

185

T. 136. R. 31.

MINING
TRANSFER BOOK

363

6.03

8.78

14.28

22.15

21.15

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I. Brief of Record No 290-B

Baldwin and Euler go to cor. of Moore Lake - Poplar. Byran, and Meadow Brook Trwp. where we find a store at P. I. of S. R. H. running up along Trwp. line and S. along Rgo. line. We use this as a starting point and produce S. of S. R. H. H. as follows: At 1848.7' hub, road 4' R.; 2380.9' hub, road, bears away E.; 2860 ent. wet meadow; 3100 ent. wet land, willows; 3320 S. bank of brook; 3475 leave wet land; 3740.5' hub on high ground; 4000 road 5' R.; 4121.0' hub in edge of road; 4884 hub in road; 6100 ent. willows; 6400 wet land; 7150 lv. swp.; 7447.5' hub in clover field; 9161.3' hub; 10015' cross E. & W. road; 10044' hub;

10600 hub near cross roads.

Baldwin & Fessler go to hub at 10600 and offset E. 150'; at 11200 ent bush. Fessler goes N to cor. of 13-18-19-24-136-51-32 but finds no R.F. tho a cor post sets in old logging road. Fessler and Ed. Smith

go to cor. of 19-20-29-30-136-51 where U.S. notes call for Tan. 7 N. 40° E. 7.92' - Tan. 8 N. 49° 30' W. 5.28' - Tan. 6 S. 18° E. 10.56' - Tan. 9 S. 21° W. 18.48'

An old corner post which natives say was set by Hallett from U.S. B. Co. checks for course & dist. with two old stumps which are badly burned and show no scrib marks.

7

S. 31-136-31.

May 15 + 16,

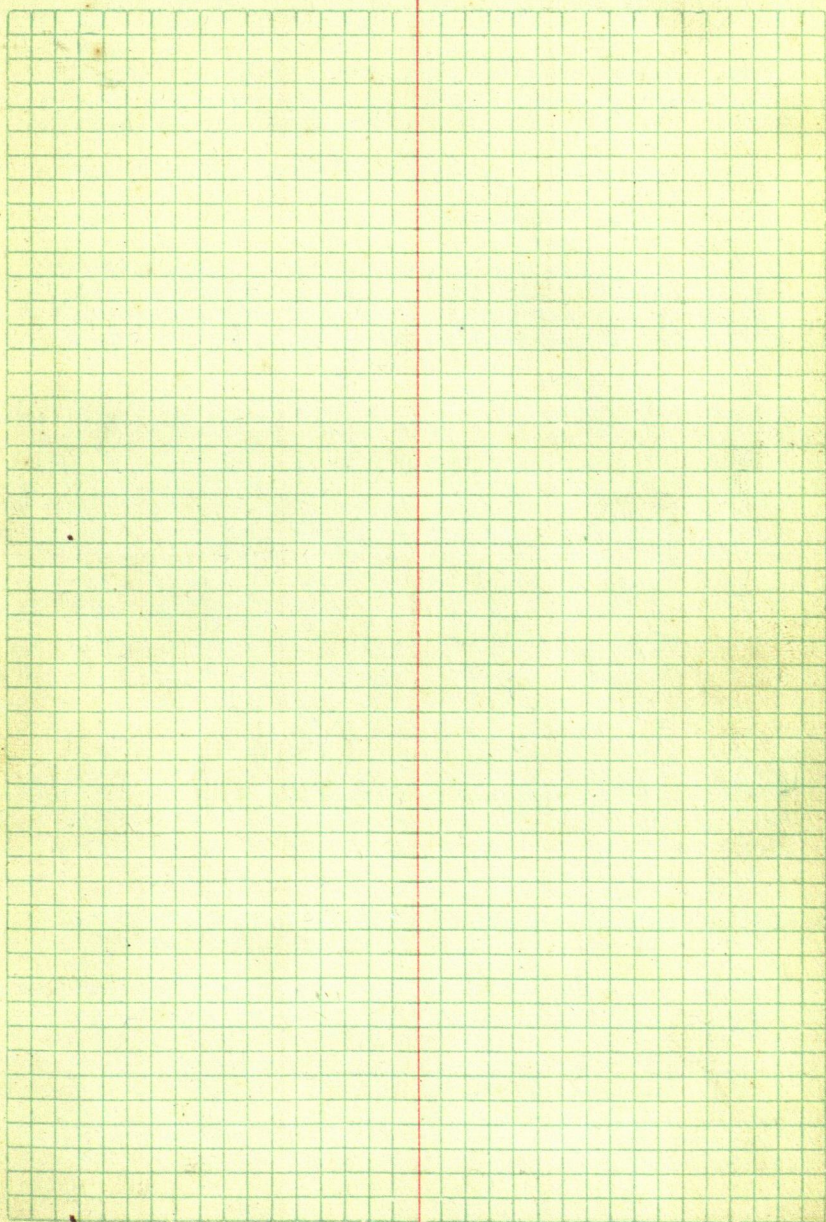
E.B. Horst & ^{RM.} Beach copy field
Notes, of Moose Lake Twp.
for Subdiv of Sec. 31.

(also part of 135-31. 135- + 136-32)
copy Baldwin survey.

E.B. Horst.

5131

8



9

S-311

S. 31-136-31, 10
(Co. subdivision S. 31.)

Tues. May 23, 1922.

E.B. Horst + B.M. Beach in
Horst's ford drive to S. 31 via
Backus. But have car trouble
and stay in Backus overnight
resume journey tomorrow
E.B. Horst.

11

136-31

See 31

Wed May 24-1922

E. B. Hart, Transit, B. M.
 Beach Chain, Geo. Pittengill,
 ave. Commencing at the
 S. W. cor. of sec. 31-136-31,
 which is a stone in
 the center of a county
 road, we chain $N. 1^{\circ} 15' W$
 road center 1321.2' +
 set hub, thence $N. 1321.2'$
 + set temp. $\frac{1}{4}$ S. cor., thence
 $N. 1321.2'$ + set temp. $N.$
 $\frac{1}{6}$ cor, thence $N. 1321.2'$
 to sec. cor. in cen. of
 Co. road which we locate
 from B. To marked by
 Baldwin when he surveyed
 this road. I turn $N. 89^{\circ} 30'$
 E. + run E. Bet. sec. & 30-
 31 At 568.0' E. cross
 fence, 871.9 huf; 1060.62'
 set & for temp. fractional
 $N. \frac{1}{6}$ cor.; 1160.0' ent. supp;
 2380.62 set temp. fractional
 $\frac{1}{4}$ S. cor.; 2500 lv. supp.,

Thur. May - 25 •

12

3104.32' E hub., 3700.62 E
set temp. fractional $\frac{1}{16}$ S. cor.,
4732.4' hub. 5020.62 set
temp. $\frac{1}{4}$ S. corner, 6113.4'
hub. 6340.62' set temp.
E. $\frac{1}{16}$ S. corner, 7660.62' set
temp. sec. cor. to secs. 29-30-
31-32. and look for B.T.
but find nothing.

From hub at 7660.62'
E. I turn S. 1042' W. +
run L. on sec. line
bet. secs. 31 and 32.

At 1320.0' set hub for
temp. N. $\frac{1}{16}$ S. cor. ⁵⁰⁰ temp. At
2640.0' S. set stake for
temp. $\frac{1}{4}$ S. cor. bet. secs.
31 and 32. No B.T.
at 2800' leave sup.

13

Sec. 31-136-31

Friday, May 26.

E.B. Horst, transit

B.M. Beach } chain

Geo. Pettingill }

Vilas Drake } axe

C.L. Granger }

We continue south from
2640 bet. sec. 31 and 32.

At 2796.5' S. hub,

" 3355.0' S. hub,

" 3960.0' S. hub for
temp. S. 1/6 S. cor.

" 5307.0' S. hub in
center of road.

From cor. to sections
5-6-31-32 sets 186.0'

E. which we locate
from two pole bearing
trees marked by H. F.
Baldwin in 1916.

Beginning at the
established corner of
sections 5-6-31-32
we run S. 89° 45' W
on the Townships line
between sec. 6 & 31.

Time Sheet

for

Mar-1922

E.B. Horst.

B.M. Beach

Geo. Pettengill

Virus Drake

C. L. Granger

Vermon 1-2-25

Myed Newst

23 24 25 26 27 28 29 30 31

5/1/1/1

51111

 $\frac{1}{2}, 1, \frac{1}{2}, 5$

5011

8011

A blank sheet of graph paper with a grid pattern. The grid consists of small squares formed by thin green lines. A single vertical red line runs down the center of the page, dividing it into two equal halves. The paper has a slightly aged, yellowish tint.

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This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and a small dark spot near the center. A vertical crease is visible along the right edge, suggesting it was once part of a bound volume.

15-

May 26

Sec. cor 5-6-31-32 = 0.00'u

at 100' W. enter swp.

" 186.0' W. int. random

E. rec. line of sec. 31.

I read N. W. angle which
is $88^{\circ} 37' W.$

at 1100' W. lv. swp.

" 1321.6' W. set temp.

E. $\frac{1}{16}$ S. cor.at 1464.5' W. hub. about
25' N. of Mrs. Presley's
fence.

at 2643.2' W. set temp.

 $\frac{1}{4}$ S. cor.

at 2937.8' hub.

3682.7 "

3700.0 enter swp.

3964.8' set temp.

 $\frac{1}{16}$ S. cor.

at 4280.0' lv. swp.

4433.2' hub.

4700.0' "

5078.0 "

5286.4' set temp.

Fractional $\frac{1}{4}$ cor.

May 26.

16

at 5563.1' hub.

" 5418.4' hub enter
swamp.

at 4471.6' hub leave
swamp.

" 4698.0' true sec.

cor to sec 1-6-31-36

sets 3.0' S.

17

May 27, 1922.

S. 31-134-31

Beach + Pettingill, rechain
N. Line of Sec. 31.

94 876.9 ft. E. hub

" 1060.0' " " temp.

fractional $\frac{1}{16}$ S. cor.

" 1160. enter swp.

" 2380.9' ft E. set temp.

" fractional $\frac{1}{4}$ S. cor.

" 2500 ft E. lv. swp.

" 3004.5' " " hub.

" 3500.6 " " temp.

fractional $\frac{1}{16}$ S. cor.

" 4533.2 ft E hub

" 4821.2 " " temp. $\frac{1}{4}$ S

cor.

" 5913.4' " " hub.

" 6141.3' " " set temp.

E. $\frac{1}{16}$ S. cor.

" 6500 ent. swp.

" 7350 lv. "

" 7462.5 temp. sec cor.

" 7660.62 set temp sec

cor which is 1.5' W +

13.8' N of old stake

+ old fence corner

2880.9

3004.5

18

at 7662.12 true corner
to section 29-30-31-32
sets 19.8!

4821.2

1922

Mon. May 29-1922

Sec 31-36-31

B. M. Beah, Transit.

Geo. Pettengill

Vilas Drake

C. L. Granger

Vernon Drake

Fred. Hewitt

Axemen.

We start at fractional
1/16 sec. cor 1090.2' E of cor to
secs. 1-6-31-36, turn angle
of 91°23' + run N. on a 1/16
line thru sec. 31. We hub
+ brush but do not chain this
line. We quit about 10 A.M.
on account of rain.

Tuesday May 30-1922

Same crew continue to hub
and brush E. fractional $\frac{1}{16}$ S. line
N. thru sec. 31-136-31 and
fall 13.8 feet west of
true point for $\frac{1}{16}$ corner
on north sec. line.

P.M. We start at the
true point for West $\frac{1}{4}$ S. cor
bet sec. 6 + 31 turn angle
of $91^{\circ} 24'$ + run N. thru
sec. 31. We quit about
2 o'clock on account of
rain.

Wed. May 31-1922

Same crew continue
N. on E. fractional $\frac{1}{4}$ s. line and
fall 14.7 feet west of true
point for $\frac{1}{4}$ s. cor. on N.
sec. line.

In P.M. we start at
true point for E. fractional
 $\frac{1}{16}$ s. cor., turn angle of $91^{\circ}20'$
+ hub + brush line N. thru
sec. 31. and fall 8.3' W. of
true pt. for cor. on N.
sec. line.

Thursday, June 1.

Same crew except Vern
Drake. We start at true
point for $\frac{1}{4}$ s. cor. bet. 31-6
turn N.E. $\angle 91^{\circ}20'$ + run
N. on a $\frac{1}{4}$ s. line.

at 1051.7 hub

" 1315.5' squared stump.

" 1500 enter swamp

" 2095 hub

" 2637.5 fence post

" 3000 leave swamp

" 5300.8 Temp. $\frac{1}{4}$ s. cor.

bet Sec. 30-31 sets 7.0' E.

In P.M. we start at true pt. for E. $\frac{1}{16}$ s. cor. turn N.E. angle of $91^{\circ}20'$ and run W. $\frac{1}{16}$ line N. and fall 4.5' W. of true E. $\frac{1}{16}$ cor. bet. Secs 30 and 31.

Friday, June 2.

We start at a point 2660.4' S. of the N.E. cor. of sec. 31, I turn S.W. angle $91^{\circ}24'$ and run W. thru the center of sec. 31

We set P.I. on E. $\frac{1}{16}$ line and intersect $\frac{1}{4}$ at 2646.8' N. We set P.I. on East fractional $\frac{1}{16}$ line, fractional $\frac{1}{4}$ line, and West fractional $\frac{1}{16}$ line, and fall 1.9' N. of I.M. $\frac{1}{4}$ cor. in center of Twp. road bet sec 36-31.

25

Sec 31-136-31

Sat., June 3rd

We start at the established south $\frac{1}{16}$ S. cor. bet. secs 31-36, turn N. E. \angle of 91° and run W. on the south $\frac{1}{16}$ line. Set P.I. hubs on W. fractional $\frac{1}{16}$ line and fractional $\frac{1}{4}$ line. We cut about 400' farther and quit for dinner. No work in P.M. I go to Walker.

Tue., June 6th

I leave Walker on 8:45 AM. train to resume survey of sec. 31, Twp. 136, Rge 31. Take Walker to Backus, & 77. At Backus, I hire Frank Hayes to take me to Leader, also to haul 30, 1 $\frac{1}{4}$ " x 36" copped iron monuments which we have made for us at the Hill Hardware Co., Backus, Minn. I arrive in Leader at noon. In the afternoon I look up my crew and prepare to work to-morrow.

20th Sec. 31-136-31

Wed., June 7th

B.M. Beach, Transit, Geo.
Rettengill, Vilas Drake,
Vernon Drake, C.L. Granger,
+ Fred Hewlett; axemen.

We begin where we
quit June 3rd + continue
E. on S. $\frac{1}{16}$ line. Set P.I.
hub on E. fractional $\frac{1}{16}$
line and intersect $\frac{1}{4}$ S.
line at 1312.5' N. Set
P.I. on E. $\frac{1}{16}$ line and
intersect E. sec. line at
3996.9' S.

Thursday June 8.

We start at a point
1337.1' S. on the E. sec. line
turn S. E. angle of $91^{\circ}21'$
+ run W. on N. $\frac{1}{16}$ line.

We set P.I. hubs on
all N. + S. lines. Int. $\frac{1}{4}$ S. line
at 3967.4' N. and fall 1.3'
S. of true N. $\frac{1}{16}$ S. cor. bet.
secs 36-31.

Time Sheet For June - 1922.

1 2 3 4 5 6 7 8 9 10 11 12 13

B.M. Beach

1 1 1 5 0 1 1 1 1 1

Geo. Pettingill

1 1 1 5 0 0 1 1 1 1

Wlas Drake

1 1 1 5 0 0 1 1 1 1

Ch. Granger

1 1 1 5 0 0 1 1 1 0

Wm. Drake

0 1 1 5 0 0 1 1 1 0

Fred Hewitt

1 1 1 5 0 0 1 1 1 0

F.B. Horst. checking work on S. 31. 1

Friday, June 9th

BN. Beach, Geo.

Pettengill and Vilas Drake
set a $1\frac{1}{4}'' \times 36''$ capped
galvanised iron monu-
ment at each corner
in sec. 31-136-31 except
the section corners
and outside $\frac{1}{4}$ s. corners.

E.B. Horst arrives and checks
over work and notes and
finds same O.K. except the
setting of ~~concrete~~ reinforced
concrete monuments which
have not yet arrived.

E.B. Horst.

S. 31-136-31

28

July 8th 10 - 1922

E. B. Horst.

Computing acreage + making plot
of sec 31-136-31.

E. B. Horst.

Rec. 547

Monday, June 12, 1922.

E.B. Horst and B.M. Berch
begin survey of a twip road bet
secs 18-19-17-20, 16-21; Twp 136
N, Rge 31 W 5th P.M. We
go to cor. of sec. 18-19-136-31
and sec. 13-24-136-32. which
is in the center of a twip road
on the range line and which was
established by Baldwin in 1916.

Baldwin's notes call for a

Tam Stub

Tam Stub.

We find the stump of the S.W.
tree plainly marked from which
we establish corner. The N.E. tree
has been removed in ditch con-
struction but the roots are still
visible and check for course and
distance. We set hub at true point
for cor. and run S. $89^{\circ}40'$ E. bet
sec. 18 and 19.

At 850.0' in swamp.

" 1050.0' set temp. stake.

" 1552.4' hub.

" 2900.0' set hub.

39

At 3400 set hub. from which
I correct line S. 21.0' to
center of brushed out road.
I then correct hub at 2900 E.
17.98' S. set instrument over
corrected hub at 3400.0' E. back
sight on corrected hub at 2900
and continue E. Slight showers
all afternoon. We cut about
500 feet farther and quit for
night.

Ben Bach.

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Tuesday, June 13, 1922

Ben Beach, Transit,

Wlas Drake

Reuben Wehholz } Axemen.

Rude Nelson }

We continue E. bet

sec. 18-19, 136-31

At 3854.0' hub.

" 4000 ent. swp.

" 4250 leave swp.

" 4900 set hub and look
for U.S. B.T.s. where Gov't notes
call for: Asp. 10, S $61^{\circ}30'$ E. 19.8'

" 14 N. 30° E. 23.76'

We make a thorough search for
some evidence of corner but
are unable to find anything.

Continue East.

At 5090 ent. swp.

" 5300 lv. "

" 5432.5' hub.

" 5550 ent. swp.

" 6000 lv. "

" 6479.0' hub.

" 7105.3' hub

" 7500.0 " temp. sec.

Cor to secs 17-18-19-20. Gout
notes call for:

Oak 6 S. 40° E 21.12'

" 7 S. 20° W. 15.18'

" 5 N. $46^{\circ}30'$ W. 4.62'

W. Birch 7 N. 55° W. 7.92'

We search for corner but
find nothing. Continue E.

At 7758.2' hub.

" 8699.3' "

B. Bach

Wed. June 14, 1922

Same crew continue

E. bet. secs 14-20-136-31

At 9152.3' hub.

" 9257.0' old road bears
N.W. x S.E.

" 9390 ent S. edge of marsh.

" 9460 lv " "

" 9530 ent lake N edge

" 9720 lv " "

" 9773.6 hub.

" 9800 ent lake

" 9915 lve " "

" 10277.5 cross fence

" 10299.8 hub Temp 1/4 S.

Cor. bet. sec. 17-20.

We search for U.S. B.T.s

where Gort notes call for:

Nor Pine 24 N 11° W 24 lks.

" " 20 S 36° W 52 "

but are unable to find anything.

Continue East.

At 10841.3' hub.

" 11235.0' ent marsh

" 11310.0 lve " "

" 11450.0 ent " "

At 11580 lve march

Talk about mosquitoes!

They are lined up 500
deep waiting to get a chance
at us.

We cut about 2000 feet
farther and cross a wire
fence near the sec. line.

We search for U.S. B.T.S.
at cor to sec. 16-17-20-21
where Gout notes call for:

Nor. Pine 24 N. 30° E. 25 lbs.

Oak 7 N 40° W. 32 "

Dood Oak 12 S 58° W. 45 "

Birch 8 S 83° E. 50 "

We find nothing.

Ter Reach.

Thursday June 15, 1922
 Ben Beach, Transit
 Vilas Drake } Axemen
 Reuben W. Nichols }

We do not work in AM.
 on account of rain. In P.M. we
 chain up what we cut yesterday
 and continue E.

A+ 11736.3' Hub

" 12012.2 "

" 12705.3' Cross barbed wire fence

" 12792.3' Hub on old RR grade

" 13638.0' Hub.

Ben Beach

Friday, June 16

- We continue E.
 At 13800 cross old trail
 " 14676.8 hub.
 " 15025 enter marsh extend
 149 South.
 " 15140 lve. marsh.
 " 15280 old road b're Mrs.
 " 15550 ent. swp.
 " 15820 lve. "
 " 15893.4 hub.

It is pretty foggy this AM
 so we cut a picket line thru
 to the trap road on the East
 side of sec. 16 and 21. We
 have been running with only
 three men so I hire Philip Heeter
 to start this P.M. We hub.
 thru and find that our picket
 line is a little south so we cut
 a new line. Vilas Drake and
 I chain from hub 15893.4' E
 of 16999.0' hub
 " 16680.0 ent. swp.
 " 16800.0 lve. "
 " 16862.3 hub.

41

Friday - Cont.

at 178 40 ent. swp.

" 178 40 ve "

" 174 90.2' 174 b.

" 180 39.5' "

" 181 49.4 " in com.

of Twp. road 371.3' S.

of T.M. sec cor. to sec 15-

16-21-22

Wed June 21, 1922

E.B. Horst + Ben Beach
look for Fort B.T.s to
cor. to sec. 17-18-19-20.

We find the NW. oak
B.T. badly burned, with a
piece of the shell about 16"
high bearing the setite marks.
True cor. to sec. 17-18-19-20
sets 63.4' N. of station
7543.6' E.

We go E. to point near
45. cor. bet. sec. 17-20
and look again for U.S.
B.T.s but fail to find
anything.

We go on E. to cor. of
sec. 16-17-20-21. Opt sta.
12838.0' E on our random
line true cor. to sec. 16-17-20-
21 sets N. 154.0'.

We go to Leader in Horst's
car after iron monuments.
We set two witness corners at
the cor. to sec. 15-16-21-22
We set a 1 1/4" x 30" I.M. N. 45° E.

46.4' long 0 1/4 "x 30" IM.

N. 45° W. 46.4'

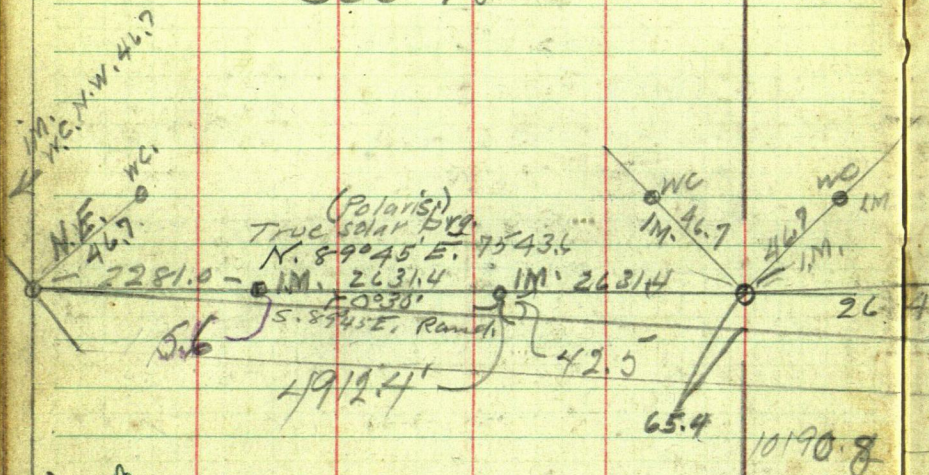
Horst goes to Pillager
I stay over night at Marion
Johnson's.

Ben Beach.

75436
Rec. 570

五

sec. 18



Recorded Feb. 1-1928
J. M. G.

5-19.

Thursday, June 22

Hire Marion Johnson horse & buggy to haul I.M.s along the survey line. Philip Hofer meets me at the $\frac{1}{4}$ S. cor. bet. sec. 16-21.

We set a $1\frac{1}{2} \times 30$ " galv.-nized I.M. $\frac{1}{4}$ S. cor. 312.6' N. of sta. 15493.7' E.

We set a $1\frac{1}{2} \times 30$ " I.M. 254.0' N. of sta. 12898.0' & set two witness monuments one N. 45° E. 46.7' & one N. 45° W. 46.7'. for the cor. to sec. 16-17-20-21.

At the $\frac{1}{4}$ S. cor. bet. sec. 17-20 we set an I.M. This is 159.7' N. of sta. 10190.8'.

Thence we go E. 2647.4' feet and set an I.M. 651.4' N. of station 7543.8' with witness corners.

An I.M. N. 45° E. 46.7' feet
 " " N. 45° W. 46.7' "

Thence we go E. 2631.4' and set a $1\frac{1}{4} \times 36$ " I.M. 42.5'

1/4 N. of station 4912.4' E.
for the 1/4 sec. corner between
sections 18 and 19.

We correct ~~grade~~ centers
from here E.
hub at 3400' goes N. 8.4'

" at 2900 " " N. 7.1'

" " 1552.4 " " 3.8'

Sta. 2281 goes N. 5.6' to
true pt for fractional 1/4
sec. cor. bet sections 18-19
at which pt. we drive a 1 1/4" x
3/8" galvanized I.M.

Sta. 500 goes N. 1.2' to
stake in the road E.

at true pt. for cor. to
sec. 18-19-136-31 and sec. 13-
24-136-30 we drive a 1 1/4" x 3/8"
I.M. and set two witness I.M.s
I.M. N. 45° E 46.7'
" N 45° W 46.7'

Ben Beach.

51

Sec 31 T136 R 31

Pop. 10

Pop. 11

N 89°36'E

N 150W

County Road

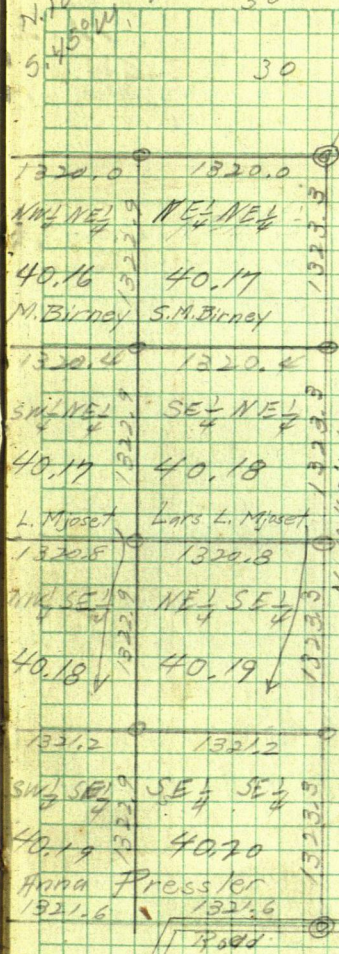
State Road No. 7

1060.6	1320.0	1320.0	1320.0
Lot 4	Lot 3	Lot 2	Lot 1
32.34	40.13	40.14	40.15
John D Drake	Philip E Hulett	E. M. Granger	E. M. Granger
1068.0	1320.4	1320.4	1320.4
Lot 5	Lot 6	Lot 7	Lot 8
32.57	40.14	40.15	40.16
John D Drake	Philip E Hulett	Carl A Amerud	Carl A Amerud
1075.4	1320.8	1320.8	1320.8
Helen	Hulett		
Lot 12	Lot 11	Lot 10	Lot 9
32.80	40.15	40.16	40.17
Helen	Hulett	Carl Amerud	Carl Amerud
1082.8	1321.2	1321.2	1321.2
Lot 13	Lot 14	Lot 15	Lot 16
33.02	40.16	40.17	40.18
Anna Pressler	J. S. Murphy	Murphy	Anna Pressler
1090.2	1321.6	1321.6	1321.6

S 89°48'E

Pop. 12
" 12 "

N. 10° W. 59.2
 28.4
 3960
 1060.6
 5020.6



5-9

June-16-25
Fred Hallett
John D. Drake

New Elm 6" N. 60° E 44'
B.T.S. " 7" N. 37° W 54.8'

36-136-32

31-136-31

32

Oak 5" N. 48° E 25.3
Oak 6" S. 75° E 51.0

2642.35
2642.33

5055.0

2643.20

2643.20

Rock

Tel. Pole S 76° W 60' 31.5
" N. 70° E 35.6
" S 47° W 25.6
" N. 60° W 25.6

Pop 6

S.P. Miley 14M.
S.P. Backus 32M.

Pop 1 or 4

S 43° W 54.3'

S 45° W 51'
S 40° E 42'

(Pop 12"
Pop 12")

Pop.
Pop.

0-31

Stp. North 26.2
Stp. Nibow 40.0

2643.23

59

Sub-div. Sec. 6 - 140-30

Town Cor - 141 x 30 - 31 5" W. Birch - Cor
 Lin. 8 N. 30 W. 23"
 Iron Weed 5" N. 27 E. 15"

East on true line south side Sec. 31

9.80 M.C. west side lake Var. 11° 5'

Tarn 5 N. 51 W 142

" 4 S. 63° W 300

32.22 M.C. east side lake

W. Pine 12" N. 60° E. 7

" " 14" S. 70° W. 13

40.00 1/4 Post

W. Birch 3" N. 19 W 36

Br. Oak 12" N. 30 E 23

43.00 M.C. west side small bay of lake

Dead Pine 14" N. 81° W. 100

Aspen 4" S. 27 E. 4

46.96 M.C. east side of small bay

W. Pine 10 N. 80° E. 21

" " 5 S. 33° W. 18

80.00 Cor. to 31-32

W. Pine 20" N. 67° W. 58

Pine Stub 22" N. 60° E. 96

East on true line south side Sec. 32

40.00 1/4 Post

Sugar 8" N. 41° W. 42

Sugar 6" N. 8° E. 75

80.00 Cor. sec. 32 - 33 y. Pine 8" N. 14° W. 13

" " 6" N. 69° E. 13

A = N.W. Cor. sec. 6 In Lake

a = N. $\frac{1}{4}$ Cor. In "B = N.E. Cor. W. Oak 20" S. 26° E. 17x W. Pine 20" N. 52° W. 98 W. Pine 24" S. 29° W. 194W. Pine 30" N. 48° E. 150 W. Pine 24 S. $15\frac{1}{4}^{\circ}$ W. 173y " " 24 N. 64° W. 143 " " 24 S. 26° W. 83Maple 7" S. 85° W. 10W. Oak 4" S. 85° E. 62S-B at 6 Maple 7 N. 65° E. 32B. Oak 6 N. 78° W. 26H-y at 6 W. Pine 30 S. 36° W. 20W. Pine 20 N. 65° E. 29M.C 47 W. Pine 8" N. 82° E. 72748 W. Pine 12 N. 60° E. 7W. Pine 14 S. 70° W. 1349 Pine 14" N. 81° W. 100Aspen 4 S. 27° E. 450 W. Pine 10. N. 80° E. 2151 Aspen 8. N. 18° E. 12152. Tame. 5. N. 85° W. 2835-6-7-8 Pine 30 N. 35° E. 83Birch 4 S. 54° W. 41Aspen 5 S. 72° E. 36

Road alignment Sec. 6-140-30
Old #19

202.4	N. 56°27'W.	2972		
79.6	to Town Line	2974	+60	X 11°14'R.
111.1	N. 67°41'W	2972	+57.6	X 9°24'R.
188.9	N. 77°05'W	2971	+78	X 22°54'R
369.5	S. 80°01'W	2970	+66.2	X 13°44'L.
885.5	N. 86°15'W	2968	+78	X 32°37'L.
450	N. 53°38'W	2965	+08.5	X 9°59'A.
353	N. 43°39'W	2956	+23	X 51°48'R.
1535	S. 84°33'W	2951	+73	X 64°46'L.
345	N. 30°41'W.	2948	+20	X 19°12'R.
805	N. 49°53'W	2941	+69.6	X 47°02'L.
293	N. 2°51'W	2932	+85	X 28°28'R.
350.5	N. 31°29'W	2929	+40	X 25°45'R.
341.5	N. 57°14'W	2921	+35	X 31°35'L.
850.0	N. 35°29'W	2918	+42	X 26°34'L.
1324.3	N. 0°55'E	2914	+91.5	X 13°54'L.
1028.5	N. 14°49'E	2911	+50	X 25°13'R.
2174.7	N. 10°24'W	2903		X 13°36'L.
1615.9	N. 3°12'E.	2889	+75.7	X 16°06'L.
423.7	N. 19°46'E	2879	+47.2	X 0°28'L.
361.9	N. 1°02'E	2857	+72.5	X 18°44'.
2833	N.E. X with Sec. Line	2841	+56.6	X 88°58'

N. 66° 58' W
 2972 + 576 Intx Sec. line 25-36 S. E. X 68° 35'
 N. 76° 22' W
 S. 88° 44' W south to Sec. Cor. 586'

N. 85° 32' W

N. 66° 58' W

N. 52° 55' W

68° 35' W

1° 37'

N. 42° 56' W

S. 85° 16' W

N. 29° 38' W

N. 49° 10' W

opp Sta. 2691 - 173'

N. 20° 08' W

2687 Crossing

N. 30° 46' W

N. 56° 31' W

N. 24° 56' W

N. 1° 38' E

N. 15° 32' E

N. 9° 41' W

N. 3° 55' E

16° 06'

N. 20° 01' E

0° 28'

N. 20° 29' E

18° 44'

N. 1° 45' E 361.9

233' west of South 1/4 Cor. 586' E. of R.R.

	2641+50.0	2687+50	
	2636+63.4	2659+18.3	54.05
	486.6	2831.7	4800
	325.3	256.8	1605.0
N. 8° 50' E.	811.9	308.8.5	325.3
		3337.1	256.8
			-1187.1

$$\begin{array}{r}
 2689493.8 \\
 2687150 \\
 \hline
 243.8
 \end{array}$$

$$\begin{array}{r}
 41+50 \\
 325.3 \\
 4475.3 \\
 2636.1 \\
 \hline
 839.2
 \end{array}$$

$$\begin{array}{r}
 2066+50 \\
 41+50 \\
 \hline
 1925+00
 \end{array}
 \quad
 \begin{array}{r}
 2061+08 \\
 1925+00 \\
 \hline
 136.08
 \end{array}$$

$$2112+50$$

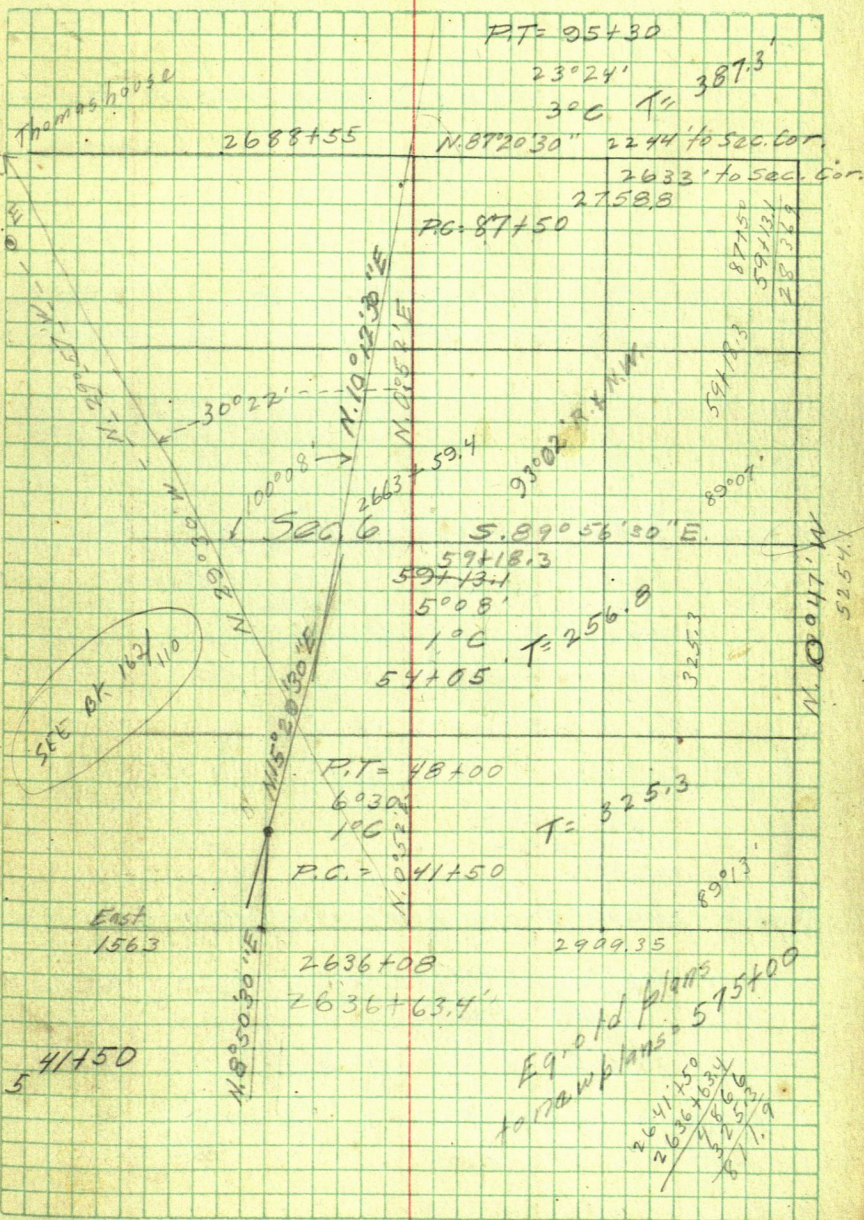
$$\begin{array}{r}
 41450 \\
 542 \\
 \hline
 3608
 \end{array}$$

$$\begin{array}{r}
 2066+50 \\
 2061+08 \\
 \hline
 542
 \end{array}$$

40
3222
77.8

60°

66



67

173

65.5
8385

36.4' from Std 37 & R.R. to line

Aug. 22, 1923

Went to South $\frac{1}{4}$ Cor. Sec. 6

" to S. W. Cor. 6 I.M.

set Hubs.

Aug. 23, 1923

Setup over hub on road and
Swanberg and Thomas, start chaining

109.55 Hub

1553.5 & track N.E.A. $81^{\circ}9'30''$

2102.4 Hub.

ET to CR 588.5 2141.95 & road NW. $49^{\circ}47'$ CR to $\frac{1}{4}$ Cor 233.30 2375.25 $60^{\circ}30'$ N of W. to East peak $60^{\circ}39\frac{1}{2}'$

" South "

placed Hub at Sta. 1061.1 for $\frac{1}{16}$ Cor. 492.4Sta. 0 - $\frac{1}{4}$ Cor 1314.1 to $\frac{1}{4}$ Cor.

838.5 Hub

369.25

1207.75 - Hub

112.251320.00 Hub. Temp. $\frac{1}{16}$ Cor.

1423.35 Hub.

218.7

1691.55 Hub

42.66

2118.15 Hub

55.4

2174.05 Hub.

240.9

2414.95 Hub

2681.05

- 1.6

2679.45 6.7' S. to stake 32.1' to B.T.

Two Line

Random Line

507-1.6

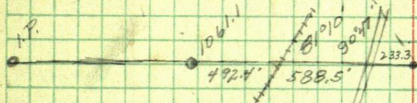
J. M. Greene
Howard Swanberg

90° 52'
80° 30'
30° 22'

330
39.25
68



wood stake and set up sight.
in road and kicked into line.



started brushing east,
from S.W. Cor, east.

C. A. Thomas
R. W. Thomas

36.15 = V.S. chainage.
at Sta 2636 + 63.6'

	65.705	65.705
36.15	2375.25	20
	21690	1314.100
	20625	1061.1
Thomas house.	18075	2275.2
Sub "	25500	65.705
West of track	25305	1615
	19500	328525
		65705
		394230
		65705
		106113575
		1553.5
		1061.1
3.35.5		492.4

Aug. 24 - 1923

Started on 10th S.P.Brushed out old random line on point
Chaining west from Iron Monument set

168.6 Hvb

406.65 "

490.5 "

571.25 "

571.25 $\angle 4^{\circ}20'$ to south to Hit M.C.Random Line $\angle 2^{\circ}47'$ North of true lineSetup on Horst M.C. $\angle N. 0^{\circ}47'$

set point on opp shore and. track

A North along track 'C' $230^{\circ}39' - 0^{\circ}47'$ Setup at A. \angle track on curve $\angle H = 96^{\circ}$ $\angle 77^{\circ}08'$ W-S to preceding tangent $60^{\circ}55' = C$ B.C. = 170.3'

383.26 I.M. to E.R.R. 58.7

293.06 Hvb East side $\frac{11.0}{20.5}$ 2.35' N. of I.M.

362.76 0 2.35' N. of I.M. 20.5 W. of R.R.

0.0 $\angle T$ 123' Hvb

201.4 E.R.

572.75 Hvb $\frac{700}{1272.75}$ Hvb 1451.1 Hvb

M.C. 22.28

1694.6 Hvb. Offset South 86.3

1694.4

Offset 97.8' $\angle 82^{\circ}47'$ S.E. N.E

7.78

513.48

3.00

198.00

711.48

698.20

3.96

261.36

953.04

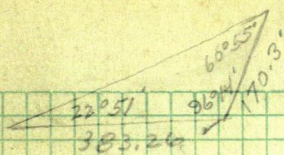
39.06

2579.96

33.80

76.08

3550.80



$$\begin{array}{r} 293.3 \\ 90.2 \\ \hline 383.5 \end{array}$$

$$\begin{array}{r} 326 \\ 80.6 \\ \hline 406.63 \\ 83.85 \\ \hline 490.50 \\ 80.75 \\ \hline 571.25 \end{array}$$

$$\begin{array}{r} 76.08 \\ 22.28 \\ \hline 53.80 \end{array}$$

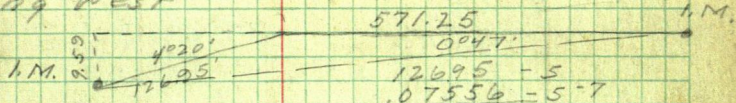
by Horst = 0.0 westside small bay 22°51'
90.2
60.55
0.50

$$\begin{array}{r} 698.20 \\ 383.26 \\ \hline 1082.46 \\ 1451.1 \\ \hline 2533.56 \end{array}$$

$$\begin{array}{r} 1451.1 \\ 243.5 \\ \hline 1694.6 \end{array}$$

set by Euro, 126.95

running West



$$\begin{array}{r} 22°51' \\ 14° \\ \hline 571.25 \\ 126.95 \\ \hline 698.20 \end{array}$$

$$\begin{array}{r} 571.25 \\ 0°47' \\ \hline 126.95 - 5 \\ 07556 - 5-7 \\ \hline 76170 \\ 63475 \\ \hline 63475 \\ 88865 \end{array}$$

X 2689493.8

$$\begin{array}{r} 698.2 \\ 95923420 \\ \hline 6982 \\ 26103 \\ \hline 20946 \\ 51574 \\ \hline 48874 \\ 27002 \end{array}$$

$$\begin{array}{r} 383.26 \\ 90.2 \\ \hline 93.06 \end{array}$$

$$\begin{array}{r} 383.26 \\ 90.2 \\ \hline 93.06 \end{array}$$

$$\begin{array}{r} 1694.5 \\ 930.2 \\ \hline 2624.7 \end{array}$$

$$\begin{array}{r} 72.805 = 0°47' \\ 9.591 \\ \hline 698.2 \\ 6713 \\ \hline 2690 \\ 1918 \\ \hline 7720 \\ 7672 \\ \hline 4800 \end{array}$$

$$\begin{array}{r} 126.95 \\ 571.25 \\ \hline 383.26 \\ 1694.5 \\ \hline 934.1 \\ 3710.06 \end{array}$$

380

Started at C.C. to 5-6 chained west

397.32 S.C (gone)

589.45 Hub

^{733.2'}

935 to offset 0

Started S.W. Cor. 6-1.M., ran North $\times 90^\circ$

Sta. 0 = S.W. Cor. Sec. 6

235.35 Hub

N.W. $\times 87^\circ 48.6'$ to 1/4 Cor.

1320 "

\times Ran. to T. Line $1^\circ 03'$

1458.05

Int. \times at S.W. Cor. = $88^\circ 5'$

1989.4 Hub.

2640 Hub S.E. $\times 87^\circ 48.6'$ to Cor.

2.5

2637.5 Ran North to R.M.C. set post

change 417.78' to R.M.C. N.E. $\times 91^\circ 23'$

Near post found old $\times 1478'$ $\times 497.85'$

Meander post broke off

and laying in mud.

Found point of old stake $\times 135^\circ 22'$

Moved post to this place.

Set up and sighted back to

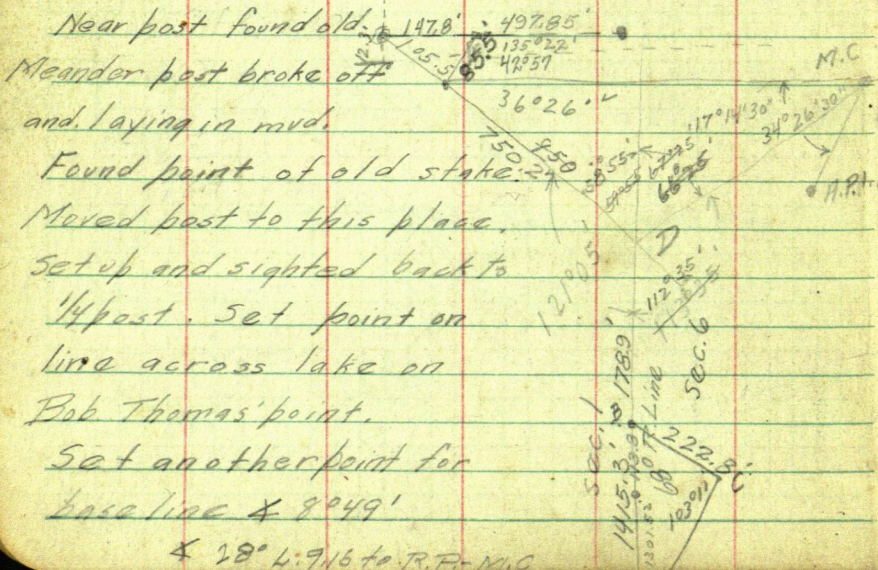
1/4 post. Set point on line across lake on

Bob Thomas' point.

Set another point for

base line $\times 8^\circ 49'$

$\times 28^\circ 49' 16''$ to R.R.-M.C.



Aug 27/1923

Started South from C.C. 5-6 S.W. 1

Sta. D-Sec. Cor 5-6

762.2 Hub.

1320. " Temp $\frac{1}{4}$ Cor.

1638.7 "

2645.94

2634.2

11.74

2645.94 Temp $\frac{1}{4}$ Cor. = Sta. D

836.8 Hub

1470.3

1138.2

1300 Rock

2609.2

1331.35 Hub.

2645.94

1470.3

2628.24

1470.3

553.14

1138.9

7.25

2023.7

5255.14

2621

797.85

7.25

2637.5

3493.85

5262.39

165

1185.9

1138.9

2656.2

↓

X 90° 47'

228.3'

X 89° 13' N.W

Starting at W. $\frac{1}{4}$ Cor.N 87° W.
2° 50'

S. 89° 50' E.

North

West

5354
797.85
1138.9
49145

Green-Transit

Bartlett

R. Thomas

H. Thomas

Oscar Bastron

H. Swanberg

88°00' to random line

74

2681.05	2645.94	2909.35
228.3	2609.2	0025
2909.35		727

	.0025	1470.3
2681.05	670.0000	11
	536210	
	1337900	

2645.94		6570.6
1470.3	8009	5262.39
1138.9		48054
7.25		45699
5262.39		40045
		56540
		56063
		47700

6570.6		6570.6
40		40
2628.240	2637.5	1314120
	2628	591
	8.5 = 0°06	1320.03
		13141.63
		2634.63

90°04'	2628.24'	90
	7.25	
	2621'	5.29°56'E
5.89°56'E	2637.5	
	16.5	

5.89°50'E		26°30'
-----------	--	--------

North		2628.50
89°50'		7.25
5.87°00'E		2629.25
2°50'		2620.75

52621.36
11.1

1470.3
1138.9
2609.9
2645.9
2662.1
5

75

Setup on M.C.

00°00' at H.b. 1

Sighting at ~~APL~~ ^{APL} to point near Thomas

Reverse to Hub. on R. Line - east

Sighting to x o Dat end of west

11 to  36°00'

Dis. to R.F.I = 274.5 \times L = 3603 B

$$A.P.2 = 95.3' \times 4 \angle = 73^{\circ} 50'$$

$A.P. 3 = 141.9' \times R. 25^{\circ} 52'$

A.P. 4 = 277.0 4 R 13°24'

A.P.5 = 189.6' Δ R ⁴³ 26°44'

$A.P.6 = 538.1 \quad \angle R = 31^{\circ}45'$

4 53°32' 54.7' A.P. 7 205.4 2 R 15°29'

A.P. 8 178.7 4 R. 33° 21'

A.P. 9 113.0 4 L. 34°45'

A.P. 10 143.8 \checkmark \times R 30°33'

A.P. 11 130.95 ¥ R 26°28' 29"

12-13 - 20' - 30' A.P. 12 543.0 $\angle 68^{\circ}26'$

A.P. 13-14-16 ^{73.0} $\angle 90^{\circ} 30'$

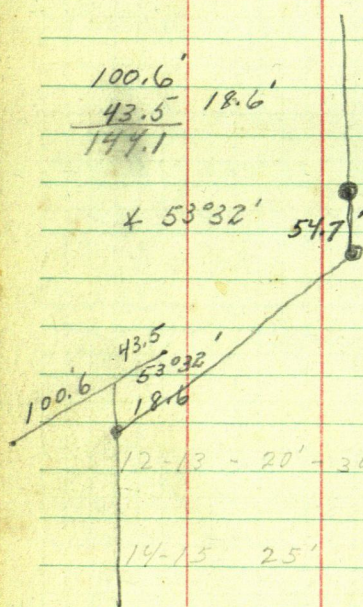
192.1
R.P. 14 - 格 R 4037

A.P. 15 141.8 L 32° 42'

A.P. 16 127.7 R. 55°03'

A.P. 17 132.9 R. 33°08'

196.5 L. 70°04' 40"



Horse 34° 26' 30" 34° 26' 30"
 32° 9' 30" 17° 18'
 R. line 17° 18' 17° 14' 30"

Δ R. to C 101° 05' & to Horse 99° 11'

Δ L to A 25° 18' & 23° 32' direct

45° 21' P.D. 51° 05' ind 44° 42' R. to b

62° 44' 55° 32' 52° 58'

69° 52'

68° 38' 68° 12' 66° 44'

94° 57' 93° 31'

111° 48' to Bob's head

142° 36'

102° 08' 43° 08' to A.R.R.

128° 28' 68° 40' " A.R.R.

139° 14' 73° 48'

66° 16' 6' cuts off point

32° 05'

32° 37' R. 22° 48' to M.C.

R. 0° 06' L. 7° 47' to b L. 9° 44'

50° 26' L. 54° 39' b 60° 44' b

Cor. 13° to b. 5° 08' to S.S.

A.

2745

139° 45'

152° 20'

158° 30'

M.C. - W. 1/4 Cor S. 1°37'W

North

W. 1/4 to S.W. Cor S. 1°03'W

S.W. Cor. to S. 1/4 East

Random S. 1/4 to S.E. Cor. East

E. Sec. Line Random N. 0°47'W

North Sec. Line Ran. S. 87°11'W. Sec. Cor - Offset

" " " " S. 87°24' Offset - H.M.C.

" " " " S. 88°11'W H.M.C. - Hub

" " " " S. 83°27'W Hub - M.C.

S. 89°56'30" E

2°50'

S 87°06'30" E

88°37'

N 1°31'30" E

70°04'

N 71°35'30" E

88 11
4016

East & West 1/4 line

Hub on high hill & to house - Thomas

= 30°49' To pp 30°06'

N.W 72°48' E M. & I. track

69° San chimney

N. 1°03' E. S.W. 1/4 10/4

78

S. 89°50' E

S. 87° E
88°37'

N. 1°37' E N. 1°31' E

70°04'

N. 7°41' E

38°08'

N. 38°33' E

55°03'

N. 16°30' W

32°40'

N. 16°10' E

14°37'

N. 1°33' E

40°30'

N. 48°13' E

68°26'

S. 69°31' E

26°29'

N. 84°00' E

30°33'

N. 53°27' E

34°45'

N. 88°12' E

33°21'

N. 64°51' E

15°29'

N. 39°22' E

31°45'

N. 7°37' E

126°45'

N. 19°08' W

13°24'

N. 32°32' W

25°52'

N. 58°24' W

73°51'

N. 15°27' E

36°38'

N. 52°05' E

32°09'

N. 4°14' E

R 4°20'

N. 88°34' E

L 0°47'

N. 87°47' E

R 0°13'

N. 88°00' E

N. 83° E E. & W. 1/4 Line

N. 6° W.

N. 63° E

N. 88° E

N. 29° E

S. 20°

N. 21° W.

89°47'

N. 100° E

91°47'

N. 7° W

N. 88°13' E

N. 29° E

88°

S. 76° E

S. 0°13' W

N. 76° E

89°13'

N. 45° E

N. 87°20'30" E

N. 79° E

48

N. 44° E

88°08'30"

N. 29° E

48°20'30"

North

83°52'00"

N. 28° W

32°09'

N. 39° W

58°43'00"

N. 68° W

N. 7° E

N. 7° E

N. 43° E

N. 43° E

N. 77° E

N. 77° E

N. 82° E

N. 82° E

N. 81° E

N. 81° E

64 Running N. $0^{\circ}52'E$
 - 406
 266359.4 Cross S. R. H.
 " $\frac{1}{4}$ Line

337.6 Hub X $0^{\circ}13' L$ N. $0^{\circ}39'E$
 337.6' X $0^{\circ}26' R$ N. $0^{\circ}65'E$
 X $0^{\circ}13' L$ N. $0^{\circ}49'30''$
 N. $0^{\circ}52'E$

268209.5 Cross R. R. $9^{\circ}26' - 9^{\circ}23'$

783.9 783.9' - N. $10^{\circ}15'E$
 268993.4 N. $10^{\circ}12'30''E$
 239.35 I.M.

Hub - S. M. C. 702.35 N. $30^{\circ}56'30''$
 R. $30^{\circ}07'$ N. $30^{\circ}59'E$
 56^{\circ}25'R 75.7' N. $87^{\circ}21'30''$
 N. $87^{\circ}24'E$

H. I. M. S. $87^{\circ}20'30'' W$

R. $0^{\circ}48'$ 14^{\circ}08' R. - S. M. C.

S $88^{\circ}08'30'' W$ to Hub

L $4^{\circ}16'30''$

S. $83^{\circ}52' W$ S $83^{\circ}52'$ W. M. C. S. $83^{\circ}52' W$

L $32^{\circ}09'$ R. $3^{\circ}43'$ R. $2^{\circ}18'$

S. $58^{\circ}43' W$ S $87^{\circ}35' W$ to H S. $86^{\circ}10'E$ to E.

N. $87^{\circ}24'E$

R. $0^{\circ}48'$

N. $88^{\circ}12'E$

$4^{\circ}16'30''$

N $83^{\circ}55'E$

30°56'30"
56'25"
87.21 30

N. 0°52'E.
9°23'
10°15'

N. 0°52'E.
30°07'
30°59'
56'25'

80
10°12'30"
9°23'
49'30"

N. 1°37'E
66°25'
N 68°02'E
17°12'
N 85°24'E

N. 1°37'E
58°55'
N 57°18'W
36°26'
93°44'
86°16'
34°26'30"
S 51°50'30"W

N. 10°12'30"E
30°07'
N. 0°49'30"
30°07'

N. 1°31'30" W
58°55'
N. 57°24'30" W
36°26'
93°50'30"
N. 86°09'30" E
34°26'30"
N. 51°43'00"

N. 1°37'E
66°25'
N. 68°02'E
D-N.C.

N. 1°37'E
58°55'
N. 57°18'W
D-E.

N. 69°02'E
17°12'
N. 51°50'E
N. 69°02'E
17°14'30"
N 86°26'30" E

36°26'
125°20'
17°14'30"
179°00'
N. 68°02'E
17°12'
S 50°50'WE.

57°18'
36°26'
93°44'
N 86°16'E
34°26'30"
N. 51°49'30" I

N. 57°18'

N. 51°49'30'E
32°09'30"
N. 84°59'00"
40°20'

68°02'E
17°14'30"
85°16'30"

S. 86°10'W
36°26'
122°26'
S 57°24'E
58°55'
N 1°31'E

N 89°19'00 E
47'
N 88°32'E

36°26'
125°20'
161°46'
19°14'

S. 86°10'W
17°14'30"
S 68°55'30" W
67°25'
S. 10°30'30" W

Set up over closing corner 5-6

S.E. Δ $91^{\circ}55\frac{1}{2}'$ $91^{\circ}55\frac{1}{2}'$ S.E.

Δ $179^{\circ}54'$ $87^{\circ}59\frac{1}{2}'$ S.W.

Δ $271^{\circ}55\frac{1}{2}'$ $92^{\circ}01\frac{1}{2}'$ N.W.

Δ $359^{\circ}58'$ $88^{\circ}02\frac{1}{2}'$ N.E.

Back Δ $271^{\circ}53'$ $88^{\circ}05'$ N.E.

Δ $179^{\circ}52'$ $92^{\circ}01'$ N.W.

Δ $91^{\circ}53'$ $87^{\circ}59'$ S.W.

Δ $0^{\circ}03'$ $91^{\circ}55'$ S.E.

sighting East - transit Δ $0^{\circ}07'$ R.

Birch 5. 45.6 S. $80^{\circ}E$

Elm 7. 47.8 N. $30^{\circ}W$.

Oak 8. 49. S. $51^{\circ}0'E$ Δ

Oak 6. 79.7 N. $7^{\circ}47'E$

Oak 4. E of N. $10^{\circ}18.5'$

Pop. 9 S. $45^{\circ}E$ $25.7''$

1789.6

1694.6

95.0

1694.6

90.2

1784.8

2036
3-28

78.06

84

	SIN	COS	N	S	E	W
N. 0°52'E	5159.65	01513	99989	5158.10		78.06
N. 30°59'E	75.7	51479	85732	64.90		38.97
N. 87°24'E	1784.8	99897	04536	80.95		1782.76
S. 2°36'E	97.8	04536	99897		97.70	4.44
N. 87°11'E	933.2	99879	04914	46.86		932.07
S. 0°49'E	5255.14	01425	99990		5254.61	74.89
West	2909.35			5349.81	5352.31	2911.19 290935
	2911.19					2910.88
	78.06					

	N	S	E	W
N. 8°50'E 811.9	802.27		124.68	
N. 15°20'E 1187.1	1144.83		313.90	
N. 10°12'E 3337.1	3284.37		590.93	
N. 87°24'E 1694.6	76.87		1692.85	
S. 2°36'E		97.70	4.44	
N. 87°11'E	45.86		932.07	
S. 0°49'E		5254.61	74.89	
West	3731.0			3731.0
	5356.20	5352.31	3733.76	3731.0
	5351.2			

64.9' N. 0°52'E
 01513 -1
 64.9 -1
 13617
 6052
 9078
 981937

37.97
 38.97 1782.76
 1.00 4.44
 37.97 932.07
 1784.6
 4.44 2757.24
 1378.62

29897 -2
 1784.8 -1
 799176
 399588
 799176
 699279
 99897
 1782.961656

2757.4
102

55148

1379.4

1369

1339.7

8

39.7

2738

2757.8

152

2606.8

2909.35

2757.24

152.11

38.

2757.8

31

2795.8

38

2833.8

38

2871.8

38

2909.8

2795.8

2795.8

01164 - 3

2757 111832

167748

27958

27958

32543 112

1314.12
32.54

1281.58

2634.85

3916.43

92

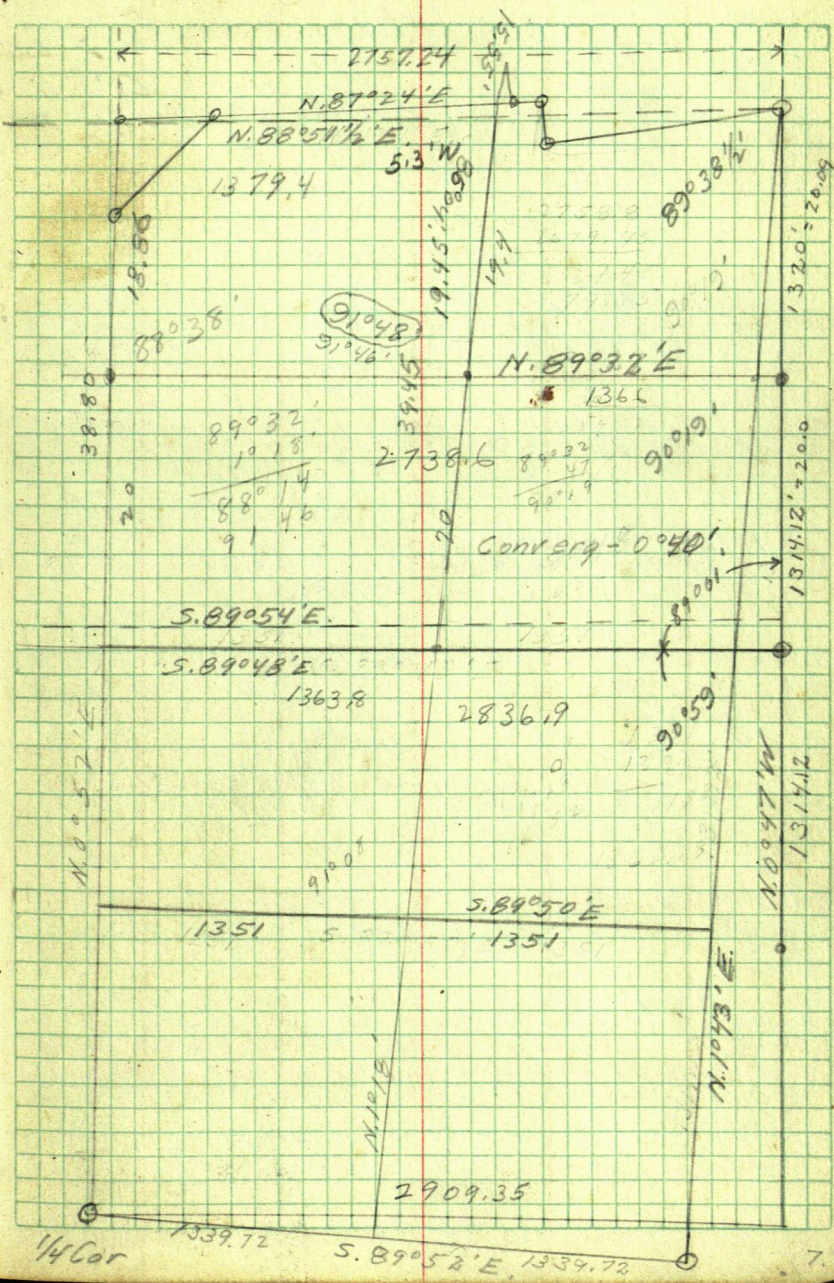
32

40

3866

$$\begin{array}{r} 2^{\circ} 36' \\ 1^{\circ} 18' \\ \hline 3^{\circ} 54' \end{array}$$

86

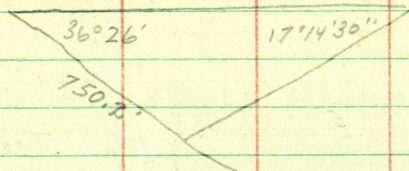


$53.80 \overline{) 3709.43}$ 68.948 68.948
 $\underline{3228}$ 40
 4814 $212757920 \checkmark$
 $\underline{4304}$ $1378.96 \checkmark$

5103 1380.5
 $\underline{4842}$
 2610 $99897 \overline{) 1378.96}$
 $\underline{2152}$ $\underline{99897}$
 4580 379990
 $\underline{4580}$ 294691
 802990
 $\underline{798176}$
 481400

90.2 1380.5
 $\underline{37.98}$ $\underline{128.2}$
 128.18 $\underline{1262.3}$ 1272.75
 $\underline{15.55}$
 $1257.20 = \text{Hub.}$

37.98 1377.2
 73.58



Chaining South from N.W. Cor.
 Sec. 6. I.M. = 0

$$M.C. I.M. = 788.2 = 0$$

$$M.C. I.M. 1289.0 = 0$$

$$W. \frac{1}{4} \text{ Cor. I.M. } 410.0$$

$$\underline{37.63} \quad \underline{2487.2} \quad \underline{66.09}$$

$$2487.2 \quad \underline{22578}$$

$$13218 \quad 22940$$

$$\underline{1165.4} \quad \underline{22578}$$

$$36200$$

$$17.63$$

$$\underline{66.1}$$

$$1763$$

$$10578$$

$$\underline{10578}$$

$$1165.343$$

76.08
2228
33180

6609
13218

1289
113.8
1402.8

2621
2634.2
5255.2

5255.2

4374
132
8748
13122
4374
57.1368

57.7
37.8
19.9

64.9'

01513

63.9

649 1789.6
13617 1848.5
6052 06.047
9078 733.2
481937 2777.7

53.88 3799.34

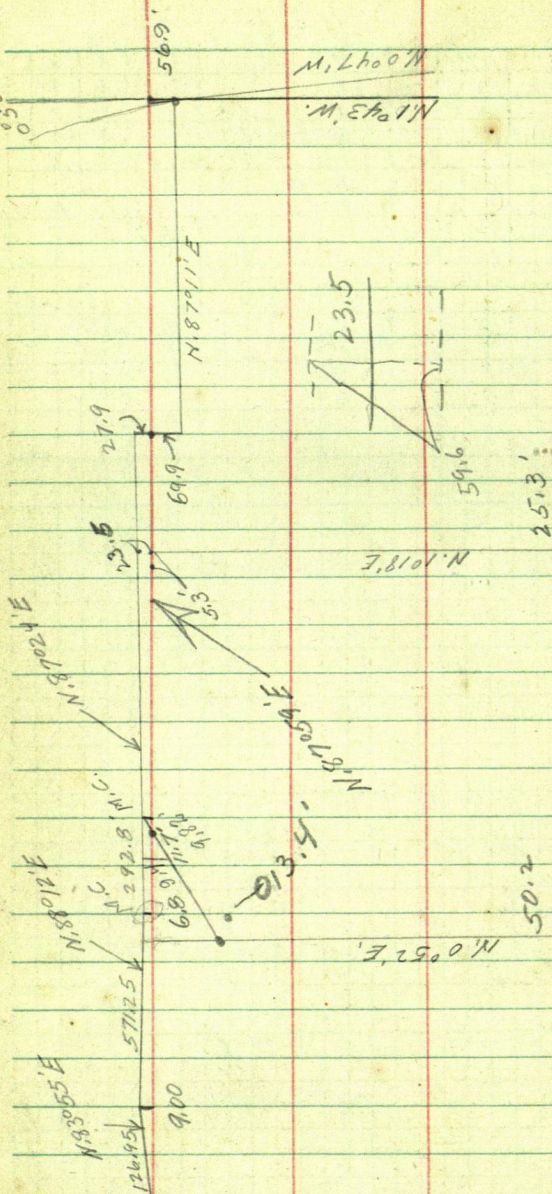
70.62
53.8 3799.34
3766
3334
3228
1060

70.62
40
282480
7.78
3.00
3.96
39.06
53.80

4374 1412.8
229.400
210208 1379.72
196920
157656
392640
367854
247860

1188.2
1165.4
22.8

656.1



-497.85 1.15
 147.80 1.05
 $\hline 645.63$ 2.20

497.85
 $\hline 15$

497.85

12.3 646.93
 1480.1
 $12.3 \overline{) 2127.03} \quad 172.9 = 0^{\circ}20'$
 $\hline 123$
 897
 861
 360
 246
 $\hline 1143$
 11.07

$N. 83^{\circ}55'E \quad 126.95'$ $S. \quad 9.0$
 $N. 88^{\circ}12'E \quad 571.25'$ $S. \quad 6.84'$
 $N. 87^{\circ}24'E \quad 292.8$ $S. \quad 9.82'$
 $N. 87^{\circ}24'E$

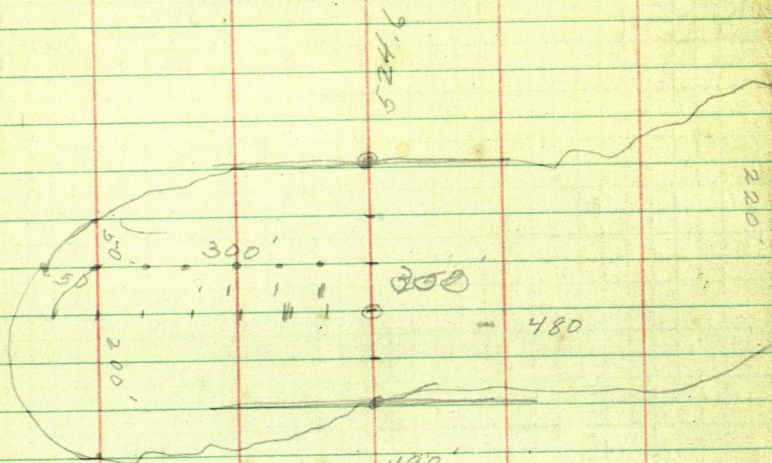
$N. 87^{\circ}59'E$
 $N. 30^{\circ}59'E$
 570

11.7
 $N. 0^{\circ}52'E$

$90^{\circ}52'$
 122.3

$11.7'$
 $83867 \overline{) 982000}$
 $\hline 83867$
 143330
 $\hline 83867$
 594630

$S. 89^{\circ}38'E \quad 42.6$



$$\begin{array}{r}
 490' \\
 250' \\
 \hline
 524.6 \\
 1264.6 \\
 50' \\
 \hline
 1314.6
 \end{array}$$

Line Sec. 6

Center - East

O - Cen

1263.8 - 1/16

2736.9 - Rarr. E. sec. line.

2836.9

114.6

2722.3

1361.1

1366

1372.6

747.7

1148

63.3

1211.3

48.8

37.5

38'

293.3'

1351.0

1339.7

21.3

1351.1

1362.3

11.1

1373.4

1366.4

7.4

1351

1362

1373

1211.3

63.1

1274.4

7.4'

2909.35

78.06

S. 87°13' W
0°13'74.89
152.93S. 87°26' W
0°47'241.19
152.93

S 88°13' W

2759.24
2809.35N. 87°20'30" E
90°68.59
2834.30

S. 2°39'30" E

174

29°47'

92 26 30"

87°33 30"

2621

10.3

2631.3

S. 87° W

2758.8

S. 87°26

2679.45

5437.25

2718.62

S. 87°11' W

2738.92

179°53

2679.45

92°42'

8418.37

1099.31

N 87°18' E

N 88°49' E

1°31'

1.86

9.72

19.72

6.33

3

N 66°38' W
 11°14'
 N 55°44' W

48.5
 2375.25
 2909.35
 5333.10

.002
 10.30000

5

1060

002

2120

0°57'
 90°51'
 90°48'
 5.89°52'

Setting L.M. in Sec. 6 - 140-30
South Sec. Line - wooden stakes
South $\frac{1}{16}$ Line - Stakes in place
E. & W. $\frac{1}{4}$ Line.
West $\frac{1}{4}$ Cor - in place
 $\frac{1}{16}$ Cor

in place.

$$\begin{array}{r} 2677 \\ 1346 \\ 1331 \\ \hline 5354 \end{array}$$

$$\begin{array}{r} 2686 \\ 5372 \\ \hline 54 \\ 18 \end{array}$$

John M. Green

June 17 - 1925

June 17, 1925

P.M. Finish up field work on
Sec. 31-136-31 and start to work for
Meadowbrook Twp. 135-31. Mr. Harmer
and I drive to Harry M. Hansons farm
and I copy Mr. Beans record of survey
between 8-9 and 16-17, which are
as follows. Cor. 16-17-20-21, Iron pipe
North 2686, $\frac{1}{4}$ Cor. 16-17, Iron pipe
North 2686, Cor. 8-9-16-17, Iron pipe
N. $0^{\circ}35'W$ 2580, $\frac{1}{4}$ Cor. 8-9, Iron pipe
N. $0^{\circ}35'W$ 2580, Cor. 4-5-8-9, Iron pipe in
Some of these corners have been pulled
up, and Town Board wishes them replaced.
Harmer and I drive east from Leader
to Cor. of 4-5-8-9 and dig where
town board could not find corner, and
we have no better luck.

John M. Greene

135-31

104

July 7, 1930

Leave Remer at 7⁰⁰ A.M.

Arrive Hanson 10:20 A.M.

Check Beans notes as follows

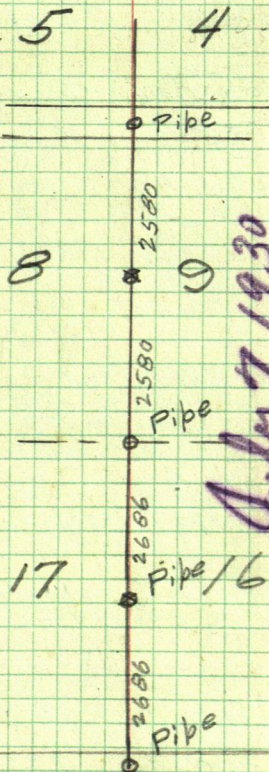
0-1 North 2686

1-2 " 2686

2-3 N. 0°35' W. 2580

3-4 N. 0°35' W 2580

graded road.



July 7, 1930

at the time I made this survey

I found the government corners. See

corners

P.O. Beans

P.O. Beans
Ludwig O. Stol

895
605
255

June 18, 1925

John Drake and I drive to
Cor. 4-5-8-9. Drive Temp. Hub in
road and chain south along brushed
road. At

1286.7 1286.7 stp. of 4" pop. stake

2576.7 1290.0 set temp. 1/4 Cor.

3226.7 1275.5 4"x4" sp. stake

3866.7 650 cross creek

5156.7 1290 set temp. 1/16 Cor.

5210.7 1250 cross creek Temp

6482.2 1290 " " Sec. Cor.

7828.2 54' south Hub with Iron pin

10505.2 1325.5 Oak Stake Fence running East ←

1313 1386 set pop. Hub. 4023 Oak Stake

2677 1255 Creek 4" pipe 2677

Temp Hub 1343

South Cor = 0 ↑

July 8, 1930

Head & Stahl - chainmen - ordinary chaining

Sta. 0 = South Sec. Cor. Iron pipe 1/2"

26+75.5 = 1/4 Cor. I.M.

27+31.0 = Cen. bridge

53+62.5 = Hub 6' beyond = 5156.7 - 6' = 5150.7

51+50.7

10513.2 our chain = 10532 Beans chain

By proportion our corner

comes at 5150.7' South & 5263.3' North

$$\begin{array}{r} 125 \\ 7.5 \\ \hline 625 \\ 7.75 \\ \hline 9.375 \end{array}$$

$$\begin{array}{r} 160 \\ 37.5 \\ \hline 70125 \end{array}$$

106

$$\begin{array}{r} 1286.7 \\ 5156.7 \\ 54. \\ \hline 5210.7 \end{array}$$

$$\begin{array}{r} 537.2 \\ 54 \\ \hline 5218 \end{array}$$

$$\begin{array}{r} 4023 \\ 1325.5 \\ \hline 5348.5 \end{array}$$

$$\begin{array}{r} 10505.2 \\ 5156.7 \\ \hline 5348.5 \end{array}$$

Report 13 N. 66 1/2 E. 36
 " 6 N. 58 W. 14

Govt notes call for
 Tangle 6" S. N. W. 147° 97'
 Spruce 5" S. N. E. 150° 99'
 Alder 5" N. 78 E 27° 118'
 Tangle 7" N. 7° W. 532° = 351.1

1 1/2 days @ 7.50 = 9.38
 1 day Drake 2.50 2.50
 Board 1.50 1.50
 18 miles 1.80
 Dinner at Reeses .50

$$\begin{array}{r} 9.38 \\ 2.50 \\ 1.50 \\ 1.80 \\ .50 \\ \hline 15.68 \end{array}$$

$$\begin{array}{r} 6482.2 \\ 1346 \\ \hline 7828.2 \end{array}$$

July 8, 1930

Set Cor. 8-9-16-17 Iron Mon. 2"
 X 3.5" in cement sand mixture
 100 lbs. cement to 6 pails sand.
 Set 2" X 3.5 pipe west 33' for witness.

July 7 1930
F.C. Head & Ludwig Stoll

0
24

Sta 0 = Fence Cor

0 + 20.7

0 + 24 Road center = 0

13 + 10.7 = Flag. 1286.7 1290

25 + 76.7 = " 1290.7 2580

38 + 66.7 = " 1293.7 3870

51 50.7 5160.0

1310.7

1290

20.7

1310.7

1290.0

2600.7

99.82

516

59892

99.82

49910

5150.71

99.82

5372

19964

69874

29946

49910

5362330.4

6

2.5
3.3

2.5
1.8

99.82

10532 10513.2

94788

103440

94788

86520

84256

22640

21064

131017

131017

$$\begin{array}{r} 87 \\ 116 \\ \hline 203 \end{array}$$

514°

N 0° 04' W.

N 0° 14' W.

21.4'

Flag

S. 89° 42' E.

S. 89° 39' E.

$$\begin{array}{r} 8.5 \\ 6.4 \\ \hline 2.1 \end{array}$$

$$\begin{array}{r} 5362.5 \\ 5150.7 \\ \hline 10513.2 \end{array} \quad \begin{array}{r} 5372 \\ 5160 \\ \hline 10532 \end{array}$$

$$\begin{array}{r} 21.4 \\ 3.1 \\ \hline 17.8 \\ 2.5 \\ \hline 9.3 \\ 8.3 \\ \hline \end{array}$$

Var. 900' South

I.M.

Flag

I.M. True Cor.

Flag

8.5

21.4

$$\begin{array}{r} 21.4 \\ 8.5 \\ \hline 12.9 \\ 12.9 \\ \hline 6.5 \\ 4.4 \\ \hline 3.5 \end{array}$$

$$\begin{array}{r} 12.9 \\ 12.9 \\ \hline 25.8 \\ 21.4 \\ \hline 4.4 \\ 4.4 \\ \hline \end{array}$$

Sec. 20-143-35
Notes for Bob DeLury

		Sin	Cos	N	S
N. 89° 25' E	764.2	99994	.0101	7.7	
N. 0° 43' W	1314.3	0125	99992	1314.3	
N. 0° 43' W	1314.3	0125	99992	1314.3	
N. 89° 09' W	771.7	99989	.0148	11.3	
S. 0° 53' E	1320.6	0154	99988		1323.9
S. 0° 53' E	1320.6	0154	99988		1323.9
				2647.6	2647.8

North line from R. 1

479.5 End post of G.R.

461.9 = Hub in G.R. 771.7 = Hub in R.C. =

Go to N.W. Cor. of N.E. of S.W. post marked

Ran South - S. 1° 24 1/2' E. Var. 12° 30'

To P.R.C. Edge of grade
242.6 453.2 1319.6 = 1/16 Line at
530.3 East of S.W. Cor - Oak stake

July 11, 1930

S. 1° 24 1/2' E. 1/16 Line Needle var. 12° 30'

1/16 C. = Sta. 0

Hub 2' N. of South edge of road grade =

S. 89° 25' W	518	999945	.0101		5.2
	1326.2	0247	.9997	1326.2	
N. 1° 24 1/2' W	1326.2	0247	.9997	1326.2	
S. 89° 09' E	542.8	99989	.0148		8.0
S. 0° 53' E	1319.6	.0154	.99988		1319.6
S. 0° 53' E	1319.6	.0154	.99988		1319.6
				2652.4	2652.4

G.R. = Guard rail

110

Needle Var. = $10^{\circ}45'$

E W. Dis. = 771.7

XME. $91^{\circ}44'$ Int 401+33

764.2

16.4

16.4

771.7

20.3

20.3

804.8

804.5

our chain

530.3 + 40 = Edge of E. cut
530.4 - 767.9
S. $89^{\circ}52'$ E.

388+06. 401+33
374+91.9 374+91.9
13 14.1 2641.1
13 20
2634.1

764.2

13

22926

7642

99346

1320.5

154

528.20

660.25

1320.5

2033570

1326.2

0242

92834

53048

26524

32.75714

2652.4

13.2

26392

1319.6

542.8

0148

43424

21712

5428

8.83344

Center Sec. 20

Med 1/16 C.

N. & S. 1/4 Line = Var. $10^{\circ}45'$

764.2

518.0

518.0

12.7

171.7

542.8

1314.5

1282.1

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

1239.6

518

518.0

52318

530.4

167.9

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

1298.3

542.8

20.3

20.3

583.4

583.5

Time Sheet

Sat. July 5 Trip Remen to Park -
 Park to Park Rapids to Walker
 Tues July 8 Walker to Park
 9 Work 12 work
 10 Work Park to Walker
 11 Work

	N.	S.	E.	W
N. 89° 25' E. 764.2	7.7		764.2	
N. 0° 43' W 1314.3	1314.3			16.4
N. 0° 43' W 1314.3	1314.3			16.4
N. 89° 09' W 771.7	11.3			771.7
N. 89° 09' W 542.8	8.0			542.8
S. 10° 24' 1/2 E. 1326.2	1326.2	1326.2	32.8	
	1326.2	1326.2	32.8	
N. 89° 25' E. 518.0	5.2		518.0	
	2660.8	2652.4	1347.8	1347.3

Curve data

122.4 to stake North edge of grade x 7°
 $= 121.5 + 461.9 = 601.2 = T?$

Grade 30' G.R. to G.R.

121.5 2 x 17° 12' Setup at #1

13 x 22° 12'	#6	* 9 + 22
4 x 27° 12'	7	68° 14' 91° 44'
5 x 32°	453.2	70° 14'
6 x 36° 43'	8	71° 28'
6	9	76° 25'
	9 + 22	77° 25'

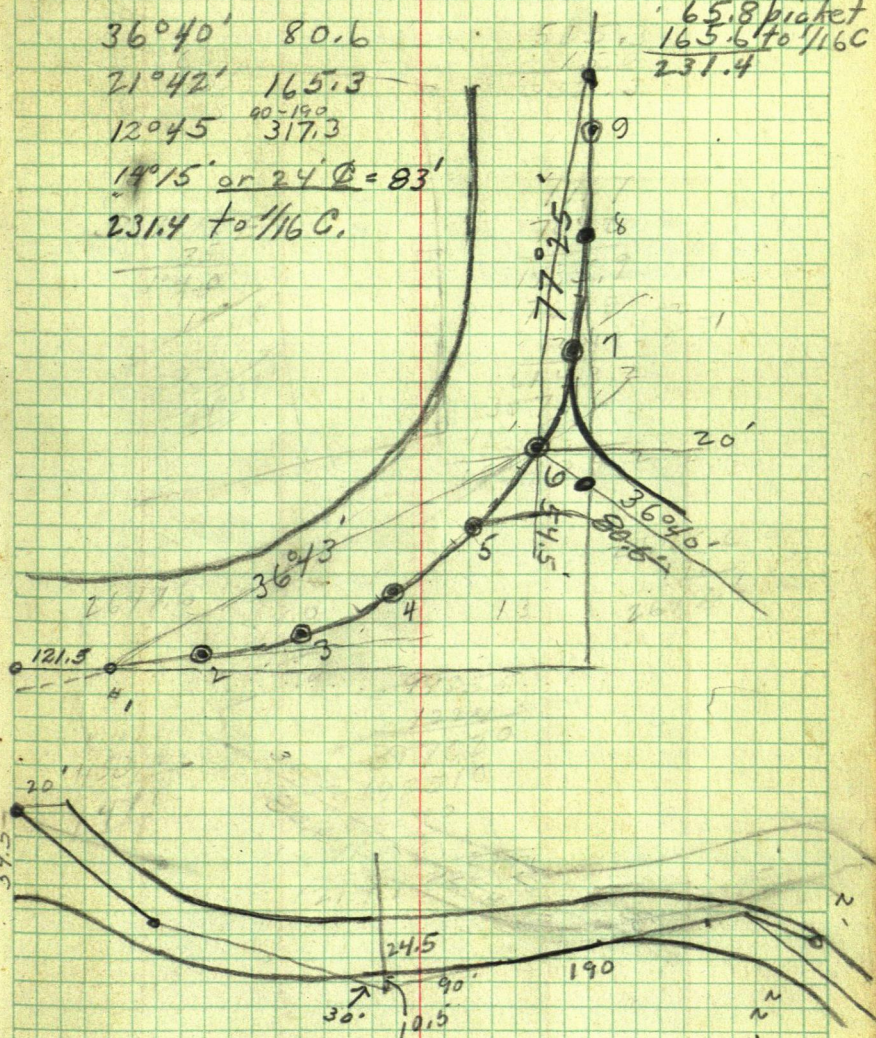
2 Tel. calls - Walker to Park

36°40' 80.6

21°42' 165.3

12°45' ⁸⁰⁻¹⁹⁰ 317.314°15' or 24' $\phi = 83'$

231.4 to 1/16 C.

$$\begin{array}{r} 65.8 \text{ picket} \\ 165.6 \text{ to } 1/16 \text{ C} \\ \hline 231.4 \end{array}$$


Sec. 20-143-35
Lake Alice Twp.
Hubbard County

Gen. Sec.

114

N. 89° 09' W.

542.8

1314.5

771.7

X

S. 1° 24' 1/2" E
1326.2

2652.4

1326.2

530

1319.6

S. 0° 53' E

1319.6

S. 89° 52' E 1298.3'

N.E. 1/4 - S.W. 1/4

1314.3

N. 0° 43' W.

1314.3

5180'

764.2

N. 89° 25' E. 1282.2'

Setup at #1

+0°51'

#2	17°12'	72°48'	S. 73°39' W.
#3	22°12'	67°48'	S. 68°39' W.
#4	27°12'	62°48'	S. 63°39' W.
#5	32°	58°00'	S. 58°51' W.
#6	36°43'	53°17'	S. 54°08' W.

Setup at #6

#7	68°44'	29°46'	S. 28°55' W.
453.2	70°14'	19°46'	S. 18°55' W.
#8	71°28'	18°32'	S. 17°41' W.
#9	76°25'	13°35'	S. 12°44' W.
494.22	77°25'	12°35'	S. 11°44' W.

Setup at 9122

Sight on N. 0°53' W.

91°44'

N. 0°53' W.

DON LARSON

LOTS 22-27 ISLAND VIEW

140-17-12

280-34-04

140-17-12

258-52-20

57-44-14

258-52-07

517

208-26-00

56-51-54

208-25-57

118-04-54

236-09-56

118-04-58

151-34-00

303-07-56

151-33-58

WOMAN

LAKE

ISLAND
VIEW

LOT 17

199.14

36.75

235.89

204.0

151-41-50

36.75

118-04-58

384.22

151-33-58

15-58-88

75.11

124.0

158-53-07

11-43.1

OLD ROAD

140-17-12

199.46

30.43

229.89

1035-47-14
120.0
120.0
120.0

Gerald Euland

6L 9-3-139-30

170-14-20

340-29-24

170-14-42

65.84

92-03-30

186-06-48

93-03-24

63-33-18

127-06-30

63-33-15

761-51-34

323-43-08

161-51-34

159-37-54

319-15-30

159-37-45

239-51-18

119-42-18

239-51-09

GL 8+9 Sec 3

CENT SEC?

NW
Cm
GL 9① 104-48-18
65.84

170-14-42

1261.67

93-03-24

SW
Cm
GL 9

22.53

100-06

221.52

15

63-33-15

442.36

161-51-34

55.80

241.15

491.08

15-37-40

159-37-45

56-126

② 79-34-08
120.0

③

9-05-54

④ 81-53-12

83.16

239-51-09

5 1/4 SEC 3

Doug KIENHOLTZ

8-20-142-27

68-31-30

293-30-06

137-02-30 68-31-15

200.0

T -

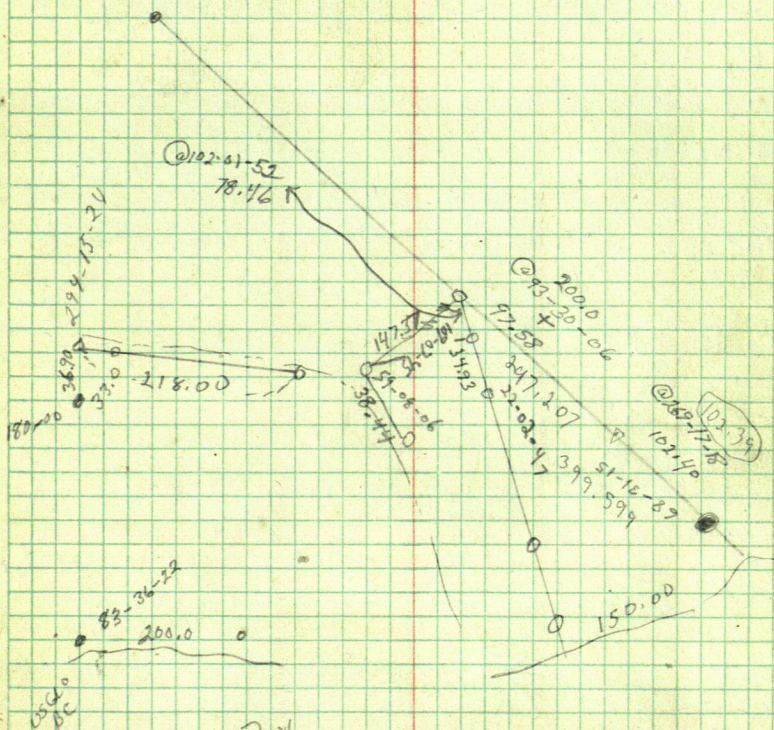
109-07-52

218-15-30 109-07-45

83-36-34

167-12-44 83-36-22

294-15-24



Big Bay
Lake

Rollie Erickson

182-33-36

365-06-50

182-33-25

149.47

222.79

372.26

49-06-30

92-13-18

49-06-54

37-29-54

~~74~~-59-34

37-29-47

3

124.08

372.26

36

12

65-43-36

131-27-12

65-43-36

149.47

124.08

25.39

98.69

124.08

173-03-52

346-07-54

173-03-52

57-08-12

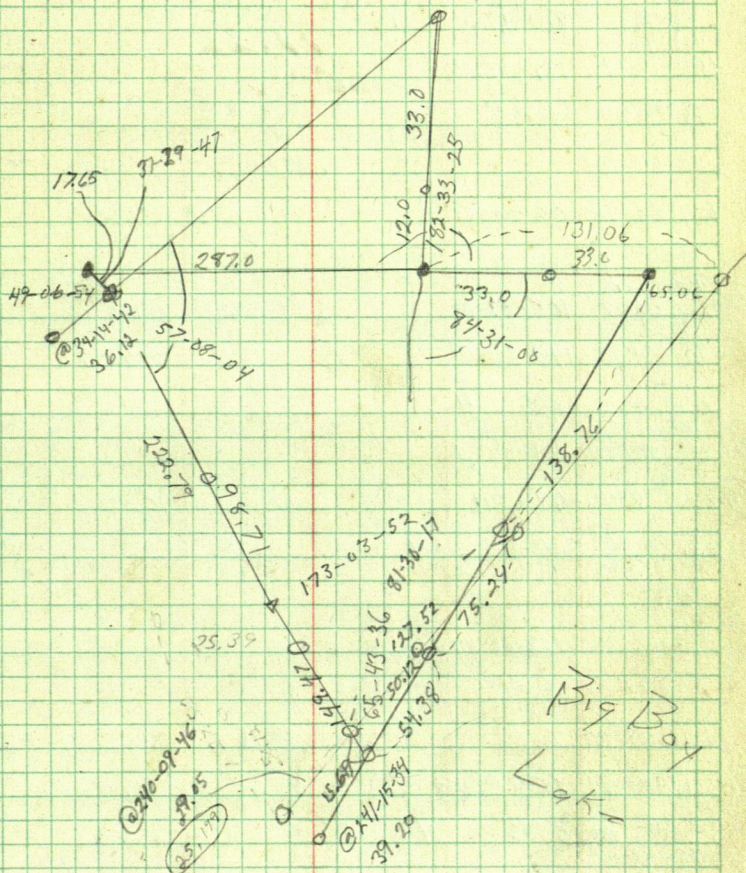
114-16-08

57-08-04

81-30-32

163-00-34

81-30-17



Dick Jensen
Four Point

$\pi @$ 2 B.S. 1
161-40-02

323-19-44 161-39-52

$\pi @$ 3 B.S. 2

82-04-20

89-42-12 532.45 532.447

④ 164-08-42 82-04-21

269-47-36 1631.82 1631.809

$\pi @$ 4 B.S. 3

⑤ 108-57-15
217-54-18 108-57-09

270-08-22 2408.63 2408.623

⑥ 148-26-36
296-52-56 148-26-28

Plot 2950.18

$\pi @$ 5 B.S. 4

⑦ 161-13-36
322-26-54 161-13-26

⑧ 243-49-34

Chained 90.44

$\pi @$ 6 B.S. 4

⑩ 169-01-06
335-02-06 169-01-04

$\pi @$ 7 B.S. 8

180-33-12

89-42-30 2060.31 2060.283

⑤ 361-05-46 180-32-53

92-03-12 531.46 531.059

$\pi @$ 6 B.S. 4
255-48-00

⑪ 511-35-40 255-47-50

$\pi @$ 10 B.S. 6

89-49-42 416.55 416.548

⑭ 91-30-22

See

7 4

PG 120
5th SURVEY
GRAND DUND

ACCE-55
P.O.

2nd Rd

4. Point Lake

90.44-
MC

(18+)

143-03-00

1340 112.97

416

14 234.4D 100 65.6D 13

WILL A SHONK WLLER

$\Lambda @ 2$ BS 3

186-03-42

788-39-28

③ 372-07-20 186-03-40

264-48-12 285.45 284.277

$\Lambda @ 3$ BS 2

③ 191-00-20

488-39-28 811.57 811.347

④ ³⁸²
22-00-24 191-00-12

268-34-00 560.27 560.103

$\Lambda @ 4$ BS 5

¹⁷⁰⁻³⁴⁻³⁴
⑤ 341-08-48 170-34-24

88-39-16 623.65 623.478

$\Lambda @ 5$ BS 4

¹⁵⁵⁻²⁹⁻¹⁸
⑥ 310-58-18 155-29-09

265-02-42 226.90 226.052

$\Lambda @ 6$ BS 7

¹³⁸⁻⁴³⁻⁴⁸
277-27-12 138-43-36

91-00-16 373.90 373.842

$\Lambda @ 7$ BS 6

¹⁶¹⁻³⁰⁻⁴⁸
⑧ 323-01-12 161-30-36

274-22-46 288.22 286.834

$\Lambda @ 8$ BS 7

¹⁶⁵⁻²⁰⁻³⁰
⑨ 330-40-38 165-20-19

268-14-24 375.92 375.743

$\Lambda @ 9$ BS 10

¹⁷³⁻⁵⁶⁻⁰⁶
347-52-00 173-56-00

89-44-44 1044.38 1044.37

$\Lambda @ 10$ BS 11

¹⁶¹⁻⁴⁵⁻⁴⁸
323-31-12 161-45-36

49.073

49.073

49.073

91.433

20218.058
24956.12

20127.686
24970.004

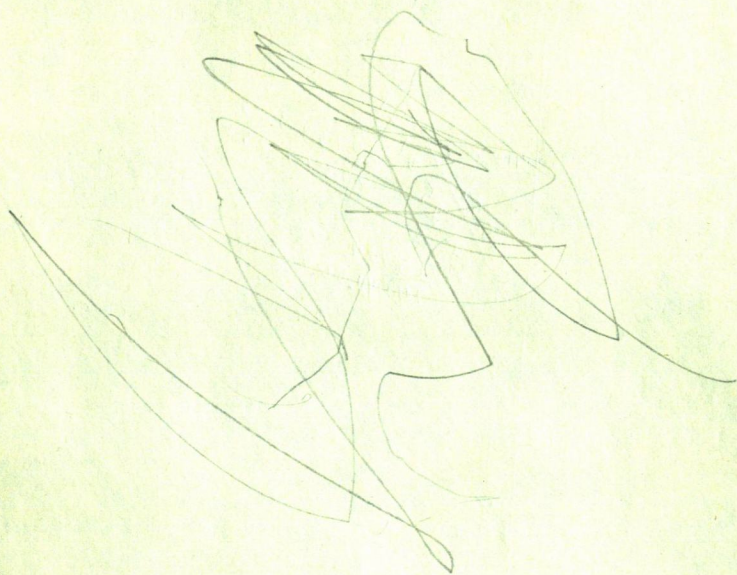
117.063

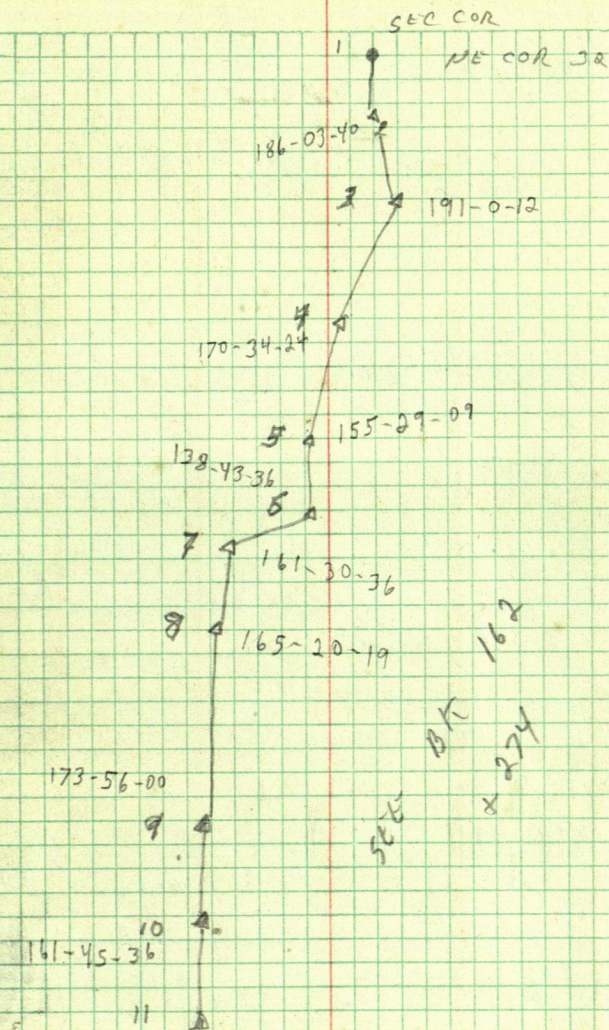
185.52

24-25-01

20784.372
24942.564

20953.301
25019.254





O. JENSEN

$\pi @$ 1 BS SW COR

181-38-54

90-05-54

2469.93

2469.926

5/4 3-17-18

181-38-40

92-04

180.75

179.377

$\pi @$ SW COR BS 2

179-37-24

① 359-14-40

179-37-20

$\pi @$ 2 BS 3

113-34-03

89-51

2839.03

2839.02

SW 222-02-54

113-33-57

90-21

1634.20

1634.17

$\pi @$ 3 BS N $\frac{1}{4}$

158-52-18

②

312-44-12

158-52-06

$\pi @$ N $\frac{1}{4}$ BS

87-39-54

90-07

4043.20

4043.192

3 125-19-30

87-39-45

90-07-16

2637.91

2637.904

$\pi @$ 4 BS 5

180-26-18

N $\frac{1}{4}$ 0-52-10

$\pi @$ 5 BS 4

181-08-18

3112.20

3112.20

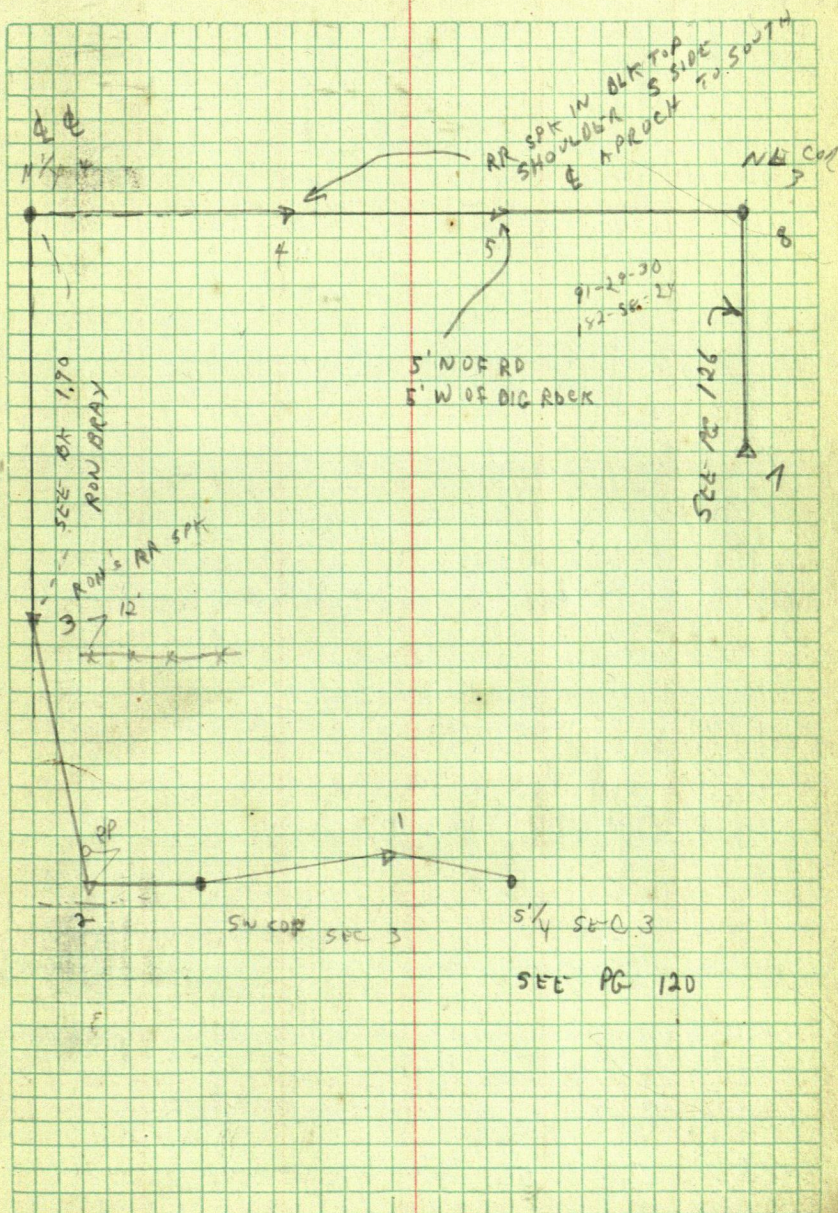
NE COR 63-03-12

181-31-36

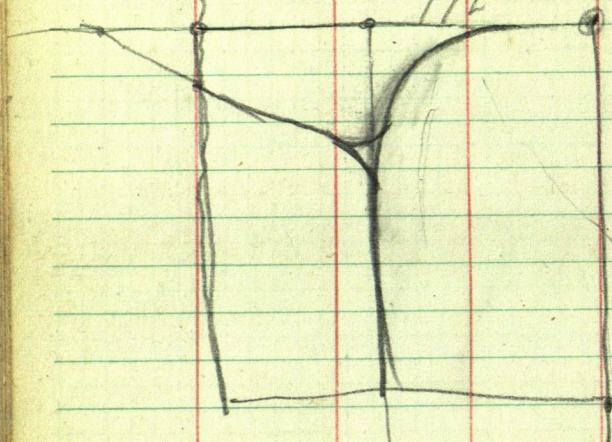
91-02

746.03

745.903



772'



65706

40.09

591354

26282400

263415354

262824

5262139

$$\begin{array}{r} 52 \\ 14 \\ \hline 38 \end{array}$$

$$\begin{array}{r} 10116 \\ 500 \\ \hline 55000 \end{array}$$

S. 0° 87' ~~W~~ ~~N~~

S. 51° 43' W.

36° 38'

15° 05'

73° 51'

N. 1° 31' E

70° 04'

71° 35'

33° 08'

32° 38'

38° 27'

25° 52'

55° 03'

58° 30'

16° 36'

73° 51'

~~32° 40'~~

15° 21'

16° 04'

36° 38'

14° 37'

51° 59'

1° 27'

40° 30'

41° 57'

68° 26'

110° 23'

69° 37'

26° 29'

96° 06'

83° 54'

30° 33'

53° 21'

34° 45'

88° 06'

33° 21'

54° 45'

15° 29'

39° 16'

31° 46'

7° 31'

26° 45'

19° 14'

13° 24'

32° 38'

536.6
206.9
273.1

1314.6
1349.4

3710.6

sin 22°51' sin 60°55'

∴ 170.3' X 38832

383.26

87391-1

170.3-2

38832

148.826873

262173

6117370

87391

1148826873

116496

323308

310656

126520

116496

100240

14664

225760

68.99

20691

3550.8

12710.6

3048

68.97

53.8

3710.6

3228

6897

40

275880

2627.7

131.1

4826

4304

5220

4842

48780

3766

68.97-3

728-4

55176

48279

48279

5365866

76.08

22.28

53.80

1078

69

9702

6468

74382

6897.3

1906.73

41382

420730

6897

1304568

40382

62073

20691

273.12 12

571.25

126.95

698.20

68.97

20

137740

6897-3

3.86

263.1

968.88	goes	N.	19.8'	-
2288.88	"	N.	46.7'	-
4928.88	goes	N	100.5'	
7568.88	"	N	154.4'	
10231.98	"	N	208.7'	
12895.08	"	N	263.1'	
15560.16	"	N	317.4'	

968.88	goes	N	3.5'
2288.88	"	"	8.3'
4928.88	"	"	17.8'
7568.88	"	"	27.4'
12895.08	"	"	46.7'
10231.98	"	"	97.0'
15560.16	"	"	156.3'

$$\begin{array}{r}
 3400 : 21 \\
 \hline
 15900 \\
 42 \\
 \hline
 3400 \overline{) 60900} \quad 1791 \\
 \underline{3400} \\
 26900 \\
 \underline{23800} \\
 31000 \\
 \underline{30600} \\
 4000 \\
 \underline{3400}
 \end{array}$$

$$\begin{array}{r}
 80.70 \\
 80.76 \\
 \hline
 100.00 \\
 14.65 \\
 \hline
 276.14 \\
 \hline
 165484 \\
 145684 \\
 \hline
 1822524
 \end{array}$$

$$\begin{array}{r}
 377.70 \\
 377.70 \\
 \hline
 755.40
 \end{array}$$

1468

14

66

~~66~~
84

408

~~184~~

408

924

4488

66

~~924~~~~4120~~

968.88

5280

552620

76

66

906

456

50.16

5280

558016

 $\frac{116}{87} = 203$

0.145

0.116

2.9

8.1

0.0087

12895.08

2665.08

1556016

4568.88

2663.18

10131.98

968.88

1320.00

1320.00

1320.00

492888

2640.00

756888

532620

12895.08

15330.16

18225124

18149.40

6584

1.75

145

30

0.4

3

218.2

26.6

123

78.4

371.35

201.4

572.75

68

66

48

48

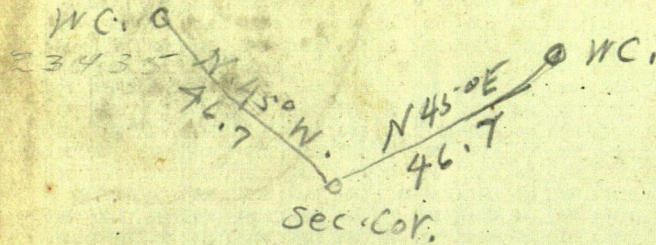
37

66

222

222

24.22



N 80° 20' W

S 90° 20' E

S 89° 40' W

N 89° 40' W

180° 00'

180° 00'

68

66

14

66

84

84

924

408

44.88

924

9.6888

89° 44' 5"

91° 24'

89° 39'

1 42
8 1
60

91 21

572.75

878.35

1451.10

30.60

5.24

4484

660

264

924

44.84

968.84

7568.88

2663.1

10231.98 = 1/45 cor.

2663.1

12890.08 = 16-17-20-21

ROADWAY FOR CROSS-SECTIONING.

SIDE SLOPES 1 1/2 TO 1.

EMBANKMENT.

	.6	.7	.8	.9	
7.9	8.1	8.2	8.4	0	
9.4	9.6	9.7	9.9	1	
10.9	11.1	11.2	11.4	2	
12.4	12.6	12.7	12.9	3	
13.9	14.1	14.2	14.4	4	
15.4	15.6	15.7	15.9	5	
17.1	17.2	17.4		6	
18.6	18.7	18.9		7	
20.1	20.2	20.4		8	
21.7	21.7	21.9		9	

218.2

26.6

123 H.1
78.4 R.100.

371.35
201.4
572.75

W.C. 0

23435 - Mason
76.7

2637.8
9.3

26468

181.31 - 36
178.28 24
359.59 603.23

395.99
13.8

398.37

39.60
2.5.7

68
00
8

369 13.2
0.8

7660.62
7462.5

32 198.12

66 385.6
122 341.6
22.6

5300.8
9.2

2916

272645.8

1322.9

3968.7

36.9

7.1
13.2

2.5
275
110
1345

Cor = 2660.4 S.

← = SW. 91°24'

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES $1\frac{1}{2}$ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.