\circ}24'$ W. 394.

S. $51^{\circ}05'$ W. 411.

S. $33^{\circ}44'$ W. 533. ft. to cent. of

Boy River Bridge near sec. line

bet sec. 16 & 21 and ft. W. of

S.W. Cor. of Sec. 15.

We walk to S.W. Cor. of sec. 15 and set a

2 1/2 x 30" capped I.M. at Sta 5484-S. and 5332.6 W

for the sec. cor. to sec. 15-16-21-22, T. 140-R. 29.

With following Bearings:

Elm 12 N. $70^{\circ}15'$ E. 51.1 ft.

Aspen 6 N. 31° W 24.2 ft.

R. Oak C S. $40^{\circ}45'$ W. 28 ft.

Elm 24 S. $63^{\circ}30'$ E. 64 ft.

Sat. May 3, 1919. cont.

On the sec. line bet. sees. 15 & 16
set 2" x 48" I.M. for M.C. at 2526 S.
on S. shore of Child lake. No Bearings.
At the W. side of Sackett lake on
the E. & W. $\frac{1}{4}$ line and 930.0 ft E. of
the $\frac{1}{4}$ S. cor. bet. sees. 15 & 16. Set a
2" x 48" I.M. for M.C.

at sta 1729.0 ft. S. on the E. $\frac{1}{16}$
line of sec. 15 set S.M.C. (2" x 48" I.M.)

at the N.E. $\frac{1}{4}$ set 2" x 48" I.M.

at " $\frac{1}{4}$ sec. cor. Between sees.
14 & 15 set 2" x 48" Iron Men.

I return to Hackensack with
John Dreier and take 2-44
train to Walker.

May 4. in Walker.

May 5, 1919.

In Office on plat of sec. 15. 140-2

May 6 & 7, Attending Commisrs.
Meeting at Walker.

C. B. Horst.

Thursday, May 8, 1919

Walker to Hackensack by train
 Hackensack to Spains + Sec. 15
 with J. Brennans Auto charges \$2.25
 RM.

Horst, Berggreen, Sackett and
 Mastrum continue survey of Sec. 15.
 Begin Meandering of Child Lake on the
 N. boundary of Sec. 15 - 144 ft. W. of the
 1/4 Sec. Corn 60 ft E. of McKerns Creek
 Thence S. $13^{\circ}00'$ W. 572.0 ft.

" S. $56^{\circ}54'$ W. 450. "

" S. $26^{\circ}50'$ E. 694. "Creek 60 ft S.

" S. $0^{\circ}35'$ E. 502. "Meander of Sackett L.
 Sup. 200 ft wide

" S. $11^{\circ}20'$ E. 973.

" S. $65^{\circ}50'$ E. 348. to a point in
 Cent. of road N. 27° E. 156 ft. of Hub
 3766 S on N. & S. center line.

Rain quit work for the day

E. B. Horst.

Friday, May 9, 1919.

Harst & same crew cont.
Meanders of Sackett Lake.

From Hub 314-5 on N. & S. cent. line
thence N. $62^{\circ}45'$ W. 435. ft. along side ^{Boy River}
" S. $55^{\circ}30'$ W. 780. "
" S. $89^{\circ}30'$ W. 302. " to SMC. W. $\frac{1}{2}$ N. ^{line}
" N. $69^{\circ}15'$ W. 435. "
" N. $0^{\circ}35'$ W. 530. " to SMC on ^{line}
" N. $44^{\circ}10'$ E. 830. "
" N. $33^{\circ}25'$ E. 810. " to Boy River
" N. $5^{\circ}30'$ W. 350. " along W. side of BR.
" N. $58^{\circ}00'$ W. 525. " to mouth of BR. ^{& Child Lake}
S. $15^{\circ}05'$ W. 694. " to SMC W. $\frac{1}{2}$ Child.
S. $89^{\circ}30'$ W. 420. "
N. $43^{\circ}00'$ W. 210. "
N. $66^{\circ}50'$ W. 398. "
S. $56^{\circ}00'$ W. 92. "
S. $20^{\circ}30'$ W. 204. "
S. $17^{\circ}30'$ W. 196. "
S. $2^{\circ}30'$ E. 217. "
S. $22^{\circ}30'$ E. 395.0"
S. $25^{\circ}30'$ W. 227.0"
S. $61^{\circ}30'$ W. 265.0 " to M.C. bet.
Secs. 15 & 16.

Time Sheet for Survey of sec. 16-14-29.

1919 April. 21 22 23 24 25 26 27 28 29 30.

5000000

[illegible]

May, 1919. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15

[illegible]

Friday May 9, 1919 cont.
 Meanders of Hamilton Lake
 in the SE $\frac{1}{4}$ of the S.W. $\frac{1}{4}$ Sec. 15.
 S $\frac{1}{4}$ line = E & W for these meanders
 From the C.S. $\frac{1}{2}$ cor.

thence West. 225. feet to Lake.

- | | | | |
|---|---------------|------|---|
| " | N. 77° 25' W. | 430. | " |
| " | S. 44° 35' W. | 480. | " |
| " | S. 8° 10' W. | 480. | " |
| " | S. 63° 30' E. | 525. | " |
| " | N. 33° 30' E. | 770. | " |
| " | N. 13° 00' W. | 325. | " |

beginning.
 75' H. Pt. extends W. 40 ft. to place of
 beginning.

Meanders of Woman Lake
 Beginning at Hub 2807.5 W. on S. bdy.
 of sec. 15.

Thence N. 54° 36' E. 320. ft.

- | | | | |
|---|---------------|------|---|
| " | N. 49° 15' E. | 365. | " |
| " | N. 17° 05' E. | 180. | " |
| " | N. 4° 38' W. | 360. | " |
| " | N. 56° 15' E. | 310. | " |
| " | S. 87° 55' E. | 305. | " |
| " | N. 54° 35' E. | 125. | " |
| " | N. 43° 00' E. | 45. | " |

over.

May 9, cont.

thence N. $11^{\circ}45'$ E. 90. ft.

N. $1^{\circ}00'$ W. 130. "

N. $10^{\circ}10'$ W. 250. "

N. $12^{\circ}30'$ W. 200 " mouth of Bay

River 265 Leave same 465 set point.

thence, N.

Sat. May 10, 1919

Harst & same crew continue

Meanders of Woman Lake

Thence N. $6^{\circ} 80'$ W. 560 ft. SMC. on $\frac{1}{4}$ line

" N. $7^{\circ} 00'$ E. 450 "

" N. $24^{\circ} 00'$ E. 340 "

N. $38^{\circ} 15'$ E. 230 " SMC. E $\frac{1}{4}$ line.

N. $74^{\circ} 20'$ E. 230 "

E 95. 200 "

S. $52^{\circ} 30'$ E. 350 "

S. $84^{\circ} 45'$ E. 140 " 50 ft. Pavillion (X. 30')

N. $84^{\circ} 45'$ E. 250 " 100 " Leave same

S. $66^{\circ} 20'$ E. 195 " to Sta.

1939 ft. S. on random E. Sec. line.

At Station 1940.0 ft. S. on random

line between secs. 14 & 15 I chain E.

57.5 ft and set a $2\frac{1}{2}$ " X 30" I.M. for.

Meander cor. on N. shore of Woman Lake with following Bearing trees:

Popple 8" S. 40° E. 3.0 ft.

Nor. pine 4" N. 30° W. 6.3 ft.

From Sta. 4145.6-S chain E. 124³

and sight N. across Lake to true MC.

Chain N. 146.6 ft. and set 2" X 48" I.M.

for MC. between secs. 14-15

= Sta. 3999.0-S.

Meanders of Gov't Lot 7. Sec. 15
At 469.2 W. set 2"x48" I.M. for M.C.
bet. Secs. 15 + 22

thence N. 14°00' W. 520.0 ft.
" N. 3°00' E. 170.0 "
" N. 30°00' E. 70.0 "
" N. 11°15' E. 90.0 "
" N. 23°30' E. 350.0 "
" N. 49°30' E. 490.0 ft. to M.C. pt.
on sec. line.

On sec. line between Secs. 14 + 15
at Sta. 4057, W. set a 2"x48" I.M.
for M.C. thence (Meanders of Gov't Lot 3.)
thence S. 4°00' W. 260 ft.
" S. 41°50' W. 580 "
" S. 84°15' W. 200. "
N. 79°15' W. 165 "
N. 47°00' W. 620 " to M.C. on
W. boundary of Sec. 15 - 257 ft. S.
of N.W. Cor. set 2"x48" I.M.

(Note: the N.W. Cor. of Sec. 15 being
obliterated and the M.C.'s N.-W.-S+E
of same also obliterated I establish
same by proportionate measurements

from the N.E. Sec. Cor. and from
the lake shore N-W & S of the cor.
as they check with the Govt.
distances given in the Notes.)

At Cor. to Secs. 9-10-15-16 I set a
2½" X 30" Capped I.M. with following
bearings:

Ash 8" N. 15° 00' E. 11.8 ft.

" 8" N. 62° 15' W. 23.4 "

Elm 8" S. 12° 30' W. 13.6 "

Ash 8" S. 61° 15' E. 34.6 "

Set I.M. at W.C. to S.M.C. 20.5 ft S. of

Pop. stump & where W.W. line intersects

Sackett Lake

also at.

which completes survey of
Sec 15-140-29

E.B. Frost.

Record No. 499

Monday, May 12, 1919

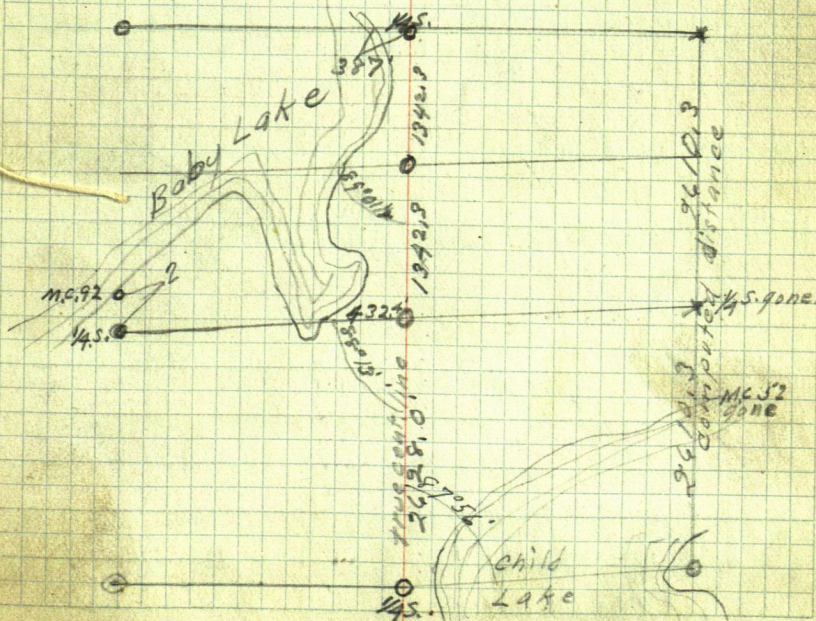
E. B. Horst, Engineer.

V. H. Berggreen, Chainman.

Begin survey of AA. Tuslers lots
in Gov't Lot No. 3. Sec. 9-140-29We go to the wood post set by
J. W. Curo for the $\frac{1}{4}$ S. Cor. bet. secs.4 & 9 and set a 2" x 48" I.M. in its
place. We chain S. on center line

of sec. 9. At 1320.0 set stake

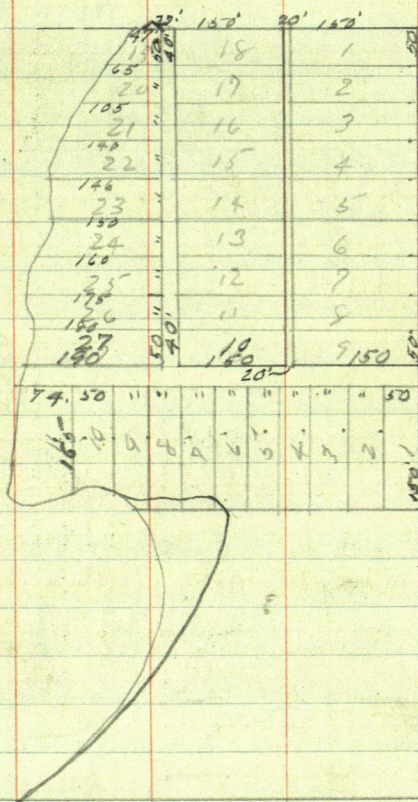
at 2656.4 temp. centre of
Sec. 9. Set by Curo.from which I run West at $8^{\circ}45'$ Var.
without chaining.I find S.E. B.T. Stump plainly marked
at M.C. No. 92 from which I run S. 173.6
feet and find Oak stump of the $\frac{1}{4}$ S.
Cor. B.T. from which I set the $\frac{1}{4}$ S. Cor.
Line run N. intersects 103.4 ft. N.
of $\frac{1}{4}$ S. Cor.From temp. cent. run random line E.
at $8^{\circ}45'$ Var. ^{Mag.} and look for the $\frac{1}{4}$ Sec. Cor.
bet. secs. 9 & 10. All evidence of cor. is
gone. We run compass line S. to Child
Lake look for M.C. ⁵² which is also gone.



Tues. May 13, + 1/2 day 14, 1919.
 Horst + Berggreen Subdivide
 Govt, Lot 3, Sec. 9 into Lots
 for A.A. Tusler as follows.

Not drawn to scale.

Baby Lake.



Wed., May 14, 1919.

E. B. Horst Engineer & chain
Vern. H. Berggreen, chairman.
Leave A. A. Tuslers place at noon in
his car and drive to Wm. Donaldsons
where we begin locating sec. + $\frac{1}{4}$ sec.
cors & sec. lines for the Hackensack
& Longville Road.

Begin at a point on above road
near the sec. cor. of secs. 13-14-23-
+ 24¹⁴⁰⁻³⁰ which Cors set as a temp sec.
cor. but which was never legally
established. All evidence of this
cor. is obliterated.

From above point we run N. to cor.
of secs. 11-12-13-14 (IM.) without changing
Brennans Livery to Hackensack and to
Walker for field Notes. E. B. Horst.

May 15, 1919.

Rain all day I remain in Walker.

Friday, May 16, 1919.

Leave Walker 8.45.

Brennans Livery takes me to
Wm. Donaldsons.

Friday, May 16, 1917

Horst & Berggreen begin at temp
Sec. Cor. to Secs. 13-14-23-24 and
chain N. on random line.

qt. 20 ft. N. Leave road enter field.

" 1727.0 " " fence Lr. field enter brush.

" 1842.7 " " Set Hub.

" 2626.3 " " " "

" 2637.0 " " Wire fence.

" 2640.0 " " Set stake.

" 3954.6 " " " Hub.

" 5104.0 " " " point.

" 5165.0 " " " enter. swp.

" 5256.3 " " I.M. at cor. to Secs. 11-
12-13-14 T 140 N., R. 30 W. sets W.
2.7 ft.

Begin at temp. Sec. Cor. & Chain S.

along fence bet. Secs. 23 & 24

at 525 ft S. enter. Swamp.

" 1600 " " Leave swamp

" 2665 " " Set stake and look

for $\frac{1}{4}$ S. Cor. & B.T.s. I find Nor. pine 9"

S $87\frac{1}{2}$ E. 19 ft. plainly marked (stump)

from which I set a wood post at true $\frac{1}{4}$ S.

Cor. At 2660.0 ft. S. $\frac{1}{4}$ S. Cor. bet.
Secs. 23 & 24.

Fri., May 16, 1919 cont.

Begin at I.M. at Cor. to Secs. 14-15-
22-23 and chain E. on Hackensack
and Longville road

at 2640 ft. E. set stake.

" 3960 " " " "

" 5304.4 " " temp. point to

Secs. 13-14-23-24.

E.B. Horst.

Sat. May 17, 1919.

Begin at temp point to secs. 13-14-23-24 chain S. 21.2 ft. to a point which is correct for the sec. Cor. as to N. & S. The correct position E. & W. is yet to be found.

One mile E. of the temp point, on the Range line an old random intersects 15 ft. N. of the sec. Cor. on Rq. line.

Setting transit over point near Cor. of secs. 13-14-23-24 and correcting a Hub 19.6 ft. S. from old line ^{1335' E.} run E. presumably on true line.

Line is on S. side of H. & L. Road for 1/4 mi. at 1335.0 ft. E. Cent of H. & L. Road Rxs.

" 1350.0 " " enter Heavy Brush. Continue line E. 1/4 mile.

Brennan's livery takes me to Hack. for 419 train. C. B. Horst.

14	5277.52	13	
5337.86	5287.34		
23	2638.76	24	

Monday, May 19, 1919.

Brennans, Livery, one trip out to work.

Horst, Berggreen & Wm. Duncan.

Continue line E. bet. Secs. 13 & 24
T. 140 N., R. 30 W., to Range line and
intersect same 6 ft. S. of the cor. to
secs. 18-19-140-29 & secs. 13-24-140-30
marked by a 2" x 4" I.M. in cent. of
the Bailey Co. Road N. & S.

N.W. angle Random to Rge. line = $90^{\circ}37'$

Return to Hub 1335 E. and chain E.

at 1572.0 ft. E. set Hub.

" 2233.0 " " " "

" 2264.0 " " Old Road N & S.

" 2354.8 " " set Hub.

" 2538.5 " " " "

" 2640.0 " " " stake mkd. 2640 E.

" 2645.0 " " old Road N & S. Ent. SWP.

E13 West

74

E. B. Horst, Eng.

Wm. Duncan.

Moses Morris

14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
$\frac{1}{2}$	0	1	1	0	1	1	1	1	1	1					
$\frac{1}{2}$	$\frac{1}{2}$	1	0	0	1	1	1	1	1	1					
				undago	1	1	1	1	1	1					
					1	1	1	1	1	1					
					1	1	1	1	1	1					

$$\begin{array}{r} 300 \\ 63.3 \\ \hline 268.9 \\ 2740 \\ \hline 50.1 \end{array}$$

May, 20, 1919

Horst, Berggreen, Duncan & Morris

- Chain balance of line bet. secs. 13 & 24.
 at 2900.0 ft. E. Leave swamp.
 " 3050.0 " " Set Hub.
 " 3200.0 " " Ent. Webb Lake marsh
 " 3700.0 " " Lv. Same
 " 3936.5 " " Set Hub.
 " 4188.4 " " " "
 " 4600.0 " " Small swp.
 " 4900.0 " " Lv.
 " 5314.0 " " Cent. of Bailey Co. Road
 Sec. cor sets. N. 6.4 ft.

At a point on the Rge. line 58.5 ft. S. of
 1st. at M.C. and 135.5 ft. S. of pt.
 in Webb Lake for $\frac{1}{4}$ S. Cor. bet. Secs. 13
 & 18. Run E. 419.4 ft. thence N. 135.5'
 to a point 419.4' E. of pt. for $\frac{1}{4}$ S. Cor.
 thence E. on random line thru sec.
 18; T. 140-R. 29.

- at $\frac{1}{4}$ S. on Rge line = Sta 0.00
 at 419.4 ft. E. point on Sand Beach
 " 529.0 " " pt. Leave " "
 " 575.0 " " Cent. of Bailey Road.
 " 1316.7 " " Set Hub.
 " 1619.0 " " " "

May 20, cont.

- at 1831.2 ft. E. set Hub.
 " 2104.5 " " " "
 " 3024.1 " " " stake.
 " 3217.5 " " " Hub.
 " 3561.3 " " " "
 " 3740.0 " " enter swamp
 " 4000.0 " " S. end Lost Lake.
 offset S. 100 ft. topass Lake
 " 4236.0 " " offset back.
 " 4203.0 ft. E. Leave lake
 " 4351.5 " " set Hub.
 " 4607.3 " " " " on Birch Ridge
 " 5088.0 " " " pt. A. for triangulation
 " 5100.0 " " E. bay of Lost Lake.
 Set pt. B. across Lake on line.
 E. B. West.

Wed., May 21, 1919.

Horst & same crew continue
E. thru cent. of sec. 18 - 140 - 29
Cross over Lost Lake and
run base line N. 144.2 ft. and
set pt. C. angle $ABC = 90^\circ$
angle $BCA = 75^\circ 29'$

Distance A. to B. = 556.9

$5087 + 556.9 = 5643.9$

at 5530.0 ft. E. Leave lake

" 5643.9 " " " Hub at pt. B.

" 5664.1 " " " set stake and look
for $\frac{1}{4}$ S. Cor. and 2 Tamek. B.Ts. which
are gone. They evidently cut away in
building an old logging road.

We continue E. on same line without
chaining. At about $\frac{3}{4}$ mi. E. intersect
Cor. Lake. E.B. Horst.

Go to Hack. to see Cam. Waggoner.

Return via Brennans Livery.

E.B. Horst.

Thurs., May 22, 1919

Horst & Sam & crew chain line run yesterday & continue E.

At 5825.0 ft. E. small swp.

" 5870.0 " " Leave "

" 6255.0 " " Hub. on top of Hill.

" 6670.5 " " "

" 6730.0 " " Smith & Tusler road

S. of line runs E. parallel to line

" 7308.0 " " Hub.

" 7424.0 " " Wire fence. N & S.

" 7600.0 " " Swamp.

" 7685.0 " " Lv. Same.

" 7773.3 " " Hub.

" 8145.0 " " cut, swp.

" 8225.0 " " Lv. "

" 8486.8 " " Pt. A. for triang. over cur. L.

" 8920.0 " " W. side Cur. Lake. alder Beach.

I send a man around Lake and set pt. B.

across lake. Cross over to pt. B. and run a

base line N. 286.3 ft. and set pt. C.

angle ABC. $\approx 90^\circ$, Angle BCA $\approx 76^\circ 45'$

Distance A. to B. = 1215.9

at 9720.0 ft. E. Leave Cur Lake.

" 9902.8 " " Pt. B.

(over)

May 22 Cont.

at 10894.6 ft. E. set Hub on high hill.

" 10944.1 " " " point (temp 1/4 cor.)

We look for the 1/4 S. Cor. + Bearings bet. Secs. 16 & 17 but everything is burned away.

We go N. 1/2 mile to h.M. at Cor. of secs. 8-9-16-17 and sight W. on S. boundary of sec. 8, turn S.W. angle $90^{\circ}37'$ and run S. bet. secs. 16 & 17.

Near the random 1/4 line I offset W. 1.6 ft. to Pass large W. Pine line tree.

I intersect random 1/4 line at 10893.8' E.

N.W. angle at P.I. = $89^{\circ}31'$. P.I. at 2690.7 ft. S.

Continue S. ~~on~~ offset back to line at 2968.7 ft. S. bay of cur L.

" 3243.7 " " L.V. same.

E.B. Horst.

Sept. 15-1919

I set wood post at 1/4 cor. between Secs. 16 & 17-140-29 at station 2620.2' S. and 16.3 ft. W. of random line.

Friday, May 23, 1919.

Same crew continue S. same line,
at 5229.2 ft. S. Set Hub & look
for the sec. cor. to 16-17-20-21 and
+ White Pine B.Ts.

We are unable to find same.

We go E. to the W. at the $\frac{1}{4}$ S. Cor. bet.
secs. 16 & 21 and chain W. bet. 16 & 21, old line,
at 2640 ft. W. Hub 5229.2-S on
random line from the W.

From Hub 5229.2-S I turn 90° angle
and run W. bet. secs. 17 & 20 to Lizzard Lake
to locate above cor. by measurement.

Commissioner F. S. Waggoner comes out
to assist in A.M.

E. B. Horst.

Sat., May. 24, 1919

F.S. Waggoner + Glen Tusler arrive and find the wood stake set by M.A. Kemp. Tusler knew this cor. when stumps were still marked.

I set transit over stake and find all the stumps of the original B.Ts. which check for courses & distances from which I set the cor.

Set over Hub 5229.2 - S. cor. at 5240.4 sets W. 32.6 ft. and sets 2672.6 ft. W. of $\frac{1}{4}$ S. Cor. bet. sec. 16 + 21.

I set a point at 5240.4 S. on $\frac{1}{4}$ S. Random line turn N.E. angle $90^{\circ}03'$ and run E. on true section line to Tusler road without chaining.

Wm. Donaldson meets us and takes us to Hookensack.

I go to Walker.

E.B. Horst.

SEC. 15-140-29

Greene

Jude and Bartlett

54

May 15-1923

101.8	109.1	50	121	109.1
86.8	93.4	34.3	126.8	76.8
15.0	15.7	15.7	5.8	32.3

95541 = tan 84°01'

15.71 1500

1413

870

785

850

785

650

628

220

1.2398

1215150

121

290

242

480

363

1110

1089

810

52.55' x 85°46' = 0.40

89005'

50°45'

38°20'

82°30'
7°30'

82°30'
65°15'
147°46'
32°15'

50°45'
38°32'
12°15'

89°45'
50°45'
38°15'

65°15'
21°45'
21°30'
3

87°30'
82°30'
40°30'

58°15'

50°45'
9°16'
41°29'
48°39'
90°08'

7°30'
1°30'
8°30'

50°45'
39°45'
30°50'

continued to page 62.

53-

Sec. 36-138-32

Record No. 408

Survey for A.O. Miller. Backus.

Sunday June 8, 1919.

E.B. Horst. begins survey of a
Part of sec. 36 T. 138 N., R. 32 W.

Begin at the Twp. Cor. being an 8"x8"
Cement Man. at the S.E. Cor. of sec. 36.
thence run W. over A.W. Moulster's
line. at 2640 W. $\frac{1}{4}$ S. Cor. gone.
at 5361 ft. W. wood post set from
U.S. Bearing trees by A.W. Moulster
on a state road survey.

June 9, \rightarrow I turn 90° N.E. angle and run N. bet
secs. 35 & 36.

at 1320 set stake

" 2640 " "

" 3940 " "

" 5298 " " in E of E & W. road. (Not graded.)

June 10-1919 \rightarrow Cor. of 23-24-33-34 gone.

continue N.

at 7920 $\frac{1}{4}$ Cor. bet. secs. 25 & 26 gone

" 10592 ft. N. I find the N.E. & S.W.
Stumps of the original Nor. Pine
B.T.s. plainly marked. N.W. & S.E.
stumps badly burned.

I set wood post in mound of stone.
at the cor. secs. 23-24-25-26.

June 11, 1919

Beginning at the Cement Mon. at
Cor. common to secs. 26-27-34-35
I chain E. on graded road.

At 5329.3 ft E. Intersect the random
line bet. secs. 33 & 36 at 5298. ft. N.
Continue E. on brushed roadway.

At 1320. E. set stake

" 1350. " Enter heavy brush.

" 2640. " set stake and look for
original $\frac{1}{4}$ cor. which is gone.

Continue E.

At 3254.0' E set triangulation point A
run base line S. at 90° \angle 426.0 ft.
and set pt. B.

Sight across Goose Lake to N.E. cor.
of sec. 36 = pt. C. (intersect 12' S. of cor.)

angle at B = $78^\circ 15'$. $\cot = 4.80769$.

$\times 426.0' = \text{dist. A to C. } 2048.1'$

$3254.0' + 2048.1' = 5302.1' + 5329.3' =$

$10631.4' = \text{dist from N.W. cor. 33 to N.E.}$
cor. sec. 36.

Distance across N. side sec. 36 = 5332.0'

I set a wood post at 5296 ft. N. and
5299.4 ft. E. for the Sec. Cor. of 25-26-35-36

With following Bearing trees:

S-36-138-32 completed.

Jack Pine & N. 29°50' E, 62.7 feet.

" " & N. 44°05' W, 61.8 " "

" " & S. 41°37' W, 106.4 " "

" " & S. 38°05' E, 85.0 " "

at 2666.0' ft. E. of this sec. cor. I

set the $\frac{1}{4}$ S. cor. bet. sees. 25 & 36

6 ft. N. of Random line and run

S. 0°28' E on random $\frac{1}{4}$ line in see. 36

set stakes at. 1324.75 } set 1 m. E 1.5'

" " " 2649.50 } " " 3.1'

" " " 3973.25 } " " 4.5'

intersect 6 ft. E. of $\frac{1}{4}$ S. at sta.

5299'-S.

Chain W. from point for. true $\frac{1}{4}$ S.

1340.25' and set wood Hub for W.

 $\frac{1}{16}$ cor. S. side S. 36.run N. 0°24' W. on W. $\frac{1}{16}$ line

set stakes at. 1324.4

" " " 2648.8

" " " 3973.2

at 5297.5' intersect true W. $\frac{1}{16}$ cor.

set small 1 m.s at above stakes

furnished by Land owners.

I run N. 89°54' E. from N.W. $\frac{1}{16}$ cor.and intersect C.N. $\frac{1}{16}$ cor

completed E.B. Hovet.

140-30
Hackensack + Longville ^{Road.} State

June 13 + 14, 1919.

Horst Transitman.

Vernie Berggreen chain.

Wm. " "

Jas. M. King Oxeman.

Paul Kreibbs, " "

Begin at ^{N.M.} cor. of secs. 15-16-21-22

Run West on graded road

at 440. ft. W. Leave road brs N.W.

549.3 " " Hub.

902.2 " "

1015.0 " " swp. N. of line.

1284.3 " " set Hub.

1350.0 " " ent. Tamok swp.

1700.0 " " Leave " "

1716.1 " " set Hub.

1875.0 " " ent. marsh

1985.0 " " Leave " "

2015.8 " " set Hub.

2289.9 " " " "

2350.0 " " ent. Tamok swp.

2639.0 " " Original ^{1/4} S. cor.

bet. sects. 16-21 and stumps of both
original B.T.s. brs. N. 10.6 ft.

Continue W. on same line

47. 2769.8 Ft. W. set. Hub.
 2825.0 " " Lake
 3025.0 " " Leave Lake.
 " 3290.0 " " Lv. swamp.
 3293.5 " " set Hub.
 3468.0 " " " "
 3704.6 " " " "
 3853.2 " " set Triangle Hub A.
 5118.9 " " " " " B.
 5297.0 " " Pt. for sec. Cor. to
 secs. 16-17-20-21 set from Orig.
 Norway B.T. still standing.
 I set 3" square wood post for corner
 E.B. Horst.

N. 65° 15' W 232.8'

S. 82° 30' W 168.6'

N. 89° 05' W 185.3'

N. 50° 45' W 184.4'

N. 41° 29' W 163.8'

S. 89° 52' W 141.6'

91.2

11.05

160

6630

1105

17640

133.55

42.38

91.17

42604

912

85208

42604

383436

388548

388548

47092

90

4238280

11.01

90470

91.2

18094

9047

81423

8150864

53.6

64.6

118.2

184.4

66.2

90814

100000

90814

91860

90814

104600

11.01

5

55.05

6606

2.22337

50.

40

77439 - 3 - 6

662 - 5

154878

464634

464634

51264618

66.00

8.735382

8.7

99987

8.735382

799896

736422

6630

2.10

99.45

64047'

11.05

9047

16000

9047

9530

9047

48300

89° 22'

87° 44'

179 36

N 0° 24' W

47092

9943

235460

188368

423888

423888

468329

133.55

46.83

86.72

41°29'

4839

90°08

6624

50000

46368

36320

33120

32000

75.5

6624

10000

6624

33760

33120

64000

59616

43840

150.96

75.48

6624

12.8 - 2

52992

13248

6624

847872

50.00

8.48

41.52

143.8

151.0

12.8

6624 / 41.52

53.6

77439

415200

387195

280050

232317

477330

64.65

129.1

77439

100000

77439

225610

154878

707320

696951

103690

140-29. Locating Cors.
for H+L. State road.

Friday July 25, 1919

E. B. Horst, transitman,

Benson Beach Chainman,

Moses Morris "

John Brewer. axeman.

I leave Walker 8:45 AM. and

Geo. Garrity takes me out to find
Crew + boarding place.

We arrive at H.S. Sears 3:00 PM.

E. B. Horst.

Sat. July 26, 1919.

Begin at Sta. 5643.9 E. on random $\frac{1}{4}$ line turn 90° angle + run S. to establish the $\frac{1}{4}$ S. Cor. bet. Secs 17-18 which is obliterated.

at 1490.5 ft. S. set temp. M.C. (wood post) we look for orig. M.C. which is also obliterated.

Set transit over temp. M.C. and run base line S. 68° W. 2 . ft. set pt. B.

I cause pt. C. to be set. on line across Lizard Lake angle at pt. A.B.C. = $101^\circ 31'$ look for orig. M.C.s. 58-59 & 60 which we are unable to find.

E.K. Horst.

Sunday July 27, 1919.

I order more field Notes from
Walker phone charges 25¢.

On account of the Heavy brush I
decide to leave the locating
of the $\frac{1}{4}$ S. Cor. between secs. 17+18
until the leaves have fallen.

We return with instrument from
Lizzard Lake and run a trial &
fir road between Pique & Child
Lakes.

E. B. Howst.

Monday July 28, 1919.

Horst & same crew. begin at Sta.
8600 E. on random $\frac{1}{4}$ line in sec
17 on W. side of Cur Lake and
run N. 20° E. 968.5 ft.

" S. 78° E. 1200.0 ft.

E.B. Horst.

Tuesday July 29, 1919.

Rain. all day. No work for crew.
I work on Notes & compute Latitudes
& Departures of lines run.

E.B. Horst.

Wed July 30, 1919

Rain in A.M. until 9 A.M.

P.M. We go out to work at 10 A.M.
Begins to rain at 2 P.M. and we
return.

I discharge crew at 3:30 and go to
Hackensack with crew in Spain's Car
Livery charges \$3.50 R.R. fare to
Walker 40¢.

E.B. Horst.

Thurs July 31, 1919.

Harst, Beach & Morris returns to work at 10 A.M.

Continue line S. 78° E.

- | | | |
|----|-----------|--|
| at | 320.0 ft. | ent. Swamp |
| " | 734.0 " | Creek 3 ft. wide N. & S. |
| " | 840.0 " | Leave swp. |
| " | 2014.0 " | cross land. sec. line ^(N. & S.) |
| " | 2040.0 " | ent. swp. |
| " | 2230.0 " | leave " |
| " | 2717.7 " | Set Hub. |
| " | 2920.0 " | ent. Tamck swp. |
| " | 3200.0 " | ent. Lake. extends 25 ft. S. of ^{line.} |
| " | 3530.0 " | Leave Lake |
| " | 3940.0 " | Leave Swamp. |
| " | 3984.2 " | Hub. |

Aug. 1, 1919.

- " 4694.0 Intersect Tusler road on the N. & S. cent line of sec. 16. Turn S.W. angle $100^{\circ}51'$ and run S. on road 247.4 ft. \leftrightarrow

(An angle of $4^{\circ}40'$ turned from above line at sta. 1700 would Int. same point and would make a better Road line.)

Aug. 1, + 2.

↔ From this point run S. 83° E, thru heavy Aspen & Birch undg'th. 602.8'

Thence S. 22° E. at 200 Lake 90' W, 681.1 A

" N. 68° E. 67'

" S. 26° E. 224 N. edge of Bay.

River.

378 ft. leave Bay River. Water 3 ft. deep.
at 525. Set Hub.

Thence, N. 82° E. 1239.7 to H. L. Road
Aug. 2, 1919

" N. $38^{\circ} 18'$ E. 387.0' to random line ^{sec. 15 & 16}

" N. $41^{\circ} 06'$ E. 193.0 ft. over the last
course of the sec. 15 Traverse.

Board at H.S. Sears.

1919-July

25

26

27

22

29

30

31

1

BDSL BDSL BDSL BDSL BDSL BDSL BDSL BDSL

Elmer B. Hovst.

Benson Beach

Moses Morris

John Brewer.

1

2

4

4

1919-Aug

Bds / Bds / Bds / Bds /

Elmer B. Horst

Benson Beach

Moses Morris

140-29
Time sheet.

70

1919 July	25	26	27	28	29	30	31	Totals
Elmer B. Harst.	1	1	1	1	1	1	1	7 days
Benson Beach.	1	1	1	1	0	1	1	6 "
Moses Morris	1	1	1	1	0	1	1	6 "
John Brewer.	1	1	1	1	0	0	5	5 "

1919 Aug.	1	2	3	4	5	6	7	Totals
Elmer B. Harst.	1	1	0	0	0	0	0	2
Benson Beach.	1	1	0	0	0	0	0	2
Moses Morris.	1	1	0	0	0	0	0	2

140-29

Hack. & Longville State Road.

Sept. 12, 1919.

E.B. Horst transitman.

G.E. McGuire axeman.

John Large Chain.

Correct ~~Q~~ of Highway thru secs. 16-17.

Beginning at the N. & S. centre
line of sec. 16-140-29. at a
Hub set in cent. of road. 242.9'
S. of a Prelim. line run July 31, 1919.

Turn N.W. angle $74^{\circ}30'$ and run
W. to an intersection with prelim.

line intersecting same at 1741 ft. E.

Intersect sec. line bet. secs. 16 & 17 at 399 ft.

N. of ~~4~~ S. cor.

At Albert Tuslers

E.B. Horst.

Sept. 11, 1919

This
art.
is
one
day
late.

I left Walker with a Motor Inn
car. drove to Hackensack and
gathered up crew. Chased
All over the country for a place
to Board. Located at Albert
Tuslers & stayed overnight.

E.B. Horst

Sept. 13. 1919

Rain.

I take crew to Haekensaek and
drive to Walker.

I work on Lat.^s & Dep.^s & corrections.

E.B. Hovet.

Burned out connect rod. brg. on
way to Walker & Had to be towed
in by Motor Inn.

Mon. Sept. 15, 1919

E. B. Horst, Transit.

John Large chain.

Gerald E. McGuire axe.

Begin at N. end of course N. $20^{\circ}00'$
E. 968.5' Turn R. $5^{\circ}43'$ Run SW. to
an intersection with True E. & W.
center line of sec. 17.

P.I. at sta. 8494 ft. E. of Rge. line.
N.E. Angle to true line = $63^{\circ}28'$.

I go to a point on East side of
Lost Lake where I set the $\frac{1}{4}$ S.
cor. between secs. 17 & 18 by inter
secting Two Blazed lines which
were run (from this corner when
same was still standing, also B.T.s.)

✓ By Byron B. Bartlett.

$\frac{1}{4}$ S. Cor. sets at sta. 5584.4 ft. E.
and 4.8 ft. S. of Random line

For Notes of Random line thru sec.

18 & 17 see page 95 This Book.

True line thru sec. 18 = 5584.4 ft.

" " " " 17 = 5293.9 ft.

140-29
H. & L. State Road.

74

Sept. 16-1919

E. B. Horst. Transit.

John Large chain.

Bert. Anderson "

McGuire axeman.

Begin at sta 8494 ft. E. and run
true cent line N. to $\frac{1}{4}$ S. cor.
between Secs. 17 & 18.

Go to line which bears $S. 22^{\circ} 00' E. 681.1'$
which we rerun at a bearing of $S. 27^{\circ} 37' E.$
to N. End of course across Boy River.

Sept. 17. 1919

Run traverse of Longville &
Hackensack State road.

from Cent. of sec. 15. 140-29
to N. line of sec. 1, same Twp.
Notes in Back of this Book.

E. B. Hurst.

I drive to Walker for addit-
ional field Notes ^{+Plots} of secs.

1-2-11-15--140-29

30-141-29.

31-32-33-T. 141; R. 28.

Sept. 18. 1919.

Crew at Ft Albert Tuslers.

McGuire at Hackensaek.

I return from Walker at 4⁰⁰ P.M.

and go to Cecil Whites camp on

Woman Lake + plat course of

H. & L. present Road.

Sept. 19, 1919.

Horst.

J. Large

B. Anderson

G. E. McGuire

Complete traverse of H & L Road
To N.E. Cor. (I.M.) Sec. 36, T. 141, - R. 28.

From the $\frac{1}{4}$ S. Cor. between Secs.
31 + 32 previously set and marked
by a 2" x 4" I.M. We turn N.E. angle
from Random sec. line $107^{\circ}00'$
and run E. on Random cent. line
cut E $\frac{1}{4}$ mile. E B Horst.

Sept. 20, 1919. Saturday.

Harst & same crew continue E. thru
cent. of sec. 32.

at 400 ft enter swp. dry.

" 700 " Lv. " "

" 2280 " set Hub on ridge

" 2600 " swp. grass & Tag alder

" 3000 " Leave swp.

" 3400 " enter field extends 96' N.

" 3659.7 "

" 3673.0 " Hub in cent. of a cut out
road from N.E. cor. sec. 32 south to Girl Lake
Bridge. N.W. angle to Road = $90^{\circ}10'$.

I look for the N.S. Cor. bet. 32 & 33 find nothing.
continue E.

" 3710 E Swamp.

" 3850 " Leave swp.

" 4242 " Temp. pt.

" 4258 " Water edge Girl Lake.

Sept. 21-22-23-24-1919

E.B. Horst at Walker.

No work. Co. Comm'r's Meeting.

Sept. 25 & 26 - 1919

Horst, Large, Anderson & McGuire

Begin at Cor. (NW) to secs. 28-29-32-33
& run S. over a brushed road (the center
line of which was run by Farmers
and is on No line.)

At 2683.4 intersect our Random
Center line of sec. 32 at 3673 ft. E.

N.W. Angle = $90^{\circ}10'$ (ent. field at cor.)

3300 leave Field

4500 " Road bears S.E. to Bridge

5234.4 intersect True Twp. line 2412.0
W. of the S.E. cor. of sec. 32.

N.E. angle = $87^{\circ}50'$

correction at cor. of 28-29-32-33 for
E. boundary of sec. 32 = $25^{\circ}04'$

Tang. = .4676

At Sta. 2577.0 S. and 106.6 ft. N. of Pl.
I turn 90° angle and run E. to set $\frac{1}{4}$
Sec. Cor. 32-33.

At 4336 int. small Bay of Girl Lake.
Triangulate Bay at 4508 ft. E. set
a wood post 7.8 ft. S. of line on True
E. & W. cent. line of sec. 32, 370 ft.
W. of pt. for $\frac{1}{4}$ cor.

Point for $\frac{1}{4}$ S. cor. falls in Girl lake.

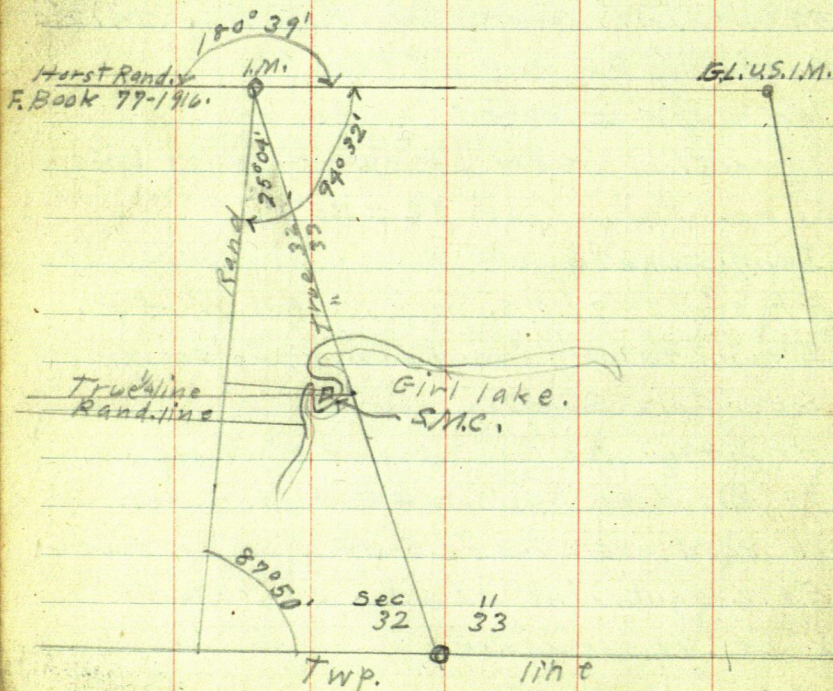
Post at 4508 E sets on a point of land in girl lake (nearly Island)
B.T.s. To S.M.C. are:

Popple 5" S.E. 4.4 ft. to tack.

Double Oak 20" N. 20.2 ft. " "

correction for E+W cent. line = $1^{\circ}09'N$

Tang. = .02113.



Sept. 27, 1919.

We Begin at the $\frac{1}{4}$ S. Cor. between
Secs. 31 & 32 - 141 - 28 turn N.W. angle
 $74^{\circ}34'$ from random line of $74^{\circ}36'$ from
true line and run W. on true E & W.
Centre line of sec. 31.

at 716.5 set Hub East of small lake.
by stadia distance to W. of lake = 845 ft.

" 900 ft W. ent. lake { extends set line

" 1100 " " Leave " { 50 ft. N. 350.

" 1561.5 " " set Hub, W. of lake.

" 2341.5 " " set S.M.C. S. 31 Wood post
from which:

White Oak 18" sets E, 23 ft. on line.

Popple 8" S. 65° E, 22 ft.

At 2480 ft. W. Waters edge Woman lake

Swampy shore. Lake bears N. 70° W. and

S. 25° E. E.B. Horst.

Oct. 3, 1922.

E. B. Horst, drives to Backus to
get Ed. Gilberg to assist on survey
along S. side of sec. 3-138-30
We drive to cor. SECS. 2-3-10-11.

Where I find the USB.T. B. pines
N. $32^{\circ}30'$ E. 87 links a stub 6 ft high
B. Ring S. 45° E. dead tree burned. No marks.
and plainly marked from which I
set a well point for corner.

and take following R.P.s.

J.P. 10" N. $68^{\circ}00'$ W. 58.2 ft. ($5^{\circ}30'$ var)

N.E. cor. School House foundation (stone)

S. $44^{\circ}00'$ W. 179.2 ft.

An old road graded bet. SECS. 10-11
bears S. $102^{\circ}0'$ W. ($5^{\circ}30'$ var.)

5243.

5241

N.

138-30.

4

3

2x45 sec. car.

1M.

E. 1/16
1x24 1/2 M.

180° 32'

1M
1x20

1x30

sand point

old catfoot line.

9

10

5241

Oct. 3, 1922.

	B. Pine	5	N 50 1/2 E.	87.	Snag.
2-3	B. Pine	6	S 10 1/2 W.	128.	
10-11	B. Pine	7	S 48° E.	157.	Marks burned off. dead tree
3-4	N. Pine	24	N. 3° E.	213.	Stump. burned
9-10	N. "	24	N. 85° W.	355.	Roots.
	N. "	24	S. 84° W.	430.	✓
4-5	N. Pine	20	N. 86° E.	570	Stump.
8-9	B. P. "	20	N. 87 1/2 E.	576	Stump.
	N. P. "	15	S. 82° W.	725	Stump.
	B. P. "	12	N. 71° W.	500	Stump

2361.15
M.C. #11 N. Pine 20" S. 6° E. 258.7
W. Pine 12" N. 10° E. 57.4

61° 47'
27° 24'
89° 11' = 0° 49' E. 2361.2
313.5
2674.7

47281-4, 88117 -7-4 01425
6631-7 6631-7 313.5
47281 88117 7125
141843 264351 4275
283686 528702 1425
283686 528702 4275
31352031 584303827 4467375

2674.7
4.5

2337.2

2 | 2670.2
1335.1
1324.6
10.5

Aug. 1924
 Rob Rice
 Dan Rice
 Ed. Peterson

J. M. Greene - Trans. & S.
 4-5-67

New B.T.s

Jack Pine S. 30° W 421.5'
 Scrub Oak S. 17° W 115.2'
 Fence Cor. N. 20° E 34'

Distance 5250 to I.P.

Hub

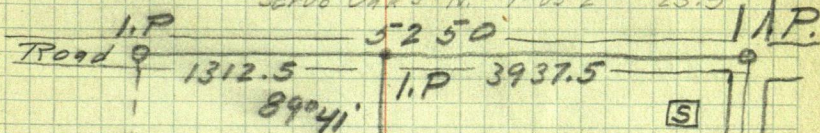
3960
 3937.5
 22.5

1312.5
 3
 3937.5

140.6

1/16 Cor.

J. Pine 7" N. 45° 46' W 57.1"
 Scrub Oak 3" N. 40° 05' E 25.9"



39.1
 624
 663.1

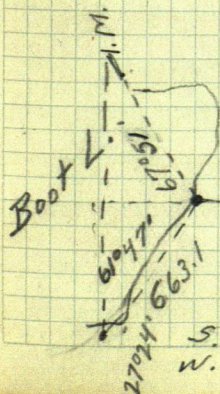
No pipe

1353.3
 I.P.

35.775
 6
 214650
 214650
 2361.15
 1320
 1041

W. 2361.15
 S. 28° 13' W. 663.1
 N. 0° 49' E.

I.P.



90° 20'
 2361.2
 1324.6
 1374.3

N.P. 16"
 N. 45° W

20.2
 0.128
 S. 65° E. N.P. 8"

5.584.3
 W.

Oct. 7, 1922.

525.

E. B. Horst + Ray Bonister
drive to Webb Lake to run
W 1/4 line of Sec. 13-140-30 and
make ties to Hack. + Longville Rd.
Diagram on opposite page
E. B. Horst.

44 miles (round trip).

5253

Oct 7, 1922

90

W 11/45.12 140-30 WQMC.
 5272 N. 13 976.0' 2 1/2 x 48 1 M.

3249 fence.

3242.0

fence
2659.5

1327.2 N.

73°30'

90°14'

Contract for blotting of
Minni Teebee Portage

Survey in Sec. 22-140-29
Leave Walker on the M.&N.
gets off at Hackensack
and drive to Hackensack
B.B. Bartlett and supplies.
we go to Mike's place in

I start Bartlett and
on line between 22 and 15
Woman Lake and the mo
South side of the Bay as
From M.C. # 19 - 1 S. 48° W

Note:-	1-2	S. 61° W
True M.C. sets	2-3	S. 10° W
7' south and 33.5' west	3-4	S. 57° E
of Horst I. M.	4-5	S. 78° 15' E
	5-6	S. 49° E
	6-7	S. 43° E
	7-8	S. 16° 15' E
	8-9	S. 2° 30' E
	9-10	S. 64° E
	10-11	N. 75° E
	11-12	N. 41° E
	12-13	N. 70° E
	13-14	N. 88° 30' E
	14-15	N. 44° E

April 9, 1923

and go to Backus. Micky Jude
 I get the truck at Backus
 where I get Micky Jude
 Long Mike goes with us and
 Sec. 22 and settle down. John M. Greene

April 10, 1923.

Micky at the I.M. for M.C.
 on the west side of Burgoyne Bay
 under the lake shore around the
 follows:- Instruments - Long Mike's

204' Jacob staff compass set
 163.9 at $80^{\circ}30'$ Var. and 100' steel
 405.5 tape.

223.8 15-16 N. $34^{\circ}30'$ E 576.8'

220.4' 16-17 along random line
 150.9' between Secs 22-23

367.9' N. $20^{\circ}30'$ W. 289.9'

244.9' 17-18 S. 84° W. 322.8'

179.3' 18-19 N. 43° W. 121.8

937.2' 19-20 N. 72° W. 469.4

246.6' 20-21 N. $40^{\circ}30'$ W. 187.8'

173.6' Sta. 21 = True M.C. set from
 35.0 orig. Gov't B.T. with scribe marks
 442.1 still plain.

443.0

John M. Greene

Survey in Sec. 22-140-29

At the same time I
set by Elmer Horst and

Cor. proportioned this corner
22 + 23
27 + 26 the east line of 22 and
true corner, set by Horst,
accept it or not. Continue west

M.G. 41 N. Pine 5" S. 2° E. 19 is still
cedar 4" N. E. 4.5' and
across Widow Lake to

M.G. 42. Cedar 12" S. 10° E. 44 = 29.04'
N. Pine 7 N. 26° W. 36 = 23.76'
It starts to snow and I.

Micky and Bi complete
and chain west across
on Horst's line about $1/16$
and 1489.5' East of M.G. # 19.
Bi and Micky start chaining
to Horst Cor. $\frac{15/15}{22/21}$ to see
1 plat notes. Bi and Micky
5280's Hub but nothing else.
the bearing sta. 13-14 on
Chainage west. M.G. to Black
to I.M.
to I.M.

Eng. in Charge - Greene, J. M.

94

Assistants - B. B. Bartlett

- Micky Jude.

April 10, 1923

go to the N.W. Cor. of Sec. 22
hunt for B.T.s as Horst
in, but find nothing. I then go to
go to the S.E. Cor. set for temp.
but do not know whether I will
along south line M.C. #41 where
plain. Set stake and blaze
W. Pine 9" S.E. 4.5'. Continue
M.C. #42. where I find

still plain and green.

go to camp.

John M. Greene

April 11, 1923

traverse of lake shore
Bungy bay. I line up a picket
Cor. on ice 864' west of M.C. 18
as set by Horst. After dinner
at Horst's M.C. #19 and go west
if they can find any new dope.
with Mr. Hallal find Horst's
They come back and check
Bungy bay

water road = 830' ±

1/16 Cor

1169.2

Sec. Cor 2499' John M. Greene

Survey in Sec 22-140-29

Went to M.C. #41 and take
about East Var $8^{\circ}30'$

2848' - dis. from \odot 8.9' East
Line bears N. $89^{\circ}30'$ W.

1050 Hunt for Sec. Cor.

1640 Hit water.

2550 Leave water

2800 Creek 150's

3000 Brush

3400 Creek

3425 Lv. Creek.

3603.4 \odot 12.6' North of $\frac{1}{4}$ S. $\frac{21}{27}$

creek, but B.B. Bartlett fell into

May, 6-7-1925 N. & S. $\frac{1}{4}$ Line Sec. 21

Greene
Bartlett
Jude

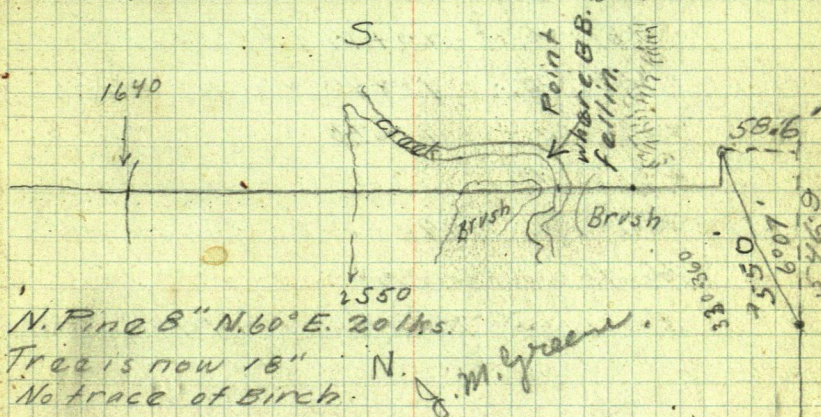
96

April 12, 1923

bearing of Random Line East

and 9.9' south of M.C. #41 to #42

Find four or 5 old stakes but No B.T.s

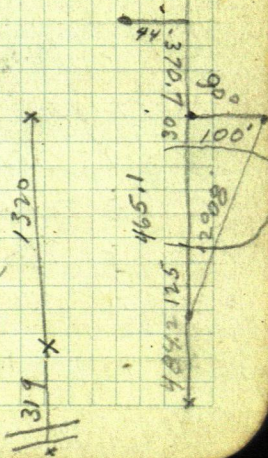


Note :- Government plat. does not show something that he claims is a creek

$$\begin{array}{r} 1320.9 \\ 540 \\ \hline 7131 \end{array}$$

$$\begin{array}{r} 1463 \\ 43295 \\ \hline \end{array}$$

$$\begin{array}{r} 370.7 \\ 465.1 \\ \hline 835.8 \\ 1320.0 \\ \hline 484.2 \end{array}$$



Survey in Sec. 22-140-29.

From M.C. on East side of
to Sec. Cor. is 502.6'

Chaining South

Corr. to Sec. Cor. = 00+00

True Line = 29.87 W. 7+25 to Sta. 17 on
41.8 W 10+14.7 to Sta. 16 "
73.8 W 18+40 enter marsh
89.6 W 21+75 Ir. "
94.7 93.2 W 22+63 Rd. center
94.9 101.5 W. 24+64.8 Random M.C.

Northwesterly 44.3' to A.P. X

" R.M.C. to Portage 1043

Starting from Ran. Cor East

Ran. M.C. to A.P. 1 N. 86° W.

A.P. 1 to A.P. 2 N. 59° 30' W.

A.P. 2 to A.P. 3 N. 78° W.

Portage A.P. 3 to A.P. 4 S. 70° W.

A.P. 4 - Road N. 36° 30' W 244.2

Road - 3 Sta. 1. Swamp 70' E. 20' S.

Road to Sta. 2+46.5 2 " 70' E

bears N. 36° 30' W. 2+31 nail in stump on

2+46.5 O X Sta. 11-12

Friday - The Thirteenth. 38

Micky and Bi-chain, April 13, 1923

Worman Lake on North Line of 22

traverse line

" "

Snow and sleet with high
winds all afternoon.

32.50

80.10
39.50
40.30
33.50
76.40
45.45
46.48
51.48

out from shore 37'

March 14, 1923

Trail

stake

541.4'

203.6'

157.7

174.2

A.P. 4 - A.P. 5 S. 70° W. 100

A.P. 5 - A.P. 6 S. 63° W. 100

Note 1 -

from 0 20' W. Sta. 1, swamp
swings of into a low coulee almost
to Sta. 10. Swamp is 2' deep as I
fell in.

sea wall

25.3' N. 41° E. from Sta. 11

John M. Green

SAC. 22-140-29

From A.P.X to Ran. M.C. on south

A.P.5-A.P.6	S. 63° W.	100'
A.P.6-A.P.7	S. 72° W.	169.2'
7-8	S. 89° 15' W.	440.8'
8-9	N. 75° W.	260.7'
9-10	S. 42° W.	159.5'
10-11	S. 82° W.	204.9'
11-12	S. 55° W.	191.5'

Distance from Sta. 5320 on south
south side I.X.L. Lake is 1056 -
From Temp. M.C. to Temp. M.C.N-1844.2
Total = 2900.2

Thence 44.3'
" 2464.8'

	Sin.	Cos.
N. 0° 05' W. 2900.2'	1	00145
S. 75° 30' E. 44.3'	25038	96815
N. 2° 05' W. 2464.8'	99934	03635
N. 88° 23' E. 12'	02850	99959

Micky Jude } chain
 Bi. Bartlett }

J. M. Greene-Eng. ¹⁰⁰

March 14, 1923

side of I. X. L. = 1844.2'

272' to sight stake,
 1817.0

Traverse from Portage trail along
 Northside of I. X. L.

15°30'
 13°25'

random line to Temp. M.C. on

Bearing N. 0°05'W

" 5.75°30'E

" N. 2°05'W. to N.E. Cor Sec. 22.

N.	S.	E.	W.
2900.2			41.2
	11.11	42.89	
2464.3			89.60
0.3		12	
5364.8	11.11	54.9	93.8
11.1			54.9
5353.7			38.9
0 73'W. 11'N			

John M. Greene

Sec. 22-140-29
Computation

From Sta. 5320,
N.E. Cor. Sec. 22 sets North
West

$$5353.4 - 11.1' = 5342.4'$$

S.E. Cor. sets West 73'

$$73 - 50.9 = 22.1$$

$$22.1 \overline{) 5342.4} \quad 2467 = \cot \times 0.14'$$

$$\begin{array}{r} 442 \\ 922 \\ 884 \\ 3841 \\ 221 \\ \hline 1630 \end{array}$$

Bearing True Line =
N. 0°14' E.

$$\sin 0.14^\circ = .00407$$

$$2900' N. is 11.6' East$$

$$\begin{array}{r} 73 \\ \hline 62.4' \\ 4.2 \\ \hline 58.2 \\ 42.89 \\ \hline 101.09 \end{array}$$

$$\begin{array}{r} 1014.7-4 \\ 00407-4 \\ \hline 71029 \\ 405880 \\ \hline 4129829 \end{array}$$

$$\begin{array}{r} 2005' \\ 14 \\ \hline 2019 \end{array}$$

$$24.27 = \cot 2.021'$$

$$\begin{array}{r} 101.1 \overline{) 2453.7} \\ 2022 \\ \hline 4317 \\ 4044 \\ \hline 2930 \\ 2022 \\ \hline 7080 \end{array}$$

$$\begin{array}{r} 412 \\ 2453.7 \overline{) 101100} \\ 98148 \\ \hline 29520 \\ 24537 \\ \hline 49830 \end{array}$$

#

500.22-140-29

Var. 8°00

R.P. Sta. 15 - Survey of Blackwater

15-16 S. 83°37'E. 281.4' ^{35' E check}

16-17 N. 64°05'E. 401.0'

17-18 N. 87°30'E. 224.0'

18-19 S. 80°04'E. 824.8' X N. B.S.

N.W. X to Random Line = 77°59'

Bearing N. 2°05' W.

Backsighting 17-16 X R. 11°28' 123.6'

77°59'

2°21'

ch. 80°19'

80°20' X R.L. to T^h Sec. Line

Set up at W.R. Cor. X 90°

run 1398.8' X 90°33' N.W. X

run 152' to Road center

84°10' or 08' - makes 84°09'

X 84°25' S.E. run S. 83°37'E. 36.5'

Set up at E.R. Cor X 92°25'

to O. 1398.8' W. of W.M.C.

Computed X = 0°26'

E. Random Line bears S. 2°05'E

92°25'

East & W. Line

N. 89°40' W on 100

W. Random Cor.

0°26'

S. 89°55' W = Bear

From E.M.C. X to R. Cor. S. = 3°20' W. bears

From T.G. X to R. Cor. S. 73°38' sight 3.75'

864.2
 269
 1333.

104

Record = Map/C 14" N. 38° 02' E 43.7'
 R. Oak 24" N. 70° 50' W. 47.2'

Random line bet. 21-22 at @ 22635, of Sec. Cor.
 200' N. of Random Cor.

to point on Portage.

Sight S. 29° 05' E & R. 106° 30'
 Bears N. 75° 35' W.
 60.1

96,851 58.2' 00.0
 58 1106
 0 89,400

76° 35'
 73° 38'
 157

77° 59'
 2° 19'
 80° 18'

104° 25'
 75° 35'
 73° 38'

S. 83° 35' E
 N 0° 34' E

S. 83° 35' E
 84° 08'

84° 09' = X

N. 0° 39' E
 04

N. 0° 37' E

L.X.L. to point 1441.7' W. = @ 1398.8' W. of

ing of Line from W. R. Cor.

S. 1° 15' W

35° E = S. 1° 57' E

John M. Greene

Sec. 22-140-29

S. $0^{\circ}05'E$ X $90^{\circ} = S. 89^{\circ}55'W$

X $90^{\circ}33' = N. 0^{\circ}28'E$

X 87°

S. $83^{\circ}35'E$ R. sta 15-16

Set up at N.E. Cor. Sec. 22-12' West
on random line from South

S.W. X = $88^{\circ}10''$

Dis. set up at $1/16$ Cor. on ice

2263.1 S. E. X to point on road
285' to water, between 15 & 16 = $92^{\circ}25'$

→ N. $88^{\circ}15'W$

$31^{\circ}12'R$

N. $57^{\circ}03'W$

$55^{\circ}32'L$

S. $67^{\circ}25'W$ S. $67^{\circ}25'W$,

$22^{\circ}35'R$

$21^{\circ}56'$

West

$589^{\circ}21'W$

$\frac{15}{22}$ True M.C. sets L. $12^{\circ}06' = 34'$

$\frac{22}{23}$

Set up at True M.C. N. side / X

X L. $15^{\circ}10'$ to picket at 1340.2' W

from Line. W.M.C. - E.M.C. - True M.C.

X L. $12^{\circ}40'$ along lake shore - Lot

(See above) →

\$

R. Cor. S. of L. X. L.

1052

03257

1817

22799

3257

26056

3257

59,7969

5.0° 15' W. 5.0005' E
 1817 5.0005' E
 5.1057' E

42.9
 44.3
 50.2
 60.1

5.2005' E

FRU COR

1.16

02181

115

920

115

230

508 15

S. 84° 04'

7° 18' 7° 48'

14° 15° 36'

31011

59.6

17048

32° 12'

7° 18'

14° 36'

7° 18'

30° 12'

Bearing N. 75° 35' W. + 15° 10' = S. 89° 15' W.

Stakes - N. 75° 35' W + 12° 40' = N. 88° 15' W.

Soc. 22-140-29

Set up at 1/16 Cor. in Woman Lake
backsighted to Horst M.C. 861.5

X R. $40^{\circ}30'$ to Hub.

X R. $92^{\circ}25'$ to O 2263.1 S.

X R. 180° to W.M.C.

1686' X $51^{\circ}20'$ ²³

Set up at O A on North side
L.X.L. Lake

Run N. $88^{\circ}15'$ W. 360 ft
thence R. $7^{\circ}48'$ N. $80^{\circ}27'$ W. 60' ft. R.

" R. $15^{\circ}36'$ N. $64^{\circ}51'$ W. 60' ft

" R. $7^{\circ}48'$ N. $57^{\circ}03'$ W. 20'

L. $5^{\circ}34'$ N. $62^{\circ}37'$ W. 60' 2263.1
152.0

L. $11^{\circ}08'$ N. $73^{\circ}45'$ W. 60' 2.7 2415.1

L. $11^{\circ}08'$ N. $84^{\circ}53'$ W. 60' 0.04'

96°01' L. $11^{\circ}08'$ S. $83^{\circ}59'$ W. 60

97°09' L. $11^{\circ}08'$ S. $72^{\circ}51'$ W. 60

102°43' L. $5^{\circ}34'$ S. $67^{\circ}17'$ W. 360

77°11' R. $32^{\circ}42'$ ³² N. $82^{\circ}01'$ W. 92' to O 1398.8
S. $80^{\circ}39'$ E.

97°59'

S. $67^{\circ}17'$
32°04'
99°21'
20°39'

84°53'
11°08'
46°01'

N. $0^{\circ}33'$ E
04
N. $0^{\circ}37'$ E

84°25'
04

Sec. 22-140-29

725' 725'
342 433.4
1067 1158.4
180.

South 420' \times 35' R.

1338.4
225.
1563.4

350 \times 600' - 1

Chaining from 017 on the
Woman Lake traverse line - South
342' hits shore line south of bay.

1158.4 nail in Horst's Random line

Offset to my random line 48.5

... true line 48.5-9.2' \times 92°13'

Drove a nail in poplar - he

1338.35' offset from my random

1563.35 - 235' - 0 for road angle

1096.7 = Hub on my random line
from 1158.4

1563.35 offset E. = 8.4'

\times R. 35°

sta 300' Ditch easement Bog 40'

420.1' Hub. Bog 40' S.E. + 20' wet.

\times R. 190°04'

+80 = Ditch easement 50' S.E.

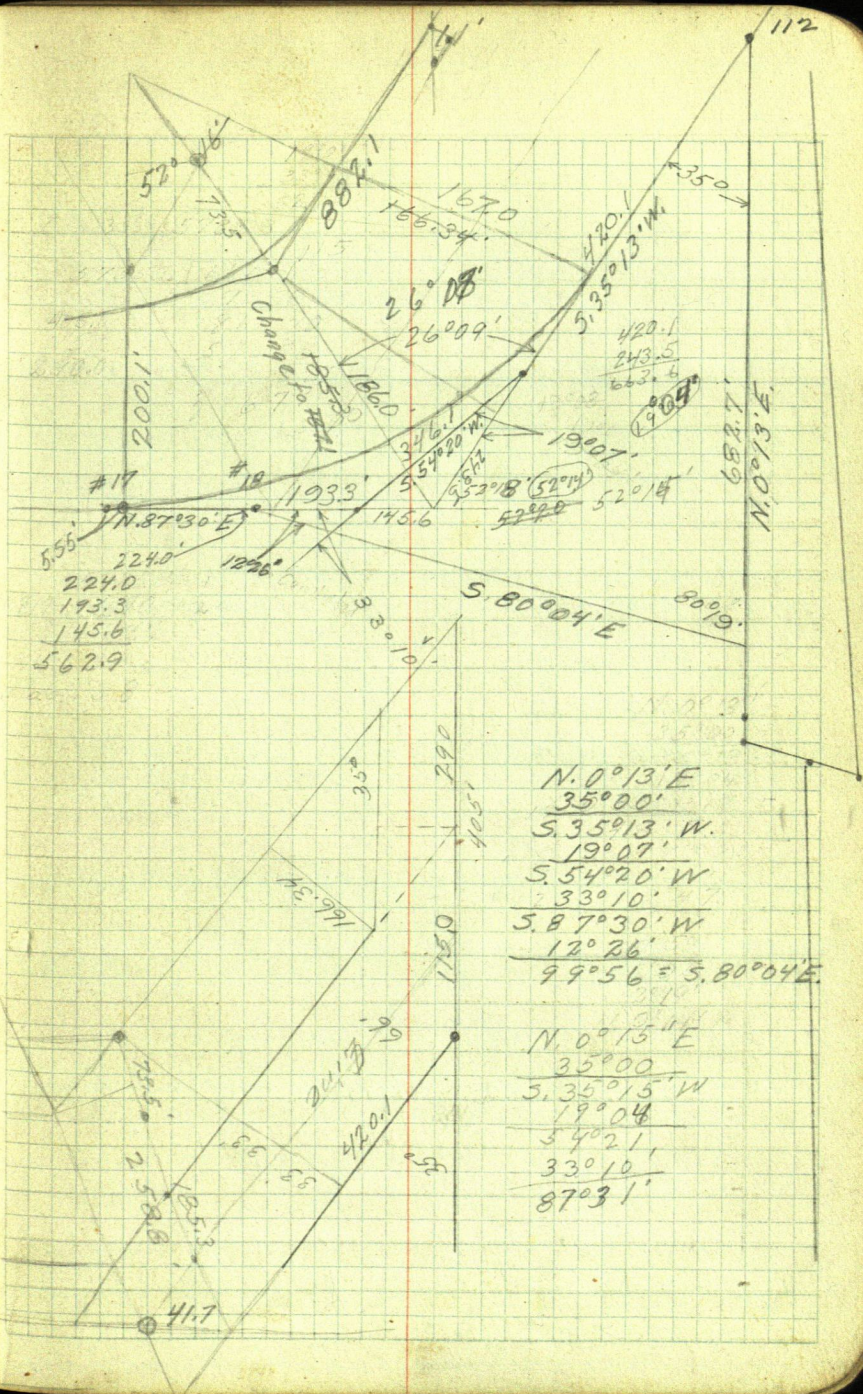
+200 = end of bog. 346.1' = Hub

\times 33°10' R. in line #17-18 road

2246.05 \angle Road \times 80°19'

2409.25 Hub.

2435.65 Hub. on N. shore of L.X.L.



Sec. Line between 22-23

		Sin	Cos
N. 89° 55' E.	73.0	1.00000	.00145
N. 0° 05' W	2889.2	.00145	1.00000
N. 75° 30' W	60.5	.96815	.25038
N. 0° 13' E	2438.6 2435.65	.00378	.99999
N. 88° 23' E	12.0	.99960	.02821

		Sin	Cos
N. 89° 55' E.	73.0	1.00000	.00145
N. 0° 05' W	2900.2	.00145	1.00000
S. 75° 30' E.	44.3	.96815	.25038
N. 2° 05' W	2464.8	.03635	.99934
N. 88° 23' E	12.0	.99960	.02821

N.	S.	E.	W	Lat	Dep.
0.1		73.0		+ 0.1	+ 73.0
2889.2			4.2	+2889.3	+68.8
15.1			58.6	+2904.4	+10.2
2435.65		9.2		+5340.05	+19.4
0.1		12.0		+5340.15	+31.4
5340.15		94.2	62.8		
3		62.8			
5343.15		31.4		5340.15 - 170 = sin 0°20'	
				31.4	

N.	S.	E	W	Lat	Dep
0.1		73.0		+ 0.1	+ 73.0
2889.2		42.0	4.2	+2889.3	+68.8
	11.1	42.9		+2878.2	+111.7
2463.2			89.6	+5341.4	+22.1
0.1		12.0		+5341.5	+34.1
5342.6			5341.4	= 156 = sin 0°22'	
1335.6			34.1		

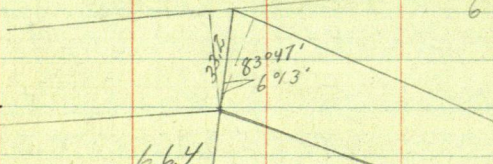
			00.00	00.00
2889.2 - 2			86.8	16.8
00582 - 6	68.8	16.8	16.9	16.75
57784	16.8	73.		
231136	52.0	89.8		
144460		68.8		
16815144		21.0		

$$.79122 = \sin 52^{\circ}18'$$

$$c = \frac{33}{.79122}$$

$$\begin{array}{r} 90 \\ 6^{\circ}13' \\ \hline 83^{\circ}47' \end{array}$$

$$\begin{array}{r} 79122 \overline{) 33.00000} \\ \underline{316488} \\ 135120 \\ \underline{79122} \\ 558980 \\ \underline{553854} \\ 61260 \end{array}$$



$$\begin{array}{r} 99412 \overline{) 6600000} \\ \underline{596472} \\ 635280 \\ \underline{596472} \\ 388080 \end{array}$$

$$\begin{array}{r} 23^{\circ}25' \\ 11^{\circ}42\frac{1}{2}' \\ \hline 33.7 \\ 67.4 \end{array}$$

$$\begin{array}{r} 81915 \overline{) 66000000} \\ \underline{655320} \\ 468000 \\ \underline{409575} \\ 584250 \end{array}$$

$$\begin{array}{r} 97919 \overline{) 6600000} \\ \underline{584514} \\ 724860 \\ \underline{685433} \\ 394270 \end{array}$$

$$\begin{array}{r} 57358 \overline{) 6600000} \\ \underline{57358} \\ 86420 \\ \underline{57358} \\ 290620 \\ \underline{286790} \\ 38300 \end{array}$$

$$\begin{array}{r} 57191 \overline{) 3300000} \\ \underline{285955} \\ 440450 \\ \underline{400337} \\ 401130 \end{array}$$

115.2'

57191 6600000

57191

88090

57191

308990

295955

129350

83.4

41.7

116

116

57.7

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

101.1

63°51'

63°51'

41.7

52°18'

90°

33

52°18'

41.7

37°42'

63°51'

26°09'

26°09'

63°51'

41.7

127°42'

90°

37°42'

52°18'

80.45

82032

66

00

00

00

65

62

56

03

74

40

00

32

81

28

20

46

27

20

20

7.0" = offset

5.0 84°10' 4°22'

395.5
167.
562.5

152
212
13.8

07595.
5625

5625

076-4

37975

15190

45570

07628

5625

38140

15256

45768

38140

429375 0 0

85975 0 0 0

33750

39375

4275 0 0

85.50

37975

42721 87.5

85.44

83035
64005
19.30
5.40

$$.64945 = \sin 40^{\circ}30'$$

1086

389670

519560

389670

64945

$$99949 \overline{) 1094.9727}$$

.64945

13306

389670

1948350

194835

64945

$$64945 \overline{) 1094.9727}$$

N 75°35' W

12°40'

N 88°15' W

31°12'

57°03'

56°40'

11243

6747

S. 67° 55' 40"

67°17'

32°42'

9954

8001

S. 67°17' W

21°56'

89°13'

5.75°

1095.5

1094.9727

99949

954827

899541

552860

499745

531,150

1094.2

78061 86415817

78061

935481

702599

329320

312244

170760

1095.5

1094.2

9.7

1094.8

1096.7

1095.5

1094.2

6.4

1095.5

5340.5

98614 66000000

591684

683160

591684

914760

884526

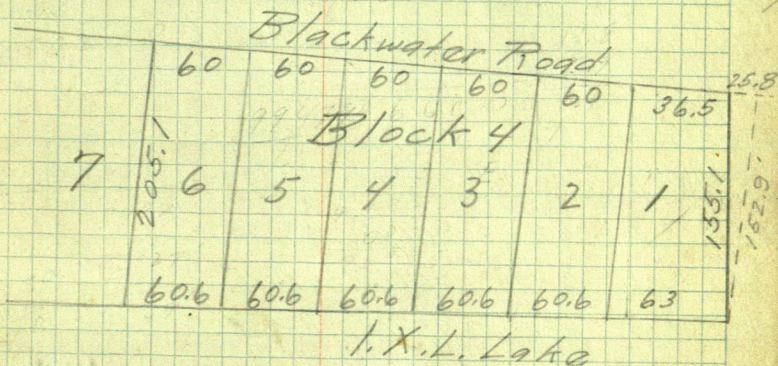
272.340

6693

		Sin	Cos	North	South
N. 0° 15' E	155.15	00436	99999	155.15	
N. 80° 04' W	^{336.3} 337.1	98501	17250	^{58.04} 58.15	
S. 95° 56' W	205.1	17250	98501	17.1	202.0
S. 88° 15' E	366.0	99953	03054	213.19	11.18
	78.35			213.30	213.2

East West

0.68	331.46 ✓
	332.05 ✓
	35.38 ✓
366.5	
365.83	366.84
366.51	367.43
367.18	



		Sin	Cos	North	South
N. 90° 56' E.	205.1'			202.03	
N. 80° 04' W	^{401.3} 401.9'	98501	17250	^{69.26} 69.36	
S. 87° 30' W	^{213.2} 213.6'	99905	04362		9.32
S. 64° 05' W	54.75	89943	43706		23.9
S. 25° 55' E.	150.35'	43706	89943		135.22
N. 67° 17' E.	60.0	92243	38617	23 17	
N. 72° 51' E	60.0	95545	29487	17 69	
N. 83° 59' E.	60.0	99449	10482	629	
S. 84° 53' E	60.0	99602	08918		5.35
S. 73° 45' E	60.	96005	27983		16 79
S. 62° 37' E	60	88795	45994		27.60
S. 57° 03' E	120.	83915	54391		65 27
S. 64° 51' E	60	90520	42499		25.50
S. 80° 27' E	60	98614	16591		9.95
				318.54	318.94

East

West

35.38

395.39

395.88

213.9

213.4

49.24

65.31

55.35

57.33

59.67

59.76

57.60

53.28

100.70

54.31

59.19

657.88

657.93

658.52

658.1

Lots 7-8-9-10-11-12-13-14-15-16

Block 4

Bearing Dis Sin Cos

N. 88° 15' W. 360' 99953 03054

N. 80° 27' W. 60' 98619 16562

N. 64° 51' W. 60' 90520 42499

N. 57° 03' W. 120' 83915 54391

N. 62° 37' W. 60' 88795 45994

N. 73° 45' W. 60' 96005 27983

N. 84° 53' W. 60' 99602 08918

S. 83° 59' W. 60' 99449 10482

S. 72° 51' W. 60' 95554 29487

S. 67° 17' W. 420' 92243 38617

N. 82° 01' W. 92' 99031 13889

N. 0° 48' E 2415.1 99990 01396

N. 88° 23' E 1330.6 99959 02821

S. 0° 13' W 2438.6 99999 00378

N S E. W

10.99

359.83

9.94

59.17

25.50

54.31

65.26

100.70

27.60

53.28

16.79

57.60

5.35

59.76

17.77

6.29

59.67

17.77

17.69

57.33

139.02

332.07

12.78

23.17

55.35

91.1

174.21

186.17

1340.17 ✓

2415.1

33.71

37.53

1330.6

2438.16

9.21

71.96 5.1

2589.31

2624.77

11.8

37.53

1364.31/1361.18

2626.84

5.11.10

37.53

11.7

74.59

71.96

71.96

71.96

71.96

71.96

71.96

71.96

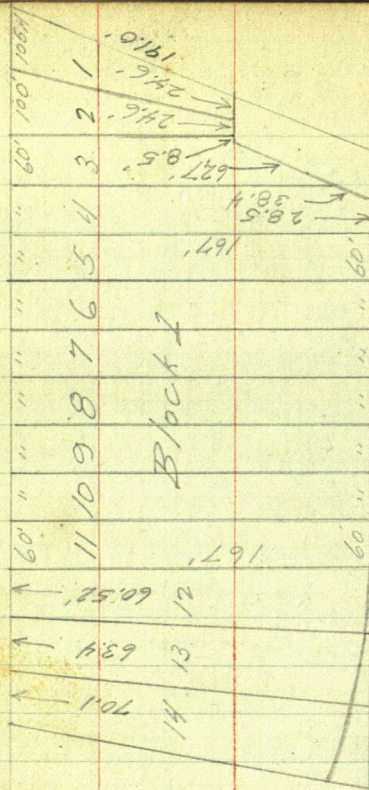
71.96

71.96

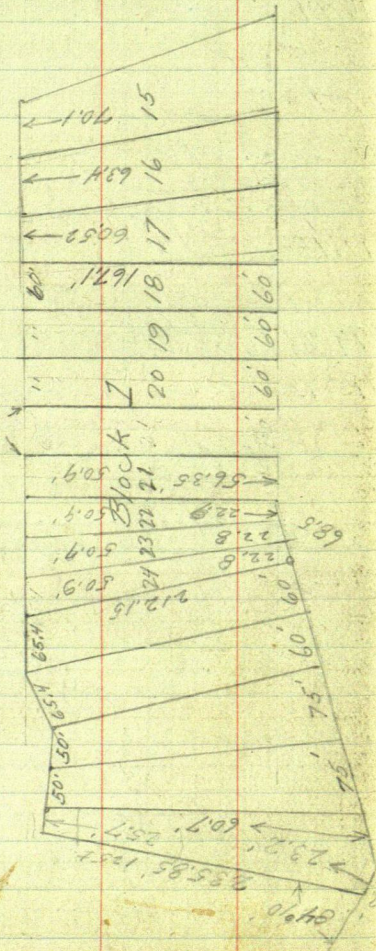
71.96

71.96

71.96



Block I



35.53
66.4

138.25

5 57730 W 4.8
 5 64005 W 4.8
 23925
 69.4
 54715
 525

91764
 525-8

458820
 188528

453820

48176100

50.15

54.9

213.6

910.2

28.8
 26.4
 56.2

48'

54.75

91'

48
 42
 86
 362
 72
 860

48

72
 860

48.24
 600,000.7
 599,064
 209,360

998460
 54,90640

5.61717 W
 5.72051 W
 5.83059 W
 60'
 60'
 60'
 1.89537 W
 60'

5.61717 W
 5.72051 W
 5.83059 W

1.89537 W
 60'

Block 3 - Minno-teepee

Bearing	Dis.	Sin	Cos	North	South
N. 75° 55' W	212.15	43706	89943	190.81	
S. 69° 12' W	125.7	93483	35511		44.64
S. 0° 35' W	235.85	01018	99995		235.84
S. 83° 35' E	^{23.2} 23.2	99374	11176		2.59
N. 64° 05' E	210.7	89943	43706	92.1	
				282.91	283.07

Block 4 - Minno-teepee

N. 67° 17' E	300'	92243	38617	115.88	
N. 25° 55' W	150.35	43706	89943	135.23	
S. 64° 05' W	349.65	89943	43706		152.82
N. 83° 35' W	35.5	99374	11176	3.97	
S. 0° 35' W	138.25	01018	99995		138.24
N. 75° 34' E	145.0	96894	24925		
				255.08	291.06
					<u>255.08</u>
					35.98
					38.14

Portage

East West

92.78

117.51

2.4

23.05

189.51

212.56

212.63

Portage

276.73

276.73

35.98

139.76

65.31

151.86

416.49

314.49

287.09

351.18

35.28

134.27

36.69

1.41

138.24

1.41

2

0.0

0.0

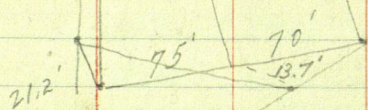
276.73

416.49

276.73

139.76

140.42



$$\begin{array}{r}
 10655-8 \quad 99431-8 \\
 \underline{550-1} \quad \underline{55-1} \\
 53275 \quad 497155 \\
 53275 \quad 497155 \\
 \hline
 58.60250 \quad 546.8705
 \end{array}$$

$$\begin{array}{r}
 90.1 = 0^{\circ} 38' \\
 \underline{57} \\
 33
 \end{array}$$

$$\begin{array}{r}
 58.6 \quad 52800 \\
 \underline{5274} \\
 600 \\
 6111 \\
 \hline
 5280 \quad 58.60 \\
 \underline{5280} \\
 5800 \\
 \underline{5280} \\
 5200
 \end{array}$$

$$\begin{array}{r}
 547 \\
 \underline{547} \\
 60717
 \end{array}$$

14.65

52.6

June 25 Thursday $\frac{1}{2}$ day in office
 " 26 Friday " " field -
 27 Sat. " " field -
 June 30 5.80 " " office

1333.4	5039.2
<u>5332.4</u>	<u>140.8</u>
5280.0	

5.52° 56' W = 192.3

1339.4
 1223
116.4

S. 80° 57' W

11.12
 11.50
 15.20
 22.60
 12.22
 57.13
 12.10

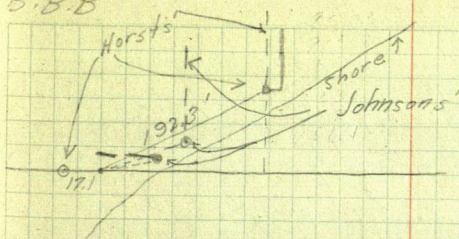
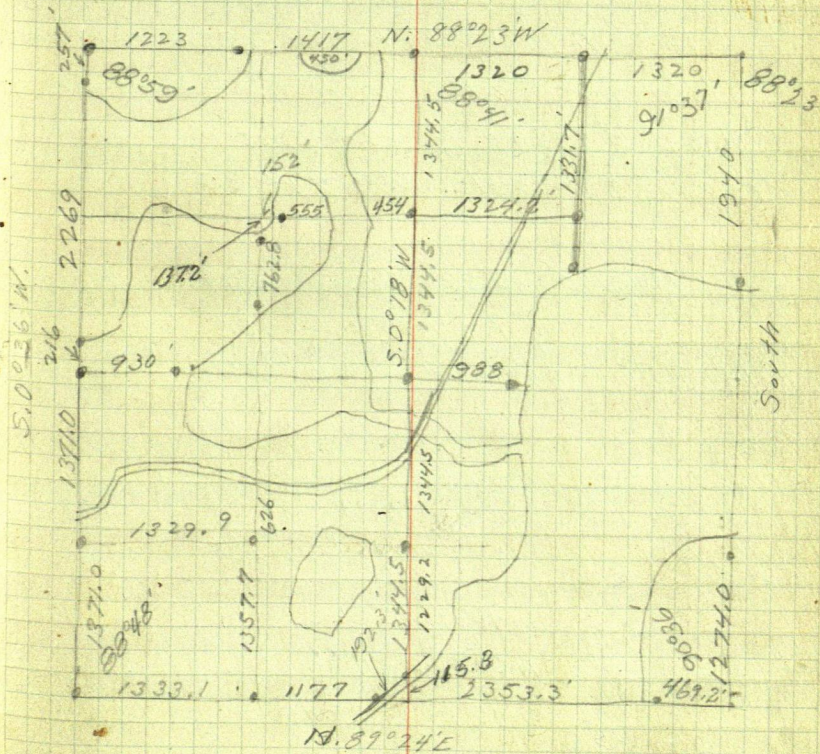
1.384
 1.351
 53° 30'

54012

87°
 56.15

B.B.B

132


$$\begin{array}{r} 2353.3 \\ 469.2 \\ 1177.0 \\ 1333.1 \\ \hline 45332.6 \\ 1333.1 \end{array}$$
$$\begin{array}{r} 40335 \\ 1229.2 \\ \hline 5262.7 \\ 5378.0 \\ \hline 115.3 \\ 3827.3 \\ 2666.2 \\ \hline 156.3 \end{array}$$


June 25-1926

Bartlett

Greene

Set up at point on Horst ^{2805.7} S. Sec. Line, E.

L. $36^{\circ}56' - 192.3'$ to $1/4$ M.C. Horst sighting to

L. $33^{\circ}03' - 69.3'$ to S. M.C. Johnson

L. $34^{\circ}49' - 92.9'$ to $1/4$ M.C. " ^{23.8 between}

R. $0^{\circ}00'$ to B.T. on Bearing tree across lake

2353.3 across Lake

S. $70^{\circ}E$ 10113 = 6.6'

17.1

2336.2

33.5

2302.7 to True M.C. 7' S. of Horst's M.C. & 33.5' West

Set up at Horst N. $1/4$ S. and picked up his

S.W. & $91^{\circ}19'$ South to his 292.8' Hub. on

Johnson's R. Hub. on N. Line sets 5.7' 50'

& his N. & S. Line is $39.4'$ East

True $1/4$ Cor. sets N. $0^{\circ}07'W$. 85'

New B.T.s.

Pop. 12" S. $23^{\circ}15'E$.

39.4'

" "

N. $26^{\circ}12'W$

15.9'

Johnson's

Old B.T.s

39' - standing, but
no marks

13 down, but

Still can be identified.

June 26, 1926 Greene - Bartlett - Thompson -
S.W. Cor. Sec. 15

S. $46^{\circ}16'W$ 32.5

N. $78^{\circ}05'W$ 43.5

S. $49^{\circ}E$ 42.4

Aug. 31- Worked on notes in
Office - Sec, 15-140-29

Sept. 1- Worked on notes
In P.M. went to Hackensack
and with B.D. Bartlett went to
Sleepy Hollow, where we will stay

Sept. 2- Looks like rain

1/16 Cor. on South line

Horst's = 113.96 1433.1

Johnsons 202.4 1373.5

True 199.6 1373.4

True Cor 5 - 2.8 W - 0.1

Chaining E on Johnson's R. Line

O - 75 1327 - 1331 - 2634 2634
O - 6.7 S. 33° 39' E. of Johnsons Cor. 1331
1303 ✓

420.0± Center line Blackwater Road

1041.6 Johnsons Hub.

1303.5 to 1/16 Cor.

1325-1327-1321

N. 0° 12' W

1022

N 1° 10' E

2634
5

2629.0

18.2

2647.2

1331

3.7

1327.3

1303

3.7

1306.7

18.2

1324.9

5483.4
5332.6
150.8
1349.2
5483.4
1349.2
5332.6
1349.2
1337.5

5583.7
157.4

257

2269

216'

3484.0

1371

88°15'
79.3

5406.9 = 15.4'

3472.3

1371

N. 88°30' W.

150.0

S. 89°24' W.

105.6'

N. 49°27' E. 23.8

N. 89°28' W.

2353.3'

S. 88°36' W.

1456.4

1174-

26.0
24.0
50.0

44.5

1329.3

553.5

563.5

935.8

160 R.C.

921.8

146 Tack

775.8

775.8 of

775.8

85.3

690.5

531.1

159.4

159.4

1174. of

758

297.2

Avg 0168

162

N. 10°20' E. N. 82 S. 44°12' W.

North

N. 0°12' W.

N. 85°12' E. 120
71 to Horst's Line

S. 86°08' E.

N. 89°39' W.

N. 89°15' W.

502.7

469.2'

$$\begin{array}{r}
 1175 \\
 4033.5 \\
 \hline
 5208.5 \\
 130.8 \\
 \hline
 5339.3
 \end{array}$$

$$\begin{array}{r}
 369.4 \\
 14.1 \overline{) 5208.5} \\
 \underline{423} \\
 978 \\
 \underline{846} \\
 1325 \\
 \underline{1269} \\
 560 \\
 \underline{564}
 \end{array}$$

$$\begin{array}{r}
 1344.5 \\
 .0027 \\
 \hline
 94115 \\
 26890 \\
 \hline
 3.63015
 \end{array}$$

$$\begin{array}{r}
 13445 \\
 2689 \\
 40335
 \end{array}$$

$$\begin{array}{r}
 5208.5 \overline{) 141000} \\
 \underline{104170} \\
 368300 \\
 \underline{364595}
 \end{array}$$

$$\begin{array}{r}
 13445 \\
 3.6 \overline{) 184} \\
 \underline{53780} \\
 107560 \\
 \underline{10445} \\
 2473880 \\
 \underline{29576} \\
 74214
 \end{array}$$

$$\begin{array}{r}
 49.0 \\
 39.4 \\
 \hline
 9.6
 \end{array}$$

$$\begin{array}{r}
 .00184 \\
 52085 \overline{) 960000} \\
 \underline{52085} \\
 439150 \\
 \underline{416680} \\
 224700 \\
 \underline{208340}
 \end{array}$$

$$\begin{array}{r}
 39.4 \\
 2.5 \\
 \hline
 41.9 \\
 44.4 \\
 \hline
 46.8
 \end{array}$$

$$\begin{array}{r}
 2791.5 \\
 2673.5 \\
 \hline
 18.0
 \end{array}$$

$$\begin{array}{r}
 43.8 \\
 39.4 \\
 \hline
 4.4
 \end{array}$$

$$\begin{array}{r}
 56 \\
 43.8 \\
 \hline
 12.2
 \end{array}$$

$$\begin{array}{r}
 2688.5 \\
 85 \\
 \hline
 2673.5
 \end{array}$$

$$\begin{array}{r}
 56.0 \\
 43.8 \\
 \hline
 12.2
 \end{array}$$

$$\begin{array}{r}
 1456.4 \\
 85 \\
 \hline
 1371.4 \\
 1344.5 \\
 \hline
 26.9
 \end{array}$$

$$\begin{array}{r}
 63.3 \\
 50.5 \\
 \hline
 12.8
 \end{array}$$

$$\begin{array}{r}
 5406.9 \\
 125.4 \\
 \hline
 5281.5 \\
 1174 \\
 \hline
 4117.5
 \end{array}$$

45'

41.9

33.3

$$1456.4 - 33.9 + 9.9 = 43.8$$

4.95

$$\begin{array}{r}
 45 \\
 33.3 \\
 \hline
 11.7
 \end{array}$$

50.5

44.4

64.6

60'

77.9

92'

46.8

95.9

95.6 17.2 3.1

$$\begin{array}{r}
 4117.5 \\
 775.8 \\
 \hline
 2337
 \end{array}$$

$$\begin{array}{r}
 54306 \\
 23274 \\
 \hline
 15516
 \end{array}$$

$$\begin{array}{r}
 15516 \\
 18052866 \\
 \hline
 959
 \end{array}$$

$$\begin{array}{r}
 959 \\
 77.9 \\
 \hline
 77.9
 \end{array}$$

$$\begin{array}{r}
 56 \\
 39.4 \\
 \hline
 16.6 \\
 5.5
 \end{array}$$

$$\begin{array}{r}
 56 \\
 5.5 \\
 \hline
 50.5 \\
 44.4 \\
 \hline
 6.2 \\
 50.6
 \end{array}$$

32.

True Line

49

02327

155.5

$$\begin{array}{r} 85 \\ 11615 \\ 18616 \\ 197775 \\ \hline \end{array}$$

$$\begin{array}{r} 2327 \\ 10885 \\ 3110 \\ 4665 \\ 3110 \\ \hline 3618485 \end{array}$$

742.3

2327

2327

51961

14846

22269

14846 21

172733 21

2327

13

6981

2327

30251

2327

16

13962

2327

37232

2791

32

2830

2830

1456.4

3736

2746.3

2327

192241

54926

82389

54926

62906401

31.95

2327

221

2327

4654

4654

514267

1120.7

2327

2327

78449

22414

22414

22414

26078

2327

14

9308

2327

32578

29128

43692

29128

338904.28

2014.8

2327

141036

40296

60444

40296

470843

9

644870

53.206

2791

137

31.95

2327

400

730800

2327

12

4654

2327

2327

27924

2327

15

11635

2327

34903

2327

15

11635

2327

34903

2327

2327

2327

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2327

$$\begin{array}{r} 1456.4 \\ 85 \\ \hline 1371.4 \end{array}$$

$$\begin{array}{r} 1345 \\ 85 \\ \hline 1430 \end{array}$$

$$\begin{array}{r} 1174 \\ 1329.3 \\ 115 \\ \hline 2618.3 \\ 2791 \\ \hline 5409.3 \\ 154 \\ \hline 5425.7 \end{array}$$

$$\begin{array}{r} 1174 \\ 1329.3 \\ 2791.0 \\ \hline 5194.3 \\ 115 \end{array}$$

$$\begin{array}{r} 1456.4 \\ 1344.5 \\ \hline 1800.9 \end{array}$$

E. & W. Lyline M.C

346 Hub

603.4 picket south side Road clearing

643.1

704.8

picket intersect Johnsons N. & S. R. Line

988

989.8

63.3

996.5

$$\begin{array}{r} 704.8 \\ 260 \\ \hline 964.8 \end{array}$$

$$\begin{array}{r} .02327 \\ 4120 \\ \hline 4659 \\ 2327 \\ \hline 9308 \\ 958724 \end{array}$$

S. 1°42' W

S. 0°51' W

S. 0°38' W

S. 0°20' W

S. 0°40' W

S. 0°07 1/2' W

Diff 30 1/2

180.8°

5583.7 - 157.4

5326.7 - 154.7

4212.7 - 143.1

3057.9 - 131

2841.9 - 128.7

1470.9 - 114.4

234.5 - 47.7

100 - 100

142

18.3	425	42	85
4.6	10625	10625	
<u>3</u>	<u>3</u>	<u>3</u>	
13.8	31875	31875	

10246

3

30738

30738

338118

31.88

18.3

19.3

0041

2881.9

234.5

2017.4

Sept. 17, 1919.

Traverse of Hackensack + Long
Sta. 0.00 = Hub. in cent. of Road

1	Thence N. $25^{\circ}30'$ E.	1787 ft.
2	" N $17^{\circ}00'$ E.	488. "
3	N $15^{\circ}37'$ E.	515. "
4	N $15^{\circ}15'$ E.	747. "
5	N $14^{\circ}45'$ E.	679. "
6	N $15^{\circ}15'$ E.	352. "
7	N. $57^{\circ}30'$ E.	327. "
8	N. $39^{\circ}00'$ E.	284. "
9	N. $9^{\circ}45'$ E.	348. "
10	N. $50^{\circ}30'$ E.	338. "

$\frac{1}{4}$ Cor. bet. 10 + 11 sets S. 36° E. 49 ft. from

11	N. $40^{\circ}15'$ E.	670. "
12	N. $43^{\circ}00'$ E.	1000. "
13	N. $68^{\circ}30'$ E.	118. "
14	S. $89^{\circ}45'$ E.	1454. "
15	S. $89^{\circ}00'$ E.	772. "
16	N. $89^{\circ}30'$ E.	735. "

NE $\frac{1}{16}$ (1/4) sec. 11, sets S. 69° W. 89 ft

17	N. $0^{\circ}45'$ W.	3200
18	N. $2^{\circ}45'$ E.	384.
19	N. $57^{\circ}00'$ E.	654.
20	N. $51^{\circ}00'$ E.	537.
21	N. $41^{\circ}30'$ E.	226.

ville Road.

494 ft. N. of cent. of 2nd. Bridge

Defl. angle

L. $8^{\circ}30'$

L. $1^{\circ}23'$ to sec. Line N. side sec. 15.

L. $0^{\circ}22'$

L. $0^{\circ}30'$

R. $0^{\circ}30'$

R. $42^{\circ}15'$

L. $18^{\circ}30'$

L. $29^{\circ}15'$

R. $40^{\circ}45'$

A.P. II

L. $10^{\circ}15'$

R. $2^{\circ}45'$

R. $25^{\circ}30'$

R. $21^{\circ}45'$

R. $0^{\circ}45'$

L. $1^{\circ}30'$

Road bears N. 4 W.

~~L. $90^{\circ}15'$~~

L. $90^{\circ}15'$

R. $3^{\circ}30'$

R. $54^{\circ}15'$

L. $6^{\circ}00'$

L. $9^{\circ}30'$

Dinner.

22	N. $18^{\circ}30'$ E.	252, ft.
23	N. $48^{\circ}30'$ E.	217. "
24	N. $56^{\circ}30'$ E.	129. "
25	N. $45^{\circ}00'$ E.	225. "
26	N. $64^{\circ}00'$ E.	673. "
27	N. $6^{\circ}00'$ E.	540. "
28	N. $16^{\circ}30'$ W.	413. "
29	N. $3^{\circ}00'$ W.	1125. "
30	N. $4^{\circ}45'$ W.	1198. "
31	N. $2^{\circ}15'$ W.	394. "
32	N. $16^{\circ}30'$ E.	747. "
33	N. $14^{\circ}45'$ E.	597. "
34	N. $44^{\circ}15'$ E.	1012.
35	N. $45^{\circ}30'$ E.	486
36	N. $53^{\circ}15'$ E.	430
37	N. $51^{\circ}30'$ E.	630
38	S. $60^{\circ}30'$ E.	230
(9-19) 1919, 39	S. $77^{\circ}30'$ E.	214
40	N. $73^{\circ}30'$ E.	360

41 S. $6^{\circ}05'$ E. 600.

on N.W. side of Woman Lake. Swamp
 At about 1000 ft. S. Lake extends 50'.
 A line run E. from 550' S. on Rge line
 500 ft. E. of Rge line.

L. $23^{\circ}00'$ R. $30^{\circ}00'$

9-18-19 Last course plotted.

R. $8^{\circ}00'$ L. $11^{\circ}30'$ R. $19^{\circ}00'$ L. $58^{\circ}00'$ L. $22^{\circ}30'$ R. $13^{\circ}30'$ at 391 cross E. & W. cut out lineL. $1^{\circ}45'$ Mag. brg. = N. $4^{\circ}45'$ W. at $8^{\circ}15'$ Var.R. $2^{\circ}30'$ R. $18^{\circ}45'$ L. $1^{\circ}45'$ R. $29^{\circ}30'$ R. $18^{\circ}15'$ R. $7^{\circ}45'$ L. $1^{\circ}45'$ To Sandy corner.R. $68^{\circ}00'$ L. $17^{\circ}00'$ L. $29^{\circ}00'$ To Rge. line bet. 29 & 28 T. 5/41.Secs. 31 & 36. (NE cor. sec. 36, N. $6^{\circ}05'$ W 71.6 ft.)R. $100^{\circ}25'$ on Rge. line to edge of ^{cedar} swamp
brs. NE. & S.W.

W. of line, swamp extends 300 ft. W.

Will intersect ^{narrow} point of swamp about

Continued from Page 53-54

Survey of East $\frac{3}{4}$ of Lot 1 - Sec. 1

Set upon East Section line to
to point 33' East of and at
N.E. Cor. Plat of Semi-om-seo

We then go to N.E. Cor. Sec.
Sta. 0 - Sec. Cor

2+70 enter cranberry

4+50 leaves "

700 6+80 enter swamp.

974 9+54 leave "

1010 9+90 set picket

1140' 1137.7 11+17.7' Hub-set by Horst

1237.2 1234.7 12+14.7 Line Longville Road

1320.0 1317.8 12+97.7 to $\frac{1}{16}$ Cor.

checking this we find that
and that the error came about

0 belongs at 329.45 - 988.35

Bearing of Sec. Line = East

" " Division Line =

S. E. \times $88^{\circ}29'$

chaining south Sta. 0 = Hub. 329.45'

1+00.75 = Hub.

5+44.1 = Hub

10+37.75 = Hub

13+78.3 = Hub

N.W. \times = $99^{\circ}09'$ Bearing = N. $79^{\circ}20'$

Refer to Page 6

May 16, 1923

Weather - Cool and cloudy ¹⁴⁸

Green - Transit

Jude

Bartlett } chain-axe.

15-140-29

located on May 15 and chain 503.75'
 1st. As to what is supposed to be
 lodge.

15 and start chaining west

bog, running out to lake Margaret,
 " , enter Norway Ridge.

Swamp 100's and 100' N. to lake

$$\begin{array}{r} 1^{\circ}31' \\ 99^{\circ}09' \\ \hline 100^{\circ}40' \\ 79^{\circ}20' \end{array}$$

$$\begin{array}{r} 99.0 \\ 85 \\ 42.7 \\ \hline 117.7 \\ 114.7 \\ 85 \\ 42.7 \\ \hline 127.7 \\ 9.9 \end{array}$$

This should be 1317.85'
 sta. 700.'

$$\begin{array}{r} 10.10 \\ 988.35 \\ \hline 21.65 \end{array}$$

$$\begin{array}{r} 1147.7 \\ 9.9 \\ \hline 1214.7 \\ 117.7 \\ 1.70 \\ \hline 1297.7 \\ 22.3 \\ \hline 1317.7 \\ 0 \end{array}$$

S. $1^{\circ}31'E$

330' East of 1/16 Cor.

Intersection line State-Federal Aid Road

E

Continue southern division line. ^{or 74°00'}

Sta. 16+27' Hvb. $\times 74^{\circ}17'$

16+53.1 Hvb temp.

Dis. Sta. 16+27 to Mon - $\frac{1}{16}$

Starting at \times @ S.H. chain east

Sta. 0 N. $79^{\circ}20' E$

4+25.65' intersect west

1394.35 Intersect East Road

at 1199' S. of Cor. + 66.2' to @ 33' East of Sec. 4

1627	1378.3	
33.4	33.4	1653.1
<u>1660.4</u>	<u>1411.7</u>	<u>1611.7</u>
1760.4	1511.7	42.7
	1611.7	
	<u>27</u>	
	15.3	

1394.35
425.65
968.70
968.10

1391.1
397.3
1729.0

May 16, 1923 - P.M.

150

Weather bright and warmer.

R. to M.C. 1/16 Line, west line Gov't Lot 1
M. Corner on shore of Bungy bay.

M.C. = 343' & cos. 96253 & tan. 28140

$$\begin{array}{r} 343 \\ 288759 \\ 385012 \\ \hline 288759 \\ 33014779 \end{array}$$

$$\begin{array}{r} 343 \\ 8442 \\ 11256 \\ \hline 8442 \\ 965202 \end{array}$$

line Semi-om-seed

$\pm 100^{\circ}35'$ N.W
 $0^{\circ}04'$

$100^{\circ}39'$
 $79^{\circ}21'$

1036.0
 169.
 1199

329.45
 330.44

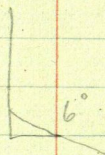
1627.
 1723.5
 00058
 137880
 86175
 999.630
 28454
 343
 85362
 113816
 85352
 9758722
 1627.
 1724.6

1394.

$$\begin{array}{r} .22 \\ \hline 5353.4 \overline{) 12,000.0} \\ \underline{10706.8} \\ 1293.20 \\ \underline{1168.0} \end{array}$$

1
2
3
4
5
6
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8
9
10
11
12
13

$$\begin{array}{r}
 1051 \\
 \underline{33} \\
 3153 \quad 6 \\
 \underline{3153} \\
 3468.3
 \end{array}$$



$$\begin{array}{r}
 122.4 \\
 \underline{3.5} \\
 118.9
 \end{array}$$

2.6°

$$\begin{array}{r}
 7.50 \\
 \underline{3.75} \\
 3.75 \\
 \underline{2.00} \\
 1.75 \\
 \underline{2.60} \\
 1.15 \\
 \underline{1.70} \\
 0.45
 \end{array}$$

$$\begin{array}{r}
 07382-5 \quad 99727-7 \\
 52.55-8 \quad 52.55-8 \\
 \hline
 36910 \quad 498635 \\
 36910 \quad 498635 \\
 14764 \quad 199454 \\
 36910 \quad 498635 \\
 \hline
 3979241 \quad 524065385
 \end{array}$$

$$\begin{array}{r}
 37.023 = 1^{\circ}33' \\
 52.4 \overline{) 19400} \\
 \underline{1572} \\
 3680 \\
 \underline{3668} \\
 1200 \\
 \underline{1048} \\
 1520 \\
 \hline
 4502
 \end{array}$$

$$\begin{array}{r}
 37.023 \overline{) 1666.800} \\
 \underline{148092} \\
 185880 \\
 \underline{185115} \\
 76500
 \end{array}$$

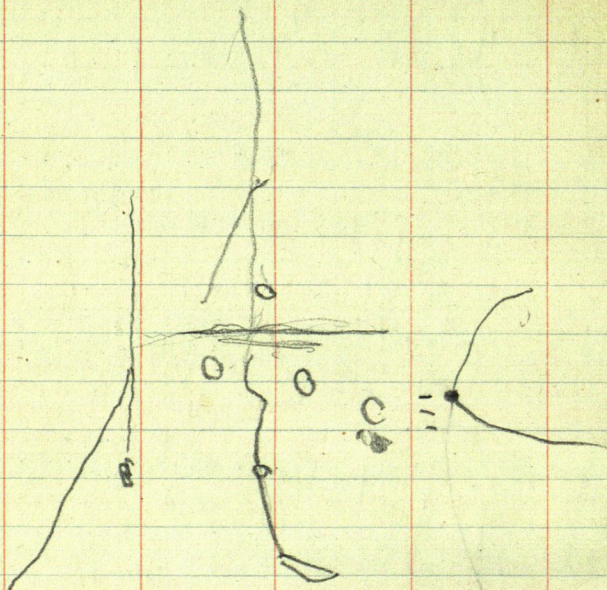
$$\begin{array}{r}
 37.023 \overline{) 103600} \\
 \underline{74046} \\
 295540 \\
 \underline{259161} \\
 363790 \\
 \underline{335207} \\
 305830 \\
 \underline{296184}
 \end{array}$$

$$\begin{array}{r}
 37.023 \overline{) 194000} \\
 \underline{185115} \\
 88850 \\
 \underline{74046} \\
 148040 \\
 \underline{148092}
 \end{array}$$

$$\begin{array}{r}
 99727 \quad 19410 \\
 99995 \overline{) 194000000} \\
 \underline{99995} \\
 940050 \\
 \underline{899955} \\
 400950 \\
 \underline{399990} \\
 00950 \\
 \hline
 32.4
 \end{array}$$

$$\begin{array}{r}
 37.023 \overline{) 119900} \\
 \underline{111069} \\
 88310 \\
 \underline{74046} \\
 142640 \\
 \underline{148092} \\
 32.4 \\
 \underline{33} \\
 634
 \end{array}$$

1
2
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11
12
13



✓ 2.6°
7.50
3.75

397 ft. S. to $\frac{1}{4}$ S. bet. 16-17.

57 30
15 15
42 15

2690.7
2629.2
70.5

5273
1274
3999

4.12

22.63 93.200
9056.00
22.63
4.12

4.12
7.25
2060.
829
2896
289900

329.2 from Old Hub.

1608.6
1610.6
1647.9 Horst $\frac{1}{4}$ Cor.

1647.9
329.2
1318.7

329.2
1318.7 offset 5.7 S. to Johnson R.

N. $\frac{1}{16}$ - 82.8' from Horst's
945 Old H&L R.
1313.4 Hub's Fence
1336.9 " " yard.

$$\begin{array}{r} 100.51 \\ 9.40 \\ \hline \end{array}$$

S. line of 10.4 91 179 40
 $\frac{105^{\circ} 31'}{77^{\circ} 29'}$

angle at A. $41^{\circ} 02'$
 angle at B = $129^{\circ} 03'$
 " " C = $90^{\circ} 55'$

Base line =

$\frac{1}{4}$ Bct 21 + 22

SPruce 10 N $43^{\circ} 45'$ W 44.5 ft.
 Maple 6 N. $37^{\circ} 00'$ E. 37.7 ft

M.C. $\frac{1}{4}$ line. S. 262.75
 Hub 2845.7 sets S. $52^{\circ} 36'$ W ft.

$22 + 63 =$

$7 + 25 = 30'$

$110^{\circ} 55'$
 $\frac{1}{4}$ S. 299.2 ft.

at $\frac{1}{4}$ S. 9-14. N.E. \angle to Briar Mt. = $87^{\circ} 50'$

" $\frac{1}{4}$ S. 4-9 N.E. \angle to N.E. Cor. = $89^{\circ} 50'$

" Ck Pt. N.E. \angle to E + W. Cent. = $89^{\circ} 50'$

2136 8686.8 19
 105 566.8 11.4
 30.238 22 11.8
 5201

2960 2570 10810 3073 12.59
 2900 25 267
 61.50 26 13 4736

24015.445 15.15
 1561.5 8760 8900

12410 780 27.15
 1480.5 4200 29.55
 5.5 44234 1.5 62.45

4.90 54.4 200 1940.0
 2500 200 1817.0
 122.4

325 W-20.4 2.3 104.39
 770 252 21.5 54
 10893.8 14.6 5.5 104.90
 10.9 398 105.30

10877.4 179.60
 15525.9 105.30
 7970.2 293.245.9 1430
 2436.6 3808.05

5277.5 100
 5256.3 100 2660
 8112 2902.2 100 5256.3
 1132 20 5/95 37916.3
 1770 925 363.45
 5.50

45 1000 3.75 SW. 9.42
 2.95 1160 3.75 SE 9.21
 2.90 1135 NE 8.15
 370 523.5 NW 9.05
 35 8120

10 W 1/4 Sec
 W.C.S.M.C. 20.5 Sst Δ 4p.

5664
 2600
 5304

8920 8960
 70.30 7730
 1630 1230
 1630
 28