

= 173.

MINING
TRANSIT BOOK
363

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133-31 Twp Rd.

1

Recorded in book D.

Feb. 15, 1921

E.B. Horst leaves Walker on 8:45 AM,
Train for Motley. Fare \$2.98.
Met at Motley by Homer Lawhead
who drives me to his place in Ford
car. We have dinner and PM.

Begin survey of a Twp. Road running
S. bet. secs 16-17.

From stone M. at cor. to secs 8-9-16-17
(set from U.S. B.T.s. which are still there)
I run a (at 80°45' var.) random line
S. 1°15' E. following a 4 yr. old fence.
at 500 ft. S. set Hub.

" 797. " " " "

1320. " " " "

2640. " " " " look for $\frac{1}{4}$ S. Cor

and (aspen 8" N. 8 E° W. 60 lbs.)
{ Pine 8" S. 24½° E. 71 " } which are
obliterated. Continue line.

at 2980 " " N.P. R.R. SW. \angle =

" 3960 " " set Hub.

" 4554 " " " " on high N. Bank
of Crowing River.

I make a thro search for M.C. # 14.

and { N. Pine 20 N. 10 1/2 W. 96 lks. }
 { W. Oak 6 S. 50 1/4 E. 47 " }.

Which we find are obliterated by high waters, fires and logging operations.

We cross over the River to the S. side and look for M.C. No. 13, and

{ Spruce 10" N. 57 W. 35 lks.
 { Spruce 6" S. 37 E. 53 " }

Which are also obliterated.

E.B. Horst.

Feb. 16, 1921.

Strong wind and snow storm.

No one works today

E.B. Horst.

Feb. 15, P.M. Crew.

E.B. Horst, Transit,

Homer Lawhead, Chain

Earl " " , "

Martin Rosewald, Axe.

Arthur Hicks, "

Geo. " , Spectator.

Feb. 17, 1921

Horst, Homer Lawhead, Earl Lawhead and Martin Rosewald.

Continue sec. line S. between secs 16-17 across Crow Wing River at 4600.0 ft. S. ent. River

" 5085.0 " " Lvi. "

" 5505.2 " " Intersect an E. & W. Random line at station 15757.3 ft. W. of I.M. at cor. to secs. 13-14-23-24, N.E. angle at P.I. = $90^{\circ}38'$

Meridional Pt. for S.W. cor. sec. 16. is at Sta. 16178.9 ft. W.

Correction = .0766 W. Per. ft. S. = $\tan. 4^{\circ}22'$

I set a wood stake ^{W.C.M.C.} on N. Bank of River at Sta. 3988.0-S. New B.T.s:

{ Nor. Pine $12''$ N. 20° W. 46.4 ft. }
 { W. Oak $7''$ West. 31.0 ft. }

Correct Hubs 2640-1320-500 W. to true line but set No intermediate pts. to represent corners as their Lat. cannot be determined from the information we have.

E.B. Horst

4

133-31

Twp Rd. bet. secs. 22-23.

Feb. 18, 1921

E.B. Horst, Homer Lawhead
Earl Lawhead and Martin
Rosewald.

Begin at the sec. cor. to secs.
10-11-14-15 which has been
established more than 25 yrs.
ago and was identified by the
old residents from an old
fence cor. Post which is 26.5 ft. S.
and a stake at the cor. which
was referenced in by the High
way Eng. on State Road work.
I run a random line S. along an
old fence (at $12^{\circ}15'$ Var.)

at 1222.8 ft. Turn R. $6^{\circ}45'$

at 2600.0 " " L. $3^{\circ}22'$

there are signs of a $\frac{1}{4}$ S. cor
once having been here but they
are not sufficient from which
to reestablish the cor.

at 5182.0 ft. I, intersect the
Random line ran W. by me in 1915
at sta 5328.0 ft W. set P.I. Hub.

" 6600 set Hub. W. side of fence

" 8046.0 set hub W. of small

House on high hill. See River S. of us,
(at 8000 Road turns to R.)

at 8423 ft S. P.I. N.P. Ry. track

" 8907 " " Hub in field

" 10126 " 8 " " Hub. 15 ft. N. of
River bank. Crow Wing River,

Feb. 19, 1921

Same crew.

We look for U.S.M.C.S. No.
5-6-7-8 which are all
gone and we find it neces-
sary to find the position
of the sec. cor. secs. 22-23-
26-27 as to E+W. by propor-
tionate measurement from
corners E+W. of this point.
We begin one mile W. in Morris-
on County on State Road
at cor. to secs. 21-22-27-28
Identified by County Commissioners
San., and chain E. on graded rd.
at 4975 E. Ont. River
" 5300 set stake
" 5425 Lv. River
chain E. on Gov't road along elec-
tric High Line. (Not on sec. line)
at 10603. ft. E. I set up transit
sight W. and turn SW. $\angle 83^{\circ}02'$
to flag at cor. to secs. 23-24-25
26. distance S. to cor. = 819. ft.
(\angle of Gov't Rd. to sec. line = $8^{\circ}47'$)

(Var. of Govt. trail = 16° E.) (Var 90452)

(Mag. bearing of sec. line = $5.85^{\circ} 25' E.$)

Total distance of the two miles =
10566.8 ft.

Length of secs. W. of cor. in R. = 5284.1

" " " E " " " R = 5282.7

From 5300 chain W. 15.9 ft. and
set a stake on Meridian of sec. cor.

From Hub 10126.8 - S. Stake in River
brs. L. $7^{\circ} 25' - 308.3$ ft.

or, at sta. 10432.1 ft. S. fall 39.8 ft.
W. of stake on Ice.

(Quit work for week.)
E.B. Horst.

(Ice on River is 24" thick.)
E.B.H.

Feb. 21, 1921. (Monday)
Same crew as Saturday.

I receive I.M.s, which I shipped from
Walker, and we go to correct
our lines run Sat. (as follows):

I Correct Hub 10126.8 E. 30.6 ft.
sight S. to stake in River and
chain S. from corrected Hub,
58 ft. and set W.C. (M.C. No. 6.)
a 2" X 48" Iron Mon. Mk'd. W.C. M.C.

W.C. M.C. is at sta. 10180.8 true dist.
& M.C. No. 6 at sta 10216.0 true dist.
(Correction is due to traverse of
Fence line bet. secs. 14-15.) (4 ft. correct)

Total distance U.S. chain from cor.
secs. 10-11-14-15 S. to M.C. No. 6 =
10305.24 ft.

My chain same line = 10216.0 ft.
1 ft. U.S. chain = .99134 ft. My chain.
5280 ft. U.S. = 5234.3 ft. " " "
= length of line bet. secs. 14-15.

∴ sec. cor. of 14-15-22-23 at sta
5238.3 - S. goes W.

Length of line bet. secs. 22-23
from sec. cor. S. to River = 4981.7 ft.

correcting back:

Correction = .02908 W. per ft. N. - 39.87 ft.

At $\frac{1}{4}$ S. bet. secs 22-23 I drive an Iron
Shaft, $1\frac{1}{4}$ " x 29" for Cor.

at P.I. Near Cor. to Secs. chain 56.3 S.

and W. 112.0 ft. and set a 2" x 48" I.M.

(at Cor. to Secs. 23-24-25-26

set a 2" x 48" I.M. at P.I. of 4 fences.
found stumps of NW. & SW. Pine B.T.s.)

at M.C. No. 10, bet. secs. 21-22

set I.M. at WC.M.C.

at WC.M.C. bet. Secs. 16-17 set a

2" x 48" I.M.

May Twp. 133-31.

Feb. 22, 1921.

I return to Walker, from
Motley R.R. Fare = \$3.33 —

E.B. Horet.

Recd paymt. Twp Warrant
Mar. 10, 1921. E.B.H.

Recorded in book D.

12

1314 1514

1 1 1 1

Car acct

June 13, 1921

Walker to Pillager - miles

Pillager to Petersons $4\frac{1}{2}$ "To see Petersons to Pillager $4\frac{1}{2}$ Jones Pillager to Petersons $5\frac{1}{2}$

June 14

Crew Petersons to Pillager

and return 9
~~10~~15 Rain $3\frac{1}{4}$

Crew Petersons to Pillager

and return 9
~~10~~

Crew 16 Peterson to Pillager

and return 9
~~10~~Borrowed
tables from
EngineerSame 9
~~10~~

17

134-30

13

County Road

June 13, 1921

+

June 13, 1921

Leave Walker for Pillager
via Pine River with Ford car.
Can not find Jones, so eat
dinner, \$.50 and start out
to locate a place to stay near
road. Make arrangement to
stay at Peterson in Sec. 32.

134-30. Delmer Peterson
takes me to Cor 28-29-32-33
and shows me one old B.T. tree,
scribe marks burned away.

Then go to Steve Rogers and
he takes me to Cor. of 29-30-31-32
where he has fence corner
set within 4 or 5 feet of
corner - Corner gone and
trees cut or burned down.

Will check later. After
supper take Ford and go back
to Pillager to see Jones. Find
Jones and he agrees to have
three men ready in morning

John M. Greene

1-32

16

John M. Greene

Delmer Peterson

June 14 John Seedland

Jerry Leisher

- Curvin Stahl -

Go to Pillager and get
men. Go to corner 28-29-32-33

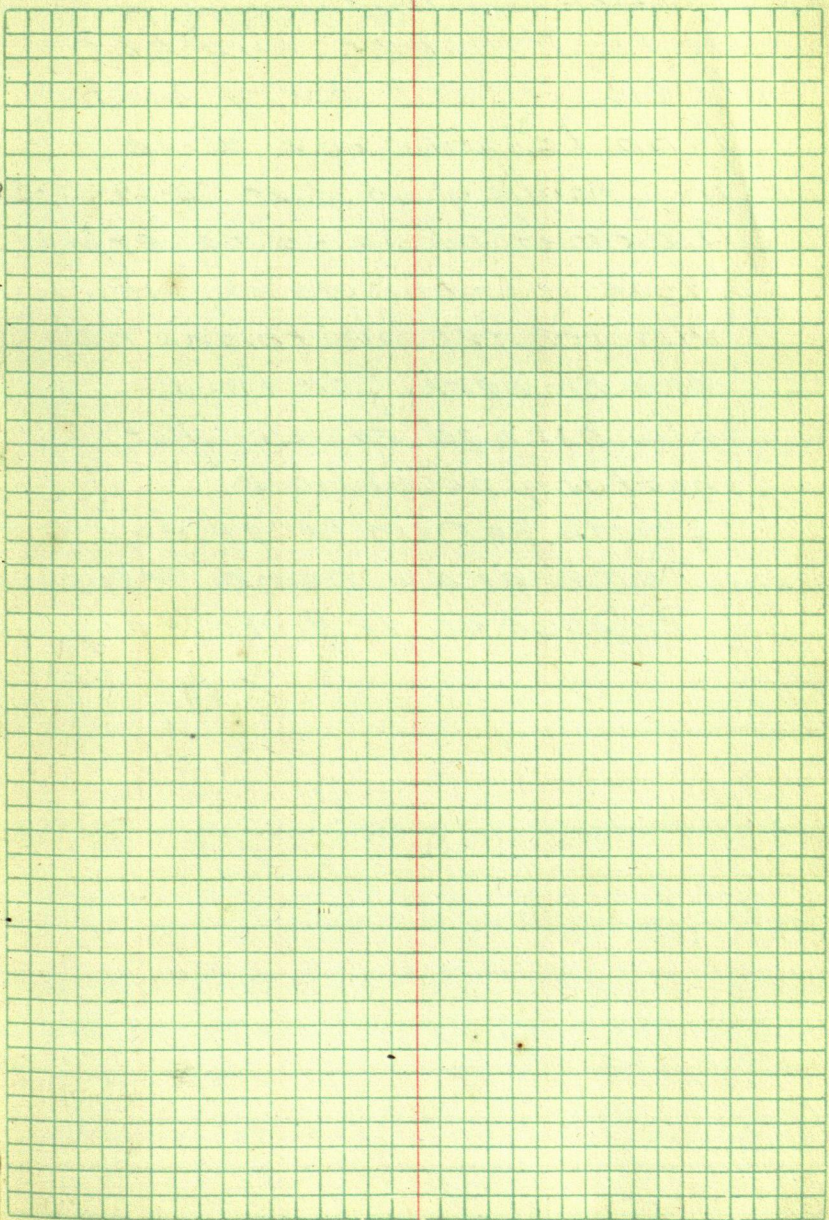
Set Oak stake and start
random line. Var 8°

Brush about 1 1/4 miles.

John M. Greene

P.S. Take crew back to
Pillager.

28



18

John M Greene
John Seedland
Jerry Leisher also
Herve
Mr. Peterson.

June 15

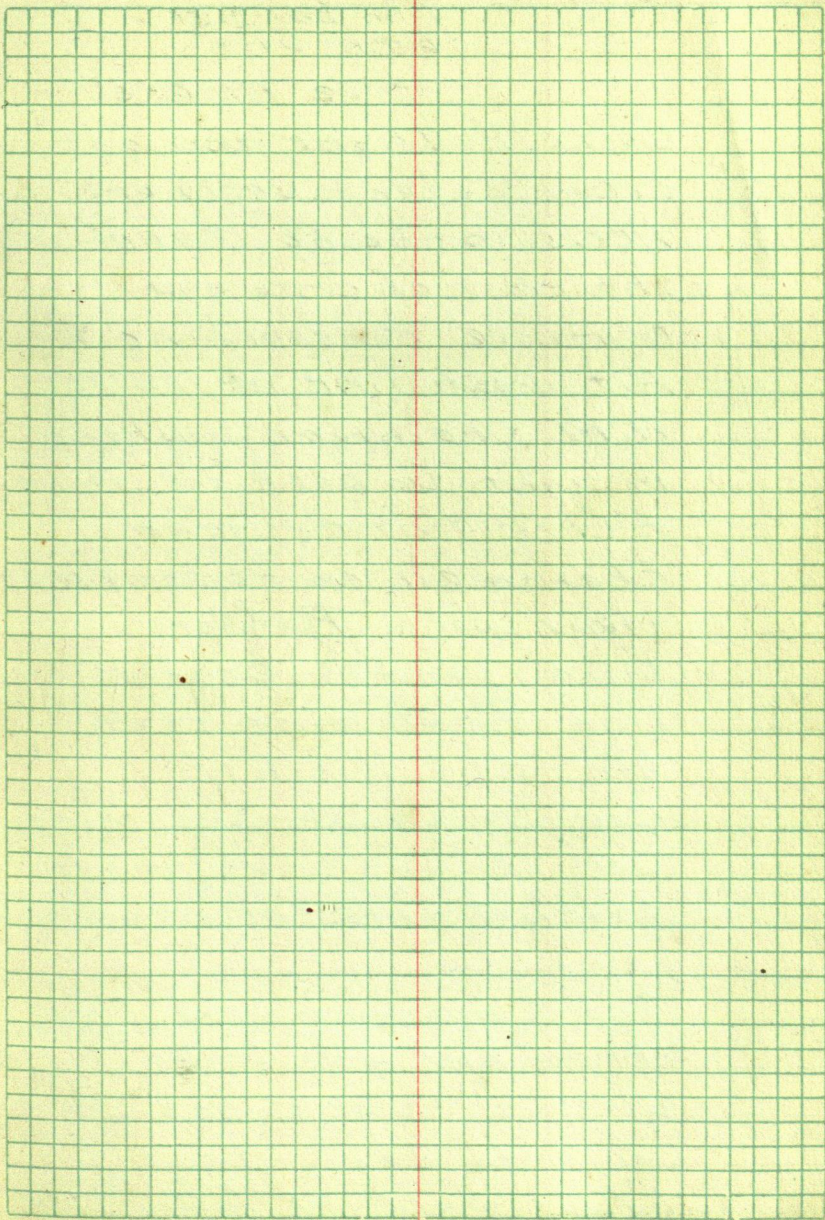
Go to Pillager and get
crew. Start Jerry Leisher,
John Leisher and Herve
in chaining at Cor, 28-29-32-33.
The rest of us go to approx.
1/4 Cor. north side 32, which
Mr. Peterson thinks he
remembers. Can find
old burned stumps but
nothing acceptable.

Starts to rain for all day.

Take crew home. Reach
Pillager at 10 A.M. 1/4 day.

John Leisher

19



20

John M. Greene
John Seedland
Jerry Leisher
John Leisher
Curvin Stahl

June 16.

Steve Rogers

Go to Pillager and get
crew. Start Jerry and
Herve in chain^{ing}. Take
the rest of crew and
continue Random Line W.
Hit town line at 12:15
A.M. Chainmen nowhere
in sight. Go back for lunch.
After dinner send
chainmen on to complete
their work. Random
Line ¹⁰⁸⁺⁵⁷ 109+00 Center
Line ^{Range} Town line road,
²⁶⁹ ~~291~~ feet North of
Cor. 30-25-36-31
Cor 29-30-31-32, 108 feet
south of line at Sta. 54

Take measurements to
three old stps. at Cor,
29-30-31-32 and set stake
Cor. sets East feet and
1 foot south of fence Cor
John M. Greene

P.S. Take crew home

June 17

John M. Greene

John Seedland

John Leisher

Jerry Leisher

Curben Stoll

Go to town and get crew

Take them to Corner 29-30-31-32

Corner 25-36-30-31 = $108 + 57'$

269' S. of Random Cor.

B.T

8" N. Pine N. 12° W Mag. Dec.8 N. Pine S. 15° W. " "Correct Line by offsets - see
next page

Take crew home

269
108

161 in 5457'

269
108
161

269

33.9 = cot 1041'

161 5457

483

627

983

1440

1449

511

50 1/2'

50.0 = cot 1009'

108 5400

108' 540

87°03'

5457

16100

10914

51860

49113

27470

1 4/11
109
32'

54

269 70837

1076

977

807

1634

1614

57157

24

Offsets to true Line
on N. side Sec 31-134-30

Sta	S	Sta	S	Sta	S
54	108	79	181.75	104	255.50
55	110.95	80	184.70	105	258.45
56	113.90	81	187.65	106	261.40
57	116.85	82	190.60	107	264.35
58	119.80	83	193.55	108	267.30
59	122.75	84	196.50	108+57	269.00
60	125.70	85	199.45		
61	128.65	86	202.40		
62	131.60	87	205.35		
63	134.55	88	208.30		
64	137.50	89	211.25		
65	140.45	90	214.20		
66	143.40	91	217.15		
67	146.35	92	220.10		
68	149.30	93	223.05		
69	152.25	94	225.00		
70	155.20	95	228.95		
71	158.15	96	231.90		
72	161.10	97	234.85		
73	164.05	98	237.80		
74	167.00	99	240.75		
75	169.95	100	243.70		
76	172.90	101	246.65		
77	175.85	102	249.60		
78	178.80	103	252.55		

June 18 John M. Greene,

54 John Lasher

57 Jerry Lasher

Frank Seedland

Curvin Stahl

Go to town and get crew.

Finish offsetting line at noon

Take crew to town.

Go to Walker and inquire

about monuments

John M. Greene

84 198

87 206

90 216

93 225

96 234

99 243

102 252

105 261

108 270

10 10

21 21

32 32

43 43

54 54

65 65

76 76

87 87

98 98

	14	15	16	17	18
John Lasher	0	1/4	x	x	1/2
Jerry "	x	1/4	x	x	1/2
Frank Seedland	x	1/4	x	x	1/2
Curvin Stahl	x	1/4	x	x	1/2
James Bell					

	20	21	22
Board			
Mat Lynch	5 5 B	5 5 5 B.D.S	5 B

James Bell	22	23	24	25
	5 5 D 5	5 5 5 B.D.S	5 5 5 B.D.S	5 5 5 B.D.S
	27	28	29	30
	1 D	4-4 D-5	4 3 B-D-	

Pete Jensen	20
	5 D

Pete Peterson

13	14	15	16	17	18
5	1 2 2 B D S	2 1 1 B D S	1 2 1 B D S	1 6 1 B D S	1 3 1 B D S
	20				
	B				

20 21 22 23 24 25 27 28 29 30

2 $\frac{3}{4}$	X	X	X	X	X	X	0	0	
3 $\frac{3}{4}$	X	X	X	X	X	X	X	$\frac{1}{4}$	
3 $\frac{3}{4}$	X	X	X	X	X	X	X	$\frac{1}{2}$	
3 $\frac{3}{4}$	X	X	X	X	X	X	X	$\frac{1}{2}$	$11\frac{1}{4}$
							X	$\frac{1}{2}$	

Bells Petition

June 20, 1920 Record 465

Sta 0 = Cor 5-6-31-32

2631 = opposite I.M. suppose
29.5' N. of Cor.

5316 = Hub set by Curo, 2'S.

5336 = Hub

Sta 0 X W $90^{\circ}38'N$

2750 Set Hub

X N $28^{\circ}36'W$ toSta 0 on Δ

833 Hub

X N $101^{\circ}07'E$ Sta 0 on Δ

520 Hub on R Line

X N $50^{\circ}17'4E$

Sta 2750 Hub on R Line

1064 Dis. across slough

Sta 3814 Hub on R Line.

Sta 5451 42.7 East of Corner

+43

90° to Cor. 5455.3

Cor. Stone set by
Phillips. X S. $95^{\circ}25'W$.

New B.Ts

J.P 8" S $75^{\circ}E$ 158Oak 11" N $88^{\circ}W$ 87.5

$$\begin{array}{r} 38 \ 14 \\ 16 \ 37 \\ \hline 54 \ 51 \end{array}$$

$$\begin{array}{r} 54 \ 55 \ 3 \\ 26 \ 40 \\ \hline 28 \ 55 \ 3 \end{array}$$

31

d to be 1/4 Cor. between 6-31

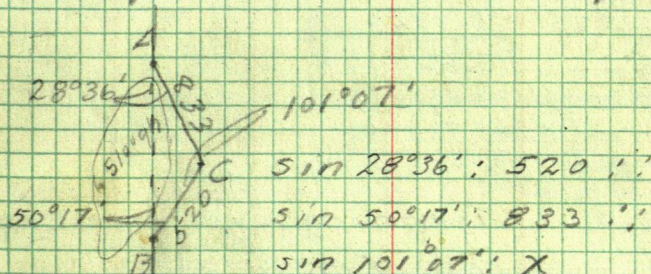
$$892 = \text{Cot } 0^\circ 38'$$

$$\begin{array}{r} 29.51 \ 2631 \\ 2360 \\ \hline 2710 \\ 2655 \\ \hline 550 \\ 590 \end{array}$$

$$4110 : 8120$$

A B

triangulate around slough



$$\sin 28^\circ 36' : 520 ::$$

$$\sin 50^\circ 17' : 833 ::$$

$$\sin 101^\circ 07' : X$$

$$\begin{array}{r} \sin 28^\circ 36' \ 9.680056 \\ 109 \ 833 \ 2.920645 \\ \hline 2.600701 \\ 2.602050 \\ \hline 2.602751 \\ 2.601370 \end{array}$$

$$\begin{array}{r} \sin 101^\circ 07' \ 9.991774 \\ 109 \ 833 \ 2.920645 \\ \hline 2.912419 \\ \sin 50^\circ 17' \ 9.886047 \\ \hline 3.026372 \\ 171962 \end{array}$$

$$\begin{array}{r} 9.886047 \ \sin 101^\circ 07' \\ 2.716003 \\ \hline 2.707772 \\ 9.680056 \ \sin 28^\circ 36' \\ \hline 3.027721 \\ 1066 \end{array}$$

1064

Sta 0 = 5451

R. Cor 2643 X S 88° 43' W 22.7' E. of

- 43 Set from old B.T.

2638.7

+ 5

2638.2

New B.T.s N.P. 20 N. 68° W 8

N. Pine 7" S. 70° E 19.9'

N. Pine 7" S. 60° W 35.0'

Sta 0 1/4 Cor 28-29

R. Cor 2632 X S. 86° 24' W Cor. 1. M. sets

log 42.7 = 1.630428 W 2632.0

log sin 15° 25' = 8.974962 + .5

log 4.03 = 10.605390 2632.5

log 22.7 = 1.356026 + 2.6

log sin 1° 17' = 8.350181 2629.9

log 0.5' = 9.706207 W. Line.

Sta 0 Running E-N. side 28
from Cor. 28-29
X 90° with R. Line

Sta 2612± 44 N of stake

R. Cor. ~~5300~~ Phillips Line lies south.
Bells cor. is North (True Cor.)

Sta. 0 Run south X 90°

5240 Hub X S 84° 20' W. to Cor

- 8.0

5232.0 All old B.T.s gone, but

2639.2
2634.1
5273.3

2643
2632
5275
4.3
5270.7
2.6
5273.3

33

Cor.

Sec. Cor.

33

42.7

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

↓

N

1ks (burned out)

Hub - Sec Cor
32.33
28.29

1/4 Cor.

40.9' W

0.5

1/4 Cor

88.93

1/4 Cor 28-29

13 13.8

5.2

1308.6 + 29' E

1/160

IP

90.0

5273.3

5232.0

41.3

log 40.9 1.611723

log 5.12 3926 8.797834

0.409617

M

0.06

log 78.5 = 1.905796

log sin 50.40 = 8.994497

10.900293

log 2.6 109 5300 -3698970

log 41.3 = 1.615950

Cot 0.32 = 2.083020

90.0

52.90

78.5

8.6

84.020

Stake 78.5 feet

a B.T. N. Pine 20" N E

- 50 yrs. old.

Sta 0 Running south from R.
 R. Cor. 2605.4 & S $91^{\circ}45'W$ 23'E
 R. Cor 5232.0 & S $84^{\circ}20'W$ 78.5
 $\begin{array}{r} 28 \\ \hline 5260 \end{array}$
 R

Sta 0 Running north from R. Cor
 2700 Set Hub
 2721.4 Edge of riverbank G
 $\begin{array}{r} 95.60 \\ 162.00 \\ \hline 100. \\ \hline 3079.00 \\ 21.00 \\ \hline 3100.00 \end{array}$

R. Cor 5329.0 Cor stake sets w. O.B.

$$\cos 14^{\circ}59' = 96.6000$$

$\begin{array}{l} 14^{\circ}59' \\ 29. \end{array}$

$$\begin{array}{r} 96 \\ \hline 95.64 \end{array}$$

5329

2605.4

3 7934.4

2645

$$\sin 14^{\circ}59' = 25.854$$

$$\begin{array}{r} 25 \\ \hline 25.80 \end{array}$$

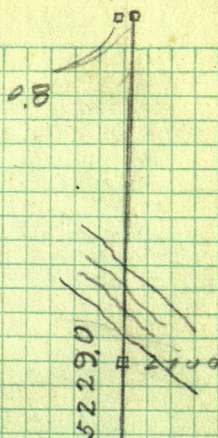
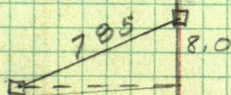
23.0
 Cor. 21-22-27-28 $91^{\circ}45'$
 of Cor. 14-27-28 $91^{\circ}45'$
 E. of Cor. 27-28-33-34

E. Random Vine 28



21-22-27-28

all River



Vertical $\Delta =$

Ver A - $0^{\circ}11'$

Ver B - $0^{\circ}11'$

$$\begin{array}{r} 15^{\circ}12' \\ 14^{\circ}59' \\ \hline \end{array}$$

$$\begin{array}{r} 15^{\circ}12' \\ 14^{\circ}59' \\ \hline \end{array}$$

New B.T.s for 21-22-27-28

N. P 14' 83.5' S. 45W

J.P. 4" 93.5' N 42°W

J.P. 12" 60.0' S. 25E

R. Cor. sets 3.5' E. of 1 M. old
automobile housing. and 28' N of
Sta 5300.

$$\log 5300 = 3.724276$$

$$\log 28 = 1.447158$$

$$\log \cotan 0^\circ 18' = 2.277118$$

$$2629.9$$

$$2604.7$$

$$25.2$$

$$2605.4$$

$$0.7$$

$$2604.7$$

$$\log 5312.3 = 3.725258$$

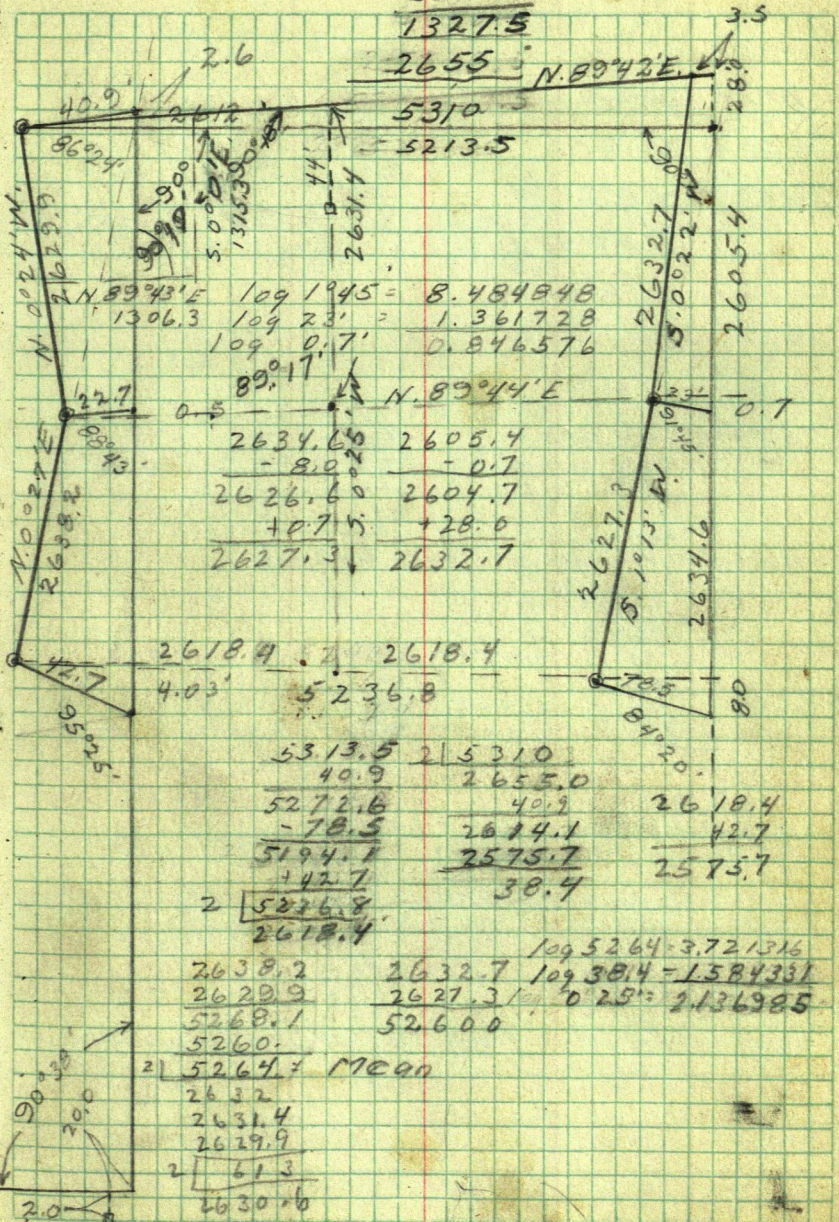
$$\log 25.2 = 1.401401$$

$$\log \cotan 0^\circ 16' = 2.323857$$

2631

5336

23.5

$$\begin{array}{r} 135 \overline{) 5310.} \\ \underline{390} \\ 1327.5 \end{array} \quad 37$$


39.7
13.9
53.123
35
53.125

Dis Bearing

2638.2 N. 0°27'E

2629.9 N. 0°24'W

N 89°42'E

2632.7 S. 0°22'W

2627.3 S. 1°13'W

$$\begin{array}{r}
 52629.9 \\
 2604.7 \\
 \hline
 2 \overline{) 34.6} \\
 2617.3 \\
 \hline
 14 \\
 \hline
 2631.3
 \end{array}$$

$$\begin{array}{r}
 2629.9 \\
 2632.7 \\
 \hline
 2 \overline{) 626} \\
 2631.6
 \end{array}$$

$$\begin{array}{r}
 42.7 \\
 40.9 \\
 \hline
 1.8
 \end{array}$$

$$\begin{array}{r}
 78.5 \\
 3.5 \\
 \hline
 75.0
 \end{array}$$

$$\begin{array}{r}
 5268.1 \\
 1.8 \\
 \hline
 \end{array}$$

$$3.721646$$

$$0.255273$$

$$3.466373 = 1\frac{1}{2}$$

$$5260 = 3.790986$$

$$75 = 1.875061$$

$$1.925925 = 0^{\circ}41'1\frac{1}{2}$$

$$\begin{array}{r}
 2 \overline{) 0^{\circ}43'} \\
 0^{\circ}22'
 \end{array}$$

$$\begin{array}{r} 2629.9 \\ 1308.6 \\ \hline 1321.3 \\ 5.2 \\ \hline 1316.1 \end{array}$$

$$4217.2 - 6.2$$

$$\begin{array}{r} 2629.9 \\ 1315 \\ \hline 1308.6 \\ 6.4 \end{array}$$

39

$$2629.9 - 18.2$$

$$\begin{array}{r} 40.9 \\ 22.7 \\ \hline 18.2 \end{array}$$

$$\log 2629.9 = 3.419956$$

$$\log 18.2 = 1.260071$$

$$\log \cotan 0^\circ 24' = 2.159885$$

$$2638.2$$

$$\begin{array}{r} 42.7 \\ 22.7 \\ \hline 20.0 \end{array}$$

$$\log 2638.2 = 3.411275$$

$$\log 20.0 = 1.301030$$

$$\log \cotan 0^\circ 27' = 2.110245$$

$$2632.7$$

$$\begin{array}{r} 23. \\ 3.5 \\ \hline 19.5 \end{array}$$

$$\log 2632.7 = 3.410286$$

$$\log 19.5 = 1.290035$$

$$\log \cotan 0^\circ 22' = 2.19251$$

$$2627.3$$

$$\begin{array}{r} 78.5 \\ 23 \\ \hline 55.5 \end{array}$$

$$\log 2627.3 = 3.417804$$

$$\log 55.5 = 1.744293$$

$$\log \cotan 1^\circ 13' = 1.673611$$

B.Ts to N. 1/16 Cor

Oak 4" S. 44° W 58.3

Birch 4" N. 68° E. 118.3

I.P 2" S $106^{\circ}54'$ E 27.4'

$$\begin{array}{r}
 2618.4 \\
 \underline{42.7} \\
 2575.7 \\
 \underline{2604.1} \\
 215179.8 \\
 \underline{2589.9} \\
 22.7 \\
 \underline{212612.6} \\
 1306.3
 \end{array}$$

$$\begin{array}{r}
 2655 \\
 \underline{40.9} \\
 2604.1
 \end{array}$$

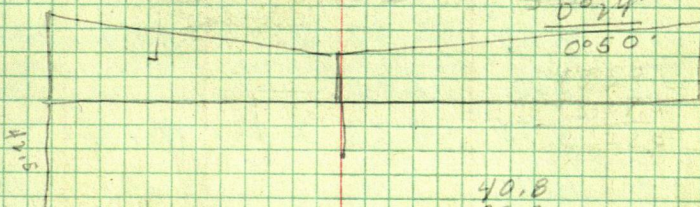
$$\begin{array}{r}
 2660 \\
 \underline{1314} \\
 3974
 \end{array}$$

$$\begin{array}{r}
 2631.4 \\
 \underline{2629.9} \\
 2161.3 \\
 \underline{212630.7} \\
 1315.3
 \end{array}$$

$$\begin{array}{r}
 1350 \\
 3960
 \end{array}$$

$$\begin{array}{r}
 99553 \\
 \underline{42.7} \\
 696871 \\
 \underline{199106} \\
 398212 \\
 \underline{42519131}
 \end{array}$$

$$\begin{array}{r}
 0026' \\
 \underline{0024'} \\
 0050'
 \end{array}$$



$$\begin{array}{r}
 40.8 \\
 \underline{22.7} \\
 18.1
 \end{array}$$

$$\begin{array}{r}
 42.5 \\
 \underline{22.7} \\
 19.8
 \end{array}$$

$$\begin{array}{r}
 133.2 \\
 \underline{19.8} \\
 2638.2 \\
 \underline{198} \\
 658 \\
 \underline{594} \\
 644 \\
 \underline{644} \\
 594 \\
 \underline{594} \\
 480
 \end{array}$$

$$\begin{array}{r}
 145.3 \\
 \underline{18.1} \\
 2629.9 \\
 \underline{181} \\
 819 \\
 \underline{724} \\
 959 \\
 \underline{905} \\
 140
 \end{array}$$

Do not record

Village of Pillager

$$\begin{array}{r} 2.76 \\ 9 \\ \hline 186 \end{array} \quad \begin{array}{r} 10.60 \\ 186 \\ \hline 8.14 \end{array}$$

Cut

	7.24	2.76	2.76	
Sta 0	5.36	4.64	2.76	
	7.17	2.83	2.7	.13
1	3.75	6.25		
	5.50 [✓]	4.50	2.5	2.0
2	3.18	6.82		
	4.63 [✓]	5.37	2.3	3.07
3	2.10	7.90		
	3.75 [✓]	6.25	2.1	4.15
4	6.0	4.00		
	6.85 [✓]	3.15	1.9	1.25
	8.20 [✓]	1.80	1.80	0.0

Ditch Grades

Lev. John M. Greene

Rod. Curvin Stahl

Bottom of Culvert

Top of stake

Bottom

Top

Bottom

Top

Bottom

Top

Bottom

Top

Bottom

Sta. 0 Cor. 28-29-31-32

Ran Cor. 45 $95^{\circ}36'W.$ 4 $0^{\circ}27'$ Turn X $95^{\circ}09'$ Sta 0 $\frac{1}{4}$ Cor 28-29Ran Cor 4 $91^{\circ}05'$ 4 24 $90^{\circ}41'$ Sta $\frac{1}{6}$ Cor 1324 1313.8

2659.5 1316.1

1324.8

13.5

1311.3

Dead Cedarcroft
N. 22° E. 6

M.C.

X X
Tamm 6' S. 42° W 32 D. Cedar 12' N. 73° W 84
8' N. 41° W 43 " Tamm 14' S. 84° W 76
6' S. 25° E. 26
7' N. 22° E. 11

X

X

149.76 =

38.87

73	10932.50	149.76	5821.08
----	----------	--------	---------

73	73.0	73.0	44928
----	------	------	-------

363

388

132820

292

765

119808

712

180

130120

657

146

119808

555

255

10312

511

440

438

#

8510.50

8475.8

34.70

56.6

149.76 8475.8000

74880

98780

89856

89240

152.5

8475.8

149.76

5821.08

13

44928

132820

119808

119808

21.15

149.76 3166.700

29952

17150

14976

21740

149.76

67640

10932.50
198
 11130.50
3166.7
 317963.80
2654.6

5821.08
11262.5
 5440.52

3166.7
5316
 8482.7 - 8510.50

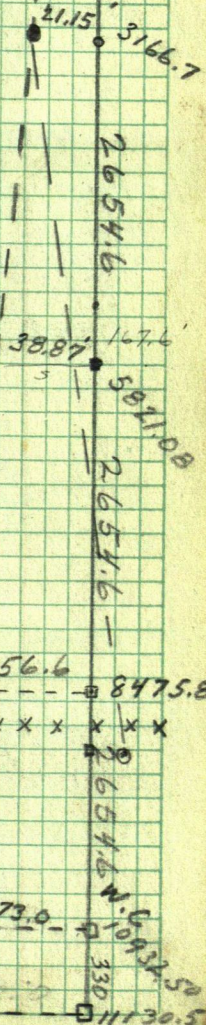
8513.5
8475.0
 37.7
20.0
 57.7

3166.7
5309.2
 1475.9

5654.08
167.6
 5821.68

48.33
80.36

8510.50
 8513.5
 8561.83
 8593.86



True Line

Sta 0 Jansons Cor. 5-6-31-32

24+88.8 Hub.

26+46.4 = $\frac{1}{4}$ Cor I.M. Cor. 5-32

Our chain

52+92.8 Curo's chain

Note:- Here we have an
argument with Commissioner
Jones over mens pay and
I take the remnant of the
crew to Pillager and go
home

John M. Greene.

42

5-5-5

212

20048

 $90^{\circ}38'$

57.7

2.0

 90°

5316

$$277. = 0^{\circ}12$$

19.2

5316

384

1476

1344

$$\begin{array}{r} 571 \\ \hline 1320 \end{array}$$

177

42.7

150

263.7

$$15 \overline{) 5455,3}$$

0.38

4.5

27

75
20

90

52
115

12

1

01105

56.6

6630

6	6	3	0
5	0	0	5

33 23
1054

0.625430

Dec. 13-1916

Extract from notes
of survey Rec. 305

1/4 Cor bet. 7-140-25

12-140-26

Govt. Notes call for

Fir 7" N. 24° E. 161 ks = 10.56'

Cedar 8" N. 53° W. 28" = 18.48' in Sec. 12

The 7" Fir has disappeared
but the 8" cedar in Sec. 12 is
a dry stump 10' high, showing the
orig. V.S. B.T. marks plainly. This
cedar seems to have been picked up
or straightened up by someone. The
post is a half decayed large pine
pole from which the course and distance
from the cedar stump check out fairly well.
I set a new post being a 3" x 3" birch post
set by course and distance from
the B.T. I mark the post 1/4 S
set by H. Nowack Dec. 14, 1916
and take new bearings as follows

Old cedar stp. 8" N. 53° W. 18.48'

W. Pine stp. 18" N. 48° W. 18.7'

W. " " 20" N. 23 ft.

140-26

Sta. 0 Sec. Cor

B.T.S

Twin Birch 6" N. 40° E. 60.4'

W. Pine 4" N. 30° W. 70.5'

W. Pine 7" S. 40° W. 50.3'

Sec. 11

Sec. 12
12

Sta. 26617

1/4 Cor.

B.T.S Twin Pine 10"

N. 69° E. 29.2'

N. Pine 10" N. 72° W. 30.5'

30.5

Sta. 32

36.9'

2661.8' computed dis

R. Cor.

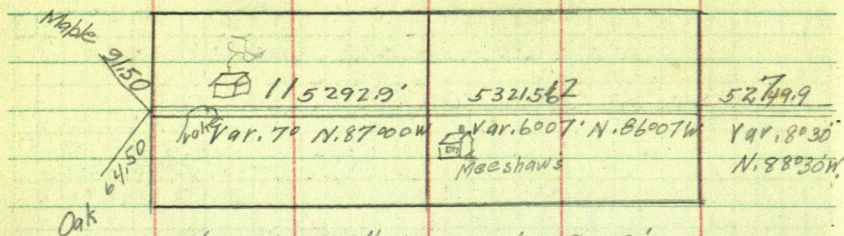
B.T.S N.P. 10" S. 30° E. 18.7'

N.P. 15" N. 73° W. 21.6'

Oak 8" S. 54° W. 14.53'

61.5'

Extract from Rec. 316



Nor. Pine 12" N. 29030' W. 30.9'

Pop. 12" N. 11° E. 14.18'

W. Pine 14" N. 74° 30' E. 29.22

Beginning at the $\frac{1}{4}$ post bet. 11 & 12
140-26, I run a random line west etc.

$\frac{1}{4}$ bet. 11 & 12, running west

Corr.		
12.49	516.38	tack in log
24.03	992.85	" " "
36.40	1504.00	" " "
1750.		enter swamp.
1900		leave "
48.35	1998.25	tack in log
57.18	2362.60	" " "
2580		Cross wagon road
2850		enter swamp. farm-spr.
69.92	2876.6	tack in log
3500		leave swp.
87.41	3611.6	tack in log.
96.8	3999.8	Hub with tack in hay mea
N. 101.2	4594.60	tack in log

at 5008 cross wood fence.

5300. tack in hub,

^{1/4} post set by Greene

- set N. 80° 48' W 130.35'

5319.93 ^{1/4} Cor sets N 128.8'

Corr. .0242 per foot

Oct 24, 1923

Car Meter

Geo Blum

W.A. Stansberry

J.M. Greene.

5319.93 128.8

4594.6

825.33

5319.93

3999.8

1320.1 S.E. X 88° 25'

5319.93

2640

2679.93

2362.6

317.3

2362

1498

864

2362

Oct. 29, 1923

W. S. Moscrip.

Ed. Rowley, boatman,

N.E. B.T.

12" Cedar N. 79° W 55'

Present Mag. Bear. N. 87° W.

New B.T's

Az. to 8" Cedar $235^{\circ}20'$ 188'

Az. to 14" spruce $148^{\circ}15'$ 295.4'

Large pyramidal rock in edge of Lake

Az. $303^{\circ}10'$ Dis. 122'

Horace Dunaway

Elbow Lake, Minn.

W. S. Moscrip.

Lake Elmo, Minn.

Ed. Rowley

Federal Dam

H. H. Zaiber

Federal Dam.

Mrs. W. S. Moscrip.

Lake Elmo, Minn.

L. C. Simons

St. Paul, Minn.

$$\begin{array}{r} 222 \\ 33222 \\ \hline 33222 \\ 36.3 \end{array}$$

$$\begin{array}{r} 102 \\ 162 \\ \hline 112 \end{array}$$

$$\begin{array}{r} 324 \\ 324 \\ \hline 3544 \end{array}$$

$$\begin{array}{r} 53 \\ 348 \\ 348 \\ \hline 3828 \end{array}$$

Birch 16" S. 15° W. 54 - 35.64

Elm 12" S. 23° E 58 - 38.28

Maple 6" N. 26° W. 17 - 11.22

Bass 6" N. 10° W. 37 - 24.42

= 36.3

35'

Oct 29-30-31 1 2-3 6-45.00

Mileage 67

R.R. Fare

5.70

51.70

57.40

Extract Survey Record 230
Harry Todd - M. A. Kemp.

T. 139 N. R. 27 W

Nov. 8.

J. M. Greene

Phil Monette

Herman Zumbrennan

Carl " "

Lewis Liske.

Cut south from S. E. Cor. Sec. 2.

on old random. Corri. $2^{\circ}25' W.$

Nov. 9

missed $\frac{1}{4}$ stake ^{Should have been $2^{\circ}28'$} about $1\frac{1}{2}' E.$ corrected

and continued south. missed Sec. Cor

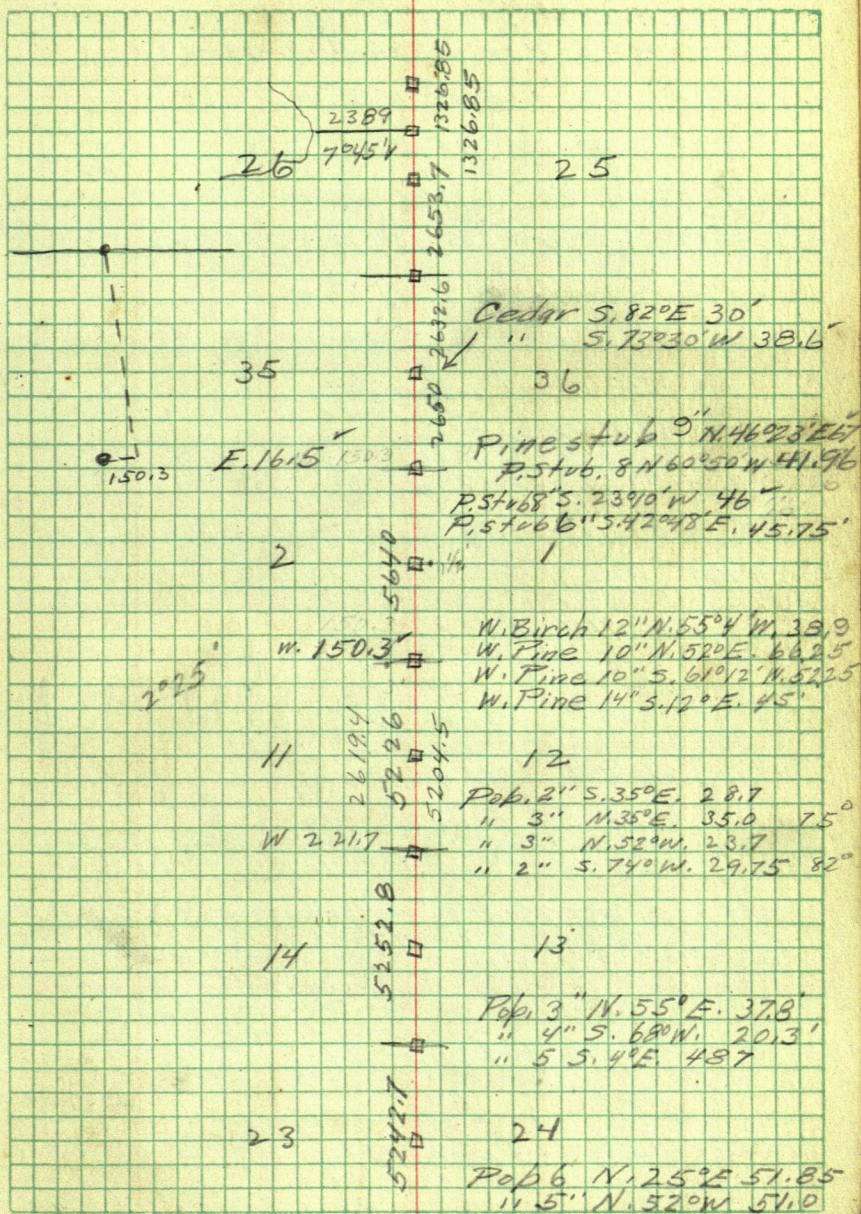
about $3' W.$ - measured $3.4'$

continued on south

Clarence Sanford joins crew in P.M.

Nov. 10 continued cutting south

Phil Monette & Herman Z. not
at work.



Extract #230

New B.T.s for Cor 1-2-11-12

W. Birch 12" N. $55^{\circ}4'$ W. 38.9'

W. Pine 10" N. 52° E. 66.25

W. Pine 10" S. $61^{\circ}12'$ W. 52.25

W. Pine 14" S. 12° E. 45.00'

Run south @ $9^{\circ}15'$ Var.

200' cross to road

563.50 tack in log.

675 N. to S. to road

1100 enter tam. swamp.

1500 ft. same enter open swamp.

Feb. 8, 1913 Kemp, Todd, and G. Snell

2271.7 tack in log

2750 ft. swamp, enter tam.

3000 higher gr.

3704.00 tack in log

4755.30 tack in log

5226.00 Cor to 11-12-13-14

sets W. 221.7' B.T.s call for

Poplar 2" S. 35° E. 28.7'

New B.T.s " 3" N. 35° E. 35.00

Bass 5" N. 77° E.

Aspen 6" N. 40° W.

Maple 6" S. 10° E.

" 8" S. 15° W.

continue S.

Pop 3" N. 52° W. 23.7

Pop

5438.9 tack in log

5800 enter swp.

6443.3 tack in log

6480 cross road brs N. E.

7200 low ridge
 7630.3 tack in log.
 7920 set stake. could find
 no trace of 1/4 Cor, line is blazed
 about 150' west.
 8050 enter swamp ground
 9000 same
 9250 tack in log
 9522.3 " " " on hill
 10227.0 " " " " "
 10400 swampy ground
 10560 stake
 We hunt for Cor to 13-14-23-24
 where U.S. Notes call for.
 W. Pine 6" N. 60° E. 28
 Aspen 7" N. 29° W. 40
 W. Pine 7" S. 50° E. 32
 Tam. 7" S. 68° W. 35. Set 3x3x36
 stake for Cor, from old N.E. Co S.E.
 stps. and mark new bearings.
 at 10478' S. Cor. to 13-14-23-24
 sets W. 70"
 10800 low ridge
 11200 lv. same, enter sub.
 11450 " "
 11800 enter slightly timbered swp.
 12200 lv. same.
 12449.5 tack in log.
 13000 enter open tam. swp.
 1320 stake hunt for Cor, hunt for
 1/4 Cor, but find no trees. blaze about
 175' west.
 14000 lv. bog enter pop.
 14618 tack in log
 15400.3 " " "
 24 15721.5 Cor. to sec. 23-24-25-26
 21 bears W. 239.50
 41 sp. 18" N. 56° E 57
 31 Tam 14" N. 45° W. 23
 Aspen 15" S. 30° E. 77
 Tam. 12" S. 70° W. 43. We find all stps.
 which check out perfectly. 3x3x30 stake.

Feb. 4

13100.15 run W. 154.75' 2x2x36

stake for 1/4 Cor 23-24

Tam. S. 54° E. 44.5'

" 8" N. 87° W. 43.5

7852.4 run west 145.85 97.6', stake
for 1/4 Cor. W. Birch 6" N. 60° W. 30.75

W. Pine 18" N. 47° E 44.1

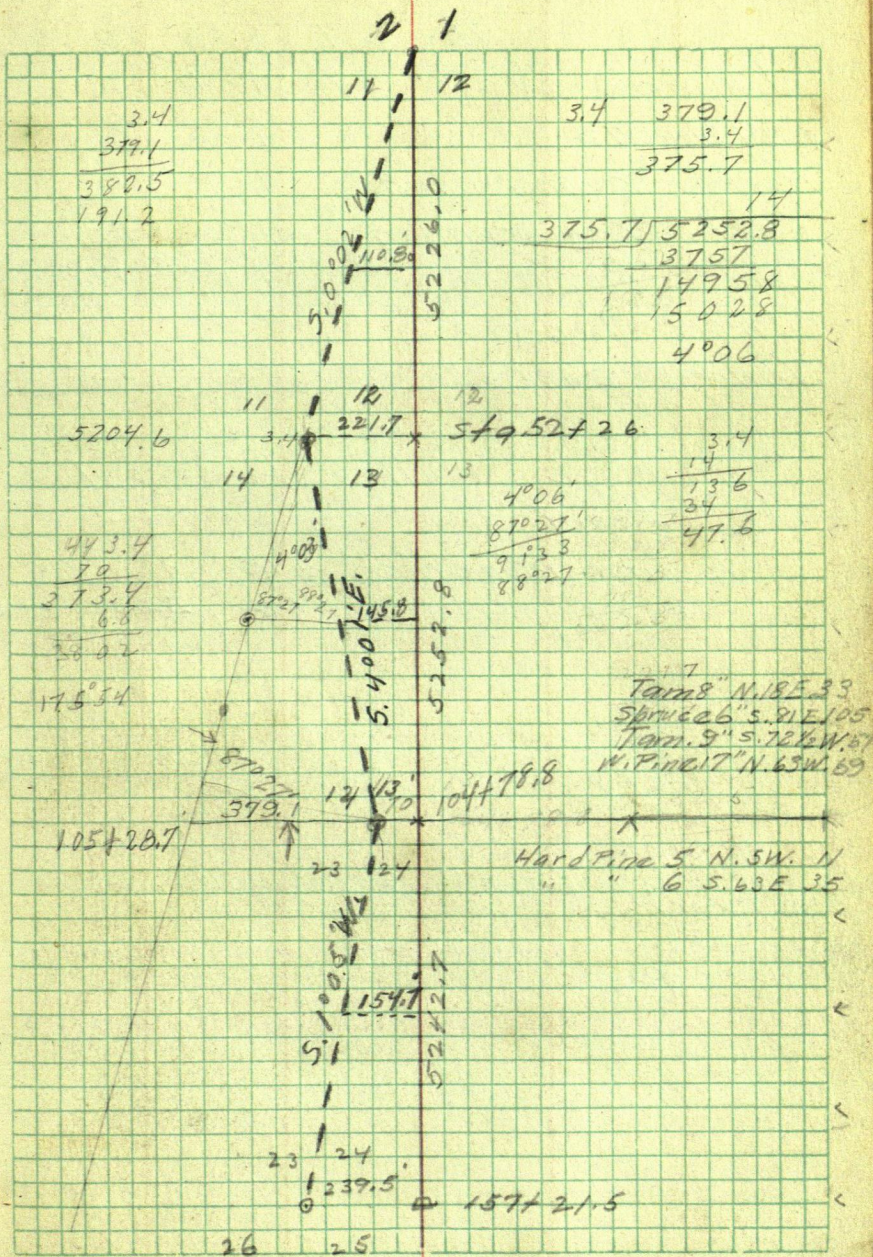
2613.00 run west 110.8', set stake for

1/4 Cor. Dead Tam 8" S. 60° 53' W. 93.5'

Tam 8" S. 6° 14' E 174.7'

	10528.7	
	5204.6	
10528.7	<u>415324.1</u>	
5204.6	1331.0	
5324.0	<u>10528.7</u>	10528.7
2662	9197.7	1331.
15204.2	3993	<u>9197.7</u>
7866.7	<u>322</u>	
2662	5204.7	
<u>10528.7</u>		

1331



	Nov	7	8	9	10	5
J. M. Greene		1/2	1	1	1	
Phil Morette			1	1	0	
Herman Zumbrennen			1	1	0	
Carl Zumbrennen			1	1	1	
Carl Liske			1	1	1	
Clarence Sanford				1/2	1	
Terord Sanford		...				

Mileage Walker to Phil
Board

Board Morettes 15 16 17
S.S.L B.D.S.L B.D.S.
8 meals 3.L.

75
9.5
375
675 ✓
71.25 ✓
1680

La Grille L 81.20

Board Remer 7.00 ✓ - Cancel

\$ 91.25
7.50
4.50
\$ 103.25

12	13	14	15	16	17	18	19	20
1	0	0	$\frac{1}{2}$	1	1	$\frac{1}{2}$	1	1
0	0	0	$\frac{1}{2}$	1	1	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	$\frac{1}{2}$	1	1	0	0	1
0	0	0	$\frac{1}{2}$	1	1	0	0	1
0	0	0	$\frac{1}{2}$	1	1	0	0	1

5376

11000

641

5157

33012

12731

Monettes 42

4

1680

45

213

18

8

8776276

March 23, 1923

Came to Maharg Ranch.
from Walker - Friday - Looked for
corners all afternoon - Stayed
at ranch all night - Did not
hear from Minette, so left for
Remer Sat. morning. Called up
Minette and said I would be
out Monday morning - Came out
to ranch Sunday night.

Monday morning ^{March 26} went to Lake
George. Snell, Geo. and Louis Liske
report. Weather cloudy and foggy,
heavy snow and later drizzling rain.
Started at ^{Temp} M.C. on range line
on North side lake - Looked for
M.C. between 140-139-26 - Found
nothing - Set temp. town corner
and chained south 5280' Set temp. Corner
chained south 1200' to lake shore. ^{Tues. same} Set
1266.5'. Read & 2019' Right to temp town
Cor. - Bearing $4^{\circ}30'$ to 5°

Nail in pop. stp sta. 19 + 73.5

Hub 2640 - Spruce swamp - B.T.s

B. Ash 3" S. 87 W. 17

Fir 4" S. 65 E. 11 Could find

		A	B	C	D	E	F	G
B. Ash 3	S. 87 M 17	6	5	4	3	2	1	
X. Fir 4"	S. 65 E 11	X	7	8	9	10	11	12
		X						
			18	17	16	15	14	13
			19	20	21	22	23	24
			30	29	28	27	26	25
			31	32	33	34	35	36
			7	5	4	3	2	1

Shore
Temp
Line
Temp. Cor.
453.76
Temp. Cor.
453.76

Lake George
2° 52' Comp. 19.05
1143
1143
1257.3
1320
2577.3
2316.7
260.6

to hit a point 36' west
X 20
Computes 0° 19'
5194
2591.7
7785.7
1261.5
6524.2

crew. March 26

Hub 2640
Var. 7°

608
3.91892
89° 04' 23' 16" Var. 6°
Hub 5194
1257.3
1257.3
1460. 1. M.

no sign of Cor.

March 27 - Snow and rain did not w.

March 28, 1923

Carl Zumbrenner

Lewis Liske

J. M. Greene

Brush on to approx. Sec. Cor
Chained up to 5280 - Hub. - Dinner

Fri. March 28

Edward Bj

Everett An

Lewis Liske

J. M. Green

Hub. 24+53 N. W. X - 91°51'

Hub 25+91.7' = Sta. 53 Flynn's Line

X N.E 91° 89°20'

Sta. 55+9.5' Hub

X 90°40' S.E. Ran south Blazes

Hub. 1322.5 - Stake 65.5' west.

2684 Int. Ran Line E. & W. Sta.

51+30.4'

2680

52

69.6

69.6

10.4

5130.4

Intersect Andrews Line E. & W. 5134'
N. E. & 89°04'

2°19'

210' west to old II tree

10-20' west

52+10.4' N.W. & 91°08'

W. Tarn. 8" N. 18° E. 33

Spruce 6" S. 81° E. 105

Tarn. 9" S. 77° W. 57

W. Pine 17" N. 63° W. 69

March 29

Sta 0

13+20 in dam

16+50 creek

19 "

22

2613.4 nail in alder stb.

26+40 Creek

2679.7 nail in log

V. Aspen 7... S. 13 E. 147

Pine 8 S. 89 W. 96

5124 Hub 10' E.

53 Creek

79

Hub

y. Pine 14" N. 55°
u " " 16" S. 68°

John M. Greene.

Carl Zumbrenner

Herman Zumbrenner

Louis Liske

Pete Liske (Walter)

Laurel (Bird) Andrews

Walter Andrews

brushed out to top of hill
and quit for night

40
26.6
134

8900' + 94

26065 + 9.51 + 94
2316.7

5280
1261.5

36 | 6541.5

36

182.

294

= corner 19'

288

61

old squared up tree

2453

1.1652

1.1652

210' 15'

82.20'

Sta 25441.5

1.1652

Sta. 53 on Flynns E. & W. Line

Sta 55495' on Flynns E. & W. Line

90°40'

✓

March 31, 1924

N.W. Cor Sec. 31-139-26 - U

J. Pine 12" N. 24 E 30 19.8

J. Pine 20" S. 28 E 23 15.2

Spruce 7" S. 20 W. 12 47.5

J. Pine 9 N. 45 W 37 27.4

Bird Andrews

Bob Andrews

J. M. Greene

Brushed on from Sta. 79-Hub

Chained 2551.6' to @ & R. 90° to
point for N.W. Corner Sec. 31-139-26
where notes call for above B.T's

Find what appears to be recognized
as Cor. Check bearings of all
except spruce - which is absolutely gone
Other three stump check out
for bearing and distance.

Make 3 new B.T's as follows. Stake

J. Pine 10" N. 41° W 22.35

" " 11" S. 59 W. 24.7

" " 12" N. 46° E 14.4

2640

2551.6

28.4' N. 8.

60' W.

5124

5280

5194

2591.7

2684

7900

2551.6

5/26201.3/5240

452.8

2.4

M.C. to Temp. T. Cor. 452.8

Temp. T. Cor to 6-7 5280.0

6-7 - 7-18 5194.0

2591.7

2.4

2684.0

7900.0

2551.6

26656.5

26852.8

196.3

set 74.4' feet west

Bob Andrews
J. M. Greene

April 1st - 1924

Check chaining

36W. - 65+23.3 Temp. Town Cor to
Sta. 1261.5 -

6923 M.C.

7043 B.T.

9.591878 Log sin 23°

1.844850

1.436128

9.964026 Log sin 23°

1.844850

1.808876

= 64.4

452.76

517.16

7043

527.2

6515.8

1261.5

5280.0

6541.5

5280

5194

2591.7

2684.0

7900.0

2551.6

26400

2264

61164

210

1164

2328

2.44440

26201.3

2.4

5126203.7

5240.7

$$\begin{array}{r} 5280 \\ 1261.5 \\ \hline 5541.5 \end{array}$$

$$\begin{array}{r} 80 \\ 5280 \\ 5 \\ \hline 26400 \\ 522.7 \\ \hline 26922.7 \end{array}$$

$$\begin{array}{r} 6.86 \\ 1.06 \\ \hline 7.92 \\ 6 \\ \hline 4752 \\ 4752 \\ \hline 522.72 \end{array}$$

$$\begin{array}{r} 7043 \\ 5194 \\ \hline 2591.7 \\ 2684 \\ \hline 7900 \\ 2551.6 \end{array}$$

$$\begin{array}{r} 1.06 \\ 66 \\ \hline 5771.5 \\ 5194 \\ \hline 2591.7 \\ 2684.0 \\ \hline 7900.0 \\ 2551.6 \\ \hline 26702.8 \end{array}$$

$$\begin{array}{r} 7043 \\ 1261.5 \\ \hline 5771.5 \\ 5194.0 \\ \hline 2684 \\ 7900 \\ \hline 2551.6 \\ 24100.5 \end{array}$$

$$\begin{array}{r} 2620 \\ 2551.6 \\ \hline 68.4 \\ 7900 \\ 684 \\ \hline 7821.6 \\ 2620.0 \\ \hline 5211.6 \\ 2620.2 \\ \hline 2591.6 \\ 2620.0 \\ \hline 28.4 \end{array}$$

$$\begin{array}{r} 2591.7 \\ 28.4 \\ \hline 2562.3 \\ 2620.0 \\ \hline 57.7 \end{array}$$

$$\begin{array}{r} 6.86 \\ 6 \\ \hline 4116 \\ 4116 \\ \hline 4527.6 \\ 2551.6 \\ \hline 7900.0 \\ 2684.0 \\ \hline 13135.6 \end{array}$$

$$\begin{array}{r} 5194. \\ 5136.3 \\ \hline 2620.0 \\ 2516.3 \\ \hline 2620.0 \\ 103.7 \\ \hline 2516.3 \\ 1310 \\ \hline 1206.3 \\ 1261.5 \end{array}$$

697

$$\begin{array}{r}
 93.9 \\
 13 \ 10.2 \\
 \hline
 1404.1 \\
 1331. \\
 \hline
 73.1 \quad 5130.4 \\
 \quad \quad 5117 \\
 \quad \quad \hline
 \quad \quad 1340 = 0.49'
 \end{array}$$

$$\begin{array}{r}
 87.27' \\
 0.49' \\
 \hline
 86.36
 \end{array}$$

$$\begin{array}{r}
 5210.9 \\
 5240. \\
 \hline
 29.1 \\
 1322.5 \\
 42.2 \\
 \hline
 1280.3 \quad 1280.3 \\
 2620.4 \quad 1310.2 \\
 \hline
 9.9 \quad 2590.5 \\
 900.7
 \end{array}$$

A.M. April 1st. Go to Remer
 April 2, 1924 - Go to Trelipe
 and with Canotson, Collins, Carl
 and Albert Zumbrunnen brush out
 1/16 Random - Sta. stake from
 East to West 5198' - Correction
 10.4' (N) to south 0.2' / 100'.
 Go to Longville for lunch 8 A.M.
 and then to Walker. Stay all
 night at New Chase Room \$1.25
 Garage .50

Sta 2557.6 ✓

2620.4 ✓

68.8 ✓

North =

7900.0 ✓

Sta 7831.2 ✓

2620.3 ✓

5210.9 ✓

2620.4 ✓

2590.5

2684.0

93.5

North of Randomline

2590.5

1310.2 ✓

1280.3

1310.2 ✓

29.9

North of Flynns T. Lin

2594.1

2564.2 ✓

2620.3 ✓

56.1 North

5194.0

5137.9 ✓

2620.4

2517.5 ✓

1310.2

1207.3 ✓

1310.2 ✓

102.9

5280.0

1322.5

1280.3

42.2

1261.5

1197.3

64.2

1310.2

5240.7

522.7

April 2

Sept. 2-1924

Go to 139-26-

Twp. has cleared Rt. of Way
along Flynn's road line to
where he \times s North.

Set up on \times O and turn $\times 89^{\circ}04'$ R. Sta
Var. $8^{\circ}E$ 123'

\times L. $92^{\circ}22'$ 1369'

42.2' South

75.9

119.1

N. 123'

W. 2.0

W. 1369.0

S. 78.7

0 sets North 44.3

Knutson's Line 42.2' S. of point

32.49.

42.2 $\sqrt{1371}$

1266

1050

844

2060

1688

3720

3198

1371

308

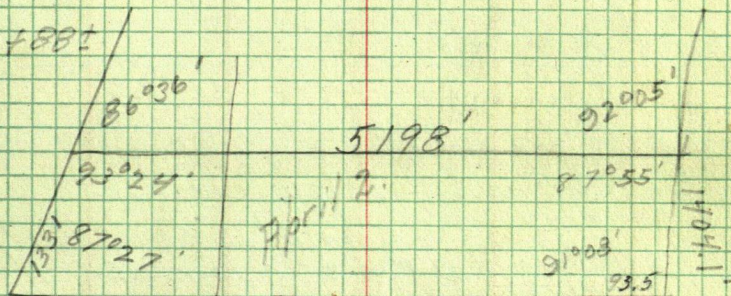
10968

41130

422268

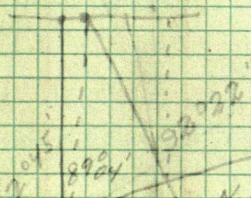
$$\begin{array}{r}
 28+58 \\
 \underline{28.6} \\
 28+81.6
 \end{array}$$

30+88!



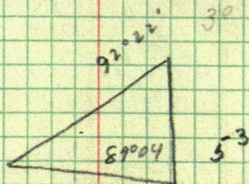
$$\begin{array}{r}
 93^{\circ}24' \\
 87^{\circ}27' \\
 87^{\circ}55' \\
 91^{\circ}03' \\
 \hline
 179^{\circ}54'
 \end{array}$$

379.1



$$\begin{array}{r}
 N 0^{\circ}56' W \\
 92^{\circ}22' \\
 \hline
 93^{\circ}18'
 \end{array}$$

$$\begin{array}{r}
 93^{\circ}18' = 58^{\circ}42' W \\
 30^{\circ}18'
 \end{array}$$



John M. Greene
Frank Hermes
Survey for Ibberson - Lot 3 - Sec. 8
Oct. 21-1925 139-26

U. S. Corner

7-8-17-18 R. Oak 8" N. 65° E. 64
" " 8" N. 43° W. 54
" " 8" S. 20° E. 62
" " 10" S. 62° W. 62

5-B@ 5-W. 1/4 Sec. 8

Tamarack 3" N. 80° E. 22

5-6-7-8 " 4" S. 50° W. 25

5-6-7-8 W. Pine 20 N. 12° E. 214. = 141.24'
" " 24 S. 60° E. 23.7 = 156.42'

M.C. 49 N. Line W. Pine 9. S. 10° W 25
W. Pine 12 N. 20° W 20

M.C. 41-S. Line Y. Pine 15 N. 20° W 108
W. " 20 S. 42° E 22

Beginning at creek 2111' to point
@ 64' North of Sec.

@ 1023.4'

Road @ 250.7

19.7 to nail in log

Sept 21 - S. Bed

77

" 22 B-D-S. Bed

23 B. 10 meals - Beds Bowens \$3.50

Lunch at Andrews -

South 65 71.5
S. 20° E 65 24.7

214	
<u>6</u>	
1284	237
<u>1284</u>	<u>6</u>
14127	1422
	<u>1422</u>
	15642

Car,

2

5640

1

11

5226

12

14

525280

13

23

5242.7

24

26

2622.26126

25

35

524485

36

Survey for 140-26 & 139-26
J.M. Greene

April 16 - Take car and go to
Remer - Notes & Trip - Today

17 - Get Jim Flynn fixed up

18

19

20

21

} Snow - Snow

23 - Take car and go to
Louis Lister. P.M. Knudson and I
hunt for N. 1/4 Cor - Sec. 1 - 139-27
Find nothing - 24 - Snow -
Go to Walker - 25 - Copy more
notes.

April 30 - 1938 - P.M. Walker to

Remer - May 1, Acct \$42.20

Go to Zumbrunnens

Albert Zum at 10 A.M. goes with me

to Cor 35-36 - 140-27, 142-139-27

Set 1. P. 4" by old notes - check

S.W. & S.E. B.T.s made by Caro.

Place 2 1. P.s' 33' E & W.

Mark 4 B.T.s as follows

Pop 7" N. 43° 15' E. 131'

J. P. 9" N. 52° 20' W. 57.5'

J. P. 7" S. 63° 30' W. 37.7'

J. P. 5" S. 77° 30' E. 65.6'

P.M. Herman - Albert - Greene
brush East from Cor.

May 6c 142-28

May 2.

Herrman-Albert-Greene continue
east. Lewis Liske brings boat
from Schaffers and meets us on
line 2744.8' set. hub 15' from
top of bank 40' to swp.

Set hub at Temp. M.C. Rec. Dis 3024.1
about 10' from edge of brush

Across lake N. $89^{\circ}22'23''$ E to tall spruce.

S. $89^{\circ}56'$ E to Green pine

N. 3' from 3024.1 N. $86^{\circ}04'$ E to Flag on
North side of Lake

May 16-

Flynn + Greene.

Set up on hub S. of spruce
chain west 31.4' hub - Temp. M.C
South 125' X old blaze

220 Shore

West from S. Line 96' on old
blaze

$$\begin{array}{r}
 41.59 \\
 66 \overline{) 2749.8} \\
 \underline{264} \\
 109 \\
 \underline{66} \\
 388 \\
 \underline{330} \\
 580 \\
 \underline{528} \\
 52
 \end{array}$$

81

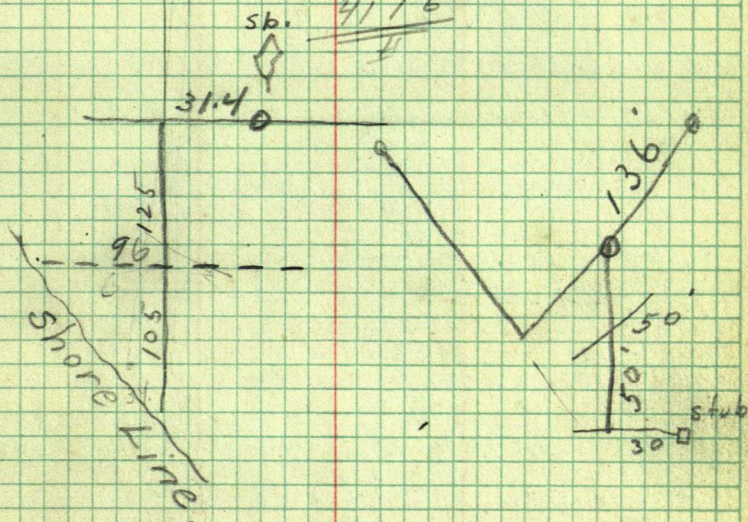
$$\begin{array}{r}
 45.82 \\
 \underline{6} \\
 2749.2 \\
 \underline{2749.2} \\
 3029.13.4
 \end{array}$$

Hub 2744.8 = 41.59 chains
 38.41

6.86 N. to M.C.

$$5.6 = 10^{\circ} 07'$$

$$\begin{array}{r}
 6.86 \overline{) 38.41} \\
 \underline{34.30} \\
 41.10 \\
 \underline{41.16} \\
 44
 \end{array}$$



Range Line 139-26 & 27

		N	S	E	W
East	74.4'			74.4	
North	2551.6	2551.6			
"	7900.0	7900.0			
"	2684.0	2684.0			
N. 89° 20' E	209.5	2.4		209.5	
North	2591.7	2591.7			
"	3932.5	3932.5			
N. 20° 19' E.	6994.3	6994.3		282.8	
		26656.5		566.7	

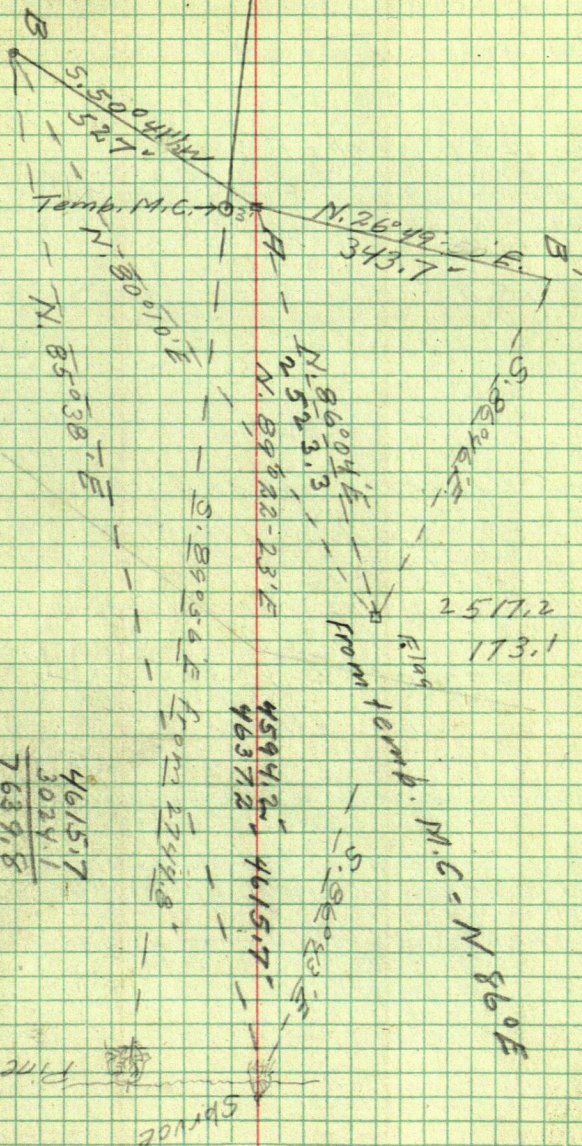
$$47.0 = \cot \alpha 1013'$$

$$\begin{array}{r}
 566.7 \quad] \quad 26656.5 \\
 \underline{22668} \\
 39885 \\
 \underline{39669} \\
 2160
 \end{array}$$

North = N. 10° 25' E as tied to Monette

$$26656.5 =$$

Hub 2744.8



4615.7
3024.1
7639.8
7920
280.2

May 3, 1928 John M. Greene.

Walter Liske - Lewis Liske - Herman

Hub 225^t West of fallspruce.

Offset South 50.2' to previous R. line

Hub 228.1 West of 7639.8

^{3024.1}
Hub 4615.7 S. of tall spruce

~~7639.8~~
~~775.2~~

Hub 8415.0

34.98

34.98

38.60

23.62

3.62

⁶⁶
2316

20

40.00

2316

78.60

78.60

2316

2547.6

5280

7827.6

7639.8

1888.8

Tyler

Go to Washburn Lake and run

West on brushed-out line

Washburn - West side - west bay
Hub on shore Sta. 0

0+00

Sec. Cor 22.07 ch = 1456.62'

" " bank of small lake

" " shore & Left 50°

1424.5

& Int 83°

133

& Left 47° check 1748.5

bin 9²⁰

238.6
136.6
102.0

120.3°

22.07

81°33'

56°32'

138°05'

47

91°05'

85

7860

132 42

6

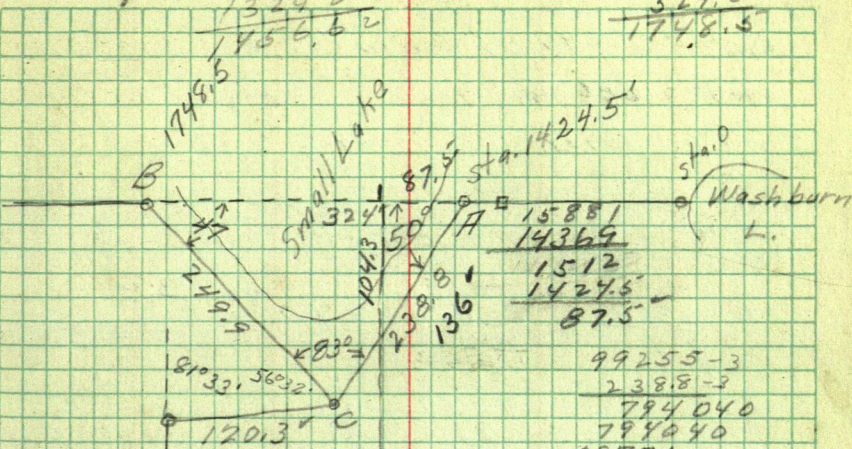
13242

1456.62

1424.3

324.0

1748.5



$$\sin A : a :: \sin C : c$$

$$\sin B : b :: \sin C : c$$

$$\sin 50^\circ = 76604$$

$$\sin 47^\circ = 73135$$

$$\sin 83^\circ = 99255$$

Knudson R. Line

76604

198510

248038245

229812

182262

153208

290540

229812

607280

61283

11

$$\sin A : 544.5 :: \sin C : X$$

$$\sin A = 88634$$

$$\sin C = 96712$$

$$\begin{array}{r} 96712 \\ \times 544.5 \\ \hline 483560 \\ 386848 \\ 386848 \\ 483560 \\ \hline 526596840 \\ 443170 \\ \hline 834268 \\ 797706 \\ \hline 365624 \\ 354536 \\ \hline 110880 \end{array} \quad 594.2$$

$$\sin B : 413.6 :: \sin C : X$$

$$96712-7$$

$$4136-5$$

$$580272$$

$$290136$$

$$96712$$

$$386848$$

$$594.2$$

$$67323$$

$$40000083$$

$$336615$$

$$633858$$

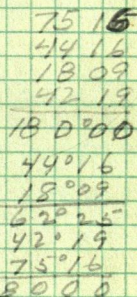
$$605907$$

$$279513$$

$$268292$$

$$112210$$

87


$$\begin{array}{r} 2948.1 \\ 564.5 \\ \cdot 8491.7 \\ \hline 12004.3 \\ 11824.2 \\ 180.1 \end{array}$$
$$\begin{array}{r} 80.00 \\ 78.60 \\ 22.07 \\ \hline 180.67 \\ 6 \\ \hline 108402 \\ 108402 \\ \hline 1182422 \end{array}$$

219 44 ²¹⁹
⁸⁸
131

15

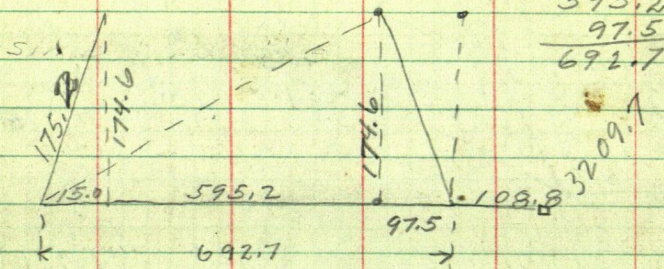
⁹⁰⁹⁰
9090

May 4: Albert & Greene

Hub - West of West Bay - Wash

X Left to Hub = 13044'

⁷⁸⁰⁶
¹⁸⁰⁵
9586



595.2
97.5
 692.7

48761
²⁰⁰
9752200

87306
²⁰⁰
174.61200

2423.2
^{15.0}
2408.2

29337 | 174.60000
146685
 279150
264033
 151170
146685
 44850

595.2

692.7
108.8
 3209.7

19.25 = 1270.5
 15.15 999.9
13.01 858.7
 10.52 3129.1

175.15
08571
 175.15
 122605
87375
 140120
150121.165

99632
175.15
 498160
99632
 498160
697424
99632
 174505448 0

3209.7
694.3
 3904.0
7920
 4016.0
3512

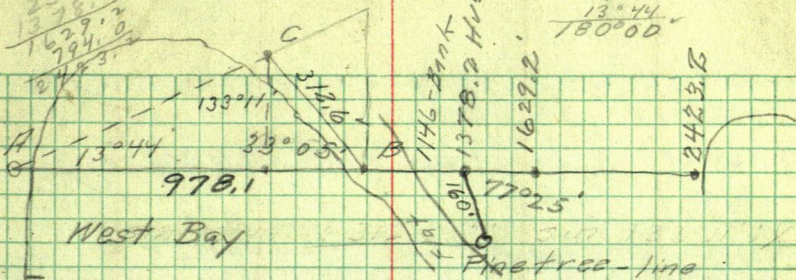
1052
⁶
1312
 68132
194.2

2948.1
^{564.5}
3512.6

504
715.2
 211.2
16.0
 7

180
25.1
1378.2
1629.2
794.0
2423.2

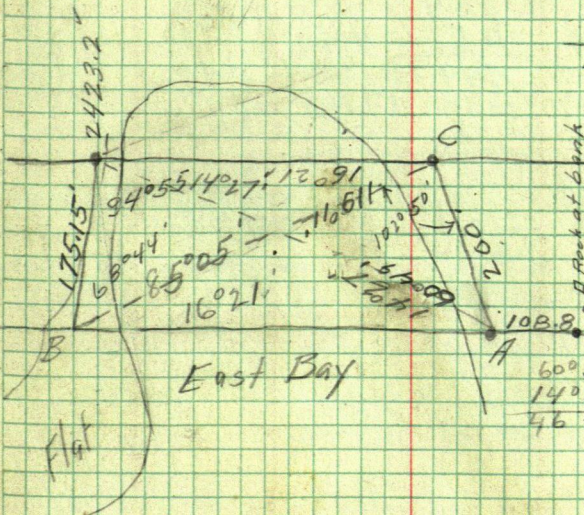
33.05
133°11'
13°44'
180°00'



54586-1	83788-7	716.2
3126-3	3126-3	261.92
327516	502728	978.1
109172	167576	
54586	83788	
163758	251364	1925
17063583	261921288	6

23823	170.635836	11550
	166761	127056
	38748	978.1
	23823	292.4
	149253	
	142938	
	63156	

119°11'	119°11'
16°21'	60°49'
102°50'	85°05'
60°49'	265°05'
16°21'	94°55'
180°00'	360°00'
	85°05'
	16°21'
	68°44'
	16°21'
	68°44'
	85°05'
	94°55'
	180°00'
	60°49'
	119°11'
	180°00'



60°50'	14026
14027	119011
4623	46023
	18000

1315 Hub $\frac{1}{16}$ Temp.

1321 " $\frac{1}{4}$ Temp.

1319 " $\frac{1}{16}$ "

1319 " Sec. Cor

2636

2638

5274

5280

1320 $\frac{1}{16}$ Cor.

1320 $\frac{1}{4}$ Temp

1732.2

7012.2 2640

1731.5

411.3

6005.5

27822 2782.9

492.4

2289.8 Hub

492.5 Hub.

460

492.5

460.0 Hub

1829.8

460.0

300
1252.5

676.2

1153.6 Hub

676.6

676.6 Hub.

301.5

301.5

301.5 "

851.6 Hub

447.3

447.3 "

449.5

Temp Cor 190.0

190.0 "

694

292

402.1

Line South. 215.0

215.0

212.2

2782.9

2782.9

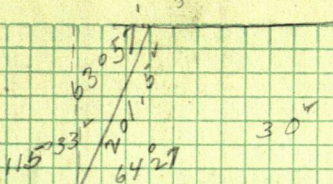
$$\begin{array}{r} 278 \\ 134.2 \\ \hline 412.2 \end{array}$$

894 89°44'
89°45'

185 Rock

Left

4005' Left Line



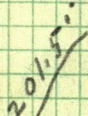
412.2'

50.52

$$\begin{array}{r} 30312 \\ 30312 \\ \hline 33343 \end{array}$$

1052

40



$$\begin{array}{r} 183 \\ 27 \\ \hline 210 \end{array}$$

$$\begin{array}{r} 411.5 \\ 82.6 \\ \hline 494.1 \end{array}$$

$$\begin{array}{r} 494.1 \end{array}$$

$$\begin{array}{r} 3524 \\ 2782.9 \\ \hline 841.1 \end{array}$$

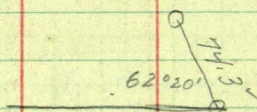
$$\begin{array}{r} 3334.3 \\ 2782.9 \\ \hline 551.4 \end{array}$$

$$\begin{array}{r} 6945 \\ 5021 \\ \hline 1922 \end{array}$$

$$\begin{array}{r} 1052 \\ 6 \\ \hline 5312 \\ 6312 \\ \hline 69432 \\ 402.1 \\ \hline 292.2 \end{array}$$

A. C. Wall - Remer
May 7, 28

Sta. o	Rock		
212.2	Hob.	X Left	0°05'
851.6	"	X "	0°01'
1153.6	"	X "	0°00'
1829.8	"	X	0°00'
2189.8	"	X	
2782.2	"	X Left	63°57' 201.5
3334.3	"		



$$\begin{array}{r} 26375.7 \\ 18767.3 \\ \hline 7608.4 \end{array}$$

$$3024.1$$

$$4615.7$$

$$7639.8$$

$$7608.4$$

$$\hline 86.31.4$$

$$\begin{array}{r} 200 \\ 19 \\ \hline 181 \end{array}$$

$$\begin{array}{r} 289 \overline{) 18767.3} \quad 0^{\circ}40' \\ \underline{1752} \\ 1247 \end{array}$$

$$2782.2$$

$$\begin{array}{r} 1335 \\ 43.2 \\ \hline 1378.2 \end{array}$$

$$\begin{array}{r} 300 \\ 54.5 \\ \hline 245.5 \\ 552.1 \\ \hline 307.4 \end{array}$$

$$\begin{array}{r} 221.7 \quad 23.7 \\ \hline 5260 \\ 4434 \\ \hline 8260 \\ 6651 \\ \hline 16090 \end{array}$$

$$\begin{array}{r} 1270.5 \\ 999.9 \\ \hline 2270.4 \end{array}$$

$$\begin{array}{r} 2408.2 \\ 2270.4 \\ \hline 137.8 \end{array}$$

$$\begin{array}{r} 3334.3 \\ 2782.2 \\ \hline 5521 \end{array}$$

$$\begin{array}{r} 694 \\ 1320 \\ \hline 2014 \\ 1879.8 \\ \hline 185.2 \end{array}$$

$$\begin{array}{r} 9383 \\ 200 \overline{) 18767.3} \end{array}$$

$$\begin{array}{r} 7608.4 \\ 5864.3 \\ \hline 1764.1 \\ 01076 \\ \hline 105846 \\ 123487 \\ 176410 \\ \hline 18981716 \end{array}$$

June 7 - Same
June 6 - Same

June 4 - Vaness - Lind-Greene

Hub 21.2.

358.7 X Hub 358.7

120.4

120.4

53

691.1

156.4

364.0

276.8

691.1

276.8

Sec. 4-5-32-33

W. Pine 12" N. 38° E 37.7'

W. Pine 7" N 49° W 60.5'

N. Pine 9" S. 45° W 88.4'

Oak 7" S. 35° E 56.5'

M.C. 4 & 5 110.2'

N. Pine 12" N. 62° E. 25.5'

N. Pine 13" West 53.6'

1/16 Cor.

N. P. 11" 87.2'

W. P. 8" 78.0'

M.C. Lot 4 & 5.

Pop. 8. N. 38° W. 8.2'

Birch 7" S. 67° E. 12'

N. 72° 10' E 276'

Hub on point

07431-6-3

95

70.4 - 2-3
 29724
 520170
 5221424
 5026'

1095

976
 276.8
 1252.8
 70.8
 1323.6

10313.7
 9335.5
 988.2

1323.6 - 6-6
 01309 - 4-6
 119124
 397080
 13236
 17325924

53.1
 17.3
 70.4

0°11'
 0°34'
 0°45'

453.7 -
 00175 - 4
 22685
 31759
 4337
 793975

453.7 Hub
 453.4 "
 846.2 "
 1753.3 Hub
 55.4
 1808.7 I.M.

1753.3 & 4°18'

N. 73°46'W to
 S. 35°40'W to
 Approx
 S. 73°50'W from pt.

hub on pt
 M.C. on sec. Line

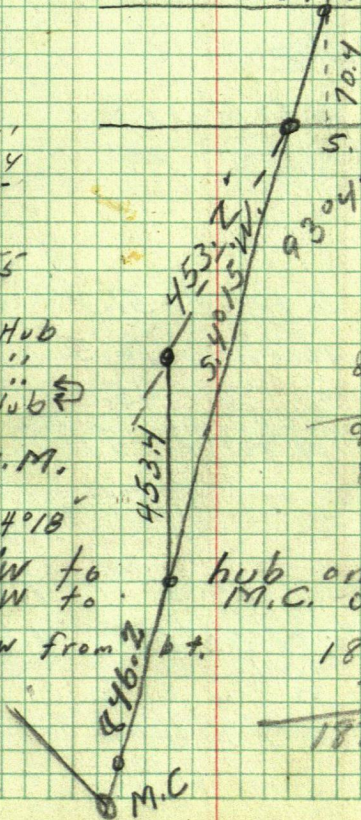
1808.7
 70.4
 1879.1

5.89949 W

5.89026 E

70.8
 5.2
 65.6

89026
 4015
 93041
 8619



M.C.

Elm 3" N. 53° E 5.7'

Ash 4" N. 50° W. 5.3'

M.C.

N. P. 6" East 22.9'

N. P. 9" N. 45° W. 53.6'

M.C. 30.9'E.

Ash 10" N. 50° W 18'

Ash 11" S. 25° E 24'

Sec. Cor.

N. P. 14" S. 85° E 51.7'

R. Oak 6" N. 80° E 16.5'

Birch 6" S. 5° W 45.4

Pop. 6" N. 19° W 45.0

$\frac{1}{4}$ Cor

Spruce 7' S. 15° E 1.0

Cedar 7' N. 30° E 4.6'

M.C. Elm 6' S. 67° E 3.5'

Ash 4" N. 44° W. 9.8

S. $89^{\circ}26'E$

50°

$39^{\circ}26'$

$139^{\circ}26'$

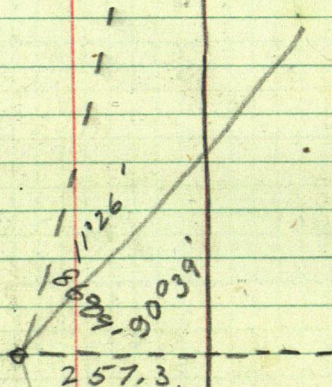
S. $40^{\circ}34'W$

15881.0 Sec. Cor.

18527.8 $\frac{1}{4}$ Cor. 59.3 - 17.5 41.8 + 74.1

18767.3 M.C. 60.1 - 15.4 = 44.7 + 80.3

239.3



$$\sin 30^{\circ}12' : 257.3 :: \sin 86^{\circ}09' : X$$

$$\begin{array}{r} 99774 \\ 2573 \overline{) 299322} \\ \underline{257300} \\ 698418 \\ \underline{498870} \\ 199548 \\ 256718502 \end{array}$$

$$\begin{array}{r} 4595.4 \\ 5582 \overline{) 256718502} \\ \underline{22328} \\ 33438 \\ \underline{27910} \\ 55285 \\ \underline{52238} \\ 30470 \\ \underline{27910} \\ 25602 \end{array}$$

$$\begin{array}{r} 15881 \\ .00320 \\ \hline \end{array}$$

$$\begin{array}{r} 115.8 \\ 31762 \\ \hline 47643 \\ 508192 \\ \hline \end{array}$$

$$\begin{array}{r} 18767.3 \\ 32 \\ \hline 375346 \\ 563019 \\ \hline 6005536 \\ 15.4 \\ \hline 44.7 \end{array}$$

$$\begin{array}{r} 90^{\circ}39' \\ 86^{\circ}09' \\ \hline 176^{\circ}48' \\ 3012 \end{array}$$

$$\begin{array}{r} 4595.4 \\ 31.4 \\ \hline 4626.8 \end{array}$$

$$\begin{array}{r} 80.3 \\ 12.5 \\ \hline 2886.3 \end{array}$$

$$\begin{array}{r} 18527.8 \\ 00320 \\ \hline 370556 \\ 555834 \\ \hline 5928896 \end{array}$$

$$\begin{array}{r} 125 \\ 44.7 \\ \hline 80.3 \end{array}$$

$$-15.4$$

$$\begin{array}{r} 18527.8 \\ 00320 \\ \hline 370556 \\ 555834 \\ \hline 5928896 \end{array}$$

$$\begin{array}{r} 125 \\ 15.4 \\ \hline 140.4 \\ 60.1 \\ \hline 80.3 \end{array}$$

$$\begin{array}{r} 18767.3 \\ 15881.0 \\ \hline 80.3 \mid 2886.3 \\ 2409 \\ \hline 4773 \\ 4015 \\ \hline 7580 \end{array}$$

$$\begin{array}{r} 1036 \\ 18767.3 \\ 18735.9 \\ \hline 31.4 \end{array}$$

$$\begin{array}{r} 2886.3 \\ 21120 \\ \hline 21199.2 \\ 6908 \\ \hline 201041 \\ 109.520 \end{array}$$

750542

750391

FLYNN

East

$$\begin{array}{r} 138 \\ 138 \\ \hline 1518 \end{array}$$

$$\begin{array}{r} 222 \\ 222 \\ \hline \end{array}$$

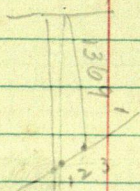
$$\begin{array}{r} 432 \\ 432 \\ \hline 475 \end{array}$$

308'

0575
 1320
 1150
 1725
 375
 76900 S
 42.2 S

1369
 575
 6845
 9583
 6845
 78.7175 123

123'
 0169
 1107
 738
 123
 20787



78.71
 31.65
 110.36

1371'

4142.2
 10.55
 34.63

34.38
 31.26
 31.2

3249
 3129
 120
 31.2

10932.5
3108.0

317765.8

2888.5