

193

FIELD BOOK

361

2889+75.7	-25°13'R	1324.3	N. 14°15'E
2903	-13°54'L	850	N. 0°11'W
2911+50	-26°34'L	341.5	N. 26°45'W
14+91.5	-31°35'L	350.5	N. 58°20'W
18+42	-25°45'R	293	N. 32°35'W
21+35	-28°38'R	905	N. 4°07'W
30+40	-47°02'L	245	N. 51°09'W
32+85	-19°12'R	884.6	N. 31°57'W
48+20	64°46'L		S. 83°17'W
2941+69.6	RRXing		
51+73	51°48'R	353	N 44°55'W
56+23	9°59'L	450	N. 54°54'W
65+08 <sup>2</sup>	32°37'L	885.5	N. 87°31'W
68+78	13°44'L	369.5	S 78°45'W
70+66 <sup>2</sup>	22°54'R	187.9	N. 78°21'W
71+78	9°24'R	111.1	N 68°57'W
74+60	11°14'R	282.0	N. 57°43'W
79+68	23°30'L	508	N 81°13'W
83	19°09'L	332	S 79°38'W
72+57 <sup>2</sup>	X-Line <sup>141-30</sup> <sub>258</sub> <sup>141-30</sup> <sub>31</sub>	586	South
3001+00	37°58'R	1800	N 62°24'W
3003+24	6°30'R	224	N 55°54'W
3014+27 <sup>2</sup>	6°44'L	1103.4	N 62°38'W
3023 10 <sup>5</sup>	2°48'R		N 59°50'W

Kate Van Pelt 3.76 Ac. in Van Pelt's Add.

Mark Burns N. 189 ft. of S.E. of S.E

August Yaeger 2.5 Ac. W. of 4<sup>th</sup> St. &

W. & S. of P.R.R., W. of 4<sup>th</sup> St.

W. of

State of Minnesota )  
                          ss  
County of Cass      )

TO JOHN M. GREENE, COUNTY SURVEYOR:

By virtue of the authority granted me by Section 2219, General Statutes of Minnesota for 1923, I hereby request that you proceed forthwith to prepare and file an Auditor's Plat of the SE $\frac{1}{4}$  of SW $\frac{1}{4}$  and the SW $\frac{1}{4}$  of SE $\frac{1}{4}$ , Section 9, Township 145, Range 31.

Given under my hand and seal, at Walker,  
Minnesota, this 18th day of November, A. D. 1925.

(SEAL)

  
County Auditor.

State of Minnesota )

ss

County of Cass )

TO JOHN M. GREENE, COUNTY SURVEYOR:

By virtue of the authority granted me by Section 2219, General Statutes of Minnesota for 1923, I hereby request that you proceed forthwith to prepare and file an Auditor's Plat of that part of Sections 9, 10 and 15, Township 145, Range 31, which is unplatted and which lies in the Village of Cass Lake.

Given under my hand and seal, at Walker, Minnesota, this 18th day of November, A. D. 1925.

(SEAL)

  
County Auditor.

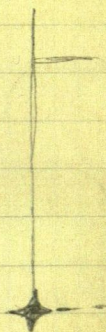
## S.W. of S.E. Sec. 9

Henry Sempf	50x 190	.24
Geo. A. Davis	" "	.24
Peter J. Johnson		2.00
Henry Fink		10
E. E. & R. C. Thompson		9
" " " " " "		6
E. Mullen		2
W. Sinks		.58
Mabel Conner		1.00

## S.E. of S.W. Sec. 9

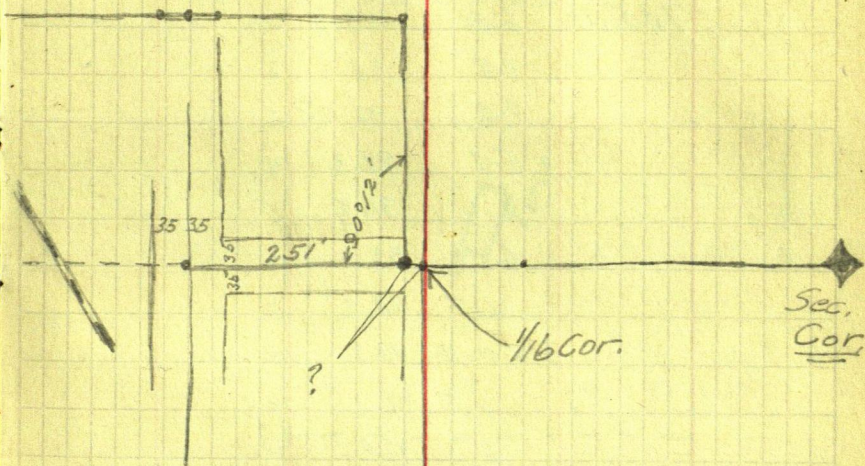
Mark Burns		25.47
James Lennon		1.50
<del>Robert</del>		1.00

20



Sec. 29-143-27  
School House Site

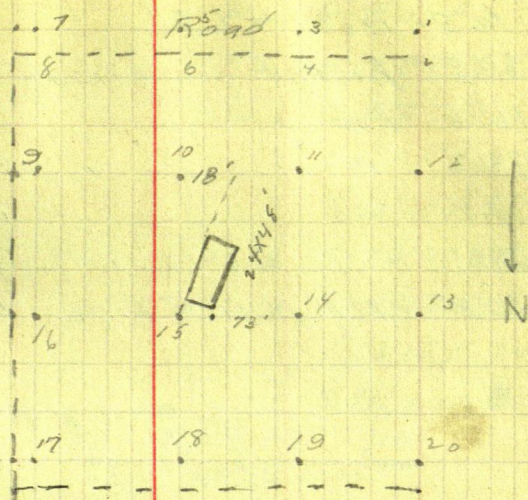
## School House Site



## Levels

+5

H.I.	-5	Elev.	Obj
100.00	6.8	93.2	1
	4.8	95.2	2
	7.3	92.7	3
	5.7	94.3	4
	8.6	91.4	5
	6.9	93.1	6
	11.7	88.3	7
	10.8	89.2	8
	9.7	90.3	9
	6.3	93.7	10
	4.3	95.7	11
	3.2	96.8	12
	1.5	98.5	13
101.414	2.3	<del>97.7</del> T.P.	3.7 14
		94.9	6.5 15
		91.6	9.8 16
		92.2	9.2 17
		94.3	7.1 18
		98.2	3.2 19



Sta. 0 - 1/16 Cor. 1. M

311.5 picket offset 4.1

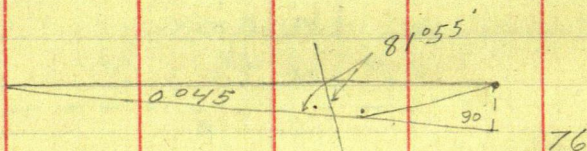
660.6 Hub " 8.6

931.4 " " 12.2

1135.4 " " 14.9

1163.6  $\times 6^{\circ}13'$  Left to 1/16 Cor.

160.8' - 17.1' N. of R. Line = Mon.



99412	10829	1163.4	17.4	1323.3
160.8	160.8	159.9		1218
795296	86632	1323.3		1053
5961720	649740			1044
994120	10829			
159854496	17413032			

01309	660.6	931.4	1135.4	5
311.5	1309	1309	1309	4-2
6545	59454	83826	102186	
1309	198180	279420	340620	
1309	6606	49314	611354	
3927	58647254	1219202	14862386	
407753		154		

99006	1490000
	99006
	499.940
	495030
	49100

R. Line. East

T. Line N.  $89^{\circ}15'E$

Sta. 2 S.  $8^{\circ}05'E$  151.2

3.  $5.8^{\circ}05'E$  179.7'

4  $S. 16^{\circ} 24' E$  261.8

5 5.76°05'W 474.1

6 S.  $10^{\circ}12'W$ . 415.5

7 S.  $23^{\circ}35'E$  241.9

8 5,89°12'W. 881.0

N.  
Sec. 10 - 145-31

Pincham

1/6 cor.

5/40

0.055

七

81°55'

45

83° 40

151.2

99182 | 150000

99182

508180

495910

1227000

99184

235180

198364

七

8

1- .6' from curve

2- 38.5 to 40 in fence

3.35 int. fence - 67' to Cor.

$$\begin{array}{r} 80. \\ 415.5 \end{array}$$

1/16 Cor sta. 0

880 left spike

1320

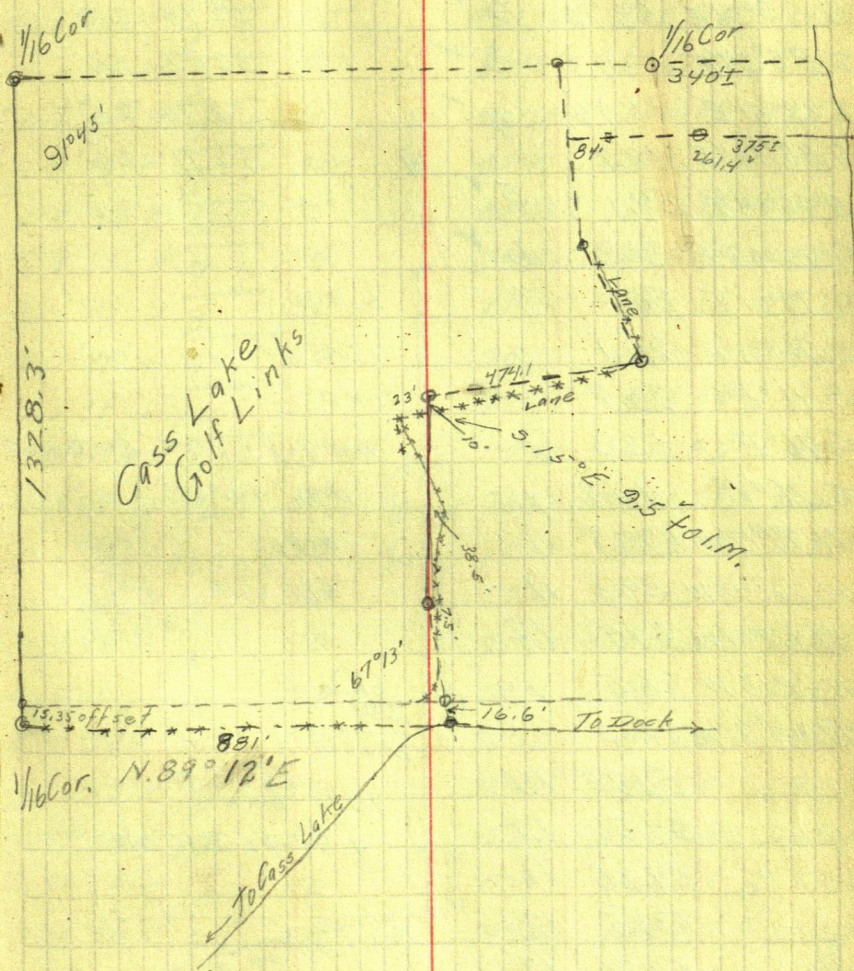
2,370

2,599 926

4969

$$\begin{array}{r} 922 \overline{) 15.35} \\ \underline{922} \\ 6130 \\ \underline{5532} \\ 5980 \\ \underline{5532} \\ 4480 \end{array}$$

$$\begin{array}{r} 24.47 \\ 10.12 \\ \underline{2335} \\ 67013 \\ \underline{9048} \end{array}$$



28  
Aug. 6

Mr. A. J. Westad, Grand Forks  
RESIDENT N. D.  
Road side.

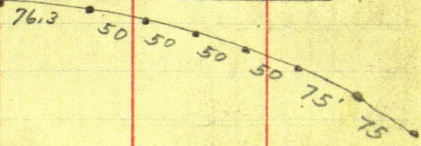
S. 79°56'E	114.2	1	N. 63°20'W	53.09	22
S. 83°34'E	53.76	2		52.98	23
S. 85°54'E	53.93	3		52.87	24
S. 87°51'E	35.96	4		52.76	25
S. 88°11'E	18.2			52.71	26
S. 86°24'E	54.1	5			
S. 83°03'E	80.9	6			
S. 79°01'E	80.8	7	Lot 8-9		
S. 76°30'E	20.1	8	113.8 stake		
S. 76°E	33.8		204.6 "		
S. 76°E	53.9	9	Lot 7-8 - 304' to a hub		
S. 76°E	4.62	10	0°32' = 0°64'		
N. 74°17'W	49.28		01862	53.8	
N. 70°43'W	54.1	11	300	53.8	
N. 67°01'W	54.4	12	558600	1076	
N. 64°15'W	26.5	13		5.6	
N. 63°20'W	28.2			1020	
	54.75	14	62.6		
	54.50	15	234		
	54.25	16	296.6		
	53.95	17			
	53.76	18			
	53.58	19			
	53.41	20			
	53.24	21			

Section Line

318.7

35.6

10.4 to L.P.  
4.8' to Birch



Mileage 94  
65.2  
34.8  
72.2-35-

## Lot lines

## Shore line

X

X

South	1	76.3	S. 84° 23' E	75.93	- 7.5
S. 6° 06' W	2	50	83° 35'	125.63	12.9
S. 6° 44' W	3	50	82° 57'	175.25	19.1
S. 7° 22' W	4	50	82° 19'	224.80	25.8
S. 8° 00' W	5	50	81° 41'	274.23	33.3
S. 8° 38' W	6	75	80° 53 1/2'	348.28	45.2
S. 9° 35' W	7	75	79° 56 1/2'	422.11	58.3
S. 10° 32' W	8*	50	79° 09'	471.21	67.7
S. 11° 10' W	9	50	78° 31'	520.21	77.6
S. 11° 48' W	10*	50	77° 53'	569.09	88.1
S. 12° 26' W	11*	50	77° 15'	617.85	99.1
S. 13° 04' W	12	50	76° 37'	666.49	110.8
S. 13° 42' W	13	50	75° 59'	715.00	122.9
S. 14° 20' W	14	50	75° 21'	763.37	135.6
S. 14° 58' W	15	50	74° 43'	811.6	148.7
S. 15° 36' W	16	50	74° 05'	859.7	162.4
S. 16° 14' W	17	50	73° 27'	907.6	176.7
S. 16° 52' W	18	50	72° 49'	955.4	191.5
S. 17° 30' W	19	50	72° 11'	1003.0	206.7
S. 18° 08' W	20	50	71° 33'	1050.4	222.6
S. 18° 46' W	21	50	70° 55'	1097.7	238.9
S. 19° 24' W	22	50	70° 17'	1144.7	255.8
S. 20° 02' W	23	50	69° 39'	1191.6	273.2
S. 20° 40' W	24	50	69° 01'	1238.2	291.1
S. 21° 18' W	25	50	68° 23'	1284.7	309.5
S. 21° 56' W	26	50	S. 67° 45' E	1331.0	328.4
S. 22° 34' W					

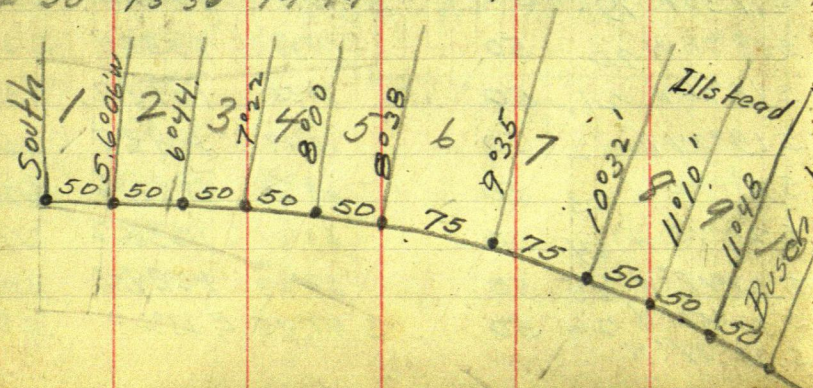
30

Lots 11-12  
Crescent Beach

S. 63°20'E	722.35	S. 14°20'W	323.02
S. 64°15'E	26.5	S. 13°42'W	336.2
S. 67°01'E	54.4	S. 13°04'W	343.9
S. 70°43'E	54.1	S. 12°26'W	349.9
S. 74°17'E	49.3		
S. 76°E	4.6	+ 53.9 + 33.8 = 92.3	
S. 76°30'E	20.1		
S. 79°01'E	80.80		

S. 63°20'E = North	North	West	
N. 0°55'W	26.5	26.5	.42
N. 3°41'W	54.4	80.8	54.3
N. 7°23'W	54.1	134.5	53.7
N. 10°57'W	49.3	182.9	48.4
N. 12°40'W	92.3	273.0	90.1
			273.0
.42	.42	3.91	
3.49	6.95		
3.91	10.86		

12°58' 13°36' 14°14'



John M. Greene Aug 12-13-1927<sup>31</sup>  
 Richard Bodan

26° 40'

228263° 20'

13° 42'

64.3

26° 40'

292526° 40'

12° 58'

301. 12° 26'

14° 14'

26° 40'

13° 04'

13° 02.6'

99987

0 6424

544

25696

25696

32 120

3494.656

99171

541

99171

396684

495855

53651511

18995.5

493.7

56985

170955

75980

9.3645

12851

54.1

12851

51404

64255

6952391

.016

26.5

1590

265

.4240

99793

544

399172

399172

498965

54287392

98179 - 7 - 4

49.3 - 7 - 4

294537

883611

35392716

48402247

$$\begin{array}{r}
 23026 \\
 .42 \\
 \hline
 46052 \\
 92104 \\
 \hline
 .0967092
 \end{array}$$

$$\begin{array}{r}
 24193 \\
 391 \\
 \hline
 24193 \\
 217737 \\
 72579 \\
 \hline
 9459463
 \end{array}$$

$$\begin{array}{r}
 25366-4-1 \\
 1086-6 \\
 \hline
 152196 \\
 202928 \\
 253660 \\
 \hline
 27547476
 \end{array}$$

21928-4-2

923-5

65784

43856

197352

20239544

97566-6

923-5

292698

195132

878094

90053418

26.5

1

26.6

808

.95

81.75

134.5

2.75137.25

## Traverse

I.M. - M.C. on N. & S. 1/4 Line Sec. 33			
I.M. - #28	205.3'		S. 53° 12' W S. 51° 03' W 81° 53'
#28 - 27	302.4'		S. 79° 44' W 71° 38'
27 - 26	135.0'		S. 69° 29' W N. 53° 31' W 51° 20'
26 - 25	66.2'		N. 53° 32' W N. 11° 24' W
25 - 24	226.1'		N. 11° 26' W N. 34° 16' W
24 - 23	183.8	In water	N. 34° 14' W N. 8° 48' W
23 - 22	99.9	" "	N. 8° 50' W N. 1° 24' W
22 - 21	142.8'		N. 1° 32' W
21 - 20	215.5		N. 1° 09' W
20 - 19	320.2'		N. 35° 40' W
19 - 18	207.0		N. 23° 41' W N. 33° 36' E
18 - 17	158.0'		N. 33° 33' E
17 - 16	219.8	+ 2482.0	N. 9° 00' E
16 - 15	176.0	+	N. 69° 55' W
15 - 14	367.1		S. 43° 14' W
14 - 13	75.5		S. 53° 16' W
13 - 12	250.3'		S. 63° 45' W
12 - 11	237.3'		S. 27° 24' W
11 - 10	298.8'		S. 33° 53' W
10 - 9	97.0'		S. 77° 56' W 83° 54'
9 - 8	150.3'		N. 86° 03' W 53° 26'
8 - 7	57.9'		N. 55° 37' W 30° 00'
7 - 6	181.1	1812.3	N. 32° 08' W

N.  $22^{\circ}24'W$  $22^{\circ}14'$ 

Bears

N.  $20^{\circ}15'W$  $22^{\circ}20'$ 

904.4

36  $\frac{86}{108}$   $\frac{378.1}{613.7}$   $\frac{108.7}{1070.0}$

6 5  $\frac{1812.3}{322.7}$   $\frac{303.2}{303.2}$

5 4 147.9

4 3 319.9

3 2 221.1

2 1 131.2

1W-10 72.2 3007.8 N.80°04'W

0-1E 159.7 S.80°04'E

1-2 135.4 N.85°46'E

2 3 223.8 N.65°07'E

3 4 144.3 N.61°54'E

4 5 268.0 N.71°16'E

5 6 131.3 N.73°50'E

6 7 86.8 S.89°59'E

7 8 73.2 1216.5 S.45°31'E

8 9 115.6 S.39°33'E 39°26'

9 10 100.1 S.6°38'E 6°31'

10 11 114.5 S.15°33'E 15°26'

11 12 110.8 S.49°31'W 5.49°38'

12-13 154.0 S.60°31'W 60°38'

13-M.C 50.5 S.13°07'W 13°14'

108.2 S.89°53'W

615.5

N. 26° E *chip*  
 N. 9° 17' E. from hub in road 287.8  
 82° 03'  
 N. 80° 04' W. to Hub No. 1 W.

Sta. 3 W. to S.W. Cor Nyvals.	N. 31° 34' E.
5 W. " " " " "	N. 35° 42' E
6 W. " " " " "	N. 42° 41' E
7 W. " " " " "	N. 44° 44' E
7 W. " Fire Tower	S. 53° 32' E
8 W. Nyvals Cor	N. 46° 13' E
9 W. " "	N. 48° 59' E
10 W. " "	N. 50° 06' E
10 W.	N. 57° 50' W. Hub
10 W.	N. 58° 01' W "
10 W.	N. 64° 52' W "
10 W.	N. 69° 14' W. in water
10 W.	N. 73° 27' W in water
10 W.	N. 80° 17' W Hub
11 W.	N. 46° 53' W
11 W.	N. 52° 23' W
11 W.	N. 55° 08' W
11 W.	N. 58° 49' W
11 W.	N. 65° 21' W
12 W.	N. 38° 49' W
13 W.	N. 30° W.
14 W.	N. 42° 20' E to 10 W.
14 W.	N. 27° 22' W Hub
15 W.	N. 42° 35' E to 10 W.
15 W.	N. 25° 14' W to 17 W.
15 W.	N. 6° 01' W to 18 W.
15 W.	N. 10° 46' E to post at M.C.
16 W.	N. 19° 15' E to 18 W.
16 W.	N. 49° 53' E to 10 W.
16 W.	N. 54° 40' E to 11.
16 W.	N. 62° 36' E 12
16 W.	N. 62° 07' E 13
16 W.	N. 63° 33' E 14
17 W.	S. 25° 10' E 15
	N. 57° 15' E 10
	N. 65° 16' E 11
	N. 52° 19' E Nyvals Cor.
	N. 77° 36' E 12
	N. 85° 26' E 13
	S. 88° 32' E 14

15W N.  $10^{\circ}39'E$  to M.C. 1. M.1E N.  $22^{\circ}51'W$  to 62.E N.  $38^{\circ}56'W$  to  
<sup>25028 Actual Mon</sup>  
N.  $25^{\circ}24'W$  M.C. F.P.3E N.  $44^{\circ}17'W$  to 5N.  $29^{\circ}43'W$  to M.C.4E N.  $32^{\circ}30'W$  to M.C.N.  $32^{\circ}34'W$  to Actual Mon.5E N.  $37^{\circ}16'W$  to M.C.  
N.  $62^{\circ}50'W$  to 56E S.  $69^{\circ}52'E$  to 8N.  $39^{\circ}31'W$  to M.C.7E S.  $58^{\circ}12'E$  to M.C. East shore East Arm.N.  $58^{\circ}21'W$  to Hub on pt. near bolt8E S.  $59^{\circ}17'E$  to M.C. E.S.E.A.N.  $41^{\circ}01'W$  to M.C.9E S.  $61^{\circ}58'E$  E.A.E.S10E S.  $67^{\circ}47'E$  E.A.E.S11E-M.C. S.  $49^{\circ}25'W$ 12-M.C. S.  $49^{\circ}21'W$ 

0-0 150' West

N.  $31^{\circ}10'W$  600'N.  $18^{\circ}30'E$  365'N.  $0^{\circ}04'W$  197.0N.  $10^{\circ}25'E$  100.0N.  $52^{\circ}03'W$  170.2'S.  $31^{\circ}00'W$  540 - S.  $71^{\circ}E$  to saddleS.  $51^{\circ}50'W$  <sup>550 ft to 15-16</sup> N.  $11^{\circ}20'W$  <sup>434.8</sup> S.  $51^{\circ}42'$  619.3'(Sta. 15 S.  $66^{\circ}25'W$  to pt. on crossing) 1251'N.  $82^{\circ}W$  to saddleN.  $71^{\circ}11'W$  ( $69^{\circ}55'$ ) 301.6 Hub 388.1S.  $82^{\circ}55'W$  150.8'N.  $5^{\circ}21'W$  500.0N.  $15^{\circ}20'W$  1000.0S.  $79^{\circ}15'W$  395.0'S.  $21^{\circ}58'E$  at 2063.6

18W N. 61° E to 10  
 18W N. 17° 55' W to Hub on point in water  
 19W N. 73° 09' E to 10  
 19W N. 56° 44' E to Nyvals Cor  
 20W N. 88° 43' E to 10  
 21 N. 30° 29' E to M.C. N. 30° 35' E 32° 47'  
 21 S. 80° 26' E to 10  
 21 Nyvals Cor. N. 65° 44' E  
 22 S. 73° 27' E 10  
 22 S. 58° 48' E 11  
 22 N. 33° 44' E M.C. 35° 55'  
 22 N. 68° 07' E Nyvals Cor  
 23 S. 69° 14' E 10  
 23 N. 69° 53' E Nyvals Cor  
 23 N. 36° 38' E M.C. 38° 59'  
 24 S. 64° 52' E  
 24 N. 73° E Nyvals Cor.  
 25 N. 53° 45' E M.C. 55° 56'  
 26 S. 55° 48' E Fire Tower  
 26 N. 56° 50' E M.C.  
 27 N. 58° 07' E M.C. 60° 17'  
 28 N. 62° 06' E M.C. 64° 17'  
 28 S. 48° 27' W. to 1. P. on N. & S. R. Line - S. of Loke  
 26 S. 55° 41' E to 10  
 26 N. 58° 59' E to M.C.  
 26 S. 58° E 9  
 26 S. 60° 06' E  
 M.C. S. 21° E  
 " S. 19° 54' E 22° 04'  
 " S. 14° 53' E  
 " S. 11° 17' E  
 " S. 9° 58' E  
 " S. 35° 15' E 5  
 " S. 30° 19' E  
 " S. 27° 42' E - 3  
 M.C. S. 23° 23' E - 2  
 7 N. 60° 09' W  
 6 N. 21° 25' W to M.C.  
 6 N. 44° 50' E to Nyvals Cor.  
 6 N. 26° 36' W to Bolt on pt near 7-76.5  
 6 S. 26° 06' E  
 5 S. 2° 37' E 1W  
 5 S. 20° 45' E 1E  
 S. 18° 50' E  
 S. 42° 12' E - 3  
 S. 50° 04' E  
 S. 60° 46' E - 5  
 3 S. 37° 34' E - 0 S. 83° 47' E

40

150' West of 0-0

Run N.  $31^{\circ}10'W$  600'N.  $4^{\circ}55'E$  570' P.C. 735 P.I.Change to N.  $18^{\circ}30'E$  365'
$$\begin{array}{r} 455 \\ 13^{\circ}33' \\ 27^{\circ}10' \end{array}$$

$$\begin{array}{r} 27^{\circ}10' \\ 18^{\circ}30' \end{array}$$

8040

365

170

535

635

N.  $0^{\circ}04'W$  197.0N.  $10^{\circ}25'E$ .N.  $21^{\circ}35'E$  87.6N.  $21^{\circ}05'$ N.  $86^{\circ}16'E$  to Hub 105S.  $83^{\circ}45'E$  to 110.6S.  $20^{\circ}33'W$ 

21°58' 22°24'

N.  $21^{\circ}05'E$ 

70°25'

S.  $82^{\circ}26'W$ 

91°44'

174°10'

N.  $5^{\circ}50'W$ 

10°

N.  $15^{\circ}50'W$ S.  $78^{\circ}45'W$ 

101°13'

S.  $22^{\circ}28'E$ .

3504

$$\begin{array}{r} 58^{\circ}50' \\ 4^{\circ}55' \\ \hline 63^{\circ}05' \\ 58^{\circ}50' \\ \hline 122^{\circ}05' \end{array}$$
  
 N.  $32^{\circ}05'$  E  
 $4^{\circ}55'$   
 $\hline 37^{\circ}00'$   
 N  $18^{\circ}30'$  E

N.  $20^{\circ}15'$  W  
 $52^{\circ}12'$   
 $51^{\circ}50'$   
 $\hline 0^{\circ}22'$

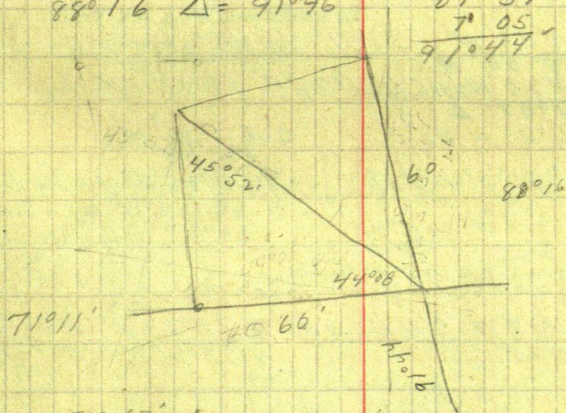
N.  $22^{\circ}24'$  W  
 $21^{\circ}58'$   
 $\hline 0^{\circ}26'$  W

$71^{\circ}11'$   
 $70^{\circ}25'$   
 $\hline 0^{\circ}46'$

N.  $5^{\circ}21'$  W  
 $582^{\circ}55'$  W  
 $88^{\circ}16'$   $\Delta = 91^{\circ}46'$

$84^{\circ}39'$   
 $7^{\circ}05'$   
 $\hline 91^{\circ}44'$

$90^{\circ}104'$   
 $45^{\circ}52'$



S.  $52^{\circ}12'$  W S  $51^{\circ}42'$  W  
 N.  $69^{\circ}55'$  W  $70^{\circ}25'$

$51^{\circ}16'$   
 $68^{\circ}48'$   
 $17^{\circ}00'$   
 $52^{\circ}12'$

42

## PINE GABLES

0.0 - Hub in Road

150 West P.I

600' N. <sup>08</sup>31°10' W Tan 100365 N. <sup>18°35'</sup>18°30' E Tan 200

197 N. 0°04' W

105 N. 86°10' E

110.6 S. 83°45' E

S. 20°33' E = S. 20°21' E shore survey

100' N. 10°25' E ① 197+100 combined N. 3°25' E

170.2 N. 52°03' W

540.0 S. 31°00' W.

619.3 S. 51°50' W = S. 51°38' W checks - new with shore - old checked back

388.1 N. 70°25' W <sup>57°58' R</sup> 302.6' N. 66°26' E. to 15 checked

150.8 S. 82°25' W 82°33' S. 82°32' W

500.0 N. 5°50' W 5°42' S. 69°26' W to 1/4 Line

1000.0 N. 15°50' W 15°42' S. 69°29' W by check

69°28' on pickets 1 bunk

395.0 S. 78°45' W 78°53'

N. 22°28' W 1/4 Line N. 22°24' W shore sun

22°20'

N. 22°20' W check reading

## Traverse of Road

51°59'

52°58'

N. 22°20' W 463.9'

74°01'

N. 51°41' W

57°58'

109°39'

N. 70°21' W 398.1

27°01'

97°28'

S. 82°32' W 150.8

S. 69°27' W 128.7

$$\Delta = 85^\circ 25' = \frac{5125'}{21600} = \frac{205}{864}$$

$$150 = \frac{205}{864} \times 2\pi R = \frac{1288.056}{864} \times R$$

$$50R = \frac{129600}{1288.056} = 100.62$$

$$R' = 70.62$$

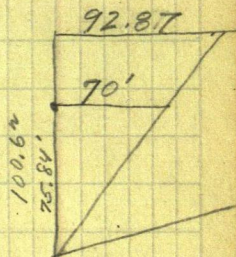
$$R'' = 40.62$$

Note  
N.  $70^\circ 21' W$   
61028'  
131°49' = N  $48^\circ 11' E$   
To Sta. on point  
95.9' to l.m. on shore  
94.58333  
360

$$2\pi R = C$$

$$\begin{array}{r} 31416 \\ \underline{200} \\ 6283200 \end{array}$$

$$\begin{array}{r} N. 51^\circ 41' W \\ 20^\circ 49' L \\ \hline 30^\circ 52' \\ 24 \\ \hline 216 \end{array}$$



$$\begin{array}{r} 94.58333 - 5 \\ \underline{628.32 - 3 - 6} \\ 18916666 \\ 28374499 \\ 75066664 \\ 18916666 \\ 56749998 \\ \hline 36/5942859790 \end{array}$$

$$\begin{array}{r} 36 \\ \underline{284} \\ 216 \\ \underline{182} \\ 180 \\ \underline{285} \\ 288 \end{array}$$

$$\begin{array}{r} 37^\circ 58' \\ 52^\circ 02' \end{array}$$

$$\begin{array}{r} 94^\circ 35' \\ 85^\circ 25' \\ \underline{60} \\ 5100 \\ \underline{25} \\ 5125 \end{array}$$

$$\begin{array}{r} 6165.1 \\ 27.5 \\ 165.08 \\ 62832 \\ \underline{5125} \\ 314160 \\ 125664 \\ 62832 \\ \hline 31416000 \\ 322014000 \\ \underline{216} \\ 1060 \\ \underline{864} \\ 1901 \\ \underline{1944} \\ 174 \end{array}$$

$$\begin{array}{r} 149.1 \\ 2485 \\ \hline 14910 \end{array}$$

5970

$$\begin{array}{rcl}
 X^2 + Y^2 & = & \underline{177.86}^2 \\
 X^2 & = & \underline{25}^2 \\
 X^2 & = & \underline{50}^2 \\
 X^2 & = & \underline{75}^2 \\
 X^2 & = & \underline{100}^2
 \end{array}$$

$$\begin{array}{r}
 75 \\
 75 \\
 \hline
 375 \\
 525 \\
 \hline
 5625
 \end{array}$$

$$\begin{array}{r}
 177.86 \\
 177.86 \\
 \hline
 106716 \\
 142288 \\
 124502 \\
 124502 \\
 17786 \\
 \hline
 31634.1796 \\
 625 \\
 \hline
 31009.1796 \\
 31634.1796 \\
 2500 \\
 \hline
 29134.1796 \\
 31634.1796 \\
 6625 \\
 \hline
 26009.1796
 \end{array}$$

$$r - \frac{2 \log r - 2 \log q}{2} =$$

$$T = 100$$

$$12190 = 60^{\circ}35'$$

$$\begin{array}{r} 17675 \\ 17797 \\ \hline 2 \overline{) 35472} \\ 17786 \end{array}$$

$$\begin{array}{r} 170.7 \\ \hline 2,9134.1796 \end{array}$$

$$\begin{array}{r} 161.2 \\ \hline 2,6099.1796 \end{array}$$

$$\begin{array}{r} 26 \overline{) 160} \\ 156 \end{array}$$

$$\begin{array}{r} 32 \overline{) 409} \\ 321 \end{array}$$

$$\begin{array}{r} 3220 \overline{) 8817} \end{array}$$

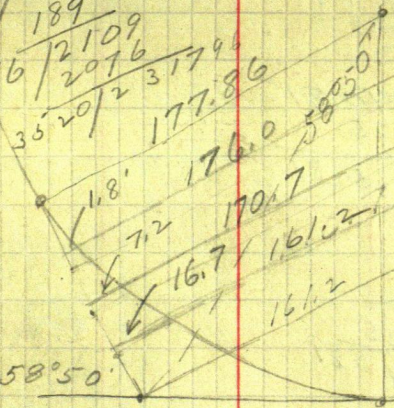
2

$$\begin{array}{r} 191 \\ 189 \\ \hline 3407 \overline{) 23417} \\ 23849 \end{array}$$

$$\begin{array}{r} 176.0 \\ \hline 31009.1796 \end{array}$$

$$\begin{array}{r} 210 \\ 189 \\ \hline 2 \overline{) 2109} \\ 2076 \end{array}$$

$$\begin{array}{r} 346 \overline{) 2109} \\ 2076 \end{array}$$



130°20

65°10'

21609

108045

R = 324.135

324.1 -1

324.1

12964

6482

9723

105040.81

625

323.1

1044.15.81

9

60 | 144

124

640 | 2015

1929

8681

66460

105040.81

2500

102540.81

9

62 | 125

124

640 | 14081

12804

105040.81

5625.

315.3

99415.81

9

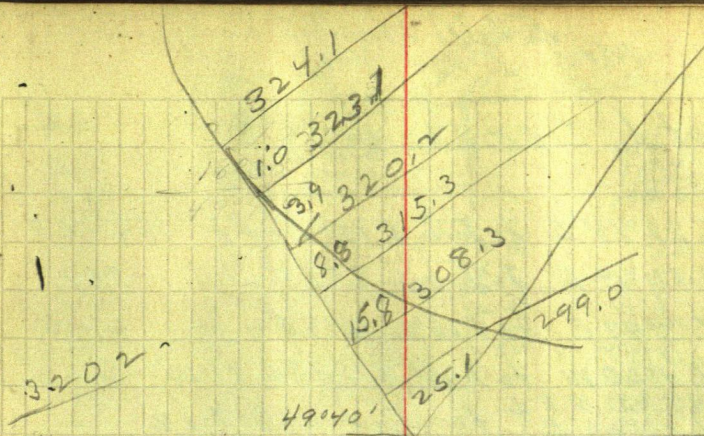
60 | 94

61

620 | 3315

3125

6300 | 19081



$$\begin{array}{r}
 105040.81 \\
 \underline{10000} \\
 95040.81 \\
 9 \\
 \hline
 608 \overline{) 5040} \\
 \underline{4864} \\
 17681 \\
 6160
 \end{array}$$

$$\begin{array}{r}
 125 \\
 \underline{125} \\
 625 \\
 250 \\
 \underline{125} \\
 15625
 \end{array}$$

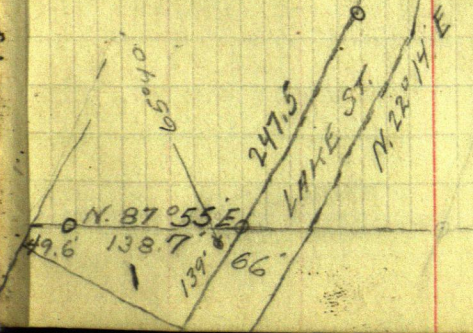
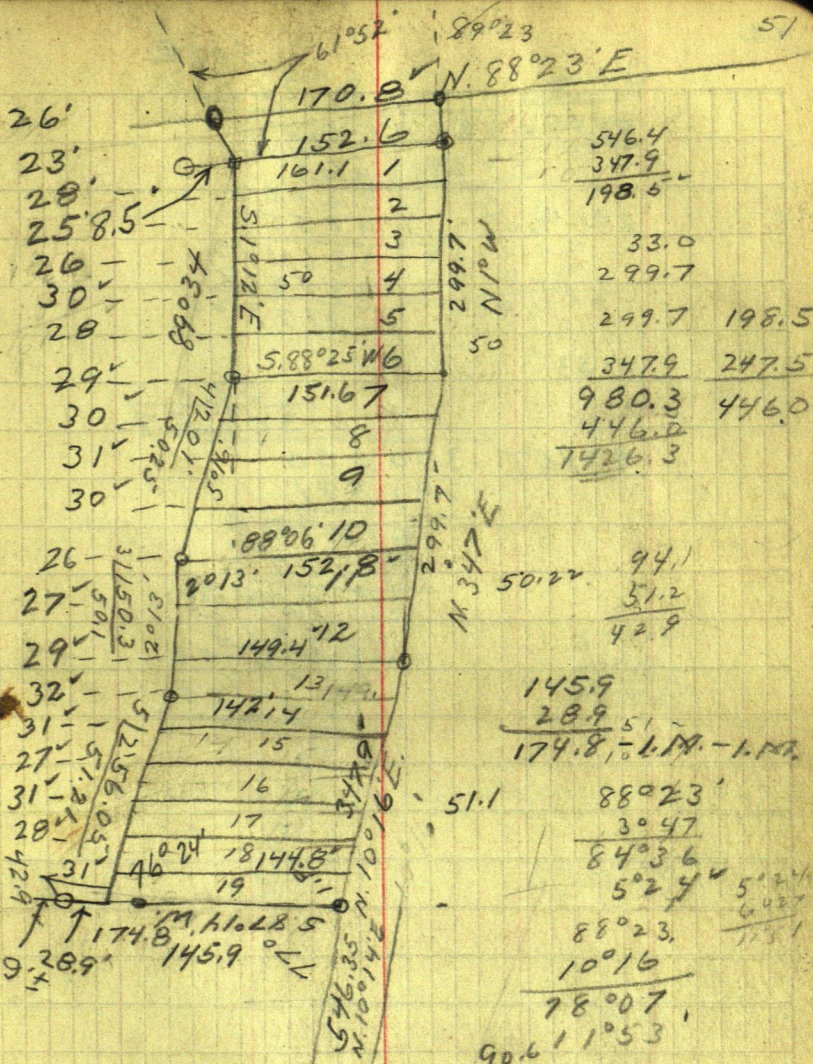
$$\begin{array}{r}
 105040.81 \\
 \underline{15625} \\
 89415.81 \\
 4 \\
 \hline
 40 \overline{) 494} \\
 \underline{441} \\
 5315 \\
 580 \overline{) 5301} \\
 \underline{1481} \\
 5980
 \end{array}$$

ELM HURST  
Mrs. Bostrom

Lot 1, Sec. 12-140-31

1/16 Line - N.  $22^{\circ}14'E$  to hub &  $12^{\circ}$  Left 247.5  
 N.  $10^{\circ}14'E$  to hub &  $6^{\circ}27''$  546.3'  
      $6^{\circ}27'$   
 N.  $3^{\circ}47'E$  to hub &  $4^{\circ}47''$  299.7'  
      $4^{\circ}47'$   
 N. 1000 W to hub & Left  $89^{\circ}23'$  299.7'  
      $89^{\circ}23'$  N.E. & to Cor. 1-6-7-12 33  
     N.  $88^{\circ}23'E$   
      $90^{\circ}26'$   
      $178^{\circ}49'$   
 S.  $10^{\circ}11'E$   
      $5^{\circ}16'$   
 S.  $4^{\circ}05'W$  200.99  
      $5^{\circ}42'$  99506 200.00  
     2013 199012  
     3029 00988000  
     9000 895554  
     12029 924460

S.  $1^{\circ}11'E$   
      $5^{\circ}16'$   
 S.  $4^{\circ}05'W$   
      $2^{\circ}13'$   
 S.  $1^{\circ}52'W$   
     9000  
 S.  $10^{\circ}52'W$   
     76024  
 S.  $7^{\circ}16'W$  150.3'  
     99815 150  
     99815  
     501850  
     499075  
     297.500  
     256.05  
 97636 250000  
     195272  
     547280  
     488180  
     591000  
     585816  
     518400



50.22  
6-301.34

$$\begin{array}{r}
 99556 \overline{) 3000000} \\
 \underline{298668} \phantom{00} \\
 133200 \\
 \underline{99556} \phantom{00} \\
 336440 \\
 \underline{298668} \phantom{00} \\
 377720
 \end{array}$$

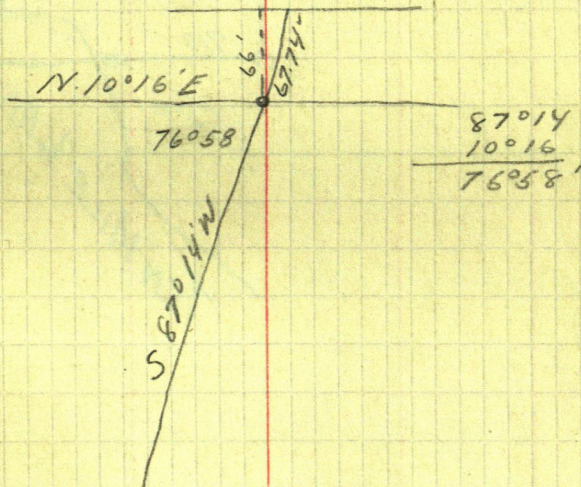
11°53'

51.1  
6 \overline{) 306.57}

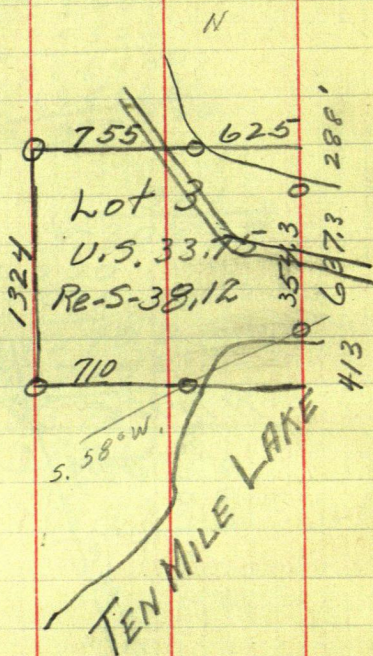
$$\begin{array}{r}
 97857 \overline{) 300000} \\
 \underline{293571} \phantom{00} \\
 642900 \\
 \underline{587142} \phantom{00} \\
 557580 \\
 \underline{489285} \phantom{00} \\
 682950 \\
 \underline{684999} \phantom{00}
 \end{array}$$

$$\begin{array}{r}
 97424 \\
 \hline
 6600000 \\
 584544 \\
 \hline
 754560 \\
 681968 \\
 \hline
 725920 \\
 681968 \\
 \hline
 439,520
 \end{array}$$

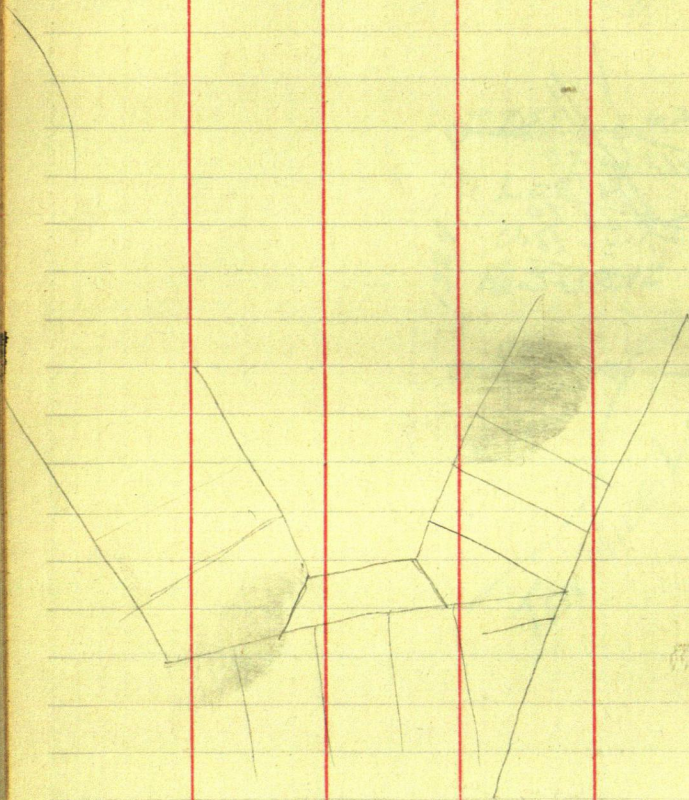
68.74

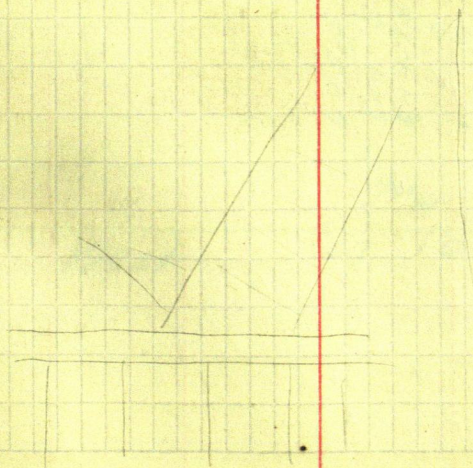


# Part of Sec. 26 141-31



$$\begin{array}{r} 162 \\ \hline 413 \overline{) 670} \\ \underline{413} \phantom{0} \\ 2570 \\ \underline{2478} \phantom{0} \\ 920 \end{array}$$





$$\begin{array}{r}
 19.56 \\
 \underline{6} \\
 11736 \\
 11736 \\
 \hline
 129096
 \end{array}$$

$$\begin{array}{r}
 10.89 \\
 \underline{6} \\
 6534 \\
 6534 \\
 \hline
 71874
 \end{array}$$

$$\begin{array}{r}
 24 \\
 \underline{6} \\
 144 \\
 144 \\
 \hline
 1584
 \end{array}$$

$$\begin{array}{r}
 18268 \\
 \underline{866-2} \\
 10956 \\
 10956 \\
 14608 \\
 \hline
 1581316
 \end{array}$$

$$\begin{array}{r}
 645.5 \\
 158.1 \\
 \hline
 487.4 \\
 718' \\
 135.3 \\
 \hline
 582.7
 \end{array}$$

$$\begin{array}{r}
 1221 \\
 114 \\
 154 \\
 342 \\
 272 \\
 265
 \end{array}$$

$$\begin{array}{r}
 14' \\
 15 \\
 128 \\
 18
 \end{array}$$

$$\begin{array}{r}
 40 \\
 20 \\
 10
 \end{array}$$

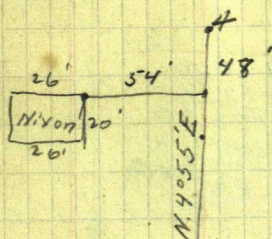
$$\begin{array}{r}
 135 \\
 64 \\
 222 \\
 222 \\
 222 \\
 10
 \end{array}$$





Dixon cabin 20x26'-Lake

N. 4°55'E 319.9"



Board 4.9' x 2.9'



47030  
4055  
52025

$\angle L. 65^{\circ} 11' 93.8''$

N. 24°49'E 218

N.  $56^{\circ}08'E$  218.5

Back Line N.  $70^{\circ}15'E$

N.  $16^{\circ}35'W$

$$\begin{array}{r} 9077 \overline{) 33000} \\ \underline{27231} \\ 57690 \\ \underline{54762} \\ 32280 \end{array}$$

Dis. P. 1. 38,5'

210.7  
423.3

15

5.  $70^{\circ}15'W$

60 039  
16 039  
43 21

05408  
20  
1.08160  
74.1"

N. 16° 39' W

5.70° 15' W  
70°

71.70

70  
99854

~~N. 1. 70 E. 510~~

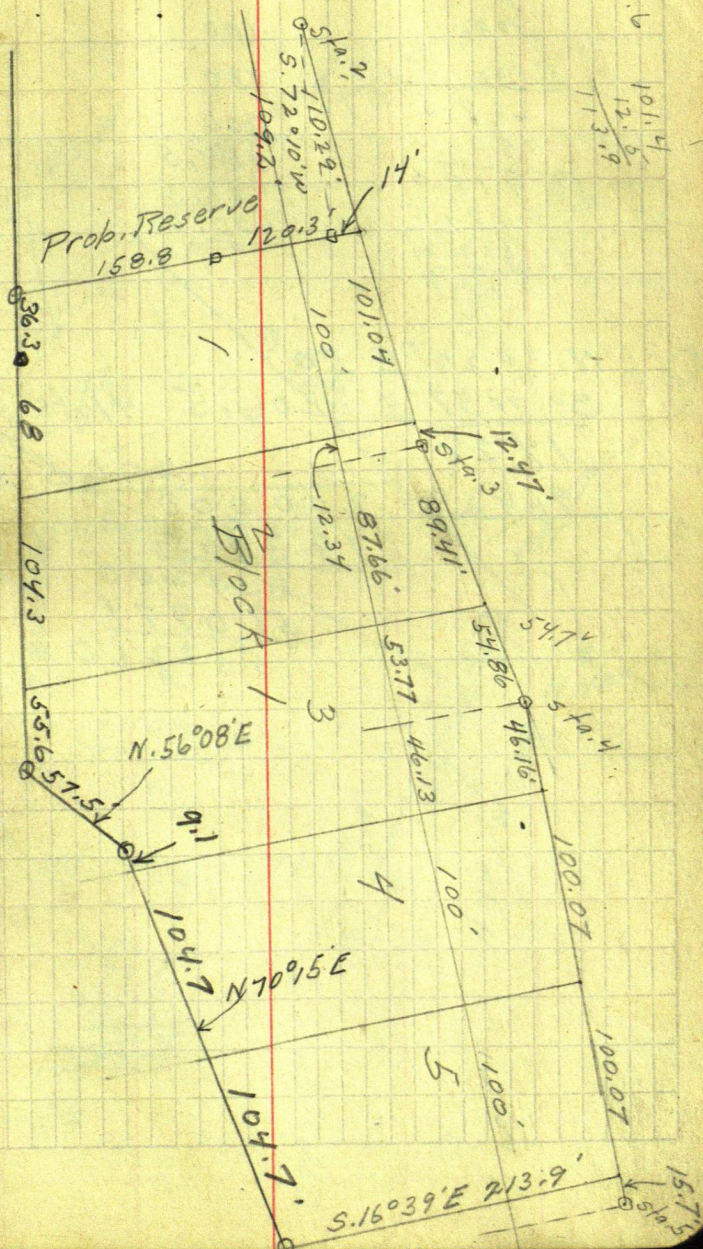
N. 3

$$\begin{array}{r} 70^{\circ} 15' \\ 16^{\circ} 39' \\ \hline 86^{\circ} 54' \end{array}$$

3006' 20.03

$$\begin{array}{r} 200000 \\ - 199708 \\ \hline 292000 \end{array}$$

~~7.14.35 M.H.  
185.9~~



38.5

100.

130

268.5

150.

418.5

181.5

131.749.8

38.5'

100

130

200

468.5

131.5600.0

N. 30° 29' E 50'

S. 17° 57' E 206.5 4/10ths 51.6 ✓

14° 28'

96829

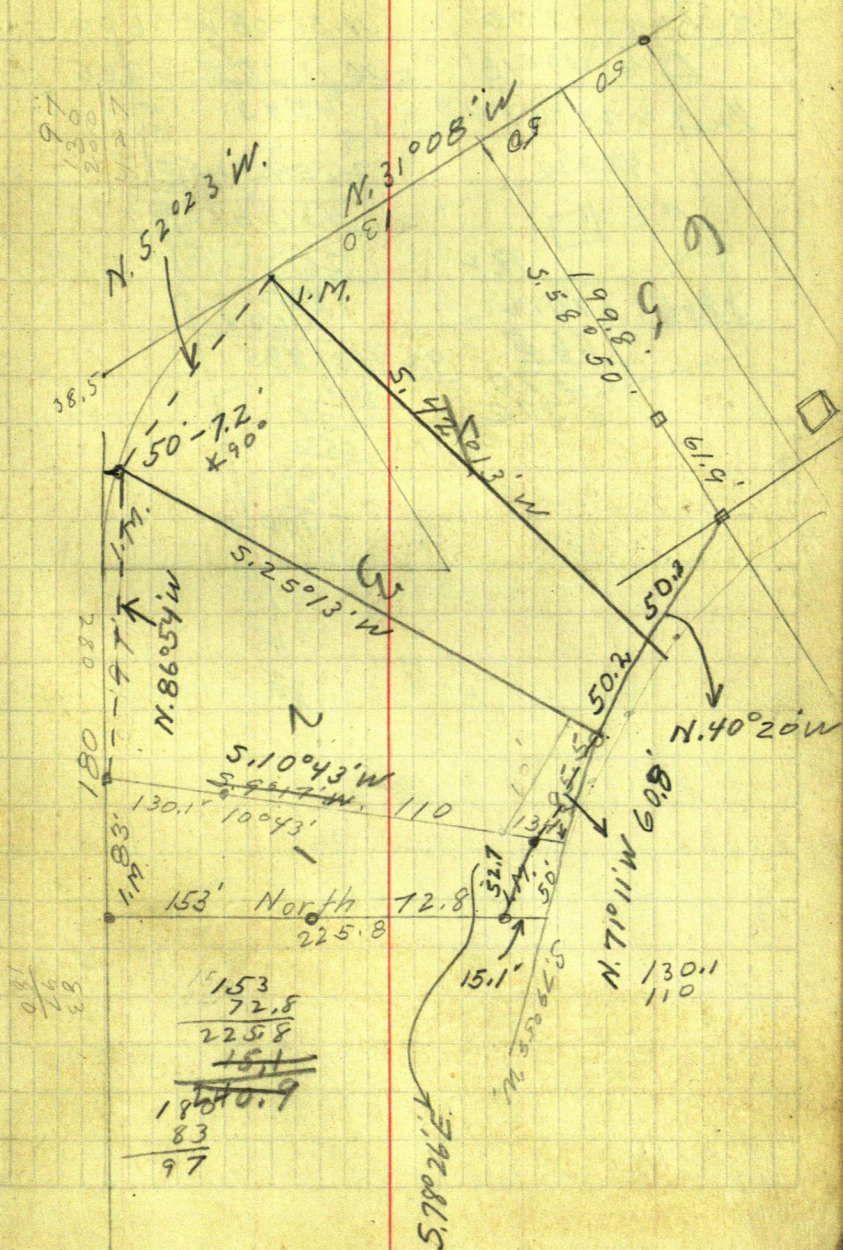
200 000

19 3658

634200

58 0974

532260



$$Tan = 200'$$

$$\Delta = 49^{\circ}43'$$

$$\frac{1}{2}\Delta = 24^{\circ}51'\frac{1}{2}'$$

$$.46330$$

$$r = 926$$

$$\begin{array}{r} 9.2 \\ 18.5 \overline{) 170.2} \\ \underline{166.5} \\ 370 \\ \underline{370} \end{array}$$

$$\begin{array}{r} 113110 \\ 15550 \end{array}$$

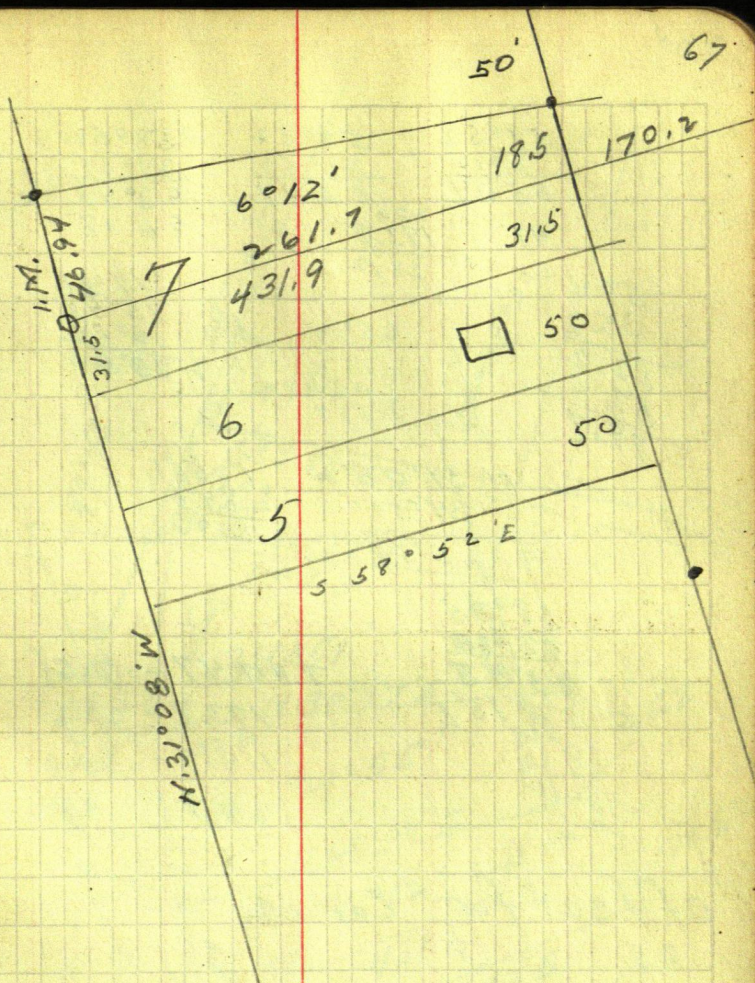
$$N.31^{\circ}08'W \quad 600$$

$$N.18^{\circ}35'E \quad 365$$

$$49^{\circ}43'$$

$$\begin{array}{r} 2159425 \\ \underline{200} \\ 431885000 \end{array}$$

$$\begin{array}{r} 9.2 \\ 261.7 \\ \underline{170.2} \\ 46.94 \\ 9.2 \overline{) 431885} \\ \underline{368} \\ 638 \\ \underline{552} \\ 868 \\ \underline{828} \\ 400 \end{array}$$



58°52

6°12

65°04

47'

58°52

21°55

80°47

200  
173.8'26.2

58°52

34°51

93°43

86°17

57.4

35.2

22.2

57.5

79.7

65°04

34°51

21°55

126.6

58

12°56

15°43

16°12

34°51

N. 31°08' W

34°51'

65°59

125

84.3

209.3

18°35

75°08

93°43

S. 86°15' E

tan 47 - 2.5'

173.8 - 33.6

114.7 - 15.0

64.7 4.8

offset for curve

25 .8

50 2.5

75 6.6

100 11.8

125 18.5

150 26.9

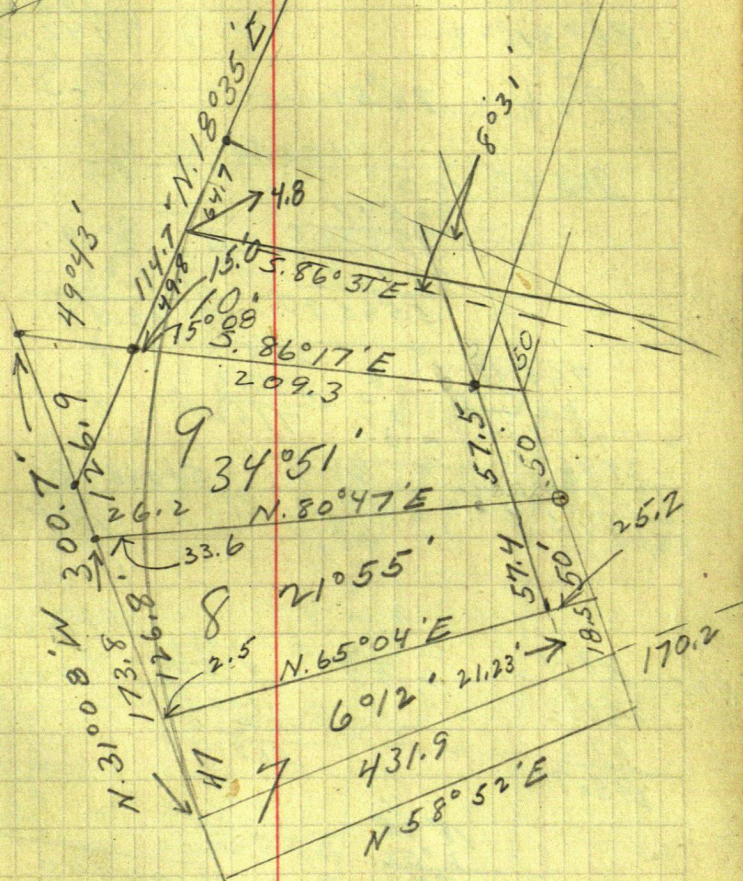
175 37.0

200 49.1

203  
118.3  

---

847



126.8  
103.7  

---

23.1

7° N. 18°35' E 365'

{ N. 0°02' W 197' N. 10°27' E 100  
{ N. 3°29' E 295.8'

86°31'  
18°35'  
105°06' = 74°54'

38.9  
103.6  
142.5  
16.5  
23.5

103.6  
96547 100  
96547  
345300  
289641  
556590

3°19'  
86°31'  
89.50

96547.4  
23.5 - 1  
482735  
289641  
193094  
22688545

298.5  
227.3  
71.2

38.9  
51.8  
90.7

State 0 0  
10.4' 10.4'  
110.5 120.9'  
152.2 273.1

68.4  
200.0  
27.3  
295.7

0°07'  
273.1  
00204  
10924  
54620  
557124

00204  
104  
816  
2040  
021216

18°35'  
2°52'  
15°43'

103.9  
96261 100000  
96261  
373900  
288783  
851170

S. 86° 31' E.

3° 29'

N. 3° 29' E

23.5

N. 18° 35' E

114.7  
64.7  
103.6  
38.9

165

51.8  
51.850  
50  
50100  
11  
12  
1350  
50  
5050  
50  
5050  
50  
5050  
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5050  
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5050  
50  
5050  
50  
5050  
50  
50

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

N. 2° 52' E

S. 86° 31' E

S. 86° 17' E

47.7

100

100

100

100

100

100

100

100

N. 2° 52' E

49.8  
114.7  
164.5114.7  
64.7  
49.850  
50  
100  
47.7103.9  
103.9  
2078  
247.7

25.1 from Sta.

175.1 to Hub #1

16.9

192.0 to Hub on #5 - #6

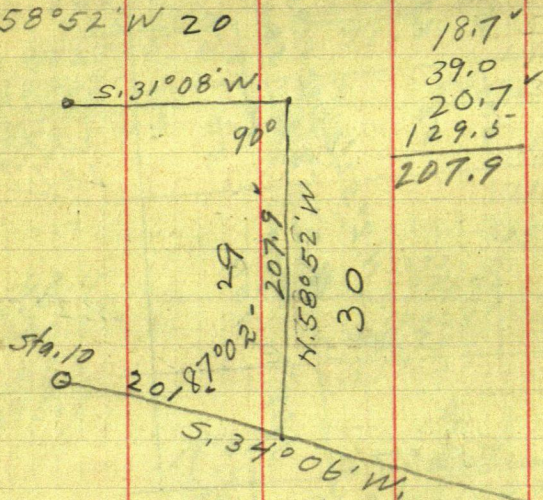
N.  $51^{\circ}53'W$  68.4 @ 101.7

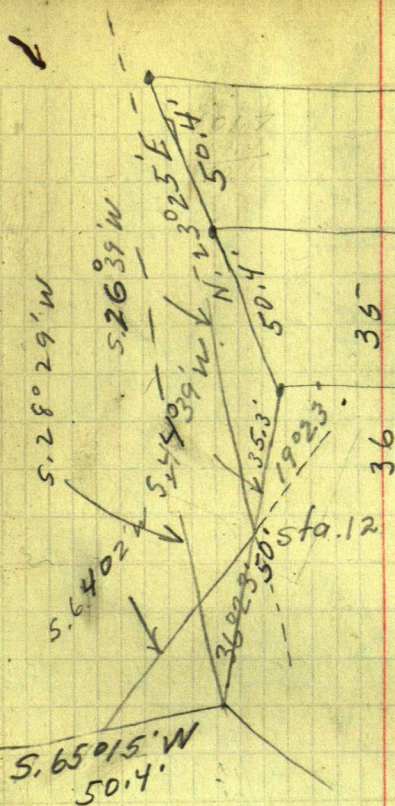
N.  $38^{\circ}06'E$   $125 + 88.7 = 213.7 - 15.9$

N.  $32^{\circ}02'W$  12.6 to Hub on #6 - #7

S.  $31^{\circ}08'W$  101.7 0

N.  $58^{\circ}52'W$  20





$$\begin{array}{r} S. 44^{\circ} 39' W \\ 16' \\ \hline 28^{\circ} 39' \end{array}$$

$$\begin{array}{r} S. 44^{\circ} 39' W \\ 19^{\circ} 23' \\ \hline S. 64^{\circ} 02' W \\ 36^{\circ} 23' \\ \hline S. 27^{\circ} 39' W \end{array}$$

$$\begin{array}{r} S. 65^{\circ} 15' W. \\ 51^{\circ} 52' \\ \hline 13^{\circ} 23' \end{array}$$

$$\begin{array}{r} 102.8 \\ 97284 \overline{) 100000} \\ \underline{97284} \phantom{000} \\ 271600 \\ \underline{194568} \\ 770320 \\ \underline{778272} \end{array}$$





Lot 36-37 N.  $1^{\circ}45'$  W to M.C.  
between Sec. 33 & 34  
N.  $20^{\circ}56'$  E to  
stack on creamery

13°51

24655 -4

96.5 -

123275

147930

221895

237920 75

27°42

13°51

41 33

52501 -4

96.5 -

262505

315006

472509

506634 65

2379

26.87

48°30

1.1303

96.5

56515

67818

101727

90.7395

41°33

88628

96.5 -

443140

531.768

797652

85526020

50.7

34.8

79.76

47.25

32.5

22.2

25.1

47.3

32.5

79.8

79.8

121.9

101.7

47.25

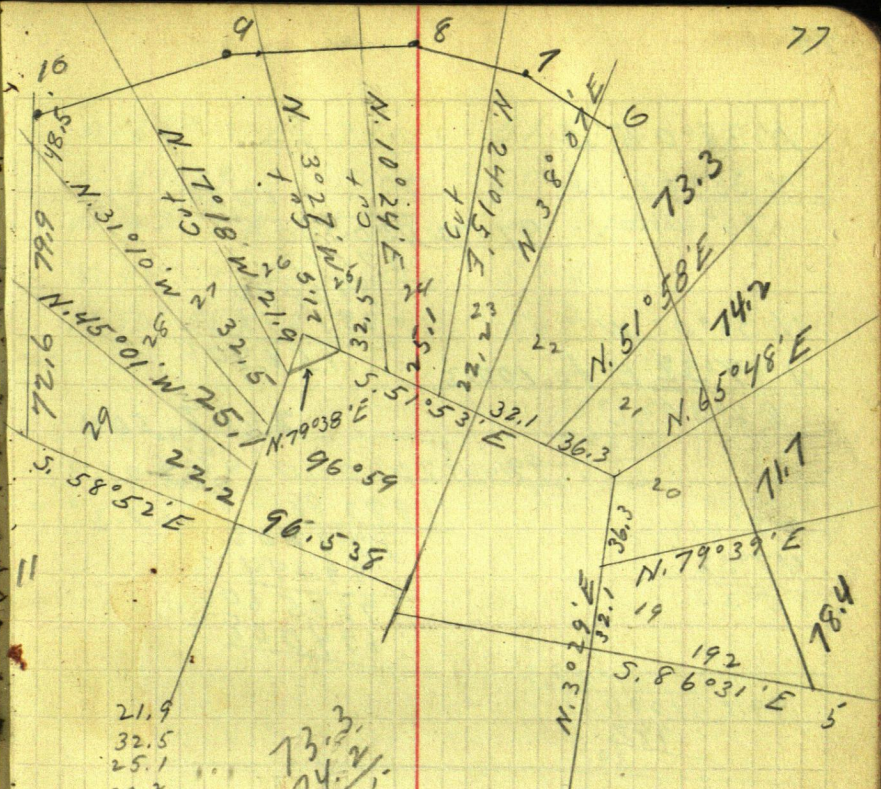
22.18

25.07

44.3

26.3

180


$$\begin{array}{r} 21.9 \\ 32.5 \\ 25.1 \\ 22.2 \\ \hline 101.7 \\ 22.2 \\ \hline 79.5 - \\ 25.1 \\ \hline 54.4 - 1 \\ 32.5 \\ \hline 21.9 - 1 \end{array}$$

72.6  
79.9  

---

152.5

$$\begin{array}{r} 13.3 \\ 14.2 \\ \hline 147.5 \\ 71.1 \\ \hline 219.2 \\ 78.4 \\ \hline 297.6 \end{array}$$
$$\begin{array}{r} 58^{\circ} 52' \\ \underline{13^{\circ} 51'} \\ 45^{\circ} 01' \\ \underline{13^{\circ} 51'} \\ 31010 \\ \underline{13^{\circ} 51'} \\ 17019 \\ \underline{13^{\circ} 51'} \\ 3028 \\ \underline{13^{\circ} 51'} \\ 10023 \\ \underline{13^{\circ} 51'} \\ 2414 \\ \underline{13^{\circ} 51'} \\ 38^{\circ} 05' \end{array}$$

N. 38° 05' E

N. 38° 01' W

76° 06

97072

1030

100000

97072

292800

291216

158400

N. 38° 01' W

N. 47° 32' E to 100.3

82° 30

201.7 50.4

99144

200000

201.3

198288

50.3

171200

99144

720560

694008

38° 01

47° 32

85° 33

100.3

997

1000

997

3000

1 offset 3 4

2

N. 38° 05 51.5 51.5

N. 44° 29' E 100.3

N. 38° 05 201.3

N. 50° 36' E 2 lots Cut

N.  $38^{\circ}04'$  E 2 lots 51.5  
 N.  $44^{\circ}29'$  E 1 lot 50.3  
 N.  $47^{\circ}32'$  E 1 lot - offset 100.3  
 N.  $44^{\circ}29'$  E 2 lots 50.3  
 N.  $56^{\circ}58'$  E 2 lots cut

$$\begin{array}{r}
 299 \\
 252 \\
 \hline
 47.4'
 \end{array}$$

$$\begin{array}{r}
 18^{\circ}35' \\
 3^{\circ}29' \\
 \hline
 15^{\circ}06'
 \end{array}$$

65.7

64.9

130.6

145.6

15.0

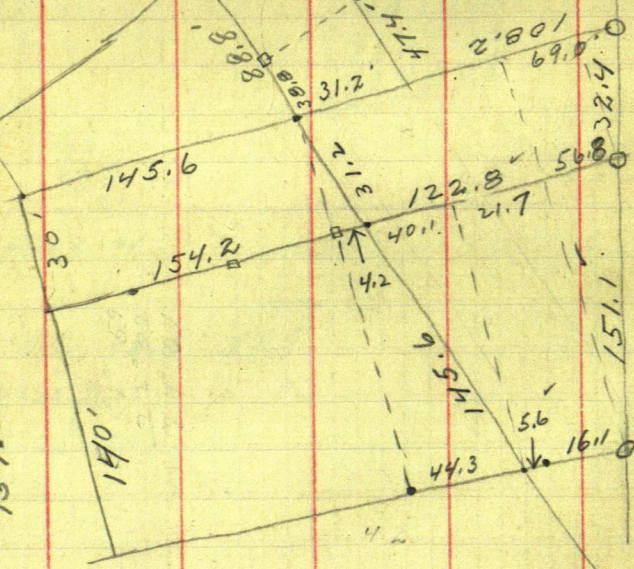
134

67

65. - cut 1

28643  
30  
 859290  
 145.6  
154.2

28643  
170  
 200501  
 28643  
4869310





$$\begin{array}{r} 33.9 \\ 50.0 \end{array}$$

$$\begin{array}{r} 133.9 \\ 46.3 \\ \hline 87.6 \\ 16 \\ \hline 525.6 \\ 876 \\ \hline 140.1 \end{array} 6$$

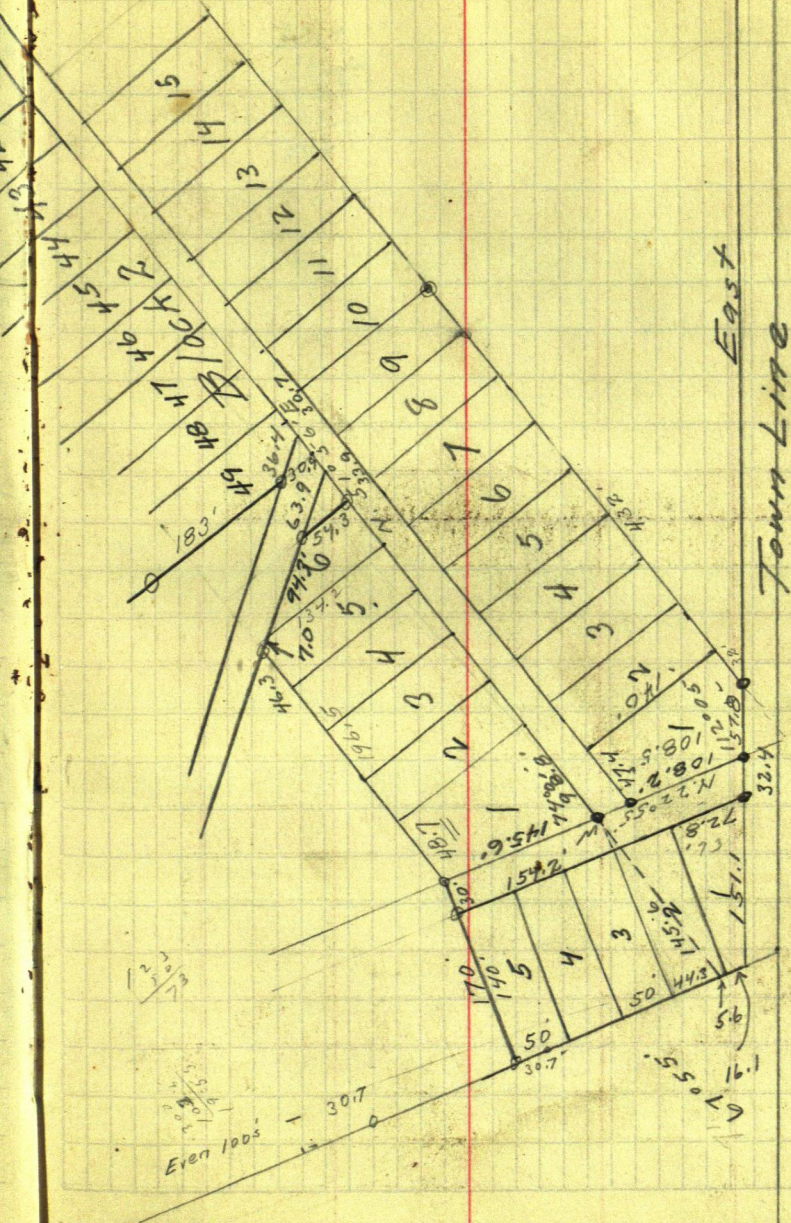
$$\begin{array}{r} 83.9 \\ 16 \\ \hline 5034 \\ 839 \\ \hline 134.24 \end{array}$$

$$\begin{array}{r} 16 \\ 7 \\ \hline 112 \end{array}$$

$$\begin{array}{r} 3.8 \\ 18 \\ \hline 216 \\ 36 \\ \hline 5.76 \end{array}$$

$$\begin{array}{r} 299.5 \\ 103 \\ \hline 1965 \end{array}$$

42



$$\begin{array}{r} 33.9 \\ 16 \\ \hline 2034 \\ 339 \\ \hline 54.24 \end{array}$$

Sheldon Blair Company Inc  
" " Pres

Lake Region Land Company  
B.E. Wideman Pres.

Mineral Reserve

N. 4°55'E 735'

N 18°30'E 365

N. 8°40' W.

N. 0°04' W.

8°36'

1496

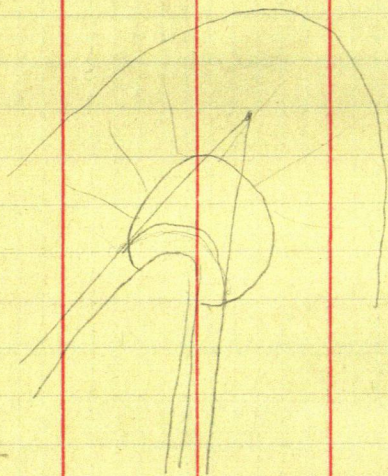
365

480

8976

4488

546040



3557  
30  
1140  
1111  
10.6

$$\begin{array}{r} 1.6003 \\ \underline{193} \\ 61052 \\ 2810 \\ 9000 \end{array}$$

$$\begin{array}{r} 48 \\ 144 \\ \underline{16} \\ 3088 \end{array}$$



$$\begin{array}{r} 5354 \\ \underline{3} \\ 16062 \\ \underline{16062} \\ 17668 \end{array}$$

$$\begin{array}{r} 172 \\ 344 \\ \underline{516} \\ 253 \end{array}$$

$$\begin{array}{r} 344 \\ \underline{172} \\ 172 \end{array}$$

$$\begin{array}{r} 17.2 \\ 226.5 \\ \underline{172} \\ 54.3 \\ 58.6 \end{array}$$

710

$$\begin{array}{r} 9713 \\ \underline{9657} \\ 56 \\ 8 \\ \underline{448} \end{array}$$

$$\begin{array}{r} 0.175 \\ 9664 \\ \underline{57984} \end{array}$$

$$\begin{array}{r} 89.00 \\ 74002 \\ \hline 15 \end{array}$$

Mon S B  
 Tues .  
 Wed 1 3 days 1 meal  
 Thur B D

Wed Wed D  
 Thurs  
 Fri 3 days 1 meal  
 Sat B

6 days 1 meal

$$\begin{array}{r} 7.3 \\ 90.6 \\ \hline 108.9 \\ 105.9 \end{array}$$

$$\begin{array}{r} 25.2 \\ 16.6 \\ \hline \end{array}$$

$$\begin{array}{r} 193.5 \\ 32.3 \\ \hline 225.8 \end{array}$$

$$\begin{array}{r} 99 \\ 25 \\ \hline 71.2 \\ 200 \\ 161 \\ \hline 38.8 \end{array}$$

$$\begin{array}{r} 140 \\ 85.2 \\ \hline 54.8 \end{array}$$