

188

FIELD BOOK

361

8001001 7766 188

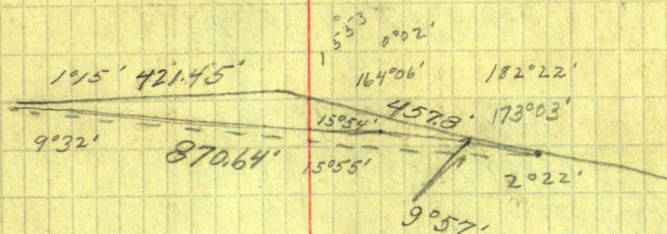
INDEX

Not For record

Notes and computations for	
Curve on Original Plat-Walker	1-17
Harrison County Road	18-
Campbell Road	33-53
Anderson Cartway #549	54-55
Peter Staub Road #543	56-
Campbell Road	61-
Pine Mountain Beach	62-73

Walker

3° Curve for 19°30'



$$\begin{array}{r} 9^{\circ}32' \\ 9^{\circ}57' \\ \hline 19^{\circ}29' \end{array}$$

$$\begin{array}{r} 15^{\circ}54' \\ 1^{\circ}15' \\ 2^{\circ}22' \\ \hline 19^{\circ}31' \end{array}$$

Average & 19°30'

R.R. - East	East	West	South	North
5.88°45' E 421.45'	421.3		9.2	
5.72°58' E 457.8'	437.5		134.9	
5.70°30' E - R.R.		858.6		144.5
N. 80°27'30" W 870.64'	858.8	858.6	144.1	144.5

9.999897	8.338753	
2.624741	2.624741	1910.08
2.624638	0.963494	
421.3	9.2	3.281051
9.980286	9.469227	
2.660678	2.660678	9.235103
2.640964	12.129905	2.516154
437.5	134.9	328.2
9.993939	9.219868	
2.939851	2.939851	
2.933796	2.159719	
858.6	144.5	

9.235103
3.281051
 2.516154

3.281051
3.156154

319.5

328.2 = T - 19°30' C.

1910.08
.17183

1910.08 =
35412

573024
 1528064
 1191008
 1337056
191008
 3282090464

2000.08
.35412
 0283286

19°30'

708.28
.03
 708.31

00058
400
 23240

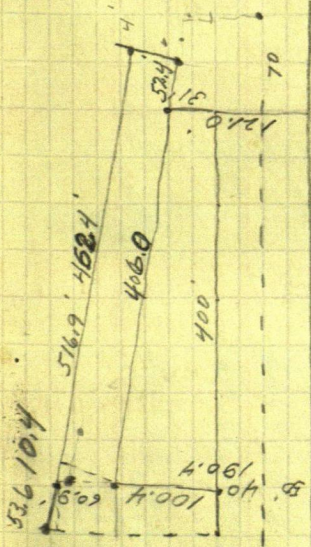
109.5
90.6
 200.1
260.9
 261.0

100.4
31
 69.4
 17.35
 4.34

17833
522.8
 138664
 34666
 34666
86665
 90616924

190.4
60.9
 9.2
260.5
 8.6
 151.9

13
43



400
52.4
10.0
462.4
53.6
516.0
450
500
470.0

400
347.2
52.8

406.4
52.4
10.4
53.6
522.8
6.4
516.4

190.4
9.2
199.6
60.9
260.5
264.3
.2

17333-8-
528-6
138667
34666
86665
9151824

522.8
470.8
52.8

53.6
98531
528000
492655
353450
295593
578570
591186

470
122.8
347.2

9050

17078

982.4

22098

982.4

60312

34156

136624

153702

16777427

88392

44196

176784

198882

2217090752

277R 1356

21600

= 38715

167.8

217.1

384.9 ✓

18.4

300.0

66.5 ✓

384.9

Total 11018

= 19982

982.4

79928

38964

159856

179838

196303

12

184.3

167.8

18.4

179.2

217.1

66.5

150.6

19982

119892

N 80° 11' W
N 77° 13' E

9049'
1247
22036' = Curve

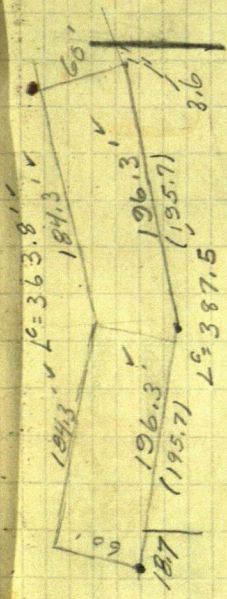
T COS 9° 49'
T COS 12° 47'

370' 418.4' - 3.6 COS 12° 49'

370
18.4
388.4
38.5
304.9
1982
60
1198920

T = 3849
196057
196.3
1982
60
1198920

196.3
12.0
184.3



187
196.3
(195.7)
196.3
(195.7)
3.6
L = 387.5

97521
98536
196057 T =

97521
3.6
585126
292563
3510756

196.3
196057
3849000
196057
1888430
1764513
1239170
1176342
628280
588171
401090

982.4
60.0
922.4 = R
1982
196300
179838
164620
159856
47640
39964
76760

307.2
 71.7
 307.2
3.6
 689.7
 363.8
363.5
 1051.9
51.9
 1105.4 T.L.
1091.5
 13.9

38.5
 23.2
 300.0
 71.7
300.2
 733.7
363.8
 1097.5
1094.8
 1105.4 T.L.
 741.6
 1098

51.9
 307.2
 71.7
 307.2
3.6
 741.6 T.L.
 733.7
7.9 ^{dis}
 741.6
 363.8
1105.4
 1098

741.6
 363.8
1105.4
 1098

7400
 6588
8120
 7686
4342

38.5
 323.5
 71.7
 325.0
 240.0
39.3
 60.0
1098.0

363.8

3045.
 2027.
 15000.
1023.
 22235

	North	South	East	West
S. 80° 9' 30" E	194.8	33.3	192.0	
N. 77° 10' 30" E	888.4		866.4	
South	186	186		
West	1062.2			1062.2
N. 9° 50' 30" E	22.1		3.8	
9° 50' 30" Δ = 22° 40'	219.3	219.3	1062.2	1062.2
12° 49' 30" Tan Δ = 11° 20'			Tan = 20042	
22040 Tan 194.8			R = 912.1	

$$\frac{1360}{21600} = \frac{x}{277912.1} \quad x = 360.83$$

$$\begin{array}{r} 60 \\ 39.3 \\ 240.0 \\ \hline 339.3 \end{array} \quad \begin{array}{r} 360.8 \\ 339.3 \\ 21.5 \\ \hline \end{array}$$

$$\begin{array}{r} 309.8 \\ 71.8 \\ 325.0 \\ 240.0 \\ 39.3 \\ \hline 60.0 \end{array}$$

$$1045.9 = 1045.9$$

$$1' = 1.0068$$

$$\begin{array}{r} 60 = 60.4 \\ 39.3 = 39.6 \\ 30 = 30.2 \end{array}$$

$$\begin{array}{r} 307.6 \\ 307.6 \\ 71.8 \\ \hline 687.0 \\ 5.2 \\ \hline 692.2 \\ 360.8 \\ \hline 1053.0 \end{array}$$

Let 13, B/k 3 19.2' on Curve
6' on tangent

HOTEL

173.3

8' west of 1.17.

113.77

22.4

136.17

9°57'

982.4

N. 9°50'E 1118.6 @ track to Center of curve

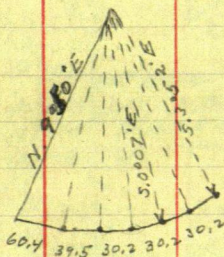
S 6°05'W to S.W. Cor. Chase Hotel.

S. 3°38'W

S. 1°45'W

S. 0°07'E

S. 3°52'E

$$\begin{array}{r} 950 \\ 352 \\ \hline 1302 \end{array}$$


$$\begin{array}{r} 1052'30'' \\ 1013'30'' \\ \hline 3006'00'' \end{array}$$

$$\begin{array}{r} 1013'30'' \\ 058'18'' \\ \hline 20948'' \end{array}$$

S. 80°10'E

1°52'30"

S. 82°02'30"E 60.4

3°06'

S. 85°09'E 39.5

2°10'

S. 87°18'E 30.2

1°53'

S. 89°11'E 30.2

S. 89°53'W.

56.18

90°59'

N. 89°01'W

173.3
900
 1073.3

173.8

1138
982.4
 1095.2
1073.3

1118.6
22.4
 1096.2

11

3045'

2°27'

1052' 36

1°52' 36

9057

50°07'E

5.89053'W

56'18"

90049

N 89°11'W ✓

1°53'

N 88°08'W

N 2°10'

85008

3006

82°02

1°52

8010

21.99050'

3045'

6005

2°27'

3038

1°53'

1°45

1°52

6007

1095.2
55.6

1151.0

0°07'

9°50'

6°45'

1595 = 16°35'

8°17'30"

8°42'30"

1151

100204

4604

23020

234804

9°50

3°52

13°42

1°5

15°34

60.4 39.5 3045' X

225

395

1125

2025

675

75

888

604

2847

2416

4315

4228

870

X = 2°27'

147.1

604

S. $70^{\circ}26'E$

$70^{\circ}14'$

$140^{\circ}40'$

N. $39^{\circ}20'E$

N. $50^{\circ}40'W$

52

$102^{\circ}40'$

S. $77^{\circ}20'W$

$77^{\circ}12'W$

2.3

74.9

318.0

74.3

325.0

794.5

104.1

690.4

from P.C.

S. $70^{\circ}26'E$

$78^{\circ}34'$

N. $8^{\circ}08'E$

$121^{\circ}12'$

$113^{\circ}04'$

$66^{\circ}54'$

$129^{\circ}20'$

S. $77^{\circ}13'E$

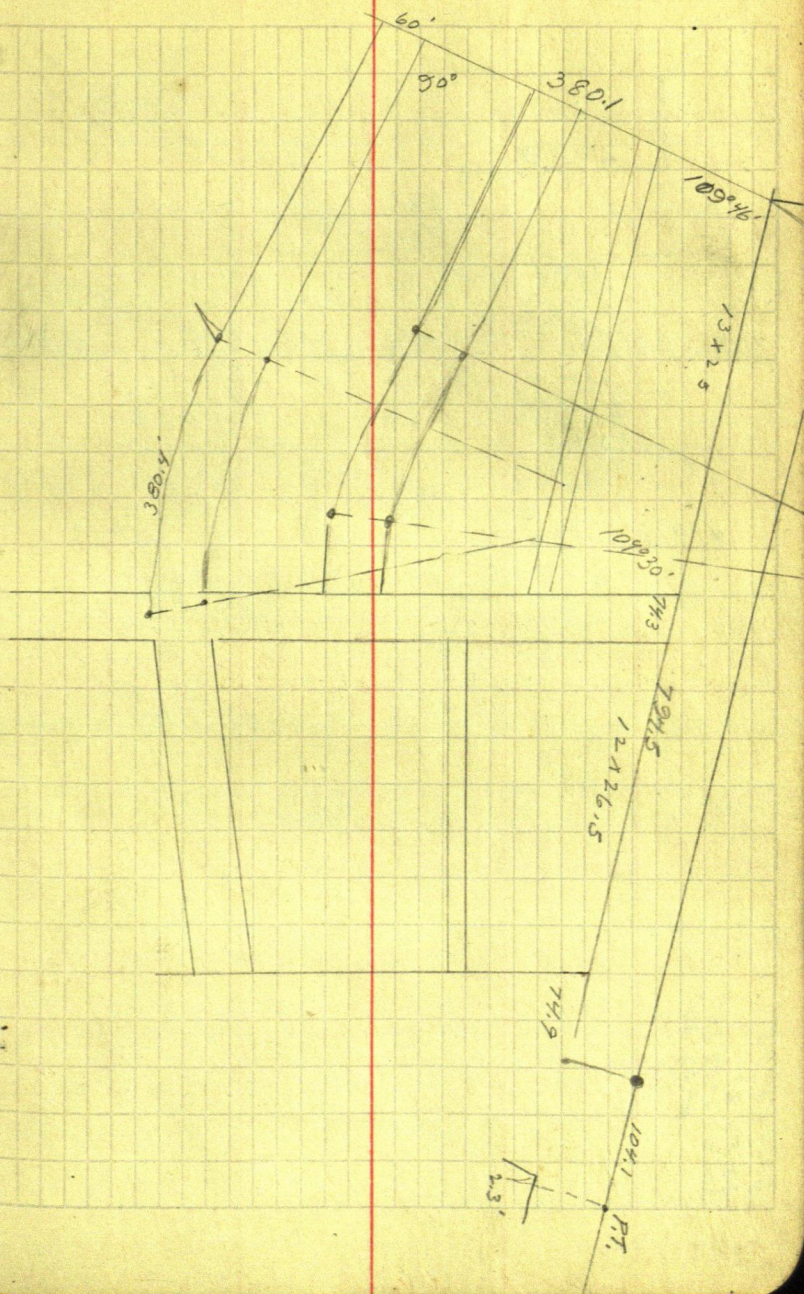
$70^{\circ}40'$

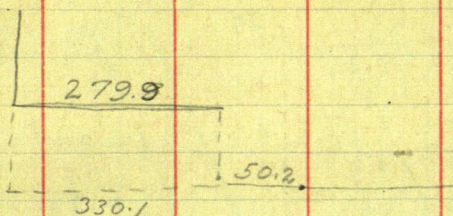
$70^{\circ}14'$

$78^{\circ}34'$

$121^{\circ}12'$

$180^{\circ}00'$





$$\begin{array}{r}
 .0229 \\
 419.3 \overline{) 9.600} \\
 \underline{8386} \\
 12140 \\
 \underline{8386} \\
 37540 \\
 \underline{37737} \\
 02981
 \end{array}$$

$$\begin{array}{r}
 419.3 \overline{) 12500} \\
 \underline{8386} \\
 41140 \\
 \underline{37737} \\
 34030 \\
 \underline{33544} \\
 4860
 \end{array}$$

$$\begin{array}{r}
 .0596 \\
 419.3 \overline{) 2500} \\
 \underline{20965} \\
 40350 \\
 \underline{37737} \\
 26130 \\
 \underline{3025}
 \end{array}$$

$$\begin{array}{r}
 .05962 \\
 419.3 \overline{) 250.00} \\
 \underline{20965} \\
 40350 \\
 \underline{37737} \\
 26130 \\
 \underline{25158} \\
 9720
 \end{array}$$

$$.02 \cdot 11924$$

60.4-3045"
 39.5-20
 30.2-1052.36"
 1052.36"

103.9
68.3
35.6

90°

19°46'

95°06'

25.2

70°14'

35937

90

3284330

32.3 -

95

N 60°02' W

25

19.2

West

94108

900000

846972

530280

470540

597400

564648

N 40°19' W

1043

N 20°36' W

1018

N 10°18' W

1018

479.3

N 0°14'

90

West

5.88°4'2"W

85 41

3°01

3025'

1018

1043

3°01

4019'

1018'

$$\begin{array}{r} 48773-2 \\ 399.3-6 \end{array}$$

$$\underline{146319}$$

$$438957$$

$$438957$$

$$\underline{146319}$$

$$194.750589$$

$$.952$$

$$\begin{array}{r} 419.3 \overline{) 399.30} \\ 37737 \end{array}$$

$$21930$$

$$20965$$

$$\underline{9650}$$

$$33.2$$

$$\underline{28}$$

$$61.2$$

$$\underline{952}$$

$$1224$$

$$3060$$

$$\underline{5508}$$

$$58.2624$$

$$952$$

$$\underline{47.60}$$

$$285.6$$

$$18.2$$

$$\underline{58.2}$$

$$362.0$$

$$952$$

$$19.2$$

$$1904$$

$$8568$$

$$\underline{952}$$

$$18.2784$$

$$\underline{\underline{380.1}}$$

Beginning at a point in Sylvan
Highway at its intersection with the

Ending

Twp. on the No. 2 State
East line of Sec. 7 - 133-29

May 6
John Greene 11 1/2

John Greene
Wm Jude
Bob Healy

Wm Sudo

Bob Healy

6	7	8
$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$

Uncovering Mons. and chaining
Walker to job.

M	T	W	T	F	S
10	11	12	13	14	15
0	$\frac{1}{2}$	1	1	1	1
0	$\frac{1}{2}$	1	1	1	1
0	$\frac{1}{2}$	1	1	1	1

90

218 8 1/2

6
1/2-1/2

27

Free

77

1061

Sylvan
Greene
Jude
Healey

22.50
12.00
9.00
37.00
16.00
\$ 96.50

182.50

Total Board-
Cass County 42

Cass County 4/2

5y/400 Twp 16

Harrison 24.52
Total 82.50

709.82.50

133-29

John Greene

Wm Jude

Bob Healy

May 7, 1926

Chaining south from Cor. 7-8-17-18

1064.9' \angle S.P.H. #21297.5 \angle N.P.R.R.1395.5

2693.0 offset 28.4 West of I.P.

1346.5

1297.5

49.0

At 1346.4 N. 80° E hits and line with South rail" 1297.5 \angle track-track bears S $86^{\circ}54'$ W

1064.9

33

1031.9

68.1

At 1064.9 Road #4 bears S. $86^{\circ}54'$

Chaining North from Cor 7-8-17-18

called North

Sighting S. on true line \angle R. 1037'N. $1^{\circ}37'$ E 971.3

260.7'

 \angle L. $29^{\circ}34'$ N. $27^{\circ}57'$ W

227.7'

 \angle R. $21^{\circ}21'$ N. $6^{\circ}36'$ W

118.5'

 \angle R. $24^{\circ}54'$ N. $18^{\circ}18'$ E

203.9

 \angle R. $21^{\circ}58'$ N. $40^{\circ}16'$ E

964.6'

 \angle L. $38^{\circ}37'$ (N. $1^{\circ}39'$ E)

I.M.

$$28.412693 \quad 94.47 = 0.36$$

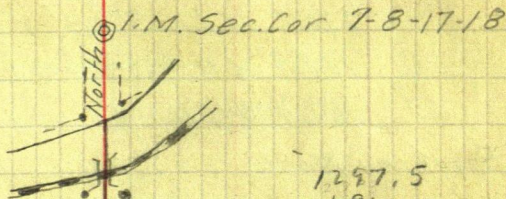
$$\begin{array}{r} 2556 \\ 1370 \\ 1136 \\ 1340 \\ 1136 \\ 2040 \\ 2008 \end{array}$$

$$\begin{array}{r} 66.1 \\ 99854.6600000 \\ 599224 \\ 607760 \\ 599224 \\ 84360 \end{array}$$

Road

N. 1037'E

of N.P.



$$\begin{array}{r} 1297.5 \\ 191 \\ 1488.5 \end{array}$$

1/45. Sec. 7-8 1/45 @ I.M. 17-18

2660.768
1-37-58-1

to 1/4 Cor

N. 1037'E

Sec. Cor. 7-8-17-18

John M. Greene

I.M.

$$28.412693 \quad 94.47 = 0.36$$

2556
 1370
 1136
 1340
 1136
 2040
 2008

66.1
 99854.6600000
 599224
 607760
 599224
 84360

Road

N. 1037 E

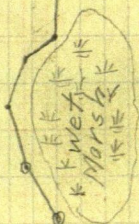
of N.P.

I.M. Sec. Cor 7-8-17-18



1297.5
 191
 1488.5

1/45. Sec. 7-8 1/45 @ I.M. 17-18



to 1/4 Cor

N. 1037 E

Sec. Cor. 7-8-17-18

John M. Greene

May 8-1926

Starting at Cor. on Town Line Sec.
Setup on intervening hill and kicked
E extended North hits oak tree.

S 2218.2'

231.7' & L. $15^{\circ}08'$ extend 8' to L.

115.1 & R. $46^{\circ}49'$ to $\frac{1}{4}$ Stake

& L. $31^{\circ}42'$ at $\frac{1}{4}$ " and B. H.

Sighting North on T. Line & L. $2^{\circ}44'$

on Hub around Bag $34^{\circ}34\frac{1}{2}'$ L. 1276.6'

& R. $2^{\circ}58'$ 468'

& R. $1^{\circ}02'$ 764.6'

& L. $0^{\circ}35'$

N. $1^{\circ}37'E$

35'

N. $2^{\circ}12'E$

1^{\circ}02'

N. $1^{\circ}10'E$

2^{\circ}58'

N. $1^{\circ}48'W$

2^{\circ}44'

N. $0^{\circ}56'E$

N. $0^{\circ}56'E$

15^{\circ}08'

N. $14^{\circ}12'W$

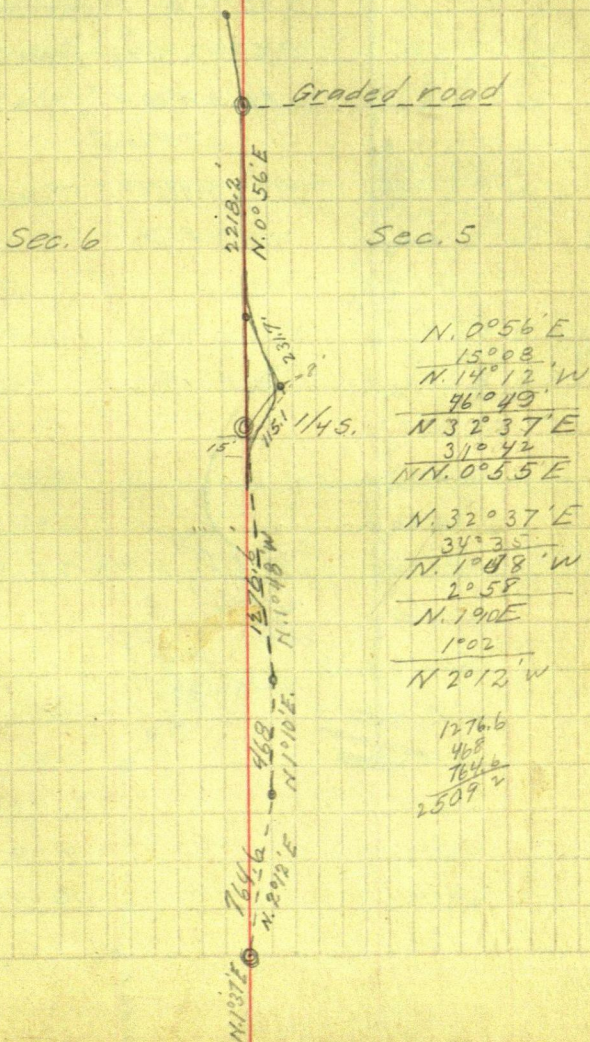
46^{\circ}49'

N. $32^{\circ}37'E$

31^{\circ}32'

N. $1^{\circ}48'W$

5-6-32-33 and running S — —
 into line with $\frac{1}{4}$ Cor - 4" Pipe) of 5 & 6
 east of 1st & ① on Harrison road.



Rec. 186
325

3166.71

2539.5

#6

N.P. on island N. $71^{\circ}43'E$

S. end N. $87^{\circ}E$ N. end N. $62^{\circ}E$

S. $89^{\circ}30'W$ ^a Point from S and North ^b

N. $52^{\circ}13'$ ^c Point from North.

#11 S. $11^{\circ}30'W$ ^a

S. $77^{\circ}30'W$ ^b

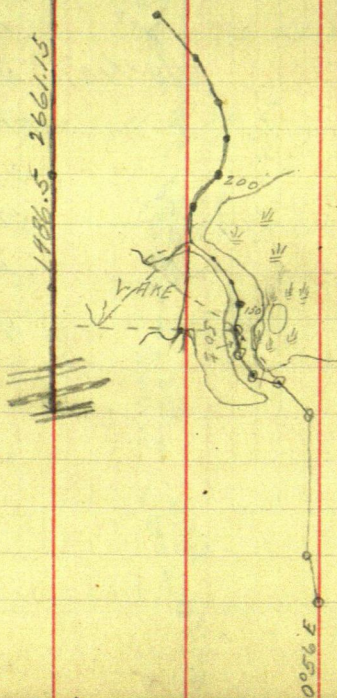
S. $47^{\circ}37'E$ N.P. on island

S. $84^{\circ}W$ ^c

1330.57

2660.1

1486.5 2661.15



May 11, 1926 same crew

27

TRAVERSE OF HARRISON ROAD

Set up at Cor 5-6-31-32

sighted south on true line

S.E. x 89° 16'

set 4 stakes

Running North

Cor 5-6	312.8'	38.38 38' 8'	$\angle L = 2^{\circ} 53'$	$N. 0^{\circ} 56' E$ $2^{\circ} 53' L$ $N. 1^{\circ} 57' W$ $2^{\circ} 54' R$ $N. 0^{\circ} 57' E$
#1-#2	1161.4		$\angle R = 2^{\circ} 54'$	$N. 0^{\circ} 57' E$
			o hill	$N. 0^{\circ} 57' E$ $34^{\circ} 04' L$
#2-#3	318.0'		$\angle L = 34^{\circ} 04'$	$N. 33^{\circ} 07' W$ $N. 33^{\circ} 07'$ $14^{\circ} 10' L$
#3-#4	304.2'		$\angle L = 14^{\circ} 10'$	$N. 47^{\circ} 17' W$ $26^{\circ} 23'$ $10^{\circ} 31' R$
#4-#5	191.0'		$\angle R = 10^{\circ} 31'$	$N. 36^{\circ} 46' W$ $29^{\circ} 59' R$
#5-#6	194.6'		$\angle R = 29^{\circ} 59'$	$N. 6^{\circ} 47' W$ $N. 6^{\circ} 44' W$ $9^{\circ} 15' R$ $9^{\circ} 15' R$
#6-#7	267'		$\angle R = 9^{\circ} 15'$	$N. 2^{\circ} 28' E$ $N. 2^{\circ} 31' E$ 5
#7-#8	258.1			$N. 7^{\circ} 41' W$
#8-#9	158.7			$N. 23^{\circ} 14' W$
#9-#10	298.6			$N. 33^{\circ} W$
10-11	215.5-17'			$N. 0^{\circ} 30' E$
11-12	255.5			$N. 25^{\circ} 15' E$
12-13	252.2			$N. 3^{\circ} 18' E$
13-14	123.8			$N. 3^{\circ} 53' W$
14-15	358.9			$N. 17^{\circ} 04' W$
15-16	742.2			$N. 23^{\circ} 43' W$
16-17	182.2			$N. 26^{\circ} 58' W$
17-18	571.8'			$N. 30^{\circ} 02' W$

19-0-20

0-Fence S. $87^{\circ}2'E$ - runs east out of sight

0-Cor. $\frac{1}{16}$ N. $89^{\circ}21'W$

20-Cor. $\frac{1}{16}$ S. $27^{\circ}32'W$

21-Cor. $\frac{1}{16}$ S. $5^{\circ}03'W$

21-0-22 Cor. $\frac{1}{16}$ S. $2^{\circ}43'W$

0- $\frac{1}{16}$ C. $\frac{1}{4}$ N. N. $87^{\circ}21'W$ to stake across field, N. $88^{\circ}W$ to $\frac{1}{16}$ C. $\frac{1}{4}$ N. I.P.

0-F S. $87^{\circ}15'E$ to flag at Hub.

22 to Cor. $\frac{1}{16}$ S. $2^{\circ}33'W$

$\frac{1}{4}$ M. N. S. $4^{\circ}35'W$

Stake across Field - S. $75^{\circ}02'W$

S. $62^{\circ}E$ to Fence Cor

To Holzman's

Back 102' from 24

109.3' N. $28^{\circ}07'W$

104.5 N. $11^{\circ}40'W$

379.0 N. $23^{\circ}35'W$

16.5 S. $67^{\circ}09'W$ to I.M.

N. $16^{\circ}37'W$ along line of post-Back of Gull

at E.S. = $\frac{1}{4}$ M. N

N. & S. $\frac{1}{4}$ Line

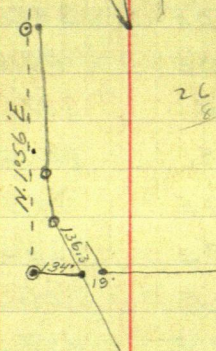
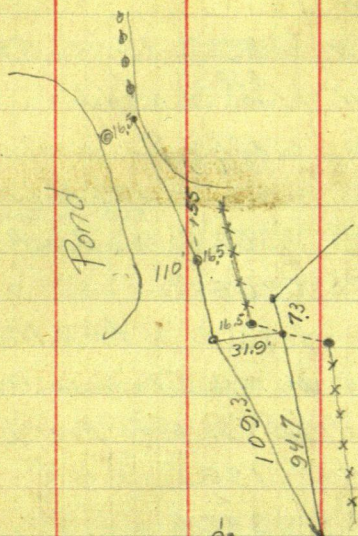
S. $1^{\circ}56'W$

To Notch S. =

S. $2^{\circ}36'W$

May 12 - Traverse - Same Crew

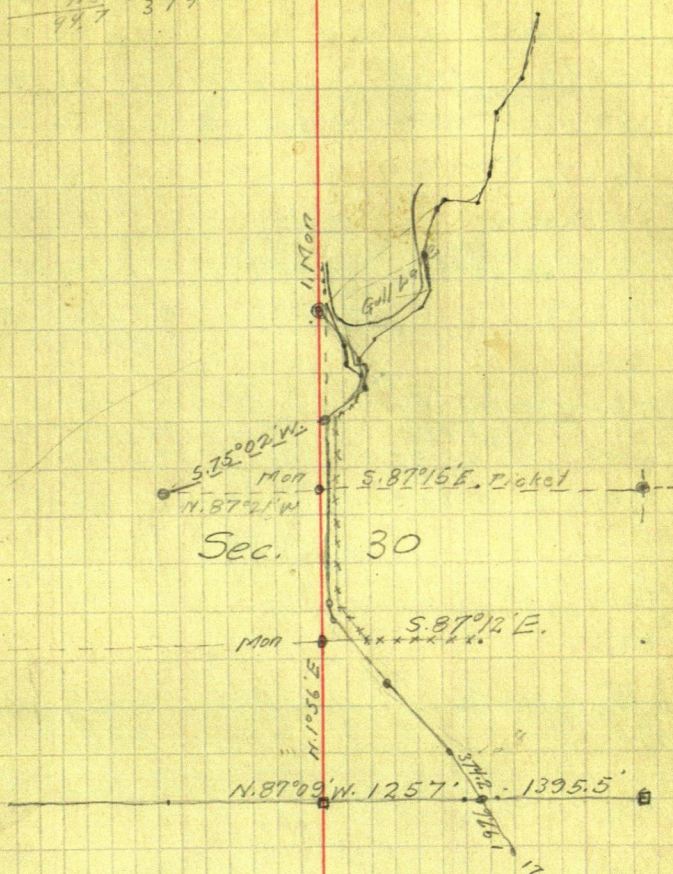
17-18	N. 30° 02' W	
18-19	N. 43° 28' W.	832.1 + 7.8 = 839.9
19-20	N. 34° 27' W.	558.37 136.35 694.6
20-21	N. 13° 14' W	152.4 1066.9
21-22	N. 2° 08' E.	416.1 - 17.9 to I.M. 22.2 to Fence
22-23	N. 61° 40 1/2' E	350.5 23.5 to f.c.
23-24	N. 12° 05' W	365.7
	Private Road N. 40° 17' E	N. 33° 41' W to I.M. 491'
Gate bears N. 67° 30' W. ~ 16.5' to Gate Post		
7.3'	N. 26° 07' W to I.M.	23.5' to East post
24-25	N. 40° 17' E.	138.1
26	N. 57° 50' E	347.9
27	N. 25° 05' E	85.6
28	N. 11° W.	347.9 N. 83° 34' W to I.M.
29	N. 89° 13' E	477.5 S. 64° 56' W.
away from lake up hill (30) N. 55° 29' E.		76.7 S. 40° 31' W -
31	S. 87° 38' E	236.3 S. 41° 56' W
32	N. 20° 23' E.	206.9
33	N. 7° 57' E.	444.5
34	N. 35° 18' E.	110.0
35	N. 19° 30' E	327.0
		477 40 175 440 70 300 92
		168.5
		810.5



2612
8

$$\begin{array}{r} 1257 \\ 1395.5 \\ \hline 2652.5 \\ 1326.2 \\ 1338.8 \end{array}$$

102
 73
 49.7
 571.8
 197.6
 374.2



Sec. 31


$$\begin{array}{r} 02996 \\ 800 \\ \hline 2396800 \end{array}$$
$$\begin{array}{r} 99955 \\ 800 \\ \hline 79964000 \\ 1078.1 \\ \hline 1877.7 \end{array}$$

N. 88° 21'
59
N 89° 20' W

 $78.4 = 0044'$
$$\begin{array}{r} 23.9651877.7 \\ 16772 \\ \hline 20050 \\ 19168 \\ \hline 8820 \end{array}$$
$$\begin{array}{r} 10781 - 8 \\ 0128 - 2 \\ \hline 86248 \\ 21562 \\ \hline 10781 \\ \hline 1389968 = 13.8 \end{array}$$

5.89057'W
44
90 41

N. 89° 19' W

C. S. W.

116

1404'
S. 87° 12' E.

Proposed line.

386.4' Bangalore - Pokahy Banders

N. 2053'E

876

3

1101




Edge of lateau
Barrow
Howe

Creek

May 13

33

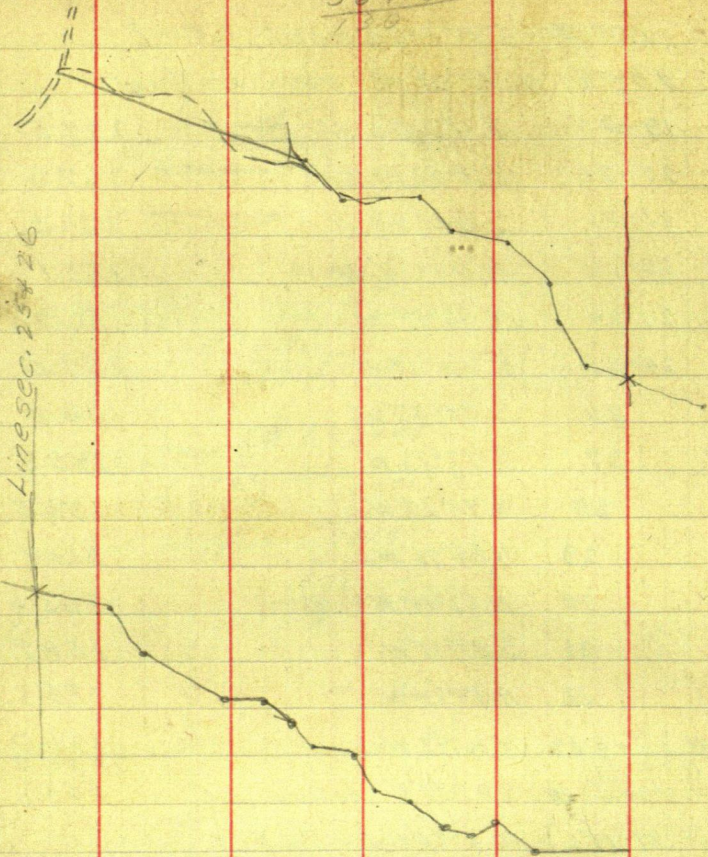
Traverse of Cambell road

18-19 N. $43^{\circ}28'W$. Harrison Road.19-20 S. $79^{\circ}05'W$.  227.520-21 S. $85^{\circ}19'W$.  367.621-22 S. $82^{\circ}58'W$.  361.222-23 N. $84^{\circ}14'W$ 129.123-24 N. $56^{\circ}44'W$ 86.924-25 S. $60^{\circ}38'W$ 253.8^{88°21} 26 S. $82^{\circ}23'W$ 136.827 S. $73^{\circ}33'W$ 148.528 N. $71^{\circ}33'W$ 176.529 N. $85^{\circ}46'W$ 219.430 N. $62^{\circ}14'W$ 263.531 S. $87^{\circ}31'W$ 158.732 N. $59^{\circ}24'W$ 178.3N. $2^{\circ}53'E$ 33 N. $16^{\circ}43'W$ 176.0(N. $2^{\circ}40'E$) 2883.8(N. $2^{\circ}25'E$) ~~34~~ S. $89^{\circ}44'W$ to Range Line 554.2(S. $87^{\circ}12'E$) N. $2^{\circ}40'E$ to $1/16$ R. =N. $2^{\circ}53'$ N. $2^{\circ}53'E$ if $1/16$ line is S. $87^{\circ}12'E$ S. $89^{\circ}44'W$ = S. $89^{\circ}57'W$ N. $89^{\circ}21'$ S. $89^{\circ}57'W$ or $89^{\circ}44'$ 1078.1N. $88^{\circ}21'W$ = R. $1^{\circ}43\frac{1}{2}'$ 800Change - N. $89^{\circ}19'W$ back 120' from 800 = 680

May 14-1926

N. $71^{\circ}49'W$ 554 + 94.4S. $87^{\circ}25'W$ side hill 205.8N. $83^{\circ}14'W$ 228.5N. $49^{\circ}22'W$ • 250 Creek 24' Col
354.2

504
364.6
139.4



Line sec. 25 & 26

May 15-1926 Sec. 26-134-30

97636	N. 77° 31' W	up hill	208.1'
21616	N. 30° 39' W	around pot hole	174.0
99817	N. 86° 32' W.	up grade-level	318.8
06047	N. 30° 40' W	level - down grade	237.4
	N. 48° 52' W.	around pot hole	163.5
99156	N. 82° 33' W	" " "	225.0
12966	N. 62° 26' W		835.3
88647	N. 46° 53' W.		232.
46278	N. 80° 56' W	Intersect line	2580.26
98751		Hub	364.6
15758		176 to creek (total)	504.5
63518	N. 39° 26' W -	soft spot - Good drainage	163.8
63540	N. 18° 40' W.		126.8
32006	N. 34° 52' W		210.8
94740	N. 83° 01' W.		205.6
57167	N. 43° 20' W.		187.8
82048	S. 87° 17' W.	11.3	406.3
99258	N. 41° 21' W	204.9	180.4
12158	N. 76° 53' W	103	1368.1
68624			
72737			
99888			
04740			
66066			
75069			

Intersect Pillager Road.

Scribed tree w. Pine 22" A.P. Δ L. 10' 10' - 44.5'

Set Hub 33' beyond intersection.

Set Lake 33' R + L.

134-30

M	Pine	8 N. 25 W	8
	"	8 N. 70 E	15
	"	8 S. 81 E	7
	"	7 S. 52 W	24
m	Oak	9 S. 65 W	10
	Aspen	8 N. 25 E	27
l	N. Pine	24 S. 78 E	34
	" "	24 N. 48 W	60

N. In Lake

n In Lake

O	Lind	12 N. 83 1/4 W	126
	"	10 S. 86 1/4 W	180

O-Fat 1	Oak	12 S. 80 1/2 W	198
	N. Pine	20 S. 62 W	171

M-U at 1	Pine	12 N. 70 W	17
	"	10 S. 39 E	8

25-26-35-36	Pine	14 N. 49 E	16
	"	13 S. 67 E	47
	Oak	6 S. 9 W	26
		12 N. 43 W	49

O-Fat 2	Birch	9 N. 51 W	15
	"	8 S. 44 W	5

23-24-25-26	Pine	28 S. 12 1/2 E	40
	Oak	15 N. 44 E	61
	Pine	20 S. 73 3/4 W	90
	"	7 N. 13 W	29

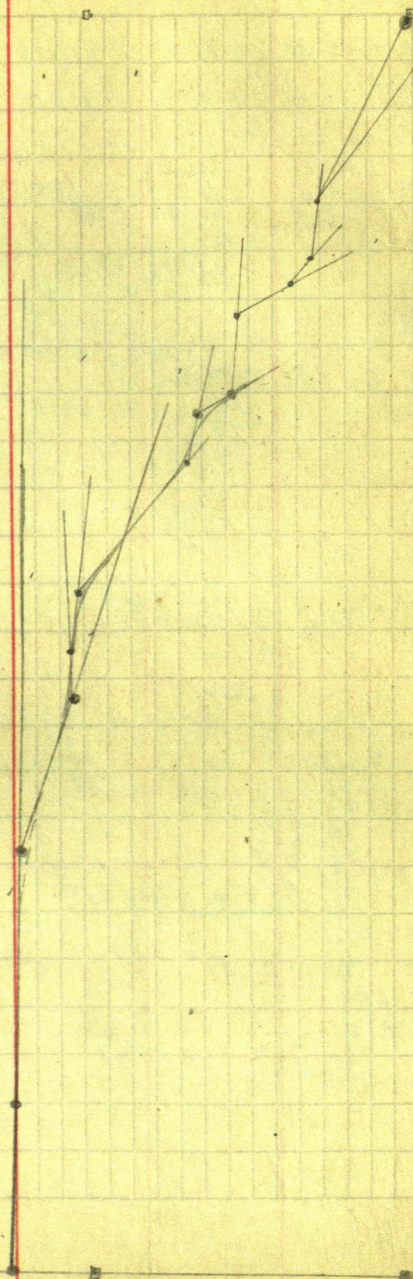
$$\begin{array}{r}
 140 - 500 \therefore X : 1320 \\
 \quad \quad \quad 460 \\
 \quad \quad \quad \hline
 \quad \quad \quad 79100 \\
 \quad \quad \quad 528 \\
 \quad \quad \quad \hline
 \quad \quad 500 \overline{) 607200} \\
 \quad \quad \quad 1214
 \end{array}$$

$$838 : 1214 \therefore X : 460$$

$$\begin{array}{r}
 1270 \\
 \hline
 762 \\
 \hline
 762 \\
 \hline
 8382
 \end{array}$$

$$\begin{array}{r}
 838 \\
 \hline
 46 \\
 \hline
 5028 \\
 \hline
 335480 \\
 \hline
 1214 \overline{) 38428} \\
 \quad \quad 219140
 \end{array}$$

$$\begin{array}{r}
 460 \\
 \hline
 317 \\
 \hline
 143
 \end{array}$$



N. $12\frac{1}{2}^{\circ}$ E. 21.00

93 13

20 15

58

N. 22° W 10.00

54.0

1332.4

1331.2

104.9 = $0^{\circ}33'$

28.6

2663.6

25.4

254

1236

1016

2200

N. $2^{\circ}48'$ E = R. Line

$0^{\circ}33'$

N. $2^{\circ}15'$ E = T. Line

19.52 = $2^{\circ}56'$

28.6 558.3

286

2723

2574

1490

1430

600

N. $2^{\circ}48'$ E

$2^{\circ}56'$

N. $0^{\circ}08'$ W

N. $0^{\circ}52'$ E to N. 11.6

5.86044 E

2048

89.22

40 2652.5

24

25

24

12

12

66.3

5305.0

66.3

11.6

3978

663

76908

66.3

8048

24144

48288

48288

53358.24

2652.5

1292

1326.25

38.8

1326.25

90.4

76.9

5381.90

138.7 = $0^{\circ}25'$

38.8 5381.9

388

1501

1164

3379

3104

2750

136. = $0^{\circ}03'$

39 5335.8

39

143

117

165

234

312

90.4 59.02 = $0^{\circ}58'$

5335.8

4520

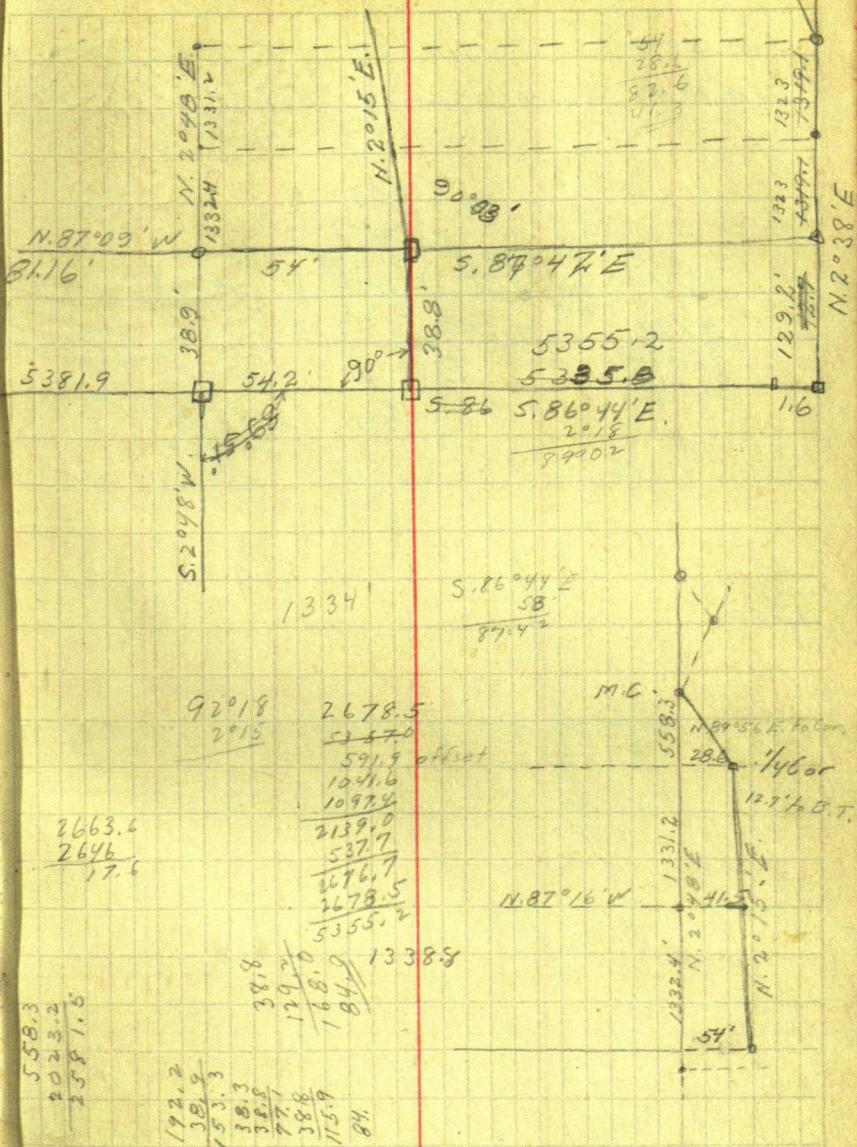
8138

8136

2200

May 18th 1926

39



$$\sin 5^{\circ}40' : 215 :: \sin 62^{\circ}43' : X$$

$$\sin 4^{\circ}43' : 161.4 :: \sin 107^{\circ}03' : X$$

32-57

.88875

215-8

444375

88875

177750

2935.2

09874 | 19108125

9874

07962 | 153457506

92340

88866

34741

29622

51192

49370

18220

95079-7

1614-28

380316

95079

570474

1927.3

95079

7962

73837

71658

21795

15924

58710

55734

29760

1927.3

1935.2

2 | 3862.5

1931.2

92

2023.2

.68

408

408

4488

$$\begin{array}{r}
 2663.6' \\
 2646 \\
 \hline
 17.6
 \end{array}
 \quad
 \begin{array}{r}
 303.1 = 0^{\circ}11' \\
 5335.8 \\
 528 \\
 558 \\
 528 \\
 \hline
 300
 \end{array}$$

$$\begin{array}{r}
 558.3 \\
 2023.2 \\
 \hline
 2581.5
 \end{array}
 \quad
 \begin{array}{r}
 2630 \\
 2581.5 \\
 \hline
 48.5
 \end{array}
 \quad
 \begin{array}{r}
 110. = 0^{\circ}31' \\
 48.5 \\
 5335.8 \\
 485 \\
 \hline
 485
 \end{array}$$

$$\begin{array}{r}
 87^{\circ}38' \\
 2018 \\
 \hline
 540
 \end{array}
 \quad
 \begin{array}{r}
 87^{\circ}46' \\
 2018 \\
 \hline
 4
 \end{array}
 \quad
 \begin{array}{r}
 88^{\circ}00' \\
 2011 \\
 \hline
 11
 \end{array}$$

$$\begin{array}{r}
 2663.6 \\
 00087 \\
 186452 \\
 213058 \\
 \hline
 231733^{\circ} W \\
 23.705 \\
 50.60 \\
 \hline
 76.72 W
 \end{array}
 \quad
 \begin{array}{r}
 5583 \\
 04246 \\
 33498 \\
 22332 \\
 11166 \\
 23332 \\
 \hline
 23705418 W
 \end{array}
 \quad
 \begin{array}{r}
 2023.2 \\
 02501 \\
 20232 \\
 101600 \\
 40464 \\
 \hline
 5060023^{\circ}
 \end{array}$$

$$\begin{array}{r}
 2646 \\
 00582 \\
 5292 \\
 21168 \\
 13220 \\
 \hline
 15.39972 E
 \end{array}
 \quad
 \begin{array}{r}
 2630 \\
 00902 \\
 5260 \\
 236700 \\
 2372260 W \\
 15.40 \\
 \hline
 832 W
 \end{array}
 \quad
 \begin{array}{r}
 2630 \\
 2648 \\
 \hline
 6
 \end{array}
 \quad
 \begin{array}{r}
 2581.5 \\
 86636 \\
 5245.1
 \end{array}$$

$$\begin{array}{r}
 76.72 W \\
 44.88 \\
 31.84 W \\
 8.32 \\
 \hline
 23.52 W
 \end{array}
 \quad
 \begin{array}{r}
 31.84 \\
 2581.5 \\
 25472 \\
 3430 \\
 \hline
 31.84 = N.0^{\circ}05' W
 \end{array}
 \quad
 \begin{array}{r}
 81 = N.0^{\circ}42' W \\
 25472 \\
 3430 \\
 \hline
 25129
 \end{array}
 \quad
 \begin{array}{r}
 N.0^{\circ}20' W \\
 N.0^{\circ}23' W \\
 N.0^{\circ}03' W
 \end{array}$$

$$\begin{array}{r}
 8.32 \\
 5276 \\
 4992 \\
 2840 \\
 2496 \\
 \hline
 3470
 \end{array}
 \quad
 \begin{array}{r}
 5276 \\
 4992 \\
 2840 \\
 2496 \\
 \hline
 3470
 \end{array}$$

$$\begin{array}{r}
 76.72 \\
 5245.1 \\
 \hline
 2 W
 \end{array}$$

$$\begin{array}{r}
 31.84 \\
 5245.1 \\
 3184 \\
 20611 \\
 19104 \\
 \hline
 15070
 \end{array}$$

$$\begin{array}{r}
 2036 \\
 2036 \\
 \hline
 0
 \end{array}$$

1041.6
 1097.4
 537.7
 2676.7
 1041.6
 1635.1

1041.6
 2676.7

1635.1 = X
 2676.7 45.1

66°32'
 0°58'
 67°30'

39822

84
 38.8
 45.2

1635.1-7.5

45.2
 327.02
 8175.5
 65404
 73906.52
 535.34
 193.725
 187369
 63560

27.2
 38.8
 66.0

1338.3
 1041.6
 296.7
 1097.4
 296.7
 800.7
 537.7
 1338.4

N.0°08'W.

38°34'
 20°12'
 39°42'
 159.0
 38°34'
 97°44'
 120
 20°12'
 1097.4

Trav.
 Rim No. 15
 East

537.7
 1097.4
 296.7
 1041.6
 5.87°42'E
 5.86°44'E
 2°18'
 58°02'E

388

18

38.8

$$\begin{array}{r} 84 \\ 122.8 \\ \hline 61.4 \end{array}$$

$$\begin{array}{r} 00087 \\ 29 \end{array}$$

$$\begin{array}{r} 5355.2 \\ 1.6 \\ \hline 413353.6 \\ 1338.4 \end{array}$$

0°22'

000232

$$\begin{array}{r} 61.4 \\ 928 \\ \hline 232 \\ 1392 \\ \hline 142448 \end{array}$$

$$\begin{array}{r} 6 \\ 5.6 \overline{) 330} \\ 15 \end{array}$$

$$\begin{array}{r} 0^{\circ}18' \\ 8 \\ \hline 0^{\circ}27' \end{array}$$

00582

$$\begin{array}{r} 58 \\ \hline 00640 \end{array}$$

$$\begin{array}{r} 2623 \\ 10492 \\ \hline 15738 \\ 167872 \\ \hline 1338.4 \\ 1340.0 \end{array}$$

18'-33'-4'

0°27'

$$\begin{array}{r} 2643.4 \\ 2581.5 \\ \hline 61.9 \end{array}$$

594

$$\begin{array}{r} 5355.2 \\ 23.5 \end{array}$$

$$\begin{array}{r} 61.9 \overline{) 5378.7} \quad 86.9 \\ 49527 \\ \hline 4264 \\ 3714 \\ \hline 5530 \\ 5571 \\ \hline 3496 \end{array}$$

0°40'

129.2

$$\begin{array}{r} 38.8 \\ 153.4 \\ \hline 90.4 \end{array}$$

53534

4602

7514

6036

14780

13806

9740

90.4

53534

4520

8334

8136

1980

1808

$$\begin{array}{r} 5.8949' \\ 40' \\ \hline 29 \end{array}$$

N 89°31' W

592 = 0°58'

$$\begin{array}{r} 39048 \\ 2012 \\ \hline 1936 \end{array}$$

$$\begin{array}{r} 21018 \\ 19036 \\ \hline 4082 \end{array}$$

$$\begin{array}{r} 38268 \\ 200 \\ \hline 11480400 \end{array}$$

$$\begin{array}{r} 92388 \\ 3 \\ \hline 277164 \end{array}$$

$$\begin{array}{r} 10974 \\ 2967 \\ \hline 8007 \\ 5372 \\ \hline 13384 \end{array}$$

$$\begin{array}{r} 260 \\ 1260 \\ 1270 \\ \hline 2800 \\ 7656 \\ \hline 3490 \end{array}$$

$$\begin{array}{r} 29737 \\ 159 \\ \hline 267633 \\ 148685 \\ 29737 \\ \hline 4728183 \end{array}$$

$$\begin{array}{r} 95476-4-6 \\ 159 \\ \hline 859284 \\ 477380 \\ 95476 \\ \hline 15480684 \end{array}$$

93106

$$\begin{array}{r} 01687 \\ 2967 \\ \hline 11809 \\ 9122 \\ 15183 \\ 3374 \\ \hline 4945329 \end{array}$$

$$\begin{array}{r} 99986 \\ 2967 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 628.2 \\ 0063 \\ \hline 18846 \\ 40692 \\ \hline 425766 \end{array}$$

210241

$$\begin{array}{r} 628.2 \\ 628.2 \\ \hline 4 \end{array}$$

$$\begin{array}{r} 36488 \\ 229.200 \\ 218928 \\ \hline 102720 \\ 72976 \\ \hline 297440 \\ 291904 \\ \hline 55360 \end{array}$$

$$\begin{array}{r} 36271 \\ 624 \\ \hline 145084 \\ 72542 \\ 217626 \\ \hline 22633104 \end{array}$$

$$\begin{array}{r} 9319 \\ 624 \\ \hline 37276 \\ 18638 \\ 55914 \\ \hline 5815056 \end{array}$$

$$\begin{array}{r} 10065 \\ 00233 \\ \hline 30195 \\ 30195 \\ 2013045 \\ \hline 23451 \end{array}$$

$$\begin{array}{r} 36271 \\ 2315500 \\ 2176240 \\ 13868130 \\ 1006500 \\ 2992100 \\ 2901680 \\ \hline 91020 \end{array}$$

S

N. 89°02' W

66°32'

N. 22°30' W 15

39°48'

N. 17°18' E 159'

38°34'

N. 21°16' W

N. 22°30' W

20°12'

218

38°34'

40°52'

N. 2°17' E

N. S. E. W.

S. 0°08' E

1014.8

2.3

S. 89°02' E 296.7

5.0

296.7

N. 22°30' W 300

277.2

114.8

N. 17°18' E 159

152.8

47.3

24' 438.3

584.8

226.3

N. 21°16' W ~~624.0~~~~581.5~~~~226.3~~

$$\begin{array}{r} 1011.5 \\ 5 \\ \hline 1006.5 \end{array}$$

1014.8

$$\begin{array}{r} 344.0 \\ 114.8 \\ \hline 229.2 \end{array}$$

114.8

$$\begin{array}{r} 346.3 \\ 114.8 \\ \hline 231.5 \end{array}$$

9319

6383

27957

74552

27957

55914

584.83277

04013

159

36117

20065

4013

638067

99919

159

899271

499595

99919

15887121

65430

175.5

32715

32715

45801

65430

175.5

75623

276.6

75623

175500
6

6343

175500

12686

48640

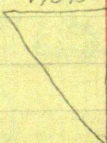
44401

42390

38058

43320

175.5



75623

276.6

453738

453738

529361

151246

2091732

620.3

.00233

18609

18609

12406

1445299

641.1

233

19233

19233

12822

1494763

279.0

6343

177000

12686

50140

44401

57390

57081

3030

01687

800.7

11809

1349600

13507809

N. S. E. W.

S. 0°08' E			640.7	1.5	
S. 89°08' E	296.7		5.0	296.7	
N. 22°30' W	300.	277.2			114.8
N. 2°18' W	159	158.9			6.4
N. 40°52' W.	279	277.2 218.0			121.2
					177.0

646.1 646.1 296.7

277.2
158.9
209.2
645.3

121.2
175.5
1.5
177.0

298.2 298.2
9.3
288.9

75623

279

680607

529361

151246

21098817

7

N. W.
S. N. 89°02' W 800.7 13.5 800.7

264.4
6343 167.7000
126860
40840
38058
27820
25372
24480

177.0
9.3
167.7

75623
264.4

$$\begin{array}{r}
 799.2 \quad 8854 \\
 \hline
 627.60 \\
 55934 \\
 \hline
 68260 \\
 63936 \\
 \hline
 43240 \\
 39960 \\
 \hline
 32800
 \end{array}$$

38°09'

$$\begin{array}{r}
 0^{\circ}19' \\
 1.25867 \\
 \hline
 627.6 \\
 755202 \\
 881069 \\
 751734 \\
 \hline
 755202 \\
 789941292 \\
 799.4 \\
 \hline
 9.3
 \end{array}$$

9.3'

$$\begin{array}{r}
 01687 \\
 \hline
 102 \\
 168700 \\
 \hline
 3 \\
 504 \\
 \hline
 1344
 \end{array}$$

$$\begin{array}{r}
 01687 \\
 10 \\
 \hline
 84 \\
 1748 \\
 \hline
 696 \\
 13496 \\
 \hline
 141708
 \end{array}$$

$$\begin{array}{r}
 52914 \\
 57052 \\
 \hline
 3946 \\
 1053
 \end{array}$$

$$\begin{array}{r}
 922 \\
 \hline
 276 \\
 \hline
 100
 \end{array}$$

$$\begin{array}{r}
 276 \\
 \hline
 276 \\
 \hline
 10000
 \end{array}$$

N. 52451

W. 76.72

E. 44.88

$$\begin{array}{r}
 31.84 \overline{) 52451} \\
 \underline{3184} \\
 20611 \\
 \underline{19104} \\
 15079 \\
 \underline{12736} \\
 23340
 \end{array}$$

$$\begin{array}{r}
 44.88 \\
 \underline{31.84} \\
 164.7
 \end{array}$$

N. 0° 21' W

N. 0° 03 1/2 W

24 1/2 W

12 1/4 W

$$\begin{array}{r}
 2643.4 - 1 \\
 00785 - 2 \\
 \underline{132170} \\
 211472 \\
 \underline{185038} \\
 20750690
 \end{array}$$

N. 0° 27' W.

20.7

15.4

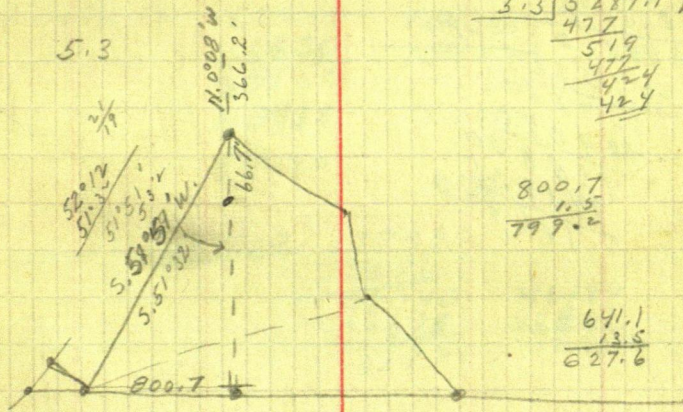
5.3

3 1/2

$$\begin{array}{r}
 2646 \\
 2643.4 \\
 \underline{5.3} \overline{) 5289.4} \quad 998 \\
 477 \\
 \underline{519} \\
 477 \\
 \underline{424} \\
 424
 \end{array}$$

5.3

2 1/4



800.7

1.5

799.2

641.1

13.5

627.6

51.5

627.6

799.2

627.6

171.60

125.52

460.80

639.32

21480

1.273

388.5

$$82.345 = 42'$$

$$\begin{array}{r} 32.2 \overline{) 2651.5} \\ \underline{2576} \\ 755 \\ \underline{644} \\ 1110 \\ \underline{966} \\ 1440 \\ \underline{1288} \\ 1520 \end{array}$$

$$\begin{array}{r} 388.5 \\ 2651.5 \\ 82.345 \overline{) 3040.0} \quad 36.92 \\ \underline{2470} \\ 569.650 \\ \underline{4940} \\ 7558.00 \\ \underline{7411} \\ 1469.50 \end{array}$$

$$\begin{array}{r}
 270.3 \\
 264.4 \\
 \hline
 534.7 \\
 267.3 \\
 279 \\
 \hline
 11.7
 \end{array}$$

$$\begin{array}{r}
 65210 \\
 66650 \\
 \hline
 130860 \\
 65430 \\
 \hline
 65430
 \end{array}$$

$$\begin{array}{r}
 75813 \\
 75452 \\
 \hline
 151265 \\
 75632
 \end{array}$$

$$\begin{array}{r}
 65430 \overline{) 177000} \\
 \underline{13086} \\
 46140 \\
 \underline{39258} \\
 68820
 \end{array}$$

$$280.3$$

$$\begin{array}{r}
 46140 \\
 45001 \\
 \hline
 23900
 \end{array}$$

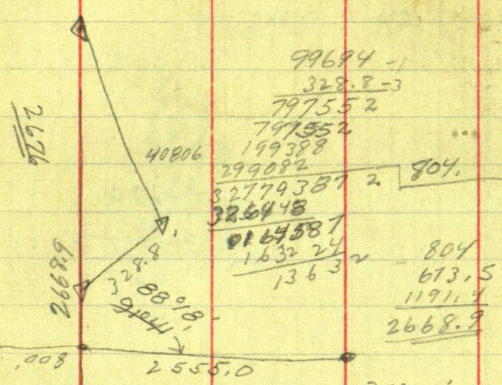
$$\begin{array}{r}
 279.0 \\
 270.3 \\
 \hline
 8.7 \\
 274.6
 \end{array}$$

$$\begin{array}{r}
 279.0 \\
 274.6 \\
 \hline
 4.4 \\
 273.3
 \end{array}$$

$$51053'$$

$53^{\circ}32'E$
 278.5
 $South$
 $At. 006$

$\sin 24^{\circ}05' = .408$ $\therefore \cos 85^{\circ}31' = X$



$\angle R. 0^{\circ}15'$
 $588^{\circ}34'E$
 15

$89^{\circ}04'$
 $89^{\circ}03'$
 2579
 47

$30^{\circ}32'$
 $58^{\circ}02'$
 1934
 2500.10

2663.9
 1322

2663.9
 1322
 2676.8
 1338.4
 1332.9
 5.5

2668.9
 12.9
 2686.0

13
 3.9

2522.6
 2579
 5101.6
 2555.8
 2.5
 2553.3

12.9
 6.3
 12.3
 6.7
 5.6

Anderson Cart Way

55

Sec. 4-133-29 Rec. 544

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

2631 - 29.5' N. of Cor.

5316 Hvb set by Curro 2'S

5336 - Hvb

5336

$\frac{57.1}{5278.3} - 56.6'$ South 5284'

1320 - 23.25' 99.4' - 2512.6' to I.P.

N. 88° 14' E 64.9 Oak 15"

N. 62° 18' E. 99.6 Oak 9"

S. 0° 52' E.

$\frac{2300}{212.3}$
20877

Hvb 2087.7'

$\frac{700}{26.5}$
673.5

X Left 30° 32' 513.6'

X Left 58° 02' 261.9 back

600.6' to I. Hvb.

673.5 Δ Hvb. X L. 24° 05'

Δ Hvb X L. $\frac{61026}{85031}$

94° 29' Cor. set 50.65'

2668.9

2663.9 offset S. 1.65

1332'

Curro Tr. 49'

57°
267

97

72.3 to Fence.

426.6'

2152.4

25740

Peter Staub Road
May 22-24-1926

Set flag at Stone Mt. at $S^{14}W$
Chained south 2589.2 2589.2 $E^{14}W$

S. 10° W.	169.7'	167.1	29.5
S. 1° 41' W.	576.5'	576.5	16.9
S. 2° 21' E.	351.9'	351.9'	14.4 ✓
S. 19° 04' E.	100.0	94.5 ✓	32.7 ✓
S. 27° 10' E.	100.0	89.0 ✓	45.7 ✓
S. 33° 33' E.	100.0	83.3	55.3 ✓
S. 40° 16' E or 17'	100.0	76.3 ✓	64.6 ✓
S. 41° 38' E.	103.4'	77.2	68.7
S. 71° 02' E. 805.5 + 21.5			
N. 89° 09' E	152.5		
S. 28° 50' E	336.1		
S. 13° 22' E	212.4		
S. 15° 46' E.	211.7		
S. 23° 39' E.	135.0		
S. 33° 56' 30" E.	189.9		
S. 2° 40' W.	246.0		
S. 7° 31' W.	283.6		
S. 10° 31' W.	230.2		
S. 1° 08' W.	102.3		
S. 13° 05' E.	758.2		
S. 23° 22' W.	276.9		
S. 49° 38' W.	197.7		
S. 29° 10' W.	151.4		

Peterson's
↑
↓

S. 48° 01' W. Bridge
281.6 = L. Bridge 16 wide
44.4 to end of bridge
Apr. 13, 1929
Earnest Roberg \$0.60
John M. Greene.

Setup near sec. Cor.
on road, sight north
x L. 0° 46' = S. 0° 46' E.
to F. Railroad river.
S. 1° 18' E. to N. P.
near B.T. 29 + 252.2
Check from bridge
S. 1° 18' E.
47.4 to B.T. S. 2° 40' E.

141.1 - 200 to B.M.
S. 67° 58' E to M.R.C.

Rec. No 543

S. W E

0000.0	0000.0	
2589.2	0.0	
2756.3	29.5	
3332.8	46.4	
3684.7	32.0	12
3778.2		0.7
3867.2		46.4
3950.5		101.7
4026.8		166.3
4104.4		235.0
7.0		21.3
4111.4		256.3
198.4		220.5
4309.8		35.8
47.4		2.2
4357.2		38.0
35.0		15.6
4322.2	22.4	22.4

Total Dis 4322.2

Gov. Dis 65.15

1ch = 66.342

40ch = 2653.7

25.15ch = 1668.5

22.4 | 1668.5
1568
1005
896
1090
1120

S. 48° 01' W 296.6

S. 2° 40' E 47.4

N. 24° W. 38.3

M. R. C.

5.9° 49' W. 164.2

R.P. N. P. 14" N. 63° 14' W 121.1'

Oak 4" N. 39° 15' E. 31.9'

Oak 6" S. 21° 03' E 43.3'

B.M.

At Phillips set #4

Apr 10 Noon

11

12

13

14 Breakfast
4 days.

$$\begin{array}{r} 2553.13 \\ 2579 \\ \hline 32.3 \\ 2561.1 \end{array}$$

$$\begin{array}{r} 18.80 \\ 18.20 \\ \hline 18.50 \\ 18.80 \\ \hline 18.65 \end{array}$$

$$\begin{array}{r} 2553.3 \\ 2.6 \\ \hline 2555.8 \end{array}$$

$$\begin{array}{r} 66.32 \\ 38.5 \overline{) 2553.3} \end{array}$$

$$\begin{array}{r} 66.26 \\ 3865 \overline{) 2561.10} \\ 23190 \\ \hline 24210 \\ 23190 \\ \hline 10200 \\ 17730 \\ \hline 2470 \end{array}$$

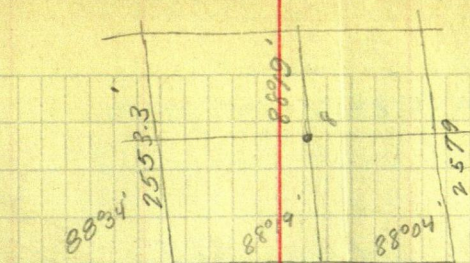
$$\begin{array}{r} 66.26 \\ 132600 \end{array}$$

$$\begin{array}{r} 66.26 \\ 13252 \end{array}$$

$$\begin{array}{r} 4325.2 \\ 3.9 \\ \hline 1329.1 \end{array}$$

$$\begin{array}{r} 66.32 \\ 13264 \\ 2.5 \\ \hline 1328.9 \\ 1329.1 \end{array}$$

$$\begin{array}{r} 2310 \\ 2433 \\ 2310 \\ \hline 1230 \\ 1155 \\ \hline 750 \end{array}$$



Cambell Road.

N. $43^{\circ}28'W$ - 65.7'

S. $89^{\circ}19'E$

N. $82^{\circ}06'W$ to old Hub - 56.7'

~~S. $89^{\circ}49'E$~~ 273.8 0

S. $89^{\circ}30'E$

+ 485 draw Culvert

o 773.8 N. $6^{\circ}29'E$ to $1/16$ I.M.

+ 417.8' N. $6^{\circ}18'E$.

S. $79^{\circ}58'E$

+ 371

~~S. $79^{\circ}47'E$~~

555.9 $1/4$ Line + 465'

N. $1^{\circ}34'E$

~~N. $2^{\circ}5'E$~~ 375.6

S. $43^{\circ}17'E$ = ($43^{\circ}28'$) 7.8' to old Hub

2651.561
 388.5
 31.
 3071.0

$$5.89057'W = 5.89044'W$$

$$\frac{8}{2} (9)$$

4x9

335.3'

$$25 (51)$$

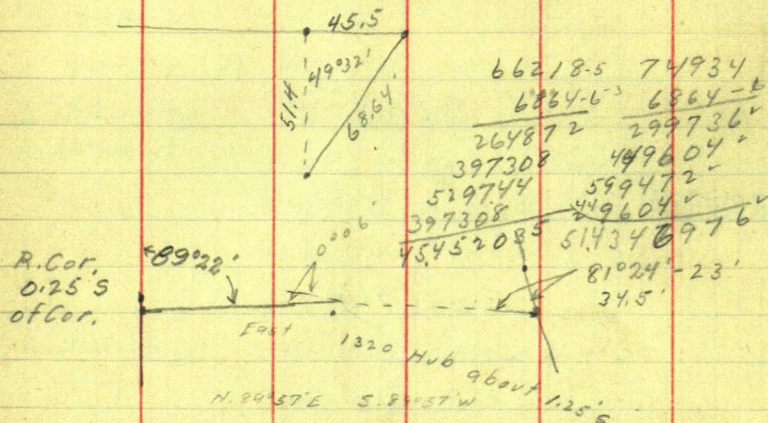
$$\begin{array}{r} 273.8 \\ 485.0 \\ \hline 758.8 \\ 773.8 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 273.8 \\ 485.0 \\ \hline 758.8 \\ 773.8 \\ \hline 1562.6 \end{array}$$

Pine Mountain Beach July 24-1926

N. 89°28'W = Bearing of S.L. Sec. 25

S. 41°N = B.T. = 104 = 68.64'



01105 -7
 1320 -6
 2210
 3315
 1105
 7438600

00931
 1220
 1862
 1862
 931
 1135820

15845 -5
 345 -3
 79225
 63380
 47535
 5466525

98732 -2
 345 -3
 493660
 394928
 296196
 34062540

North

N. 89°22'E 1320'

N. 89°28'E

98°35

N. 9°07'W

N. 88°17'E

2651.5

388.5

3040.0

31

3071.0

531.0

2540.0

1320.0

1220.0

Booth 0.25

N. 89°22'E 1320. 01105

N. 89°28'E 1220 00931

N. 9°07'W 34.5 98732 - 15845

N

S

E

W

0.25

14.6

1320

11.4

1220

34.1

5.5

60.1

.2

2540

5.5

2

5.5

59.9

2534.5

42.31

= 1°21' = N. 88°39'E

59.9 2534.5

2396

1385

1198

1870

1797

730

2651.5

2540

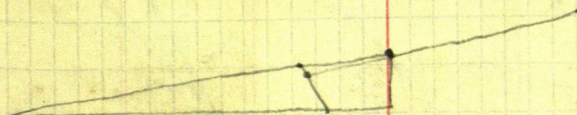
111.5

1°43'

1°21'

22

N. 88°39'E - N. 88°17'E.



82
43
39

West 531'

N. 9°07' W 407.7

N. 21°48' W. 252.8

N. 44°22' W. 550.6

N. 9°19' W. 238.4

N. 88°17' E + 1°43' = East

N. 7°24' W 407.7 99167

N 20°05' W 252.8 93919

N 42°39' W 550.6 73551

N. 7°36' W 99122

238.4
99122 236,3000
198244
380560
297366
831940
792976
389640
396488

264-bank

East 287.1'

S. 79°42' E. W.T.

S. 11°38' E 236.8

S. 80°27' E. W.T.

S. 43°16' E. 244.7

S. 81°40' E. W.T.

S. 64°47' E 242.3

S. 82°15' E. W.T.

S. 51°22 1/2' E 136.7

S. 82°52' E. W.T.

S. 33°02' E. 338.3

S. 85°10' E. W.T.

S. 26°39' E. 224.05

S. 86°55' E. W.T.

S. 10°45' W. 203.5

1913.4

287.1

162.4

$$\begin{array}{r}
 99167 \\
 \underline{4077} \\
 694169 \\
 694169 \\
 \underline{3966680} \quad \checkmark \\
 404.303859
 \end{array}$$

$$\begin{array}{r}
 93919-4-5 \quad 73551-3 \\
 \underline{2528-8-5} \quad 550.6-7-3 \\
 751352 \quad 441306 \\
 187838 \quad 367755.0 \\
 469595 \quad \underline{367755} \quad \checkmark \\
 187838 \quad 404.971806 \\
 \underline{237.42723}
 \end{array}$$

$$\begin{array}{r}
 1250 \\
 \underline{33} \\
 1283 \\
 \underline{1046.7} \\
 236.3
 \end{array}$$

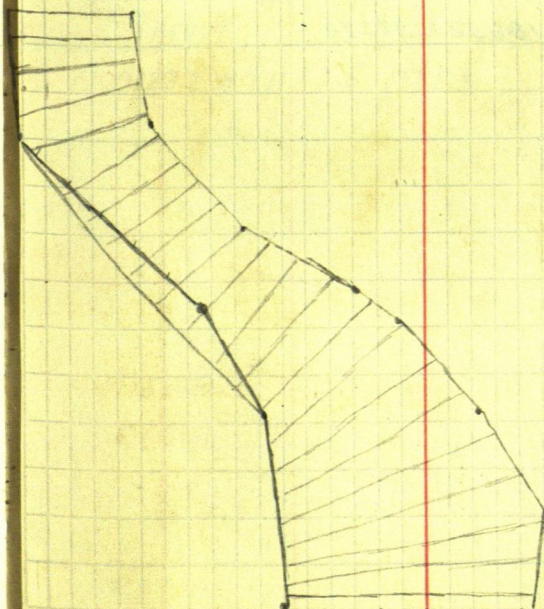
X.

404.3

237.4

$$\begin{array}{r}
 405.0 \\
 \underline{1046.7} \\
 236.3
 \end{array}$$

$$\begin{array}{r}
 1283 \\
 \underline{1046.7} \\
 236.3
 \end{array}$$



West	531'		
	407.2'		
N. 7°24' W	407.7	12880	99167
N. 20°05' W	252.8'	34339	93919
	551.4'		
N. 42°39' W	550.6'	67752	73551
N. 7°36' W	238.4	13226	99122
East	287.1	= 280.1 to Lot Line	
S. 11°38' E	236.8	20165	97946
S. 43°16' E.	244.7'	68539	72817
S. 64°47' E	242.3'	90470	42604
S. 51°22' E	136.7	78116	62433
S. 33°02' E	338.3	54513	83835
S. 26°39' E	224.1	44854	89376
S. 10°45' W	203.5	18652	98245
	1626.4		

31.4
 12
 628
 314
 3768
 304
 407.2

N	S	E	W	X	Y	
			531.0		531	0-0
404.3			61.1	404.3	<u>13.9</u> 544.9	
237.4			86.8	<u>237.4</u> 641.7	<u>86.8</u> 631.7	
405.0			373.0	<u>-405.0</u> 1046.7	<u>373.0</u> 1004.7	
236.3			31.5	<u>236.3</u> 1283.0	<u>31.5</u> 1035.2	
		287.1		<u>231.9</u> 1283.0	<u>287.1</u> 748.1	
	231.9	47.8 ✓		<u>1051.1</u> 1178.2	<u>47.8</u> 700.3	
	178.2	167.7 ✓		<u>872.9</u> 103.2	<u>167.7</u> 532.6	
	103.2	219.2 ✓		<u>103.2</u> 769.7	<u>219.2</u> 313.4	
	85.3	106.8 ✓		<u>769.7</u> 85.3	<u>313.4</u> 106.8	
	283.6	184.4		<u>85.3</u> 684.4	<u>106.8</u> 206.6	
	200.3	100.5		<u>283.6</u> 400.8	<u>206.6</u> 184.4	
	199.9		38.0	<u>400.8</u> 200.3	<u>184.4</u> 22.2	
				<u>200.3</u> 2005	<u>22.2</u> 100.5	
					<u>78.3</u> 38.0	
1283.0	1282.4	1113.5	1121.3			

35.8
6.2
200
242.0

15
200
29.8
244.8

N. 10° 47' E 150' 1-2-3

N. 13° 15' W 100' 4-5

N. 23° 30' W 150 6-7-8

N. 32° 21' W 200 9-10-11-12

N. 32° 46' W 150' 13-14-15

N. 50° 25' W 100 16-17

6.2 beyond stake

N. 52° 08' W 50 18

35.8 to next stake

N. 64° 47' W 200 19-20-21-22

15' beyond stake

N. 58° 27' W 50 23

29.8 to stake

N. 43° 16' W 200 24-25-26-27

N. 34° 58' W 50' 28

17.7 to 1283

N. 12° 21' W 200 - 17.7 to 1283 - 29-30-31-32

N. 12° 21' W 50 to 1314.5' 33

S. 78° 30' E. to W.T.

15

33
500
45

$$\begin{array}{r} 50 \\ 17.7 \\ \hline 323 \end{array}$$

9769

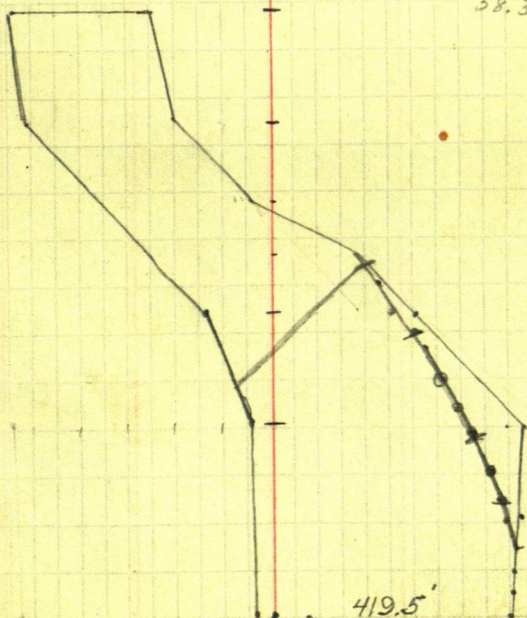
$$\begin{array}{r} 1283 \\ 31.5 \\ \hline 1314.5 \end{array}$$

69

$$\begin{array}{r} 322 \\ 29307 \\ 19538 \\ 29307 \\ \hline 3155387 \end{array}$$

475.6
79.2

$$\begin{array}{r}
 31.9 \\
 \hline
 99122 \overline{) 31.5387} \\
 \underline{297366} \\
 180210 \\
 \underline{99122} \\
 900880
 \end{array}$$

$$\begin{array}{r} 238.4 \\ 31.9 \\ \hline 270.3 \\ 67.6 \end{array}$$
$$\begin{array}{r} 550.6 \\ 75 \\ \hline 475.6 \\ 238.4 \\ \hline 714.0 \\ 2142 \end{array}$$
$$\begin{array}{r} 79.5 \\ 3 \overline{) 238.4} \\ \underline{21} \\ 28 \\ \underline{27} \\ 1 \end{array}$$
$$\begin{array}{r} 79.2 \\ 37.5 \\ \hline 116.7 \\ 58.3 \end{array}$$


1-13 inc 31.4 13 is 30.4'

14-21 inc 31.6

22 37.5

23-24 inc 58.3

25-29 inc 79.2 29 = 80.5'

30-33 67.2 - 33-36.9 to 1283 - 30.3 to 1314.5.

$$\begin{array}{r}
 238.4 \\
 36.9 \\
 \hline
 201.5 \\
 67.2 \\
 \hline
 \end{array}
 \quad
 \begin{array}{r}
 67.2 \\
 36.9 \\
 \hline
 30.3
 \end{array}$$

$$\begin{array}{r}
 531. \\
 419.5 \\
 \hline
 111.5
 \end{array}
 \quad
 \begin{array}{r}
 99122 \\
 303 \\
 \hline
 297366 \\
 2973660 \\
 \hline
 30033966
 \end{array}$$

$$\begin{array}{r}
 37.5 \\
 116.6 \\
 316.8 \\
 80.5 \\
 \hline
 531.4
 \end{array}$$

26

34.5'

N. 88° 39' E

N. 88° 17' E

0° 22' E

$$\begin{array}{r}
 .0059 \\
 111.5 \\
 \hline
 29.5 \\
 59 \\
 \hline
 59 \\
 59 \\
 \hline
 .65785
 \end{array}$$

$$\begin{array}{r}
 128.3 \\
 30 \\
 \hline
 131.3 \\
 67.2 \\
 36.9 \\
 \hline
 30.3
 \end{array}$$

	Lake	Bank		Lake	Bank
				10	25
1	50'	8'	17	10	25'
2	40'	12'	18	15	18'
3	30'	16'	19	3'	12'
4	30'	16'	20	3'	6'
5	25'	3'	21	18	on bank
6	20	5	22	20'	
7	12'	8'	23	12'	
8	20'	8'	24		
9	9'	6'	25		
10	9'	10'	26		
11	8'	3'	27		
12	13'	8'	28		
13	10'	15'	29		
14	10'	20'	30		
15	12'	20'	31		
16	20'	20	23		
17	15'	15'	33		

66066

273

198198

462462

132132

18036018

75069

273

226207

525483

150138

20493837

94740

13

28922

9474

123162

0474

4063

142

2847

10960

112586

Rec. 325

99.8	7.0
------	-----

57.5	1.6
------	-----

9.	1.6
----	-----

167.4	11.2
-------	------

99.56	6.975
-------	-------

57.5	1.6
------	-----

39.7	1.5
------	-----

16	1.6
----	-----

169.256	11.64
---------	-------

13+32

14

250

15

250

16

250

17

233

18

184

19

145

20

95

21

50

22

25

23

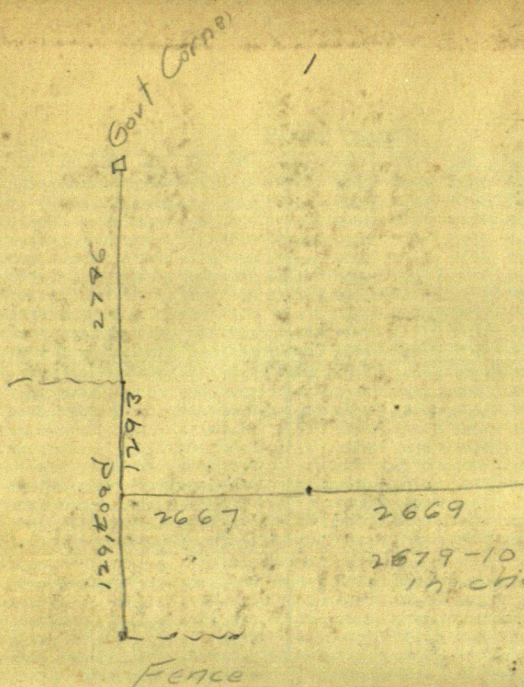
6'

PC

23+50

L 9/13





2679-10 for Error
 in chaining

1291
 1293
 2746
 31330
 26651
 13320

1280
 1293
 1374