

179



MINING  
TRANSIT BOOK  
363



# INDEX

Part of Remer - Bear River  
Road Survey

1

S. E. 1/4 - Sec. 1 - 141-26  
Remer Village

5-6

Sec. 2 - 138-31

14-16

Sec. 8 - 139-26

17-20

Plowing Sec. 1 - 138-31

21-24

Sec. 8 - 139-26

25-30

1

Sta

164 +	13.3	85°58'	L <sup>vv</sup>	A
166 +	67.0	11°27'	R <sup>vv</sup>	B
169 +	15.5	8°21'	L <sup>vv</sup>	C
172 +	18.6	25°51'	L <sup>vv</sup>	D
184 +	71.7	22°21½'	R <sup>vv</sup>	E
189 +	21.3	5°23'	L <sup>vv</sup>	F
193 +	<del>107.9</del> 79.0	13°01'	R <sup>vv</sup>	G
198 +	21.0	29°52'	L <sup>vv</sup>	H
200 +	48.1	8°26'	L <sup>vv</sup>	I
203 +	67.5	7°27'	R <sup>vv</sup>	J
208 +		14°02'	L <sup>vv</sup>	K
212 +	92	14°49½'	R <sup>vv</sup>	L
216 +	70.2	17°02'	L <sup>vv</sup>	M
217 +	67	28°24½'	R <sup>vv</sup>	N
221 +	70.6	19°18½'	R <sup>vv</sup>	O
222 +	69	25°43'	R <sup>vv</sup>	P
224 +	74.1	19°55'	L <sup>vv</sup>	Q
225 +	87.1	25°00'	L <sup>vv</sup>	R
227 +	88.7	7°19'	R <sup>vv</sup>	S
<del>229 +</del>	<del>37.3</del>			
229 +	51.2	16°04'	R <sup>vv</sup>	T
230 +	16.1	33°37'	R <sup>vv</sup>	U
234 +	30.7	4°37'	L <sup>vv</sup> -	V
235 +	59.2	27°24'	L <sup>vv</sup>	W
237 +	67.5	18°28'	L <sup>vv</sup>	X
239 +	10.1	53°23'	L <sup>vv</sup>	Y
224 +	28.0	10°06'	R <sup>vv</sup>	Z - 1



Sta.	X	For L	No.
246 + 00	7°57'	R <sup>vv</sup>	1
247 + 96.4	13°13'	R <sup>vv</sup>	2
250 + 96.8	18°30'	R <sup>vv</sup>	3
252 + 76.4	10°21'	R <sup>vv</sup>	4
254 + 39	10°30'	R <sup>vv</sup>	5
256 + 00	9°50'	R <sup>vv</sup> ...	6
257 + 00	20°53'	L <sup>vv</sup>	7
259 + 16.4	35°45'	L <sup>vv</sup>	8
263 + 00	27°26'	R <sup>vv</sup>	9
266 + 34.6	31°26'	L <sup>vv</sup>	10
270 + 19.4	24°08'	L <sup>v</sup>	11
274 + 00	44°25'	R <sup>vv</sup>	12
278 + 75	47°30'	L <sup>vv</sup>	13
282 + 00	15°58'	R <sup>v</sup>	14
283 + 25.4	15°44'	R <sup>vv</sup>	15
285 + 79.7	50°32'	L <sup>vv</sup>	16
288 + 42.5'	174°40'	L <sup>v</sup>	17 = 254 + 58 on Flynn's survey



5

731.5

17

S.E. 1/4 - Sec. 1 - 141-26

Sta - Bank Cor.  
9+59 = 1/4 line.

$$80 \quad 959 - 820 = 139'$$

600

140

820

300

158.55

141.45

2767

1383.5

89°59'

1383.5

90°59'

1313

S.E. 1/4

Sec. 1

141-26

1313

1313.5

2760.8



7

#1	4'3½"	104'3½"	5'11½"
2	4'5"	104'3"	6'5"
3	3'7"		6'6"
4	4'3"		6'6"
5	3'5"		7'

	+S	H.I	-S	Elev Obj
				100.00
1'	4' 3 1/2"	104' 3 1/2"		
2"			4' 5"	99' 8 1/2"
3"			3' 1"	101' 2 1/2"
4"			4' 3"	100' 1/2"
5"			3' 5"	100' 10 1/2"
1.d			5' 11 1/2"	98' 4"
2.d			6' 5"	97' 10 1/2"
3.d			6' 6"	97' 9 1/2"
4.d			6' 6"	97' 9 1/2"
5.d			7'	97'
	1' 1 1/2"	102'		100' 10 1/2"
4		102' 3"	2' 2 1/2"	100' 4 1/2"
			4' 8"	97' 4"
			6' 9"	95' 4"
1			2' 4 1/2"	99' 11 1/2"
2			2' 6"	99' 9"
3			1' 1"	101' 2"
4			2' 2 1/2"	100' 1/2"
5			1' 4"	101' 11"



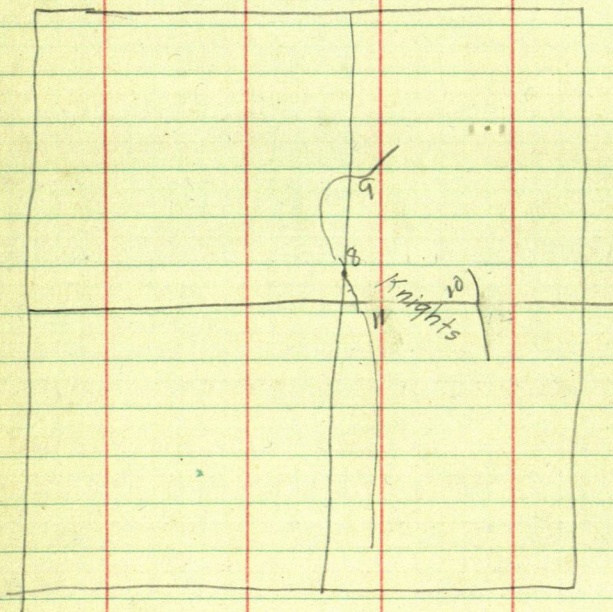
		102'3"	✓		
7 1/2	6'11"	95'4"	✓		95'6"
6 1/2	4'8"	97'7"	✓		95'7"
5 1/2	4'9 1/2"	97'5 1/2"	✓		95'8"
5	1'4"	100'11"			
4	2'2 1/2"	100'0 1/2"			
3	1'1"	101'2"			
2	2'6"	99'9"			
1	2'4 1/2"	99'10 1/2"			
5d	5'1"	96'2"	✓	96'6'	95.9
4d	4'9"	97'6"	✓	96'7'	96'1"
3d	4'6"	97'9"	✓	96'8'	96'1
2d	4'5"	97'10"	✓	96'9'	96'2
1d	4'	98'3"	✓	96'10'	96'3
	4'4"	104'4"			
1 West	5'5"	98'11"	98'5"	96'10'	96'4"
3 <sup>N</sup> West	5'8"	98'8"	98'2"	96'11'	5
200N100W	4'	100'4"	99'10"	97'	6
200N200W	4'2"	100'2"	99'8"	97'1"	7
200N300W	4'10"	99'6"	99'	97'2'	8
200N400W	5'7"	98'9"	97'3" <sup>1 1/2"</sup>	97'3"	96'9

$1' 8''$  $1' 8''$  $2'$  $2' 7''$  $97' 3''$  $95' 4''$ 

---

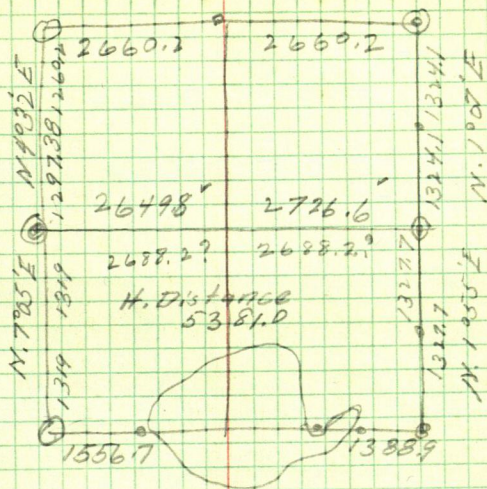
 $1' 11''$

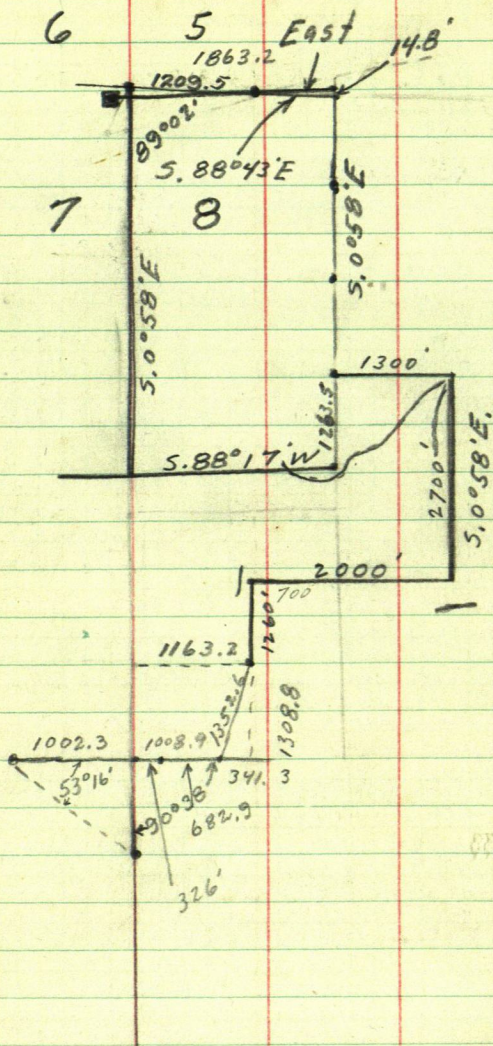














Dec. 29-1925 30-31  
John M. Greene  
Everett Andrews  
Jack "  
Bird "

Survey of Sec. 8-139-26 for  
Ibberson

$$\begin{array}{r} 44.8 = 1^{\circ}17' \\ 27 \overline{) 1209.5} \\ \underline{108} \\ 129 \\ \underline{108} \\ 215 \\ \underline{216} \\ 10 \end{array}$$

S. 88°43'E  
87°45'  
S. 0°58'E

$$\begin{array}{r} 87^{\circ}45' \\ \underline{1^{\circ}17'} \\ 89^{\circ}02' \end{array}$$

$$\begin{array}{r} 3960 \\ \underline{1263.5} \\ 5223.5 \\ \underline{56.5} \end{array}$$

1043'      1863.2  
03  
55896

$$\begin{array}{r} 87^{\circ}45' \\ \underline{17^{\circ}57'} \\ 105^{\circ}42' \end{array}$$

15°42'      96269-5  
28-1

$$\begin{array}{r} 770152 \\ \underline{192538} \\ 269553^2 \end{array}$$

2706 - 6  
28 - 1

$$\begin{array}{r} 21648 \\ \underline{5412} \\ 7.5768 \end{array}$$

$$\begin{array}{r} 90045 \\ \underline{58} \\ 91^{\circ}43' \end{array}$$

$$\begin{array}{r} 1863.2 \\ \underline{700} \\ 1163.2 \end{array}$$

S. 89°01'E  
87°45'  
S. 1°16'E

South

19

Av.

1007'

East	1872'		S. 88° 53' E
S. 0° 58' E	7920'	1007	S. 0° 09' W
S. 89° 02' W			
S. 14° 37' W	1352.6		S. 15° 39' W
	700.0		
S. 88° 54' W	682.9		S. 89° 56' W
S. 89° 03' W	326	1002	N. 89° 55' W
S. 0° 09' E			S. 0°

$$\sin B : 1002.3 :: \sin A : X$$

$$.80143 - 7 - 1$$

$$30069$$

$$40092$$

$$10023$$

$$801840$$

$$60691 \overline{) 803273289} \quad 1323.5'$$

$$60691$$

$$196363$$

$$182073$$

$$142900$$

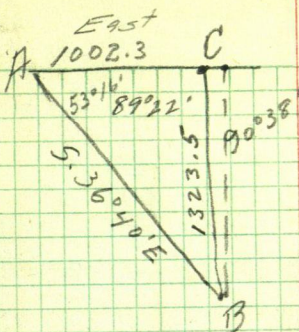
$$121382$$

$$215180$$

$$182073$$

$$331,070$$





$$\begin{array}{r} 53016 \\ 89022 \\ \hline 142038 \\ 37022 \end{array}$$

$$\begin{array}{r} 682.9 \\ 326 \\ \hline 1008.9 \end{array}$$

2523528.1	96764 - 5
<u>13526.8</u>	<u>1352.6 - 9</u>
151410	580584
50470	193528
126175	483820
75705	0290292
25235	96764
<u>34132861</u>	<u>1308829864</u>

$$\begin{array}{r} 89^{\circ}03' \\ 90^{\circ}38' \\ \hline 179^{\circ}41' \\ S. 0^{\circ}49' E \end{array}$$

$$\begin{array}{r} 5.14037' W \\ 58 \\ \hline 1539 \end{array}$$

$$\begin{array}{r}
 350 \\
 223 \\
 \hline
 1115 \\
 669 \\
 \hline
 78,050 \\
 2
 \end{array}$$

39,025

$$\begin{array}{r}
 560 \\
 250 \\
 \hline
 280 \\
 112 \\
 \hline
 140,000
 \end{array}$$

$$\begin{array}{r}
 1220 \\
 122 \\
 \hline
 244 \\
 244 \\
 \hline
 122 \\
 \hline
 148,8400
 \end{array}$$

$$\begin{array}{r}
 39025 \\
 140000 \\
 148840 \\
 63825 \\
 112580 \\
 179850 \\
 \hline
 684120
 \end{array}$$

$$\begin{array}{r}
 555 \\
 230 \\
 \hline
 1665 \\
 1665 \\
 1110 \\
 \hline
 129315 \\
 2
 \end{array}$$

$$\begin{array}{r}
 64657 \\
 12765 \\
 2 \\
 \hline
 63825
 \end{array}$$

$$\begin{array}{r}
 327 \\
 550 \\
 \hline
 1635 \\
 1635 \\
 \hline
 179850 \\
 4356
 \end{array}$$

$$\begin{array}{r}
 433 \\
 260 \\
 \hline
 2598 \\
 866 \\
 \hline
 11258
 \end{array}$$

15.5 Ac

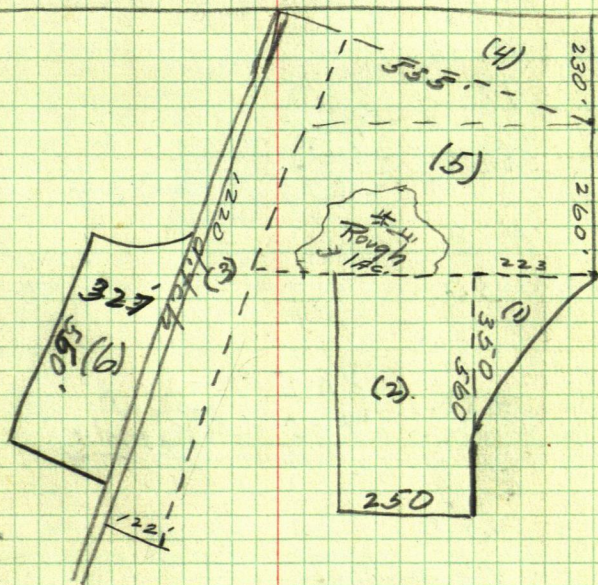
16 Ac

$$\begin{array}{r}
 684120 \\
 43566 \\
 \hline
 248520 \\
 436
 \end{array}$$

15.5 Ac. —  
Total Ac.



Flowing in S.W.  $\frac{1}{4}$  - N.E.  $\frac{1}{4}$  Sec. 1  
138-31



23

# 1

21 L

9.5' W

7.3 H

1456 3

# 2

22.5

12.5

8.3

25'

25'

2334 4 1/2

# 3

30

13.5

9.2

28.5

270

55.5

3726

# 4

28.0

13.0

A 3

8.8

26'

27'

53 3203

6 1/2

$$\begin{array}{r} 2 \\ 512 \overline{) 10719} \\ \underline{1024} \phantom{9} \\ 579 \end{array}$$

$$\begin{array}{r} 12 \\ 11 \overline{) 12} \\ \underline{11} \phantom{2} \\ 1 \phantom{2} \\ 12 \phantom{2} \\ \underline{11} \phantom{2} \\ 1 \phantom{2} \end{array}$$



$$\begin{array}{r} 75 \\ 75 \\ \hline 375 \\ 525 \\ \hline 56,25 \end{array}$$

$$\begin{array}{r} 56.25 \\ 7.5 \\ \hline 28125 \\ 39375 \end{array}$$

$$\begin{array}{r} 47 \quad 24 \\ 7 \quad 64 \\ \hline 329 \quad 8 \\ 512 \end{array}$$

$$\begin{array}{r} 21421 \\ 9.5 \\ \hline 105 \\ 189 \\ \hline 199.5 \\ 7.3 \\ \hline 5985 \\ 13965 \\ \hline 1456.35 \end{array}$$

$$\begin{array}{r} 22.5 \\ 12.5 \\ \hline 1125 \\ 450 \quad 421 \\ \hline 225 \\ 281.25 \\ 8.3 \quad -2 \end{array}$$

$$\begin{array}{r} 25 \\ 10719 \\ 842 \\ \hline 2299 \\ 2105 \end{array}$$

$$\begin{array}{r} 84375 \\ 225000 \\ \hline 2334.375 \end{array}$$

#1

#2

$$\begin{array}{r} 135 \\ 30 \\ \hline 405 \\ 92 \\ \hline 810 \\ 3645 \\ \hline 3726.0 \end{array}$$

$$\begin{array}{r} 1456 \\ 2334 \\ 3726 \\ 3203 \\ \hline 10719 \end{array}$$

$$\begin{array}{r} 28 \\ 13 \\ \hline 84 \\ 28 \\ \hline 364 - 4 - 1 \\ 88 - 7 \end{array}$$

$$\begin{array}{r} 6.25 \\ 3203 \\ 12 \\ \hline 3210 \\ 1310 \\ \hline 10240 \\ 102840 \end{array}$$

$$\begin{array}{r} 2912 \\ 2912 \\ \hline 3203.2 \\ 512 \\ \hline 10719 \\ 1020 \\ \hline 519 \end{array}$$



25

$$\begin{array}{r} 239.2 \\ 8.8 \\ \hline 230.4 \end{array}$$

$$\begin{array}{r} 1209.5 \\ 2269 \\ \hline 10885.5 \\ 72570 \\ \hline 14870 \quad 24180 \\ 12478 \quad 24190 \\ \hline 239.2 \quad 2744355 \\ 22917 = 2030 \end{array}$$

230.4

$$\begin{array}{r} 5280 \\ 4608 \\ \hline 6720 \\ 4608 \\ \hline 21120 \\ 20736 \\ \hline 3840 \\ 2304 \\ \hline 15360 \end{array}$$

$$\begin{array}{r} 02269 \\ 1209.5 \\ \hline \end{array}$$

$$\begin{array}{r} 93.7 \\ \hline 209.5 \\ 115.8 \\ \hline 2269 \\ 10422 \\ \hline 6948 \\ 2316 \\ \hline 2316 \end{array}$$

$$\begin{array}{r} 262750 \\ 27.4 \\ \hline 24.8 \end{array}$$

$$44.14 = 1018$$

$$\begin{array}{r} 27.4 \quad 1209.5 \\ 1096 \\ \hline 1135 \\ 1096 \\ \hline 390 \\ 274 \\ \hline 1160 \end{array}$$

$$\begin{array}{r} 56.6 \quad 1320 \\ 1132 \\ \hline 1880 \\ 1698 \\ \hline 1820 \\ 1698 \\ \hline 1220 \end{array}$$

$$\begin{array}{r} 2030' \\ 87045 \\ 9015 \\ \hline 1018 \\ 9133 \\ \hline 8827 \end{array}$$

$$\begin{array}{r} 87045 \\ 2030 \\ \hline 1018 \\ 91033 \end{array}$$

$$\begin{array}{r} 89041 \\ 1018 \\ \hline 27 \end{array}$$

$$\begin{array}{r} 90046 \\ 2030 \\ \hline 8816 \end{array}$$

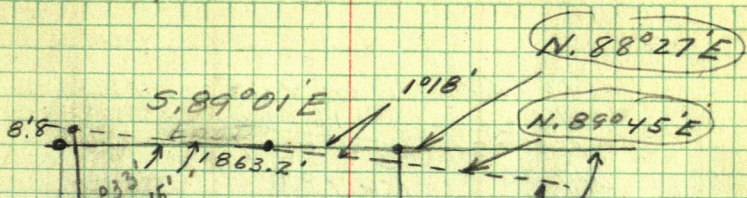
$$\begin{array}{r} 2030 \\ 87045 \\ 90155 \\ \hline 8945 \end{array}$$



$$\begin{array}{r} 2^{\circ} 30' \\ 87^{\circ} 45' \\ \hline 90^{\circ} 15' \end{array}$$

$$\begin{array}{r} 2^{\circ} 30' \\ 90^{\circ} 33' \\ \hline 93^{\circ} 03' \end{array}$$

26



only information

Bert Evland

Surveying

George Lake -

Sec. 7 ←

North line of

T. 139 R. 26

Found.

found. mon. meander  
on east shore of George  
Lake - also North  
quarter Cor. & NE Corner

want to know —

found iron pipe in  
place - only information  
on above.

South N. 20° 30' E.

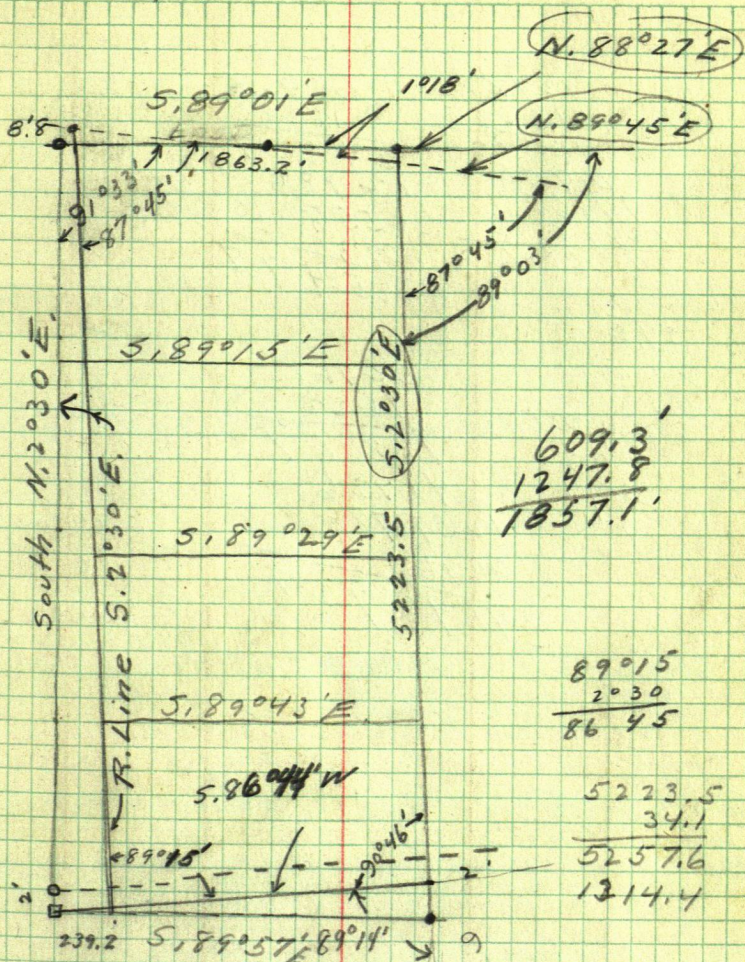
2.0  
23.1

3.5  
4.1  
7.6  
14



$$\begin{array}{r} 2030 \\ 9003 \\ \hline 9303 \end{array}$$

26



$$\begin{array}{r} 89014 \\ 2030 \\ \hline 86984 \end{array}$$

$$\begin{array}{r} 86.44 \\ 0.47 \\ \hline 87.31 \end{array}$$



27

$$\begin{array}{r}
 12478 \\
 \underline{1629} \\
 112302 \\
 24956 \\
 74868 \\
 \underline{12478} \\
 2032666^2 \\
 3.9 \\
 \underline{24.2}
 \end{array}$$

$$\begin{array}{r}
 609.3 \\
 \underline{1629} \\
 54837 \\
 12186 \\
 36558 \\
 \underline{6093} \\
 9925497
 \end{array}$$

... 02.269

$$\begin{array}{r}
 24.2 \\
 9.9 \\
 \underline{34.1} \\
 125778 \\
 \underline{20963} \\
 34148727
 \end{array}$$

$$\begin{array}{r}
 2269 \\
 \underline{5} \\
 11325
 \end{array}$$

$$\begin{array}{r}
 209.5 - 1 \\
 \underline{2269 - 1} \\
 18855 \\
 12570 \\
 4190 \\
 \underline{4190} \\
 4953555
 \end{array}$$

$$1209.5 - 27.4$$

$$1000.0 - 22.6$$

$$\begin{array}{r}
 9 \\
 8 \\
 7 \\
 6 \\
 5 \\
 4 \\
 3 \\
 2 \\
 1 \\
 0 - M.C.
 \end{array}$$

$$\begin{array}{r}
 20.4 \\
 \underline{2.2} \\
 18.2 \\
 \underline{2.2} \\
 16.0 \\
 \underline{2.2} \\
 13.8 \\
 \underline{2.2} \\
 11.6
 \end{array}$$

$$S. 89^{\circ} 01' E$$

$$S. 89^{\circ} 14' W$$

$$48$$

$$90^{\circ} 02'$$

$$S. 89^{\circ} 58' E$$

$$S. 89^{\circ} 01' E$$

$$0^{\circ} 57' E$$

$$14$$

$$89^{\circ}$$

$$90^{\circ} 46'$$

$$89^{\circ} 57'$$

$$49$$

$$01629$$

$$239.2$$

$$3258$$

$$14661$$

$$4887$$

$$3258$$

$$38965.68$$



Everett A  
Jack  
Bird  
Walter

Dec. 29 30 - 31

Nov. 21 - 22

1 1 1

1 1 1

1 1 1

 $\frac{1}{2}$   $\frac{1}{2}$ Labor ~~30~~

Board 6.50

Car 1.00

---

37.50

9.50

45.00

12.60

6.00

---

73.10