

285

K&E

FIELD BOOK

W 360

AM King

250

122.7

268

139-7

Note

This book No 285  
belongs to Curo  
surveyors, Walker  
Minnesota

If lost, finder please  
notify the owners  
for Reward

Harold  
J. Curo

John A Curo  
Walker Minn

April 15-1947



The paper in this book No. 360  
is made of 100% high grade rag stock  
with a **WATER RESISTING** surface sizing.



N<sup>o</sup> 285

1

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Page

Arthur M. King

Gov Lot 1, Sec 14-142-26 Cont 170

2.25 Acres US Survey

Plot on Pg 5

Wm. Lebra

Lot 7 Sec 29-142-27 - 1970 24

Sand Lake Road Remer -

26-27

28-43

C. LEBRA

1-25-142-28

44-46

C. GRAHAM

BLK 2

REMER  
OAK PARK BEACH

47-48

M. SCOTT

MUD LAKE PASS

49-81

M. JOHNSON

3-20-142-27

82-83

CLARK

14-142-26

84-89

S. PRIGGET

3-13-142-28

90-106

L. HOWARD

7-8-5-142-28

107.

CLARK

14-142-26

4

US M. Lines in Reverse

From MC Run  $S 33^{\circ} E$  264.11

E 221.41 S 143.78 E

Sta 1. Run  $N 85^{\circ} E$  1122.11

97.79 N 1117.73 E

S 38 E 462.76 Creek

Sin  $615661 \times 462 = 28444 E$ Cn  $788011 \times 462 = 364,065$ 

Sout Yeast Nort E

221.41 143.78 97.79 1117.73

S 221.41 E 143.78

N 97.79 1117.73

S 123.62 1261.51

364.06

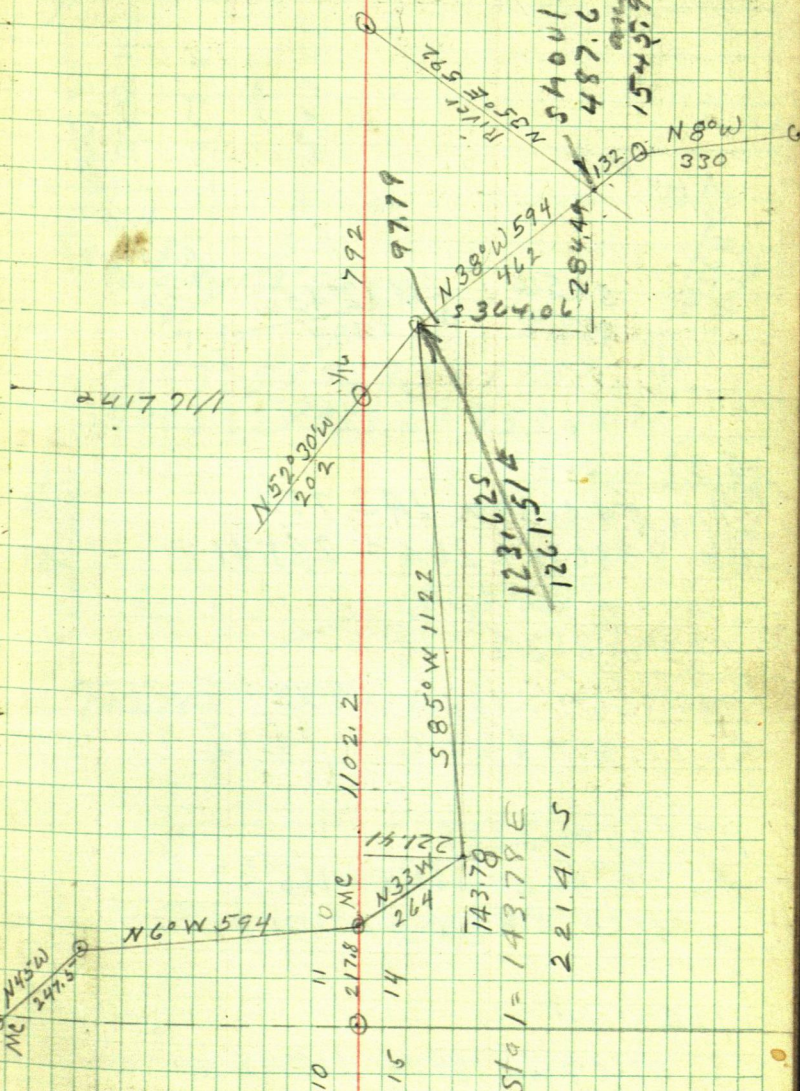
487.685

284.44

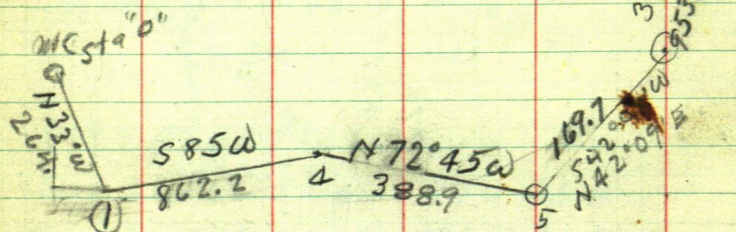
1545.95 E



54061 of be  
487.685  
1545.95



6



S 33° E 264

Sine  $544639 \times 143.780$

Co  $838671 \times 264 = 221.41$

S 85° W 862.2

Sin  $996195 \times 862.2 = 858.92$  W

Co  $87156 \times 862.2 = 75.15$  S

N 72° 45' W 388.9

Sin  $296542 \times 388.9 = 115.33$

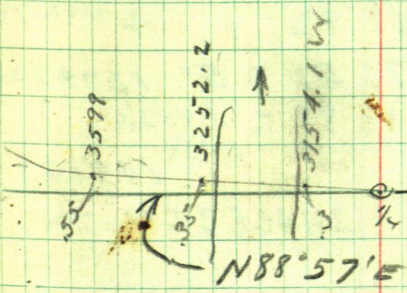
Co  $955020 \times 388.9 = 371.51$

N 42° 09'

Sin  $671074 \times 169.7 = 113.88$  E

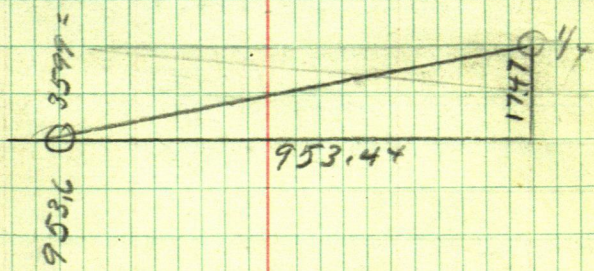
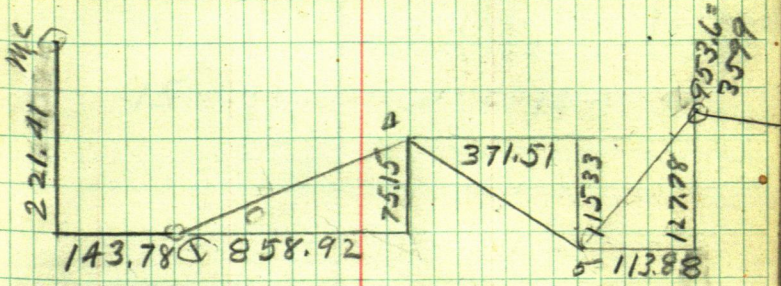
$752.989 \times 169.7 = 127.78$  N





$$\sin 018325 \times 953.6 = 17.47$$

$$999832 \times 953.6 = 95344 \text{ W}$$



8

St 90. Run E 143.78 T. Sta 1

1 Run 858 92 , 4 1002.70.

4 Run E 371 51 To 5- 1374.21

5 " E 113 88 To (953.6

9" 1488.09

953.6 E 953.44 = 2441.53 T. 1/4 In.



142-26-5 PM

9

10

11

15

14

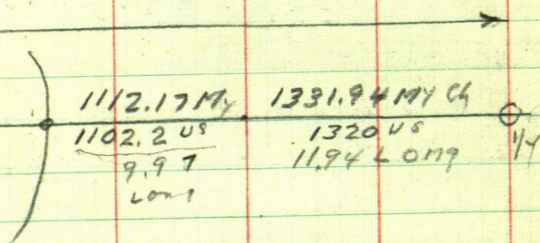
10

2444.11 MY CH  
 2422.20 US

21.91 Long

2444.11 MY CH

2422.20 US



$$2422.2 / 21.91 = 09045495$$

$$9045495 \times 1320 + 11.94 = 1331.94$$

$$9045495 \times 1102.2 + 9.97 = 1112.17$$

OK MY CH

2444.11



$$7670 \text{ LKS} = 5062.20 \text{ Fx US}$$

$$3670 = 2422.2 \text{ US}$$

$$\begin{array}{r} 1670 \\ 1102.2 \\ \hline 1331.94 \text{ LKS} \\ \hline 1194 \\ \text{Long} \end{array}$$

OK  
1/4

$$\begin{array}{r} 264005 \\ 2645.4 \text{ MYCH} \end{array}$$

1/4

12

E

$$\begin{array}{r}
 143.78 \\
 1117.73 \\
 \hline
 1261.51 \\
 365.70 \\
 \hline
 1627.21 \text{ E}
 \end{array}$$

S

$$\begin{array}{r}
 221.415 \\
 97.79 \text{ ''} \\
 \hline
 123.62 \\
 221.41 \\
 \hline
 345.03
 \end{array}$$

Creek 487.685



$$S 33^{\circ} E \ 264 / 1400 = 264$$

$$\text{Sine } 544639 \times 264' = 143.78 E + 1117.73 =$$

$$\text{Cosine } 838671 \times 264 = 22141.5$$

$$\begin{array}{r} 12362.5 \\ 34503 \end{array}$$

$$N 85^{\circ} E \ 17 - 1122$$

$$\text{Sine } 687156 \times 1122 = 97.79 \ N \ 123.62 \quad 345.03 S$$

$$\text{Cosine } 996195 \times 1122 = 1117.73 E \quad 1261.51 E$$

$$S 38^{\circ} E \ 900 - 200 = 700 = 594.$$

$$\text{Sine } 615661 \times 594 = 365.70 E \text{ OK}$$

$$\text{Cosine } 788011 \times 594 = 468.08 S \text{ OK}$$

$$S 38^{\circ} E \ 700 = 462 \text{ FT } 284.44$$

$$\text{Sine } 615661 \times 462 = 284.44 E \text{ OK}$$

$$\text{Cosine } 788011 \times 462 = 364.06 S \text{ OK}$$

$$S 38^{\circ} E \ 200 \text{ LK} = 132 \text{ F}$$

$$\text{Sine } 615661 \times 132 = 81.27 E$$

$$\text{Cosine } 788011 \times 132 = 104.02 S$$

14 May 8-1948

Checking distance from MC 18

To outlet US chain

MC 18 Run  $S 33^{\circ} E$  400 LKS =

264 ft

Sine  $544639 \times 264 = 143.78 E$  AP 14

Co  $838671 \times 264 = 221.41 S$

AP 14 Run  $N 85^{\circ} E$  1700 LKS = 1122 AP 13

Sine  $087156 \times 1122 = 97.79 N = 123.62 S$

Cosine  $996195 \times 1122 = 1117.73 E = 123.62 S$

221.41 S

97.79 N

123.62 S

143.78 E

1117.73 E

1261.51

AP 13  $S 38^{\circ} E$  700 LKS = 462. FT

Sine  $615661 \times 462 = 284.44 E$

Co  $788011 \times 462 = 364.06 S$

123.62 S

364.06 S

487.68 S

1261.51 E

284.44 E

1545.95 E



0 1/4

9045496 Long  
4.41

244411 My Cham  
24

(11)

1.30 Long  
145.08 My Cham  
11.27.84 My Cham

2444.11 My Cham 7.11

MC18

143.28  
221.41  
233 W  
264

1117.73 US

123.62

28444

876.25 US  
876.25  
7.93  
884.18

1122 S 85.0

487.64  
4.41  
492.05

19.14

1559.93  
884.18  
2444.11

13.99 Long

Outlet  
1545.95 E US  
13.98  
1559.93

1.441

487.68 US

364.06  
38.00 700 L  
462.54

Outlet

152.00

N

13

N

2.57 Long  
2.57 Long  
1028.2  
1028.2

9045496/21

22 (9045496

1670 LRS = 1102.2 Ft US + 2.97

" 1112.17 MYCH = 1102.2 US

2444.11 Ft MYCH Told

2422.20 US

2191 LON

1320' US = 1331 MYCH = 1194 Over

8

W 4/16

94



18

340  
46<sup>2</sup>  
120

E 1/2 of W 1/2 Lot 7 . ① Sec 29-142-27 ①9

Mr Wm. C Lebra called at my  
office June 2nd 1951 He owns  
E 330 ft of W 1/2 Lot 7 Sec 29-142-27

Wed. June 6<sup>th</sup> 1951

Don Ed & I drive to cor to  
Sections 29-30-31-32 -142-27  
where we find 2" pipe with Brass  
Cap. 2" we walk E 1

Sat.

Lebra calls from Minneapolis

Sunday <sup>10<sup>th</sup></sup> Fred

+ I Lv Walker @ 9 o'clock drive  
to SE cor Sec. 29

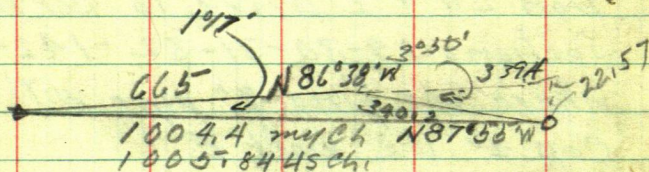
run E on S line of Sec 29 chain  
@ 160 min - 4.05 hub  $160 + 300 =$   
 $460 + 90 = 550 \text{ min} + 4.7 = 554.7 \text{ hub}$   
+ 110.35 hub @ p. car at 3° 50' R  
 $200 + 140.2 = 340.2$

quit for Night 8 hours for Fred



20 E 1/2 of W 1/2 Lot 7 Sec. 29-1A2-27

fig.



3050'

$554.7$   
 $1103$   


---

 $665.0$

Sine  $.066854 \times 340.2 = 22.57$   
 Cosine  $.997664 \times 340.2 = 339.4$   
 Tang  $.068465$

$.022471127$  ok.  
 $.022479079$

$665$   
 $339.4$   


---

 $1004.4$

Hubs corrections

Hub 155.95 E goes S 3.50 to line  
 " 554.7 E " S 12.47 to "  
 " 665 E " S 14.94 "

$1005.84$  ft 45 -  $1004.4$  ft m/ch, 1.44 short  
 $.0014316392$  W for each

$1005.84 / 144.000$

part 5

Wm. Lebra

135.95  
230  
385.95

(21)

1005.34 + ?  
2676.96

4056 US,

4045 US,

US.  
1328.48

2676.96 US,

US. 669.24	US 669.24	Lot 668.28 E my ch.
---------------	--------------	------------------------

1338 48 US,

669.24 x .0014316392 = .96 short

669.24

- 96

668.28 E goes S

@ 668.28 E = E of Lot 7

goes S 15.02 to SE cor of NW 1/4 Lot 7

@ 334.14 = E 1/2 of NW 1/2 Lot 7 Sec 29

@ 334.14 E goes S 7.51 to SW cor of E 1/2 of NW 1/2 Lot 7 Sec. 29

Lot 7 Sec 29

N 10 13 E 334.14	N 10 14 15 E 668.28	N 10 15 30 E 334.14	N 10 18 E 668.28
---------------------	------------------------	------------------------	---------------------



Thurs. June 12<sup>th</sup> 1951

Lo Walker Fred & I drive to  
Boy lake arrive @ 11 o'clock

Town hub 554.7 run East

668.28

668.28

hub 554.7

hub 665.00

113.58

3.28

6

334.14

179.90

155.95

178.19

1.81

178.19

Fred & I cut out and  
mark the  $\phi$  N+S of lot 7 Sec.  
29-142-27 south side Boy lake  
Work from 11 to 5:30 -  $\frac{1}{2}$  hr for  
Lunch = 6 hours for Fred,

Wed. June 13<sup>th</sup> 1951

David W. Resler  
Verna Rester  
Robert A. Grund  
Margaret L. Grund

Filed May 26, 1949

The East 330 feet of the West one half of Lot 7, in Section 29 Twp 142<sup>N</sup> Range 27<sup>W</sup> of the 5<sup>th</sup> P.M.

Fred Nichols & I Lu Walker drive to Lot 7 Section 29-142-27 arrive 10:20.

Turn SE corner of W 1/2 of W 1/2 Lot 7 run N 1° 14' 15" E along E W 1/2 Lot 7

Turn corner to Sec. 29-30-31-32 142-27 Take this use S line Sec. 29 as E & W.

Maple 16 N 37° 35' E 48.45

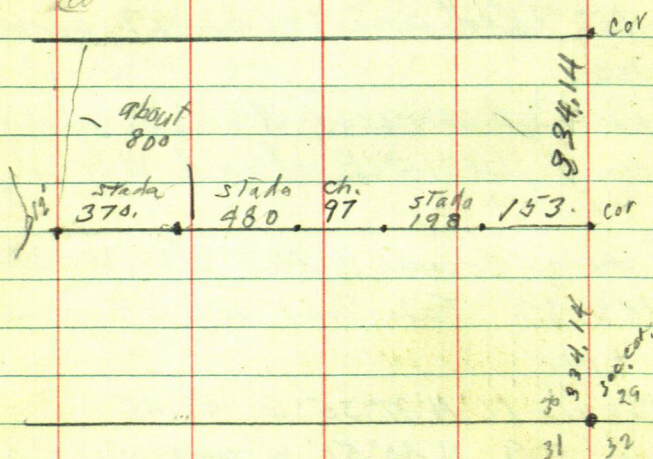
" 9 N 40° 50' W ~~79.8~~ 24.65 26.65

" 16 S 65° 34' W 19.8

Basswood 12 S 26° 04' E 31.1



from SW Cor SE  $\frac{1}{2}$  of SW  $\frac{1}{4}$   
 chain N @ 133 & road @ 153



quit back to Walker 426' =  
 5 hours for Fred =  
 Fred Nichols gets \$19 for this  
 work.

The Banker @ Remer calls  
me wants Sand Lake Road  
E run.

Aug 22 1951

I Lu Walker drive to Remer  
Walt Andrews who the Banker  
finds in Remer contractor  
who take me out to look road  
@ the corner to Section 34-35-  
142-26 & 2-3-141-24 where we  
meet Fred Green who help  
we do not look for Sec. Cor. now  
but go West  $\frac{1}{4}$  mile where we  
find the I.M.  $\frac{1}{4}$  Art Peterson  
comes and Walt leaves at  
helps Fred, Art, & I go  $\frac{1}{2}$  Mile E  
to Section corner where we find  
the I.M. Sec. cor in the road but  
we dig it up as to straighten it  
up will leave it 8" up in E  
N+S road we leave it bent and  
set a 120<sup>d</sup> spike at true point  
flag at Sec. cor flag @  $\frac{1}{4}$  work  
line and run a line of  
60<sup>d</sup> spike for True E + W road



Across True point for Sec Cor  
Take trees

W. O. 5 N 14°30' W 79.25-

Tel Pole 12 S 16°53' W 82.35-

Base Wood 14 S 36°40' E 126.8 <sup>aprox</sup> 4 ft

light pole 14 N 43°46' E 33.4

Spruce 10 N 77°12' E 140.5 top of spot

Fred Schweiger  
Remer Minn.

The March 17-1962

Received Letter from W.C. Lebra  
in regards to surveying his Land in  
Lot 1-Section 25-T 142-28 I check  
his deed in Registered of deed office  
it reads

Edwin John Toffle, William C. Lebra  
Alice Ruth Toffle <sup>to</sup> Stella B. Lebra

Filed for Record Nov 26 1951  
in Book 107 of Deedson page 473

This endenture made this 22 day of Nov  
1951 between Edwin John Toffle and  
Alice Ruth Toffle his wife of the  
County of Franklin and State of Washing-  
ton. parties of the first part and  
William C Lebra and Stella B. Lebra  
his wife of the County of Ramsey  
State of Minnesota parties of the  
second part

The North half of Lot 1 in Section  
25 Twp 142<sup>N</sup> Rge 28<sup>W</sup> of the 5<sup>th</sup> P.M.  
together with a perpetual easement  
over and across the South half of said  
Lot 1 for a cartway as ingress to and  
egress from the North half of said Lot 1  
to connect with the county road



running south from the South line of said Lot 1 as said County road is at present located. The line dividing the North half from the South half of said Lot 1 is determined by commencing at a point equi-distant from the northwest corner and the southwest corner of said Lot 1 and running thence easterly parallel to the South line of said Lot 1 to the Lake Shore. Subject to U.S. flowage rights of Record

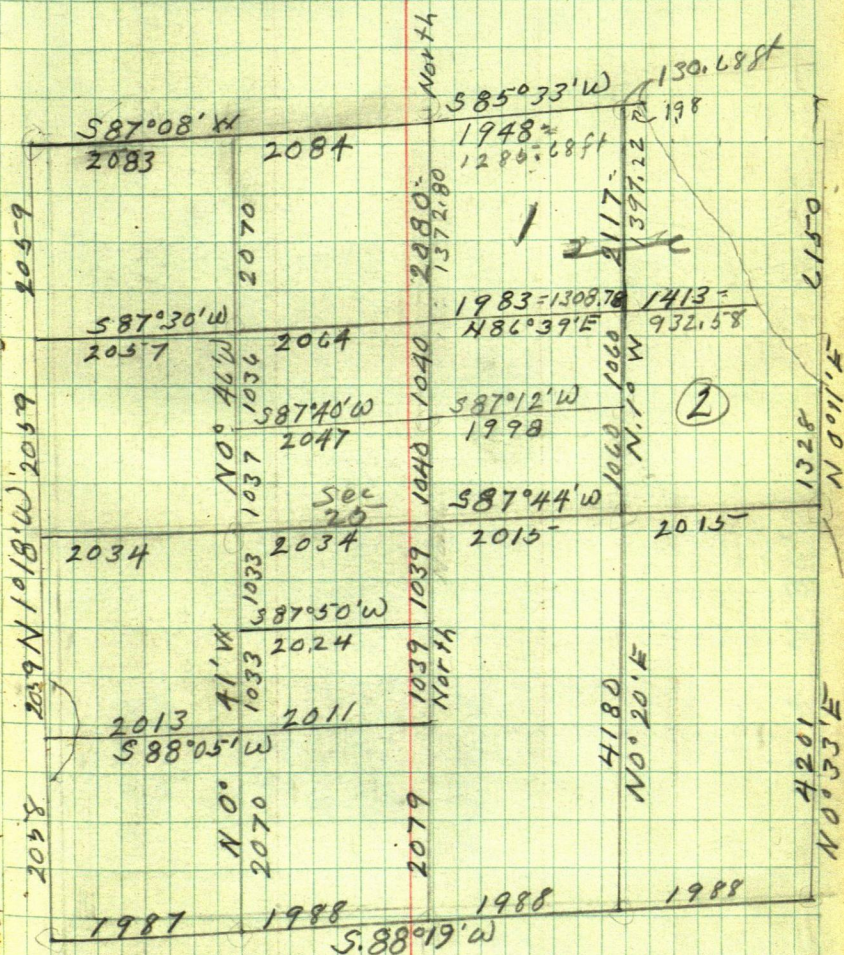


3

Sec 24

31

Copied from Ind. Ke-survey  
Plat in Office of the Reg. of Deeds





32

CW, Lebra

④ Sec 25-142.28

Lot 1 Section 25-142-28 as shown in Gov't Re-Survey of Ind. Lands. Show in feet and decimals of foot

S. 85°33' W N. line Sec. 25 130.68  
1285.68

N 1/2  
Gov't Lot 1  
Section 26-  
142-28

N 86°39'E

N 137.28 NORTH & SOUTH  
686.4  
690.15  
42m 51.067

N 0°49' W  
1397.22  
1397.22

Boy

Lebra owns (S)  
all of Lot 1 except  
\$ 686.4 feet  
according to Gov't  
Survey

Loke

N Villine

932.58

1308.78 N. 86°39'E

1308.78

Road



34

WC Lebra

(6) Sec 25-142-28

McLebra, Bay Lake (7) Sec. 25-142-28

35

Sat. April

Gert - I and the boys Lr Walker  
drive to Bay River Road then in  
on Bay River road 3 miles Lr Car  
pack outfit about  $3\frac{1}{4}$  mile E to  
Gov't lot 1 section 25-142-28

We find I.M. SE cor lot 1 and  
rough chain Northerly a long shore  
of Bay Lake about 1400 feet and  
Look for M.C. bet Sec. 24-25-142-28  
W. side Bay lake We find I.M. MC  
and then go West and find IM  
 $\frac{1}{16}$  cor. Gert + boys cut line

Then, I.M.  $\frac{1}{16}$  cor site E on MCIM  
and run West, from MC chain  
West @ 124.2 I.M.  $\frac{1}{16}$  Corner  
Continue west from  $\frac{1}{16}$  @ 438 ft  
hub 60' spike @ 650.75 hub ~~60' spike~~  
60' spike.

Sunday all day at Home  
rains Sunday night

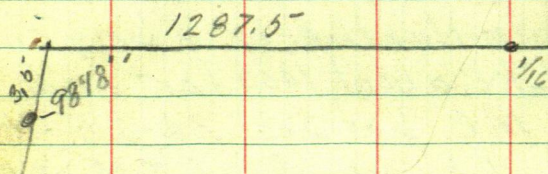
Monday Gert + I drive to mud  
hole 2 miles N of Tar + Walk to Mine Sec 25  
E of  $\frac{1}{4}$  get T + Tools go to Walker,



36 NW Lebra Bay Lake 8 Sec 25-142-28

Sat April

Don & I drive to Sec 25-142-28  
road good beg at hub 650.7 W  
of E  $\frac{1}{16}$  cor N. side Sec. 25 continue  
our line West +200 = 850.7 + 200  
 $1050.7 + 16.3 = 1067.0 + 200 = 1267.4$   
 $20.5 = 1287.5$



Over hub 1287.5 IM  $\frac{1}{4}$  Cor sets  
S  $8^{\circ}18'$  W 3.5 ft

Ties to  $\frac{1}{4}$  bet Sec. 24-25-142-28

Maple 5 N  $62^{\circ}58'E$  13.85 spotted base

" 6 S  $16^{\circ}53'W$  23.35 " " "

$8^{\circ}18'$

Sine  $144356 \times 35 = .51$

Cosine  $989526 \times 35 = 3.46$

$1287.5 + .51 = 1288$

$1288 \div 346 = 0026863$



W.C. Lebra Bay Lake

72.4  
Sec 25-142-28

37

Correction for N Boundary  
line of NW  $\frac{1}{4}$  of NE  $\frac{1}{4}$  Sec 25  
.0026863

hub 438 W goes S 1.28

hub 650.7 W " S 1.75

hub. 1067.00 W goes S 2.87

We correct hub 1067 W

to over I M  $\frac{1}{4}$  Cor bet Sec 24-25  
site N  $85^{\circ} 33' E$  on corrected  
hub. 1067 and run

South on N & S @ Sec 25

@ 274.75 hub 60' spike

+ 70' = 345' enter swp.

274.75 + 203.65 = 478.4 hub.

+ 100 = 578.4 stat. in swp + 202.4

780.8 <sup>20</sup> <sup>20</sup> hub 60' spike 30' soft swp

+ 77.0 = 857.8 hub 60' spike + 80' pin +

80' pin + 53.2 = 1071.0 hub 60' spike

+ 100 + 100 + 36.9 = 1307.9 hub 60' +

slope +

72.4

1380.3



38

1308.78  
1240.988

110

W.C. Lebra Bay Lake

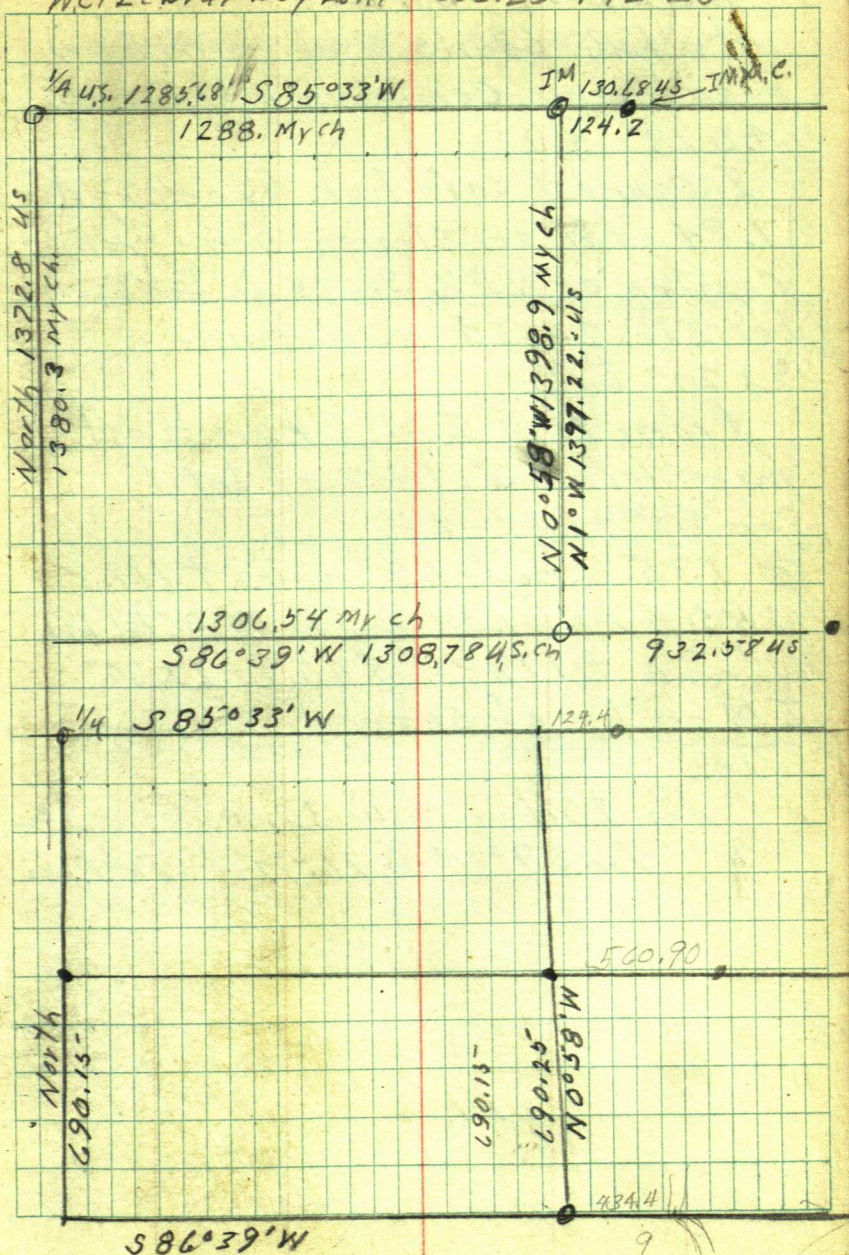
Monday April 1952

Went Bob, John & Ed go with  
 me to Bay Lake at IM center  
 NE  $\frac{1}{4}$  Sec. 25 - 142-28 We find  
 IM bent we take it up straighten  
 it up and put it back in same hole  
 it came out of go E work T on  
 line between said IM and IM on  
 shore of Bay Lake set 60' spike hub  
 in E pt road N to cabin's on lake  
 from said spike hub chain West  
 @ 360 pin + 134.4 = 434.4" IM center  
 NE  $\frac{1}{4}$  Sec. 25 + 389.4 from IM  
 spike hub on top + 251.5 = 640.9 + 400  
 1240.9 pin + 67.88 = 1308.78 as ch

intersect N to S center line 1240.9 +  
 65.6 = 2.28 short of as measurement  
 at 1380.3 S. which is about 8 ft long  
 N. & S.



W.C. Lebra, Boy Lake Sec. 25-142-28





40

Sec 25

(12) T. 142. - R 28

W.C. Lebra

Boy Lake

at a hub 690.15 N of  $\frac{1}{4}$  in E & W  
road being center NE  $\frac{1}{4}$  Sec 25  
142.28

I correct said hub by setting it  
1.84 ft W on straight line from  
center of NE  $\frac{1}{4}$  Sec 25 to E  $\frac{1}{4}$   
bet. Sec. 24-25 and drive a  
2x20" I.M.

from this I.M. I run East  
parallel to S. line of Lot 1  
Sec 25-142-28

@ 135.6 hub 609 spikes + 119.8 =  
255.4 hub 609 spikes @ 361.1 hub  
609 spikes + 199.8 = 560.9 = 2x30"

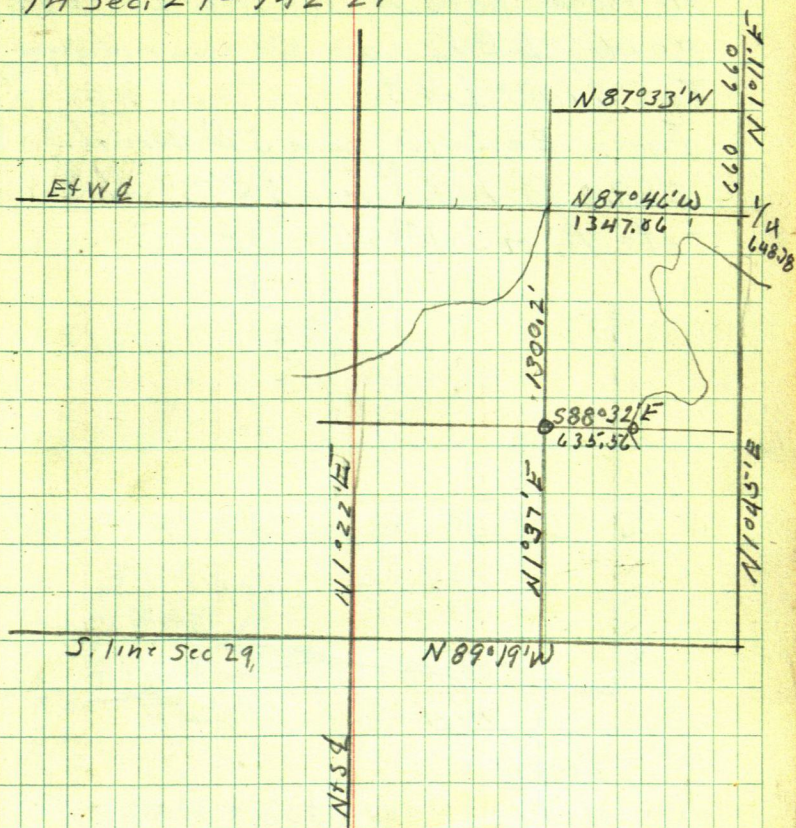
I.M. on top of seawall

Ties

Cedar. 20 N.  $63^{\circ}10'W$  30.00 ft spot at Bass

" 16 S  $9^{\circ}20'W$  16.32 ft " of Bass

①  
Wood - on. Maple Dale road Boy Lake  
Owned Govt Lot 9 and bought Govt Lot 3  
in Sec. 29 - 142-27



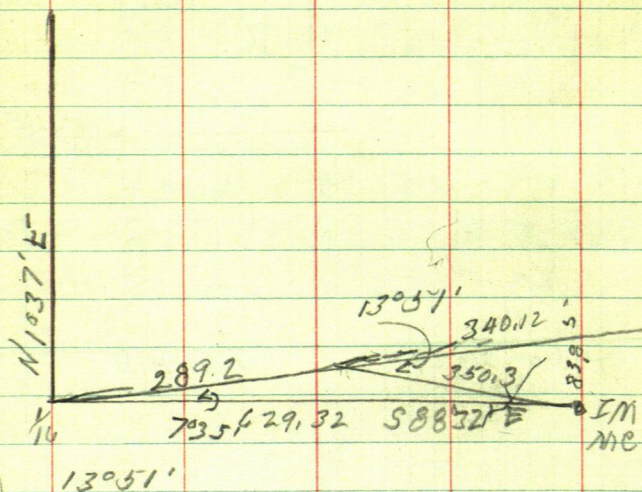


Oct 21<sup>st</sup> 1954

Ed + I to Bay Lake

Mr Wood goes with us to I.M. E 1/4  
center SE 1/4 as we cannot work  
Ton S line Lot 3.

I run Easterly from SE cor lot 3  
289.2 ft hub from 289.2 MC  
sets R. on S 13° 51' - 350.3



$$\text{sine } 239381 \times 350.3 = 83.85$$

$$\text{cosine } 970926 \times 350.3 = 340.12$$

$$62932 \overline{) 83.85}$$

Chain N @ 195.8 hub + 80 road

195.8 + 220 road

195.8 + 300 = 495.8 + 11.9 = 507.7

hub

$$\begin{aligned}
 495.8 + 170.5 &= 666.3 \text{ hub} \\
 666.3 + 286 &= 952.3 \text{ hub} \\
 + 300 &= 1252.3 \text{ min} + 47.6 = \\
 1299.9 \text{ hub IM sets w } 5.7
 \end{aligned}$$

$$\begin{array}{r}
 \phantom{1300} \overline{) 5.700} \\
 \underline{5200} \phantom{00} \\
 5000 \phantom{00} \\
 \underline{3900} \phantom{00} \\
 11000 \phantom{00} \\
 \underline{10400} \phantom{00} \\
 6000 \phantom{00} \\
 \underline{5200} \phantom{00} \\
 8000 \phantom{00} \\
 \underline{7800} \phantom{00} \\
 200
 \end{array}$$

$$\begin{aligned}
 \text{hub } 195.8 \text{ Ngals w } .86 \\
 " \quad 507.7 \text{ N } " \quad \text{w } 2.23 \\
 " \quad 666.3 \text{ N } " \quad \text{w } 2.92 \\
 " \quad 952.3 \text{ N } " \quad \text{w } 4.18
 \end{aligned}$$



Chs. Graham of Remer  
 call at my Office. He owns  
 a part of Oak Park Beaches  
 on Little Pass and Trelice Lakes  
 Platted by John Greene  
 the lot stakes in Block 2 of  
 said plat are gone but the I.M.  
 at the Block corners are  
 in and as he has sold some  
 of the lots he wants the lot  
 corners re-set.

May 7th 1956

Don and I drive to Remer  
 to Graham's store (seed & feed)  
 Mr. Graham calls his wife to look after  
 the store. Don & I go to Red Owl store  
 get rolls meat & milk for lunch.

Mr. Graham in his car leads the  
 way to Oak Park Beaches Bk 2  
 shows us I.M.s and goes back to  
 Remer. Don & I with Tove, IMSE  
 cor Bk 2 site North on NE cor IM  
 at every 40 ft set 60 d spike on line  
 for lot corners.

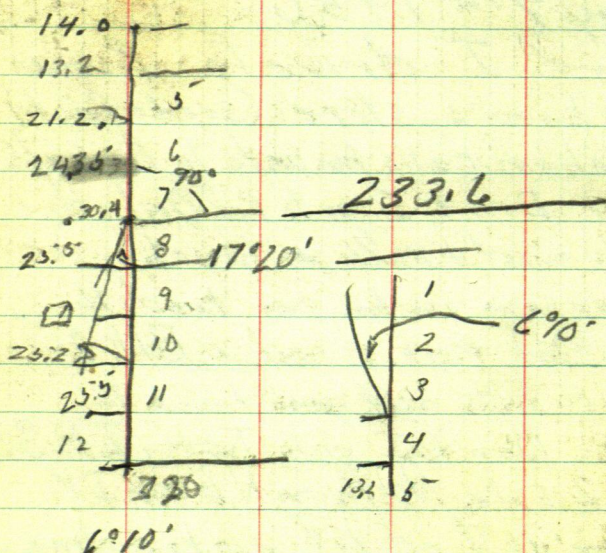


eat our lunch in car. 'chuck chan'  
 The apth as some were out of line  
 We drive 1" 5' pipe at Lot corner  
 NE cor Lot 12 NE cor Lot 11-10-9-8  
 Tower NE cor Lot 8 Turn 90° & run W  
 to road

Tower apth in edge of road  
 between lots 7 & 8 run  
 run S 17° 20' W

Sine 297930

Cosine 954588 into 40° = 41.9



Sine 107421

Cosine 994214 into 40° = 40.02



Mud Lake Pass

47

June 20<sup>th</sup> 1956. as Mr. Milton H. Scott. 933 Wisconsin St.

Hibbing Minn. who owns all of Block 2 and Lots 1 to 11 inclusive and Lot 17 of Block 1. has received a letter that his cabin which he thinks is on lot 1 of Block 2 also the cabin which he thinks is on lot 2 of Block 2 are on State land and for him to have them moved off. The State owns lots 12 to 16 both inclusive in Block 1. for \$35.00

I tell him I will go and check up on this. I check old records for surveys made and make rough copy of plat of Mud Lake Pass

June 21<sup>st</sup> 1956

I & Edward Curo drive to mud Lake as we can not locate the section corner SE cor Sec. 27. we use the <sup>4</sup> County road running E from Mud Lake as about the strike of Sec. 26 from which we chain N along the road 1550 feet to where said plat has its starting point and look for IMs which we do not find



from this point we chain N  
along road from point 1330 ft N  
of South line Sec 26 -

300.600. - as 530 ft N should be  
Scotts N line of lot 11 - and as  
the State owns the West 5 lots  
230 feet.

@ about 720 ft N point in road in  
line with S side of Scotts cabin

@ 732  $\pm$  in line with N side of cabin

@ 775  $\pm$  in line with S side small cabin

@ 786  $\pm$  " " " N " " "

@ 789  $\pm$  " " " S " " to lot

@ 894 in line with stakes set by State  
to mark the N line of their Lots - 12-13  
14-15 and 16.

@ 850 which should be close to N line  
of Lot 17 we look for I.M. as shown  
on Plat + 45 feet Look for I.M.s find  
Nothing @ 1530 N of SE cor place of  
beginning + 1498 N = 3048 we look  
for I.M.s along N end of Plats as  
shown on plat, can find nothing



Sept 26-1956

Engineers Office hands me a letter from Morton J Johnson  
5304 Oaklawn Ave.

Minneapolis-24 Minn.

Johnson is looking for an Reg. Surveyor  
to do some work. he bought Mort  
Lot 3 Sec 20-142-27 Indian Land  
lake. I answer this letter Sept 27

Mr Johnson answers Oct 2-1956  
that he plans to be up here Friday  
wants me to meet him on the property  
get another letter Oct 3- also a  
phone call Thurs evening

I get a call from Burnson & Co  
I tell them to send me a T. so  
I will have it by Fri Oct 5

Oct 4 I have Rickert go to  
the Bank with me he and Stanley  
Peterson owe me \$600. I sign paper  
so they will pay the 600 to the Bank

Oct 5 I get my new T. drive  
to Mort lot 3 Sec. 20-142-27 on  
Big Boy Lake where I meet Johnson  
he shows me Brass Capped Man & W car



Fri Oct 5<sup>th</sup> 1954

I go to Depot to see if I can  
 untold stars has taken at to  
 court house I go there and get it  
 get Has show it to Don Cole  
 also Hertude drive to Sec  
 20 Boy Lake T. 142-~~24~~ where I  
 find Johnson building we go  
 look for corners find IM MC  
 NW cor lot 3 at SW cor we can  
 not find anything follow blaze  
 line E  $\frac{1}{4}$  mile find IM  $\frac{1}{4}$  Center  
 Sec 20 follow blaze N  $\frac{1}{4}$  mile find  
 nothing go back to center of Sec  
 and go East to lake look for M Con  
 E & W  $\frac{1}{4}$  Sec 20 find it in high  
 weeds. I go back to the car to get  
 a flag pole & hooks. Johnson opens  
 up line bet. MC &  $\frac{1}{4}$  on E & W  $\frac{1}{4}$

Then  $\frac{1}{4}$  IM Center of Sec 20  
 Site S  $87^{\circ}05'E$  on MC Transit  
 Tel. ant. on N  $87^{\circ}05'W$  set but  
 still at  $\frac{1}{4}$  IM run N  $0^{\circ}44'E$   
 cut line and set but walk to Johnson's  
 cabin where we talk



I agree to run the line of Govt lot 3 and set I.M.s where corner are missing run a line E & W thru the center of that part of said lot 3 lying E of road setting I.M.s at each end. 33 ft from E road also to run out and plot all that portion of said lot 3 lying West of road setting I.M. at lot corners along shore line and along road 33 ft West of E road.

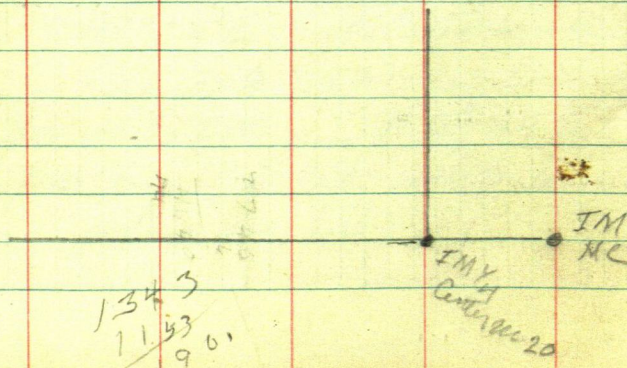
To make plats for filing same for \$400.00 Johnson said go ahead when I have something to show him he will give me a check drive back to Walker home late

Mon Oct 8<sup>th</sup> 1956

Ed & I & Lu Walker drive to Gov't  
lot 3 Sec 20 - 142 - 28. Lu car was  
S line of lot 3 walk E to hub set  
by race and Johnson Fri. Oct 5<sup>th</sup>  
and continue S line Lot 3 W

From IM  $\frac{1}{4}$  Center Sec 20  
chain W @ 293.00 hub,

We leave this line and from  
 $\frac{1}{4}$  Center Sec 20 run  $N 0^{\circ} 44' E$  @  
@ 343.6 hub + 300 = 643.6 pm - 25.65  
= 617.95 N hub 643.6 + 90 + 52.90 =  
786.5 hub + 237.35 = 1023.85 hub  
+ 230 pm = 1253.85 pm @  
1153 cross road NW SE  
1253.85 + 2 = 1255.85 hub  
Now 1255.85 IM sets  $N 1^{\circ} 35' E$   
88.15' (from random line)







## Correction N 65° E

1035' 88.15'

N

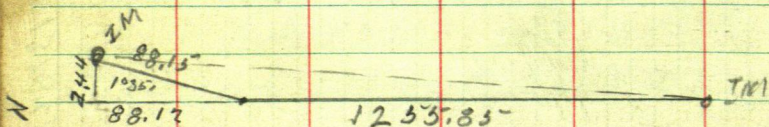
$$\begin{array}{r} 1253.85 \\ 1023.85 \\ \hline 232.00 \end{array}$$

$$\begin{array}{r} 88.12 \\ 232.00 \\ \hline 320.12 \\ 244.5 \\ \hline 53.62 \\ 20.12 \end{array}$$

1253.85'

IM

IM



1035' 88.15'

$$\sin 1035' 88.15' \times 88.15' = 244$$

$$\cos 1035' 88.15' \times 88.15' = 88.12$$

$$\begin{array}{r} 1253.85 + \\ 88.12 \\ \hline 1343.97 \end{array} \quad \begin{array}{r} .0018155167 \\ 1343.97 \times 2.44000 \\ \hline \end{array}$$

$$= 0.006'$$

sine

$$\cos 1035' 88.15' \times 1343.97 - 1343.972$$

$$\text{hub } 343.6 \text{ N goes E } .62$$

$$\begin{array}{l} \text{hub } 617.95 \text{ N } 11' \text{ E } 112 \\ \text{hub } 671.99 \text{ N } 11' \text{ E } 112 \\ \text{hub } 784.5 \text{ N } 11' \text{ E } 142 \\ \text{hub } 1023.85 \text{ N } 11' \text{ E } 185 \\ \text{hub } 1253.85 \text{ N } 11' \text{ E } 2128 \end{array}$$



132495  
131863

290 33' 55"  
833 55"  
28665

Sunday Oct 13 1956

Don & I to Sec. 20 - Bay Lake

Town N46 cor IM on N45 & Sec 20.  
Site S0°44'W on N45 & correct to hub  
and run N87°16'W out line & set  
60° spikes for hubs

Then hub on seawall IM then SW  
angle W to S 66°30' - 8.95 ft.

go chain up from 1/2 cor on N45 &  
chain N87°16'W 244.7 min + 194.5 =

244.7

194.5

439.2 hub 60° spike in S wheel track road

+ 28665

725.85 hub

33' 20"

439.2

+ 290

729.2 min

300

1029.2 min

300  
444  
295 55"

729.2 f

295 55"

1024.75 hub

+ 3002

1324.95 hub in & N45 road

221' 15" US chain

1546.10 hub on seawall 1318.68 from 1324.95 = 6.27  
to where cor should go according  
to US measurement

67199

61795

5404

134397

5065

83747

56

1318.68

2329'8

1551.66

IMMC

232984

1318.68 45

1551.66 45

IM

Sig.

$$\begin{array}{r} 66^{\circ}30' \\ 3.57 \\ 8.95 \end{array}$$

random line 1546.10

IM

1549.67

IMMC.

89 80

66°30' - S 23°30' W 8.95

Sine  $398749 \times 8.95 = 3.57$ Cosine  $917060 \times 8.95 = 8.21$ 

$$\begin{array}{r} 787559 \\ 398749 \end{array}$$

8.95

$$\begin{array}{r} 1993745 \\ 3588741 \\ 3189992 \\ 3568803 \end{array}$$

$$\begin{array}{r} 917060 \\ 895 \end{array}$$

$$\begin{array}{r} 4585300 \\ 8253540 \\ 7336480 \\ 8.20768 \end{array}$$

15461

357

154967

154610 154610

$$\begin{array}{r} 3 \\ 463830 \end{array}$$

445

154610

9

1391490

154610

8

1236880

$$\begin{array}{r} 357 \\ 154967 \end{array}$$

619868

154967

774835

154967

.0052586

8.21.000

774835

461650

309220

1524300

1391490

1328100

1236880

912200



$$154967 \overline{) 8.21} \quad .005298$$

$$\begin{array}{r} 7 \text{ } 8 \text{ } 0 \\ 154967 \\ 52584 \end{array}$$

$$\begin{array}{r} 929802 \\ 1239736 \\ 774835 \\ 309934 \\ 774835 \\ 814909 \end{array}$$

$$\begin{array}{r} 2 \text{ } 7 \text{ } 5 \text{ } 4 \\ 154967 \\ 52587 \end{array}$$

$$\begin{array}{r} 1084769 \\ 1229736 \\ 774835 \\ 309934 \\ 774835 \\ 814914 \end{array}$$

$$\begin{array}{r} 2 \text{ } 5 \text{ } 4 \text{ } 3 \\ 154967 \\ 526 \end{array}$$

$$\begin{array}{r} 929802 \\ 309934 \\ 774835 \\ 815126 \end{array}$$

$$\begin{array}{r} 155166 \\ 1549.67 \text{ m.c.} \\ 1.99 \end{array}$$

$$\begin{array}{r} 131868 \\ 23298 \\ 155166 \end{array}$$

$$\begin{array}{r} 131868 \\ 23298 \\ 155166 \end{array}$$

58

$$\begin{array}{r} 5931 \\ 581 \\ \hline 6518 \end{array}$$

$$\begin{array}{r} 6618 \\ 160'35'' \\ \hline 1215 \end{array}$$

Correction N line .005298 S  
for each foot W =  $0^{\circ}18'$

We go to E+W & beg at IM  
center sec. 20. chain west  
along E+W & @ 293.1 hub 60' spike  
+130 enter small wet meadow  
+210 LV same  
@ 593.1 pin +58.7 = 651.8 hub  
+160.35 = 812.15 hub +300 =  
1112.15 + 208.15 = 1320.30 to spike  
20815'  
132030 in & road  
- 37.20  
1283.10 spike E of road

We cut out line to lake  
at hub on reawall across  
beach from hub on reawall  
chain East @ 30 enter sup or bog  
@ 260 LV same bog extends 30 or 400  
ft North @ 568.7

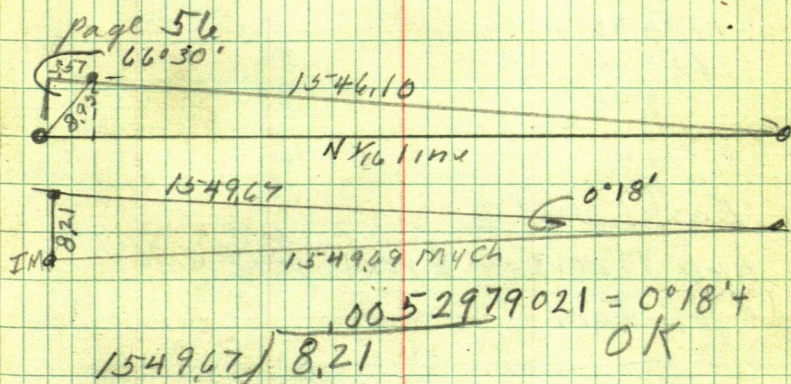
1320.30 spike in &  
+ 568.70  
1889.00 hub on reawall



Oct 16 - 1956 Don't I get back  
from Anchor Point Resort  
I go to Office Meet Bob + John  
to show

Check over correction of  
N + S  $\frac{1}{16}$  page 54 this book (285)  
find them O.K.

Check over N  $\frac{1}{16}$  line correction



Sine 005236

Cosine 999986 into 154967 = 1549.69

1551.66 US chain

1549.69 My chain

1.97 short

1551.66 into 1.97 = 0012696080 short

1518.68 x 00126961 = 1.67 short

232.98 x 00126961 = 1.30 short

60

10052979021

Corrections N  $\frac{1}{4}$  line

hub 439.2 W goes S 233

" 725.85 W " S 385

" 1024.75 W " S 543

" 1324.95 W (in &amp; road) goes W 702

from 1324.95 W chain East 7.94

to 1317.01 then S 6.98 to pt for cor. in road

1318.68 U.S. measurement

1.67

1317.01 W point for cor.

1324.95 W ch

1317.01

7.94

East & West  $\Phi$ 

hub 1320.3 in &amp; road goes E 0.30' to

pt for cor.

hub on seawall 1889.0 W goes W 512

to 1894.2 U.S. measurement

as both these corners are gone and  
 as I have run the E & W  $\Phi$  sec 20 from  
 M.C. on lake thion  $\frac{1}{4}$  Center I M. N to lake  
 I find no reason for a correction unless  
 I can find the M.C. on W end of line.





62

Oct 17

Don. Gent + I to Bay Lake Lot 3  
Sec 20

We correct hub 1324.95 S 7.02 to line  
N. line lot 3 - 13 17.01 W of N  $\frac{1}{4}$  on NS &  
Tower corrected but site W on IM  
run E 7.94 set spike point for NE  
cor. lot 3.

at hub 1320.30 W on E & W & we  
run E 0.30 set spike for SE cor lot 3  
find old IM in ditch

Tower spike on N  $\frac{1}{4}$  line Sec 20  
1317.01 W of N  $\frac{1}{4}$  on N & S & - true point  
for NE cor Lot 3 site West on IM  
Turn L 91°50' to spike @ SE cor Lot 3  
to get 33 ft W @ 90° we figure

1°50'

since 031992

cosine 999488 into 33 = 33.02 to right of way line  
of road.

999488 into 100 = 100.05 along road  
to make lots 100 ft wide

@ 100.05 run West to lake @ 33.02 hub

@ 200.10 S " " " " @ 33.02 "

@ 300.15 S " " " " @ 33.02 "

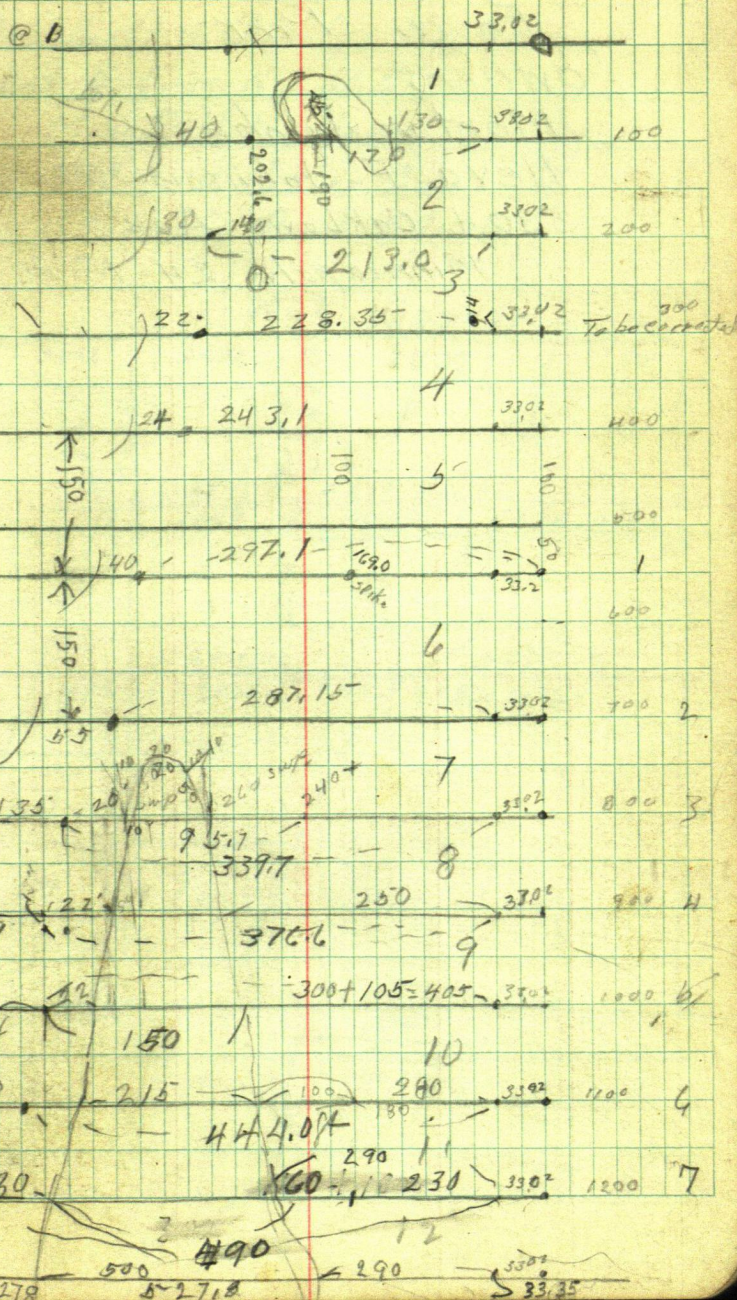
This line hits Trees turn 0°15' L to get by  
will correct whole line road but 33.02  
on this line



3. m.	004363 X	22835 = 1.00'
Co. m.	999990 X	

230  
260

63



64

Plot of  
Fawn Park

Owners

Morton J Johnson

Neva F Johnson his wife

5304 OakLawn Ave

Minneapolis 24-Minn





March 3-1958

Jim + I & Walker drive  
to Sec 20-142-27 Bay Lk  
arrive at 11-30

we find our old 1255.85 on Kandon  
also corrected hut

We find Kandon hut 1023.85-

Tower corrected hut 1255.85

site N on USIM brass cap

and run south 266.5' at hill south

Tower 266.5 site N and run

S  $65^{\circ}21'E$  270 + 68.35 =

<sup>68.35</sup>  
338.35-

Tower 338.35- BS N  $65^{\circ}21'W$  run

N  $74^{\circ}14'E$  200 + 300 = 500 + 17.5 =  
517.5-

Tower 517.5 BS S  $74^{\circ}14'E$  run

S  $45^{\circ}43'E$  232.75-

Tower 232.75 BS N  $45^{\circ}43'W$

Spence Tree bears S  $44^{\circ}07'E$  136.7

Spence 2nd N ditch bears

N  $56^{\circ}47'E$  174.2

Ditch runs- N  $70^{\circ}W$  S  $70^{\circ}E$

Gor + IM MC NE car 70 + 4

bears N  $20^{\circ}26'E$  310.10



Cabin's No. Ditch

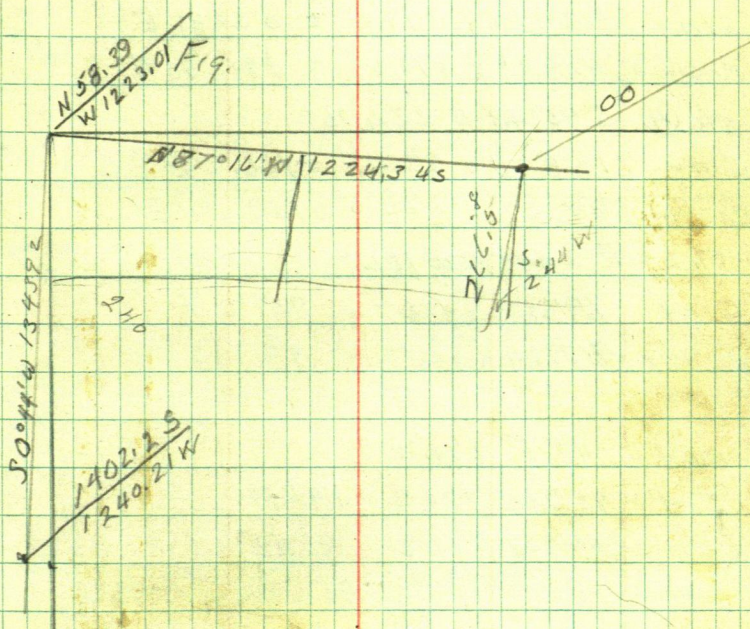
SE Cor N  $19^{\circ}38'1''$  E 43.9 39' Elevation

SW Cor N  $1^{\circ}38'W$  43.35 16.4

SW Cor N  $45^{\circ}39'W$  72.00

SE Cor N  $37^{\circ}12'W$  61.5

NE Cor N  $23^{\circ}41'W$  86.55 144



$$N 87^{\circ}16'W 1224.4 = 2044'$$

$$\sin \alpha = 0.47688 \times 1224.3 = 58.37 N$$

$$\cos \alpha = 998862 \times 1224.3 = 1222.9'$$

$$S 0^{\circ}44'W 1343.92 =$$

$$\sin \alpha = 0.12799 \times 1343.92 = 17.20 W$$

$$\cos \alpha = 999918 \times 1343.92 = 1343.81 S$$

$$266.5 = 266.48 S$$

$$= 3.42 W$$

Sta 00 = IM NW cor lot 4

Sta 1 = spike on W line lot 4 called S. 266.5

Sta 1 = NW Cor Keller property run

Sta (2) S 65° 21' E 338.35

$$\sin = 908872 \times 338.35 = 307.52 \text{ E}$$

$$\cos = 417074 \times 338.35 = 141.12 \text{ S}$$

Sta (3) N 74° 14' E 517.5

$$\sin = 966972 \times 517.5 = 500.41 \text{ E}$$

$$\cos = 254883 \times 517.5 = 131.90 \text{ N}$$

Sta (4) S 45° 43' E 232.75

$$\sin = 715896 \times 232.75 = 166.62 \text{ E}$$

$$\cos = 698207 \times 232.75 = 162.57 \text{ S}$$

Sta 5 = P S 44° 07' E 136.7

$$\sin = 696122 \times 136.7 = 95.16 \text{ E}$$

$$\cos = 717924 \times 136.7 = 98.14 \text{ S}$$

N. 52° 47' E 174.2

$$\sin = 83665 \times 174.2 = 145.74$$

$$\cos = 547807 \times 174.2 = 95.43$$

N 20° 26' E 310.10

$$\sin = 349117 \times 310.10 = 108.24 \text{ E}$$

$$\cos = 937079 \times 310.10 = 290.59 \text{ N}$$



Sec 20-142-27  
March 10th 1958 Fri

786.5  
671.99  
114.51

Tower 506.5 BS N 0°44' E and run S 87°16' E

IM, Center NY2

N 1/4 line S 87°16' E

N 0°44' W  
506.5

S 240 ft of N 506.5 — 15 ft  
S 87°16' E

N 0°44' W  
IM

Center of Sec 20 (61)

671.99  
506.5  
165.49  
7109

13

1343.97 mch  
671.99

Center Sec 20

S 87°05' W 484.4 AS

E + W

70 Sec. 20-142-27 115.1

March 11<sup>th</sup> 1958

Jim + I to Bay Lake arrive about  
11-30

from I.M. which marks E & W C of  
Gov't lot 3. chain North

@ 115.1 min + 50.4 to a point

145.5 506.5 S of NW cor lot 4

115.1

50.4

Then 506.5 BS N 0° 44' E on I.M.  
and run S 87° 16' E parallel to.

N line Gov't lot 4 - Sec 20-142-27

begin at W line Lot 4 chain

E @ 200 min +

151.8

351.8 hub

+ 150

106.3

608.1 hub

+ 190

798.1 pin

+ 86

884.1 hub

+ 122.8

1006.9 hub

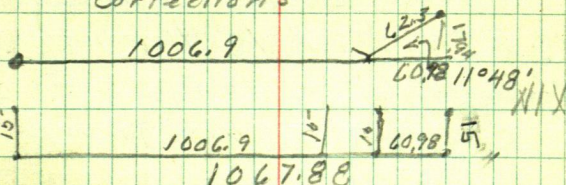


Tower 1006.9 at 5' S of Spruce tree  
Bears  $\angle 11^{\circ}48' - 62.3$

$$\text{Sine } 204496 \times 62.3 = 17.94$$

$$\text{Cosine } 978867 \times 62.3 = 60.98$$

Corrections



$$\begin{array}{r} 1006.9 \\ 60.98 \\ \hline 1067.88 \end{array} \quad \begin{array}{r} 01679964 \\ 0168 \\ \hline 17.9400 \end{array}$$

hub 1067.88 E goes 17.94

" 1006.9 E "

" 884.1 E "

" 608.1

as this line runs parallel we  
will have to set each hub 17.94 N  
To make the footage come out better  
we set each hub 15 ft N

Tower 1006.9 Turn 90 chain N 15 ft

to 884.1 " 90 " N 15

Tower 1006.9 corrected chain E 78 =

$$\begin{array}{r} 78 \\ \hline 10849 \end{array} \text{ IM water 20 ft}$$

T still at 1006.9. Corrected  
site S 87° 16' E on

stade of bank.

294 S 10° 40' E water 25 E

Tower 294 BS N 10° 40' W

62.5 S 29° 13' W water 20 E

146 S 42° 45' W water 25 E

Tower 146 BS N 42° 45' E on  
on ice

245 S 54° 06' W water 25 W

515 S 49° 39' W " 30 W

660 S 43° 40' W at edge of ice





June 28<sup>th</sup> 1960

Bob - John & I to Boy Lake Gov't  
Lot 2 Sec. 20 Twp 142 Rge 27

We go to SW cor lot 2 where we  
find the Gov't Re-survey brass  
capped iron. We go East along the  
N  $\frac{1}{4}$  line being the South line of said  
Lot 2, 199.66 and look for IM NE cor of  
Lot 1 of Plat of Fawn Park the IM  
is gone also the IM 66 ft E we go  
South and look for IMs along the West  
R-of-Way line of Twp Road it looks  
like the Telephone company knocked  
out the iron set in plat of Fawn Park  
by me in 1956

We go to Boy River get pit & grub  
back to the N  $\frac{1}{4}$  IM on N & S & said  
sec. 20 - sharpen brush hooks and open  
up a random line ~~S~~  $\frac{1}{4}$  line Sec 20 being  
S line of NE  $\frac{1}{4}$  of NW  $\frac{1}{4}$  & Gov't Lot 2  
Sec. 20 - 142 - 27 as I chained this line  
in 1956 and found distance between  
N  $\frac{1}{4}$  cor center N  $\frac{1}{2}$  Sec 20 and MC  
SW corner Gov't Lot 2 - Sec 20 to be  
1551.66 ft US = 1549.67 ft my ch



From hub E of N & S road on W 1/4 line Sec 20. we chain W 247.10 hub on seawall

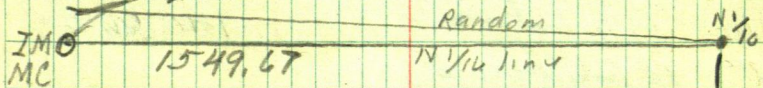
Tower 247.10 I PM US Brass Cap. Mon bears SW  $\angle$  27° 22' a dist. of 5 ft  
27° 22' 51.00 ft

1549.67  
251.54  
1298.13

Sine =  $459683 \times 5 = 2.30$  S

Cosine =  $888083 \times 5 = 4.44$  W

459683	888083	247.10
5	5	444
2298415	4440415	251.54
2.30		



2 1 3 2 .0014841869 OK

1549.67	230.000
4	154967
619868	750330
	419868
	730462



Corrections = .0014841869 = 0905'

hub E of N & S road 251.54 E of MC SW cor lot 2  
15 1298.13 W and goes S 1.93 ft to S line Cor 4 Lot 2  
Sec 20-142-27

June 29<sup>th</sup> 1960

Bob says he is sick

John + I get gas + Lu Walker

10-50 drive to South E cor Gov't Lot

2-See: 20-142-27

We correct hut E of N & S road  
 which is 251.54 ft E of MC SW cor  
 said lot 2 from hut under T

Chain W 18.86 to pt for SE cor Gov't

Lot 2 in road. 2 ft from E edge travel portion

18.86 is 232.68 E of MC

$$\begin{array}{r} 232.68 \\ - 33.02 \\ \hline \end{array}$$

+ 33.02

51.88 W of hut under T = 199.66 E of

MC. - 10 ft from water bog

Tower MC SW cor Lot 2 Site S 87° 16' E

along N  $\frac{1}{4}$  line + water L 15 + bog. 4-500 ft

N 7° 45' E 75 ft + runs Tower 75 BS S 7° 45' E

run North 75 water L 10 @ 150 water L 15

Tower 150 BS South run N 10° 39' W 300 ft

at 75 WL 6 - @ 150 W. 6 @ 225 WL 10

@ 300 water L 15

Tower 300 BS S 10° 39' E run N 22° 41' W 300

75 W L 10 150 W L 10 - 225 W L 12 300 W L 10

Tower 300 BS S 22° 41' E + run

N 68° 30' E 200



July 1<sup>st</sup> 1960

13  
54  
67

77

Bob - John & I to Rockaway Beach  
on Bay Lake

Turn 200 ft spike sight S  $68^{\circ}30'W$  and  
run S  $22^{\circ}41'E$ , at 80 spike at 160 spike  
at 240 spike at 320 spike + 90 = 410 spike

$\pi$  still at 200 NE cor Lot 11 site on NW  
cor lot 11 angle to SE cor lot 11 =  $91^{\circ}11'$   
 $91^{\circ}11' = 1^{\circ}11' 66 ft$

Site 020652

cosine 999787 into 66 = 66.01

Move  $\pi$  to spike 33 ft W of SE cor  
Lot 2 site N  $87^{\circ}16'W$  + run N  $0^{\circ}48'E$

from NE cor of Platted lots run S  $22^{\circ}41'E$

410 = 457 ft

+ 67

Chain S along W. Ref. line 150 +

+ 298.1

448.1

Turn intersection of Lot 11 line & Ref. W

Compass reads  $1^{\circ}04'$

78

July 6<sup>th</sup> 1960John Bob & I to Bay Lake to  
check courses.Tower I M M C, site S  $87^{\circ}16'E$   
on N  $\frac{1}{4}$  line + run N  $7^{\circ}45'E$  75 ft  
Tower 75 BS S  $7^{\circ}45'W$  runN  $0^{\circ}01'E$  150' Tower 160 BS  $0^{\circ}01'W$   
run N  $10^{\circ}40'W$  300 Tower 300 BS S  $10^{\circ}40'E$   
run N  $22^{\circ}41'W$  300 Tower 300 BS S  $22^{\circ}41'E$   
run N  $71^{\circ}31'E$  200  $68^{\circ}29'E$  200  
Tower 200 BS S  $68^{\circ}29'W$  run  
S  $22^{\circ}43'E$ Tower intersection BS N  $22^{\circ}43'W$   $\frac{1}{4}$  line  
reads S  $1^{\circ}01'W$ - Tower A H Co lot BS N  $22^{\circ}43'W$   
& run N  $68^{\circ}29'E$  66.Tower 66 run S  $22^{\circ}43'E$  to  
intersection W  $\frac{1}{4}$  line E line lot 2



N 87°16' W 199.66

Sine  $998862 \times 199.66 = 199.43$  W

Cosine  $047688 \times 199.66 = 9.52$  N

N 7°45' E 75'

Sine  $134851 \times 75 = 10.11$  E 189.32 W

Cosine  $990866 \times 75 = 74.31$  N 83.83 N

N 0°01' E 150'

Sine  $000291 \times 150 = .04$  E 189.28 W

Cosine  $100000 \times 150 = 150$  N 233.83 N

N 10°40' W 300

Sine  $185095 \times 300 = 55.53$  W = 244.81 W

Cosine  $982721 \times 300 = 294.82$  N = 528.65 N

N 22°41' W 300

Sine  $385638 \times 300 = 115.69$  W = 360.50 W

Cosine  $922650 \times 300 = 276.90$  N = 803.45 N

N 68°29' E 200

Sine  $930311 \times 200 = 186.06$  E 173.44 W

Cosine  $366772 \times 200 = 73.35$  N 878.80 N

S 22°43' E 467

Sine  $386174 \times 467 = 180.34$  E = 97.6 E

Cosine  $922426 \times 467 = 430.77$  S 448.03 N

S 1°01' W 448.1

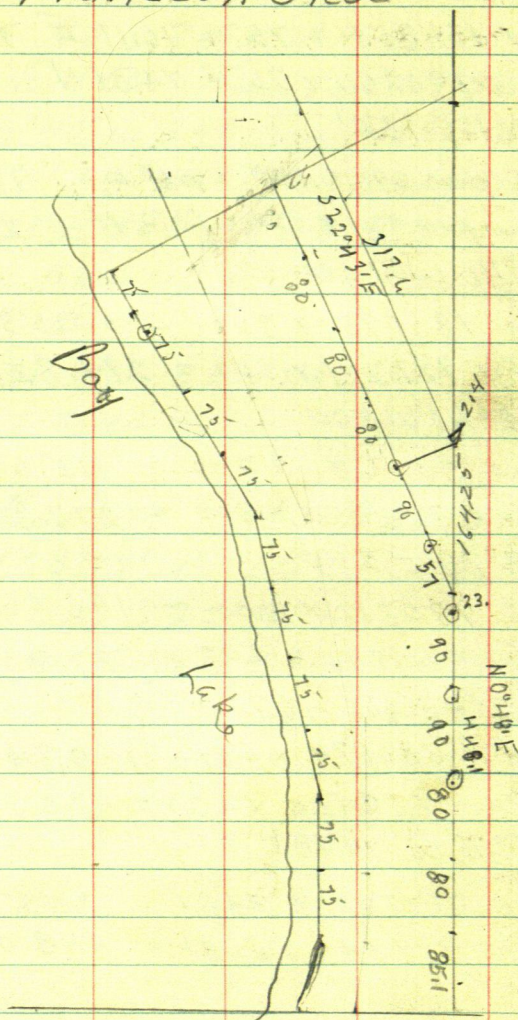
Sine  $017743 \times 448.1 = 7.95$  W

Cosine  $999843 \times 448.1 = 448.03$  S

Coal-32

# Plot of Boy Boy Park

Frances A Giese





Courses	dist	Sin	Cosine	North	East	South	West
N 87° 16' W	199.66	998862	047638	9.52			199.43
N 7° 45' E	75.0	134857	990866	7431	10.11		
N 10° 01' E	150	000291	10000	150.00	.04		
N 10° 40' W	300	185095	982721	294.82			55.53
N 10° 39' W	300						
N 22° 41' W	300	985638	922650	276.80			115.69
N 68° 29' E	200	930311	366772	73.35	186.06		
N 68° 30' E	200						
S 22° 43' E	467	386174	922426		180.84	430.77	
S							
S 1° 01' W	448.10	017743	999843			448.03	7.95 W

82

Grave Lake

05-

Sec. 14-

Oct 3-1960

John &amp; I to Sec. 14

When I pick up

drive to 1/4 cor I M N side Sec. 14

run South 244.2 Sta 1

Tower Sta 1 Site Non I M &amp; run

S 35° 01' W 270.00 to Sta 2

Tower Sta 2 BS N 35° 01' E run

S 55° 49' W 210.35 to Sta 3 W. edged road

Tower Sta 3 BS N 55° 49' E run

along Wedged road S 18° 44' E 264.35  
to Sta. 4

Tower Sta 4 BS N 18° 44' W run

S. 40° 30' E 522.7 ft to Sta 5 End road

in curve

N 40° 30' E

Tower Sta 5 BS N 18° 44' E + run

S 10° 06' E 175.05 to Sta 6 on W side road curve

Tower Sta 6 BS N 10° 06' W run

S 33° 36' E @ 298.2 hub + 429.35 Sta

7

Tower Sta 7 BS N 33° 36' W run

S 33° 08' E 644 to Sta 8

Tower Sta 8 BS N 33° 08' W run

S 64° 36' E 325.1 Sta 9

Tower Sta 9 BS N 64° 36' W run

S 30° 24' E 528.8 Sta 10



530

530

2915

20

15-975

28975

83

$$\begin{array}{r} 530 \\ 94 \\ \hline 624 \end{array}$$

Tower Sta 10 BS N  $30^{\circ}24'W$  run  
 $S2^{\circ}21'E$  691.5

supper with Clarks  
 after supper we go load up truck and  
 with furnisher and take it to Walker

Oct 4 1961

Clark comes to Walker with his  
 truck after us around 11 o'clock drive  
 to Remer Gert goes with us stop at  
 Ranger Sta they know nothing about  
 1/4 Cor S side Sec 14 drive to Clarks  
 John + I

Tower Sta 11 BS N  $2^{\circ}21'W$  on Sta 10 + run  
 $S22^{\circ}41'E$  1202.9 Sta 11

Tower 1202.9 BS N  $22^{\circ}41'W$  run  
 $S1^{\circ}49'E$  285.75 Sta 12

Tower Sta 12 BS N  $1^{\circ}49'W$  run  
 $S0^{\circ}9'E$  153.75 Sta

Tower 153.75 BS N  $0^{\circ}09'W$  + run West

= 1944.04 E + 5419.64 S

Continued on Page 108

84

Sylvester Prigg

Postmaster at

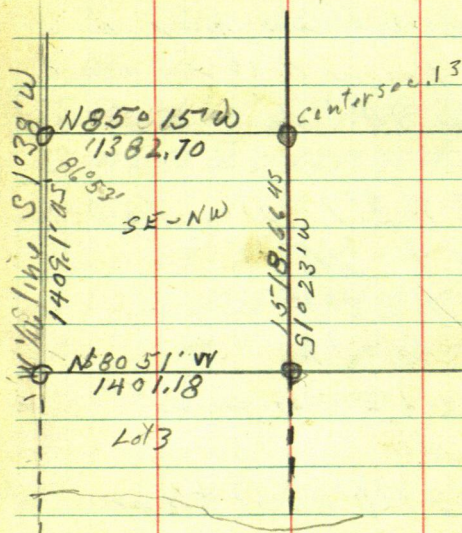
Mazepa Minn.

Own the W 100 ft of E 405 of W 335  
of Lot 3 and SE  $\frac{1}{4}$  of NW  $\frac{1}{4}$  Sec. 13

142-28

Aug 3<sup>rd</sup> 1960

John - Bob &amp; I to Sec. 13. 142-28

We find I M at NW cor Lot 3 and I M at  
 $\frac{1}{16}$  Center NW  $\frac{1}{4}$  Sec 13. = 45 Brass Cap Mon.

As there is a old line with rock piled  
along it on the W  $\frac{1}{16}$  line we offset west  
and ran random line in field  
from hut near NW cor Lot 3 chain N at 300 p.m.



109.9

19.75

$$\begin{array}{r} 19.75 \\ 4 \\ \hline 13.75 \end{array}$$

249.5

244.5

19.8

85

$300 + 160 = 460 \text{ min} + 107.9 = 567.9 \text{ hub}$   
 on ridge  $+ 300 = 867.9 \text{ min} + 300 = 1167.9 \text{ min} + 244.5$   
 Tower 00 I.M. sets N  $86^{\circ}13'E$  13.75

$$\begin{array}{r} 567.9 \\ 300 \\ \hline 867.9 \\ 300 \\ \hline 1167.9 \\ 107.9 \\ \hline 1275.8 \\ 567.9 \\ \hline 1412.4 \end{array}$$

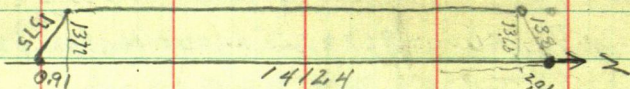
at 1412.4 hub Tower 1412.4 BS S on flag  
 on ridge on Random line I.M.  $\frac{1}{6}$  Cor center.  
 NW  $\frac{1}{4}$  sec. 13 bears. S  $81^{\circ}38'E$  13.8

N  $86^{\circ}13'E$  13.75Sine  $997821 \times 13.75 = 13.72 E$ Cosine  $065984 \times 13.75 = 0.91$ S  $81^{\circ}38'E$  13.8Sine  $989357 \times 13.8 = 13.65 E$ Cosine  $145507 \times 13.8 = 2.01$ 

$$\begin{array}{r} 997821 \\ 1375 \\ \hline 4989105 \\ 286984747 \\ 2993463 \\ 997821 \\ \hline 1372003875 \end{array}$$

$$\begin{array}{r} 065984 \\ 1375 \\ \hline 329920 \\ 461888 \\ 197952 \\ 659840 \\ 907280 \end{array}$$

$$\begin{array}{r} 989357 \\ 138 \\ \hline 7914856 \\ 62960071 \\ 98935766 \\ 1365312 \\ 145507 \\ 138 \\ \hline 1164056 \\ 436521 \\ 14550766 \\ 200799 \end{array}$$



$$\begin{array}{r}
 1412.4 \\
 \underline{201} \\
 1410.39 \\
 \underline{91} \\
 1409.48
 \end{array}$$

$$\begin{array}{r}
 1372 \\
 \underline{1365} \\
 .07
 \end{array}$$

Tilt over  $1412.4$  N Ds  $51^{\circ}38'W$   
 and run  $585^{\circ}15'E$  we miss the  
 IM — N at pt  $150$  ft E at  $90^{\circ}$  we set  
 pt 3 —

N line runs  $585^{\circ}15'E$  W line runs  $N1^{\circ}38'E$

$86^{\circ}53'$  angle of lines

$$90^{\circ} - 86^{\circ}53' = 3^{\circ}07'$$

$$\sin 3^{\circ}07' = .054369$$

$$\cos 4^{\circ} = 998521 \text{ into } 150' = 150.22$$

$$998521 \text{ into } 250 = 250.37$$

$$998521 \text{ into } 555 = 555.82$$

$$998521 \text{ into } 100 = 100.15$$

$$998521 \text{ into } 305 = 305.45$$

$$305$$

$$\underline{180}$$

$$125$$



141.4  
159.15  
0.054

607

209.6 87

Tower 555 E of N 1/4 Center NW 1/4 Site  
N 85° 15' W on flag at road N 1/4 IM +  
run S 1° 38' W along a line parallel to  
and 555 ft E @ 90° to road W 1/4 line  
but big oak tree offset 1 foot W

Aug. 4th 1960

John - Bob + I to Sec 13 - 142-28  
from pt for IM 555 E of 1/4 Center  
NW 1/4 chain S parallel to West line  
at 104 ft road S W N E at N 1/4 hub  
all hubs 50 ft apart

111.6 + 29.8 = 141.4 hub on 1st offset W  
cross fence, N + S

141.4 + 159.15 = 300.55 hub at  
+ 95.35 = 395.90 hub back on true

line South parallel to West line  
395.90 + 211.35 =

211.35

607.25 hub + 314.65 =

314.65

921.90 hub +

372.7

1294.6 hub +

201.6

1496.2 hub at N edge of clearing

88

190.4

210.4

352.2

1496.2 hub + 207.4

322.3

207.4

1703.6 hub S edge of open land

+ 147.5

1851.1 hub on seawall. water 5

We go to pt for IM 150 ft

E of W line on N &amp; S &amp; sec 13

Toon pt for IM sight S 85° 15' E

and run S 1° 38' W at 352.2 hub  
+ 315.85 =352.2

668.05 hub.

174.5

842.53 hub

Aug 5<sup>th</sup> 1960

John Bob &amp; I to Lot 3 Rep 13

142-28

842.53

322.3

1164.83 hub

186.4

1351.25 hub

257.4

1608.65 hub E edge of road in curve

73.53

1682.20 hub

180.65 hub on seawall water 12 ft.

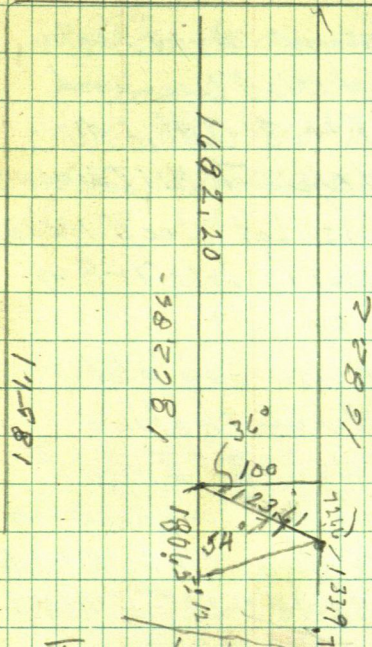
1862.85



259.4 7955  
139.9

89

N.W.  
Tommeraas



North hub S into Sonline  
Turn L or E  $54^{\circ}00'$   
 $54^{\circ} - 36^{\circ}$

Sine  $587785 \times 123.61 = 72.66$

Cosine  $809017 \text{ into } 100 = 123.61$

1 -

133

72

61

1682.2

61

1743.2

Monday March 13<sup>th</sup> 1961  
 in office working on sketch of  
 Intersection of Highways 34 & 64 Akeley  
 Tel 4117 Deerwood

L. J. Howard Rte. 3 Aitkin Minn  
 and wife call at office Tel 4117 Deerwood  
 Mr. Howard owns Lot 1 Sec 5-14228  
 Orig. Survey Now is Lots 7-8 of  
 the Gov't Re-survey  
 according to Re-survey plat  
 the Gov't did not run the line  
 between said Lots 7-8. I do not  
 know if they even set corners along  
 N bld. or S line to mark line bet Lot  
 7-8 & Lot 3-Sec. 32-143-28 <sup>or 29</sup> E 465 ft  
 N of road.

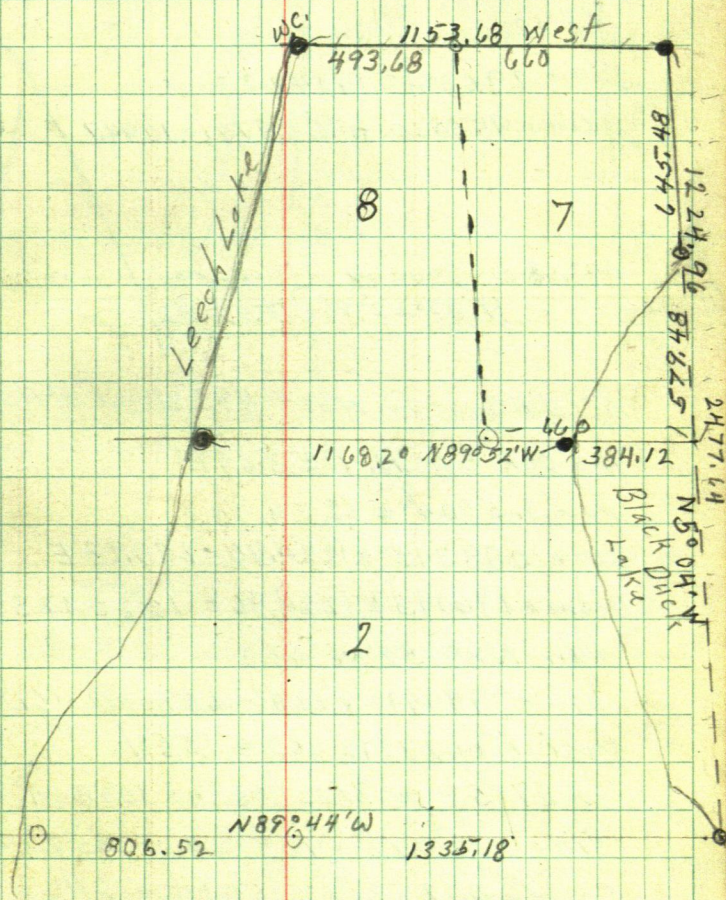
Tue, March 14<sup>th</sup> 1961  
 I tried several times to  
 get John Thebes Attorney  
 who wants the sketch I have  
 been working on.  
 I started putting in phone calls  
 at Noon March 13 and kept it up  
 until 8 PM, tried again at  
 7 and every 20 minutes until  
 I came to the office



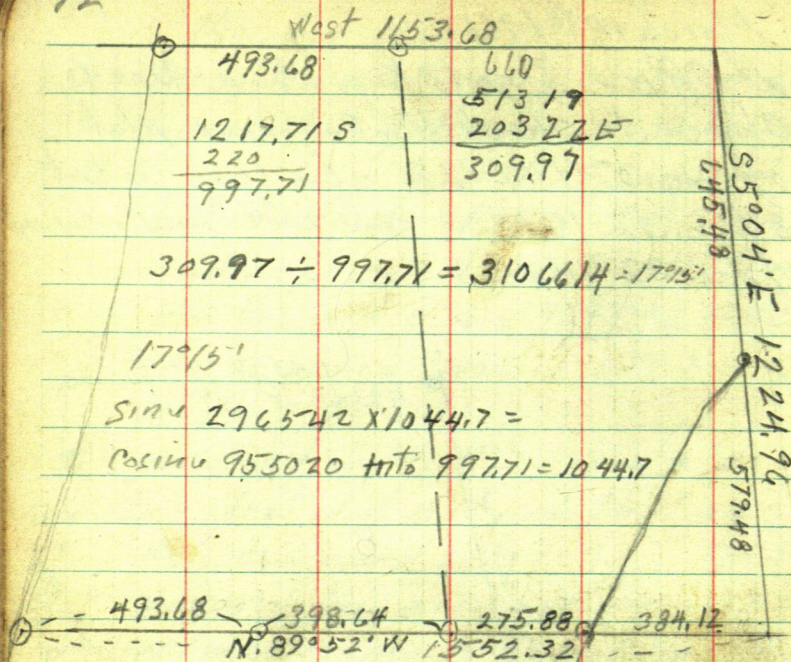
March 14<sup>th</sup> 1961

91

at Office I go to Register of Deeds  
Office to check U.S. Re-survey plat  
of Sec. 5-142-28 also look for Lot  
3 Sec. 32-143-28 no plat of a Re-survey  
of Sec. 32-143-28



92



M.C. N.W. Cor run West 493.68 pt at 1153.68

N.E. Cor = O.N. 1153.68 E

run S. 5°04' E 1224.96

Sine 088315 X 1224.96 = 108.18 E

Cosine 996093 X 1224.96 = 1220.17 S

run N 89°52' W 660

Sine 999997 X 660 = 659.998 = (660)

Cosine 002327 X 660 = 1.54 N

N 89°52' W 660 + 398.64 = 1058.64

Sine 999997 X 1058.64 = 1058.64 W

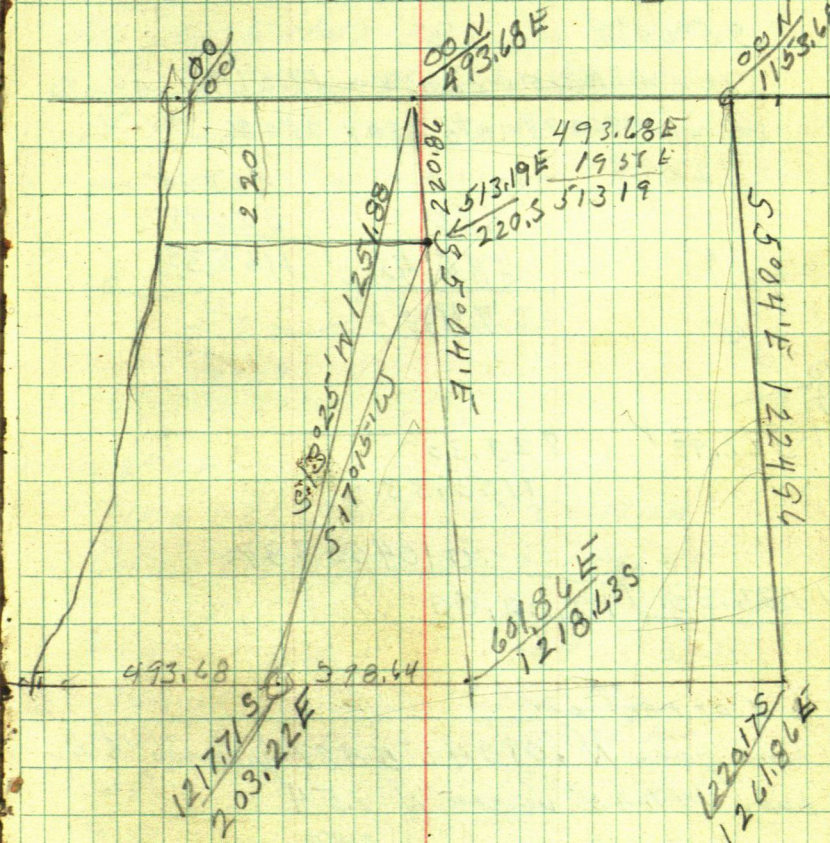
Cosine 002327 X 1058.64 = 2.46 N



NW Cor = 00

NE Cor = 00 N 1153.68 E

SE Cor = S. 1220.17 - E 1261.86



493.38 E

203.22 E

$290.46 \text{ N} \div 1217.71 = .2385297 = 13^{\circ}25'$

$\text{Sine } 232031 \times 1257.88 = 290.47$

$\text{Cosine } 972708 \text{ into } 1217.71 = 1257.88$

94

601.83 E

493.68 E

 $108.15 E \div 1218.63 - S = .0887472 = 5^{\circ}04'$ 

55°04'E

Sine  $088315 \times 220.86 = 19.57 E$ Cosine  $996093$  into  $220 = 220.86 S$ 

24,919

660

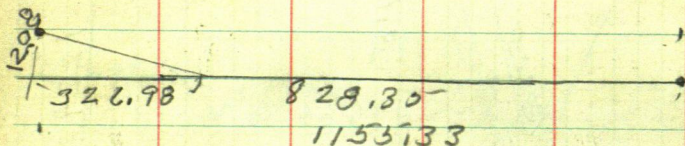
82835

32698

585.45

1165.33

74.55



.010455887

 $1153.33 \sqrt{12,08.00}$ 

Correction

line goes N .010455887 for each ft W  
hubs 147.45 W goes N 1.54

" 247.45 W " N 2.59

" 478.45 W " N 5.00

" 585.45 W " N 6.12

" 660 W " N 6.90

" 828.35 W " N 8.66

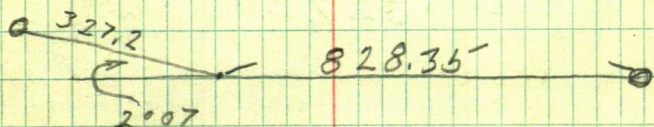


March 25-1961

$\frac{50}{60}$   
1103

95-

Ed-John & I to Boy River where  
we meet Mr. Howard and Chanak  
C. F. Tom Chanak we drive to NE  
cor Sec 5-142-28 we find a true  
cutout along N line Sec 5  
set it on top in cut out line and  
run west along random N line sec 5



2007'

Sine 036934 x 327.2 = 121.08

Cosine 999318 x 327.2 = 326.98

PM Chain N line Sec 6,

147.45 hub +	247.45 hub
100.00	+ 231.00
<hr/> 247.45 hub	<hr/> 478.45 hub
+ 85	107
<hr/> 332 enter ramp	<hr/> 585.45 hub
247.45	- 15
145	<hr/> 570 - E road
<hr/> 392 LV ramp	585.45 hub
	242.9
	<hr/> 828.35 hub
	+ 45
	<hr/> 873 enter ramp

94

828.35<sup>-</sup> hut828.35<sup>-</sup>327.21901155.5<sup>-</sup>

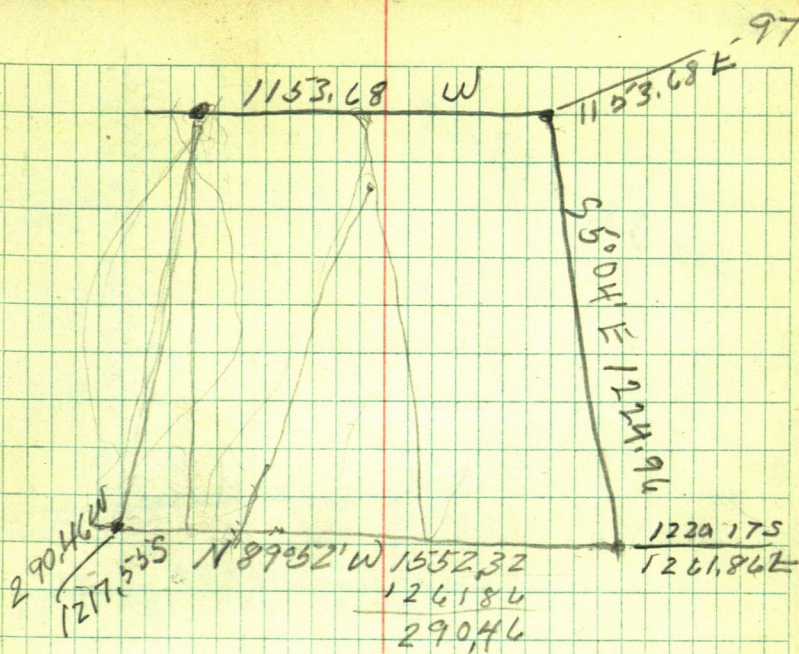
1018 kv runs

828.35<sup>-</sup> run.2007<sup>-</sup> R.

230

+ 70.35<sup>-</sup>300.35<sup>-</sup>+ 26.85<sup>-</sup>327.20





1220.17 S  
3.62 N  
1217.55

1217.55 290.46, 0 12385.41 ~ 13° 25' W

13° 25' ~  
Sine 2320.31  
97 2708 into 1217.55 ~

98

Sec 32-143-28

North  
2787  
N87°31'W  
2072  
1004  
N88°16'W  
2062  
1004  
N88°42'W  
2030  
2008  
2008

Trip line 1748  
West 17 660  
N88°33'W  
2034

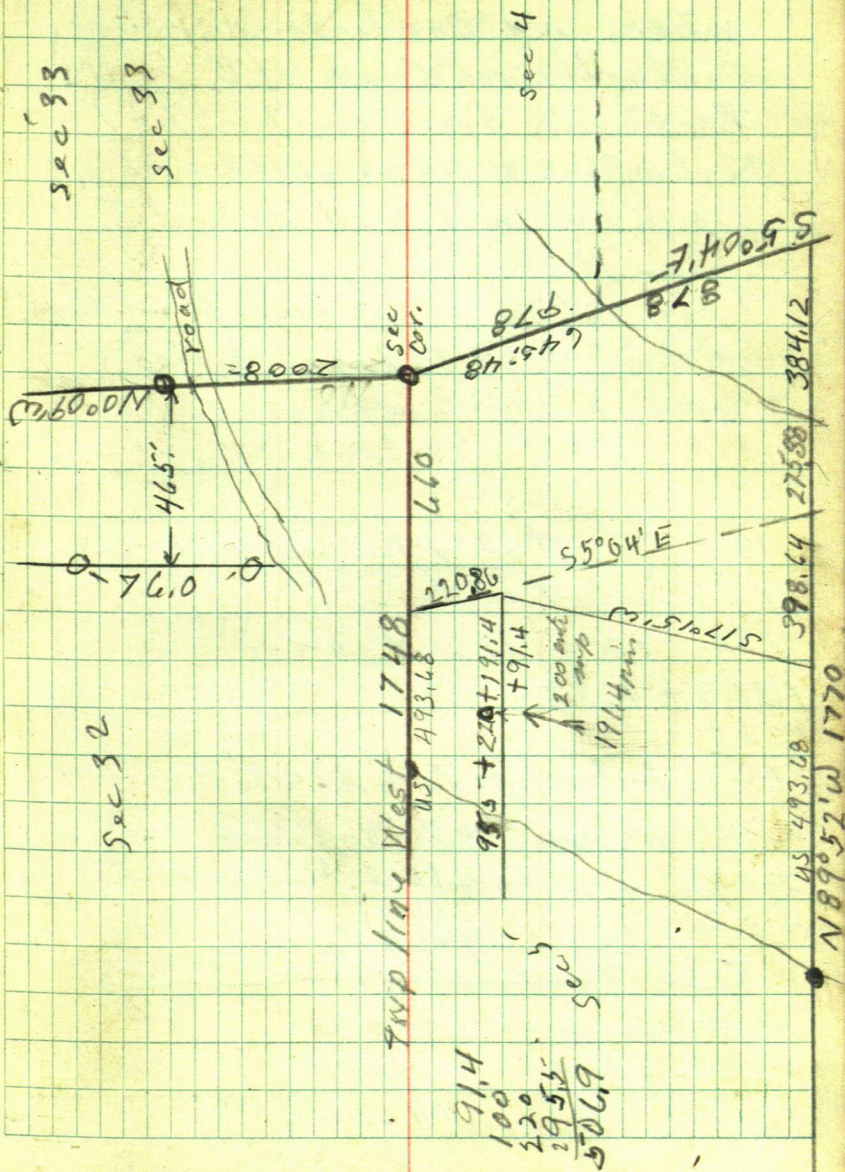
8 7

Sec 5-142-28

1770  
N89°52'W

S. 5°04'E  
978  
978





100

134139.9

April-4<sup>th</sup> 1961

Ed-John + I to Sec. 5-142-28

where we continue our line  
South through Gov't Lot 8 of U.S.

Re-survey, from point on lat line

220.86 S of NE cor Lot 8 = A.R.

from hut in E road John + I  
Chain N. =I set 40<sup>th</sup> spike S of road, from which

we chain N. 9.30 hut in E road

 $+40 + 57.5 = 106.8$  hut57.5

9.75

9.3 $106.8$  hut  $+30 = 136.8$  pin  $+30 =$ 166.8 in  $\Delta$  edge of cup $136.8 + 90 = 226.8$  Lump- $136.8 + 133.9 =$ 133.9270.7 hut  $\Delta$  for I.M. 220.86' S of N line354.35

Chain N from hut S of road

 $300$  pin  $+45.85 = 616.55$  hut under  $\Delta$  $+354.3 =$  354.3

970.85 hut

~~Then 970.85 I.M. MC bears L~~ ~~$+344' - 190' = 970.85'$~~ 1507455'9.1

1045.40

140.9'



4985

360.3

21.10 80.15

P.M.

-0

150.1 101

We go to M.C. S W cor Gov't Lot 8  
of Re-survey - 20 ft from water of  
Leech Lake run East along the South  
line of lot 8. being N 1/4 line Sec 5-142-  
28 at 21.10 + 250 - 271.1 run + 70

70  
341.1 pin  
+ 77.15  
418.25 hub  
80.75  
499.00 hub at intersection

of line from NE - being the E line of Tract  
to be sold. + 74.35

499  
74.35  
573.35 hub in E road  
+ 130  
703.35 run  
135.35  
838.70 hub

Now 838.70 IM MC bears L or N 1°34'

190

1°34'

140.9

Sine 027340 X 330.9 = 9.05

330.9

Cosine 999626 X 330.9 = 330.78

IM

330.9  
1°34'  
9.05  
330.78

838.7

007738482

330.78

1169.48 9.05

102

Correction = 007738482

hub 21.10 E gals N. 16

" 418.25 E " N 3.25

" 499.00 E " N 3.86

" 573.35 E " N 4.44

838.70 E " N 6.49



April - 7<sup>th</sup> / 1961

Bob. Ed &amp; I to Acc 5-142-28

Correct hub 147.45-W goes N 1.54

Towey I.M. Sec. cor. into West  
on corrected hub, and run S 5° 04' E  
also N 0° 09' Wrun S 5° 04' E at 94.3 hub - 40' yoko  
94.3 hub+20

124.3 min

+108

232.3 ptn on ridge edge of new sp. hub

18

645.48

232.48 sp. hub - 232.3

413.18

from NE Cor Acc 5-142-28 we  
run S 5° 04' E 645.48 ft according  
to US Re-survey Plat Notes as  
like all US Re-survey Notes the new  
check out we could not find  
any trace of the M.C. so we set  
a 2x48" I.M. accord to said Plat  
notes

104

$$\begin{array}{r} 2008 \\ 12048252 \end{array}$$

$$N 0^{\circ} 09' W \text{ at } 65.45 \text{ hub}$$

we hit a large Basswood tree  
and offset West

$$65.45 \text{ hub}$$

$$+ 70$$

$$135.45 \text{ min}$$

$$43.70$$

$$179.15 \text{ hub by big Basswood,}$$

$$135.45$$

$$+ 106.75$$

$$242.20 \text{ hub } 10 \text{ ft W of ramp,}$$

$$+ 80$$

322 enter ramp ramp goes E 30 ft to N 20 W  
NE East

$$242.20$$

$$2008$$

$$+ 60$$

$$402.20$$

$$L \text{ ramp}$$

$$\begin{array}{r} 12048 \\ 12048 \end{array}$$

$$242.20$$

$$132528$$

$$+ 80$$

$$44720$$

$$878.68$$

$$422.20 \text{ min}$$

$$422.20 \text{ min}$$

$$+ 25.0$$

$$447.20 \text{ hub in E road}$$



Tower 447.20 SW angle of road  
55°

Sine 819162

Center of Hole is 29 ft

Cosine 573576

East of line

$$\text{Sec. } 1.226775 \times 33 = 40.29$$

20.14

calling this Pvt. road a 2 road  
road we set I.M. on line N of  
said road

Settled 447.2 run SW angle  
47°47' + 0°09' = 547°56'W 209.6

Tower 209.6 BS N47°56'E

road turns viz

154 N 46°12'E

65 - N 53°43'E

run S 63°35'W 127 ft

Tower 127 take E 35° - S 76°27'W

160 S 84°38'W

run S 80°37'W 215

S 47°56'W 209.6

$$\text{Sine } 742366 \times 209.6 = 155,60 \text{ W}$$

$$\text{Cosine } 669995 \times 209.6 = 140,43 \text{ S}$$

N 63°35'W 127

$$\text{Sine } 895582 \times 127 = 113,74 \text{ W}$$

$$\text{Cosine } 444896 \times 127 = 56,50 \text{ N}$$

N 80°37'W 215

$$\text{Sine } 986620 \times 215 = 212,12 \text{ W}$$

$$\text{Cosine } 163039 \times 215 = 35,05$$

155760

481.46

113,174

465

212,12

16.46

481.46

106

N 80° 37' W - 16.46

Sine 986620 into 16.46 = 16.68

Cosine 113039

215.00

16.68

198.32 x 986620 = 195.66

198.32 is 6 ft S of E

155.68

113.74

465.69

Tower 198.32 = 465 W of E line

BS S 80° 37' E + run N 0° 09' W

parallel to East line

angle of line with Road = 73° 44'

73° 44'

Sine 959968 into 17.19

Cosine 280108

Sec 1.0417013 x 16.5 = 17.19



108

Grave 8 Lake Sec 14-

Brought from page 83 this book

Oct 5 1961

US Notes

K to W at 2 =  $\frac{1}{4}$  South ridge Sec 14-142-24

Spruce 8 N 17 W 13

" " 8 S 35 E 16

13

66

78

78

858

16

6

96

96

1056

East on random South line

Sec. 14-142-24

at 1197.6 a 40% nail in

12" Tank stop

110

HARRY HOFF  
HERB JOHNSON  
RICE

A @ A BS B

180-00

89-54-12

SECCB

268-54-54

W 220 OF E 520

W 250 OF E 770

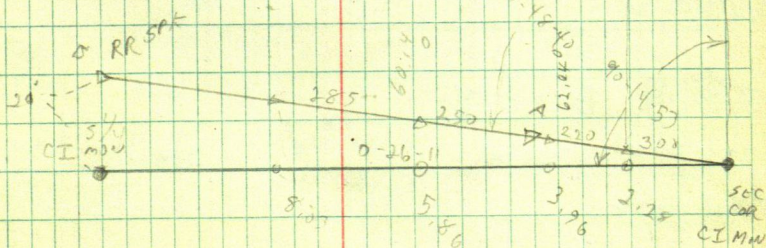
W 285 OF E 1055



$$\begin{array}{r} 66 \\ 3.76 \\ \hline 62.24 \end{array}$$

$$\begin{array}{r} 66.00 \\ 2.28 \\ \hline 63.72 \end{array}$$

$$\begin{array}{r} 370 \\ 285 \\ \hline 655 \end{array}$$



112

CALVIN WALIN

31-136-28

 ~~$\pi @ 4$  BS 2~~~~179-37-18 179-~~~~035946-24~~ $\pi @ 6$  BS 4

180°

 $\pi @ 7$  BS 6<sup>7-8</sup>  
368.95

148-01-54 148-01-42

8) 296-03-24

 $\pi @ 8$  BS 7

8-9

225-20-28 225-20-24

318.60

9) 450-40-42

 $\pi @ 9$  BS 8

202-06-00 202-05-34

10) 404-11-48



80

70

6-Δ

171 .18  
110  
281.18

MIDDLE CULLEN CR

LINE 15

30<sup>±</sup> Wly

LINE WAS FROM

.10 + .20<sup>±</sup> Wly

4

281.18

Through

W 1/4 OF

Pipe

3

6250

95 ?

1/16

1.00

offset

2

JIGGLE

IN

1337.78

80  
138.60  
318.60

Δ

5 1/4

1.00

offset

114

$\pi @ 10$  BS 9

120-16-36 120-16-30

10-11

205.58

11) 240-33-00

$\pi @ 4$  BS 2

set pt sly = <sup>pt</sup>25 for B.S.

<sup>180°</sup> Plunge set set pt on line  
for Lakeshore traverse = <sup>pt.</sup>50

249-42-54 153.02 143.53

$\pi @ 50$  BS ~~51~~

69-54-24 69-54-27

50-51

4) 139-48-54

$\pi @ 25$  BS 2

180° set pt 26

$\pi @ 26$  BS 27

85-05-54 85-05-57

25) 170-11-42





116

Frank Spartz

Kerr  
Lake

$\pi$  wiggle in on line

$\pi$ @ NW LOT COR BS Sly Plunge

90-20-30 90-20-21

180-40-42

$\pi$  wiggle in on line

$\pi$ @ CW LOT COR BS Nly

90-21-30 90-21-24

180-42-48

SHOOT Ely

$\pi$  Wiggle in on line

$\pi$ @ SW LOT COR BS Nly

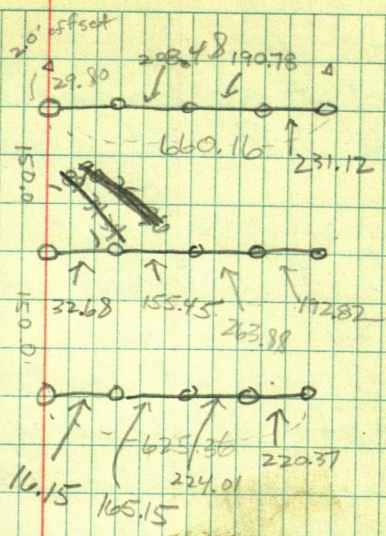
89-40-42 89-40-27

179-20-54

SHOOT EASTERLY



90-2526



118

OIL WALLIN

 $\pi @ 51$  BS 50

start at 50 Measure Fly Set

1 1/4" 1. P at 214.08

then 150.0

then 150.0

then 150.0

 $\pi @ 27$  BS 26

Start at 26 Measure Fly

set 1 1/4" 1. P at 201.61

then 141.40

then 141.40

then 141.40

180° set Pt 29 at 828.30

set Pt 28 at ~~710.80~~ 710.80 $\pi @ 29$  BS 27

142-20-24 142-20-18

591.65

30) 284-40-36

 $\pi @ 30$  BS 29

460.65

202-49-06 202-49-00

31) 405-38-00

 $\pi @ 31$  BS 30

181-11-06 181-10-58

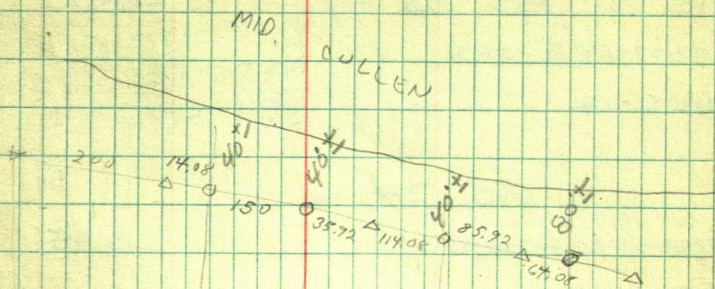
252.78

32) 32-2-56

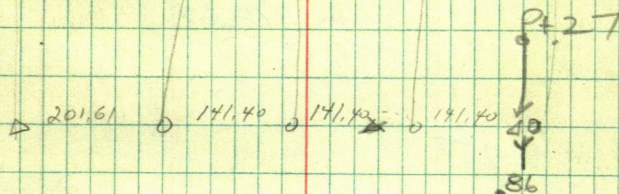


40° CLOY

W Curo  
K METCALF 119  
4-18-83



740  
88 30  
828 30



26 27 710.80 28 29  
828.30

540

120

CAL WALLIN

$\pi @ 32$  BS 33 sly 2269.22

80-57-54 80-57-39

3DW-55-18

BS 34 sly

263-51-00 263-50-45

216.95

3, 5-27-41-30

$\pi @ 34$  BS 35

176-25-36 176-25-23

33352-51-06

200' @ 95-51-48

(198.95)

than 48.68

$\pi @ 28$  BS 27

271-10-18 set spike at 495.88

$\pi @$  spike sly Pt 28 BSA28

83-07-55

42.23

set  $2\frac{1}{2}$ " I.P. for  $\frac{1}{16}$  cor



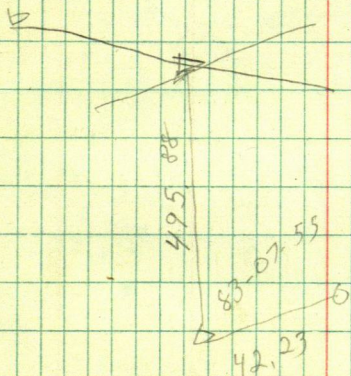
4-18-83

W. CURD  
K. METCALF 121

271-10-18

180-00-00

91-10-18



J. BUNCLE

335-24-32

670-48-54

335-24-27

32-49

65-37-54

32-48-57

157-15-20

384-30-37

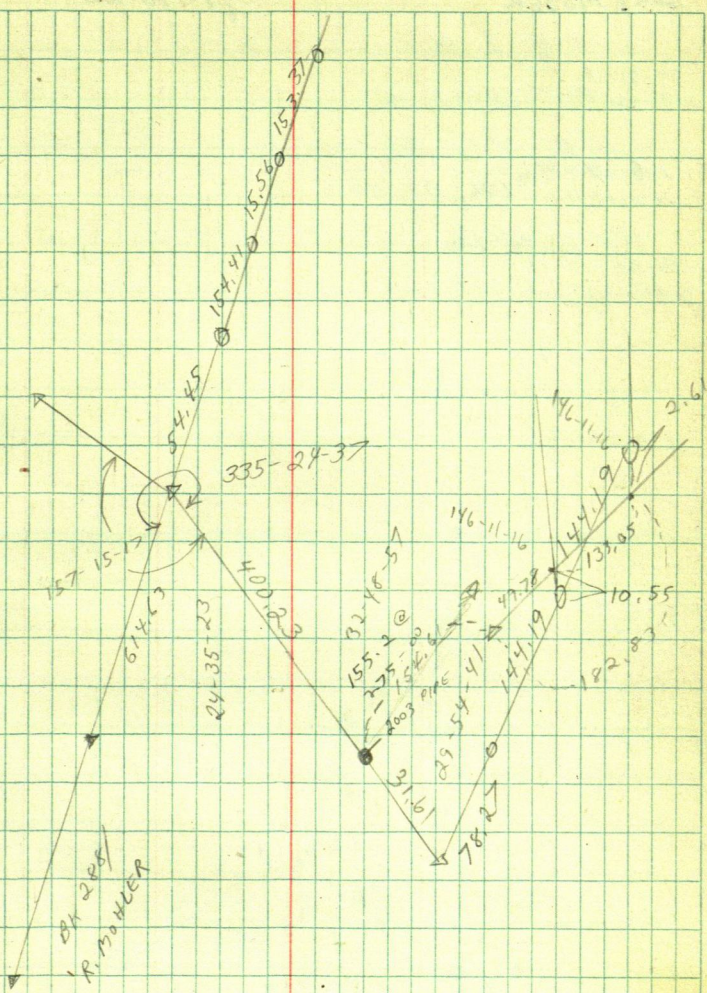
157-15-17

431.84  
400.23  

---

31.61





GARY MOSER

19-180-28

T @ 2 BS 1

28-57-28

1/4 57-54-50

28-57-25

T @ 5 1/4 BS 2

106-07-42

@ 212-15-40

106-07-50

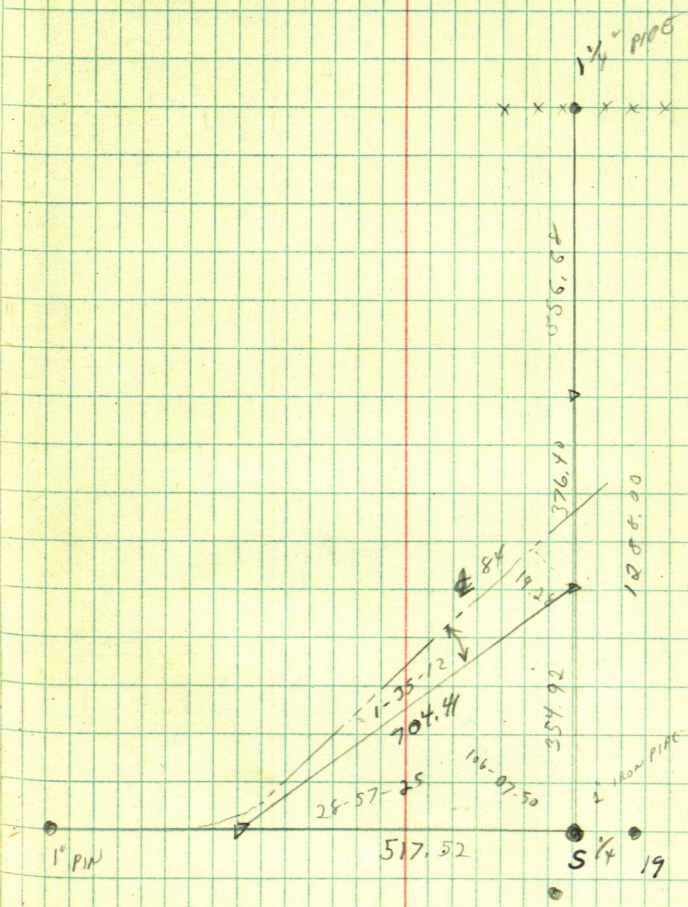
T @ 1 BS 5 1/4

44-55-

2 89-50

44-55





WILMERSON



#2  
LONG LK

5M

7.8  
1/2" R BAR

540  
COR

# Cal Wallin

<sup>ELY</sup> A @ 1.P. m shoreline	BS 1.P.	<sup>WLY</sup> @		
161-57-48	161-5248	90-32	449.88 F 137.109 M	449.81
323-55-36		90-36	526.94 F 160.612 M	526.91

$\pi$ @ G BS <del>A</del> F				
242-51-48	242-5144			
<sup>H</sup> 485-43-28		80-41	322.18 F 98.201 M	317.929

$\pi$ @ H BS I				
59-58-50	59-58-45	270-05	663.87 F 202.361 M	663.87
<sup>E</sup> 119-57-30				

$\pi$ @ I BS H				
179-57-24	179-57-18			
<sup>J</sup> 359-54-36		91-55	424.21 F 129.301 M	423.974

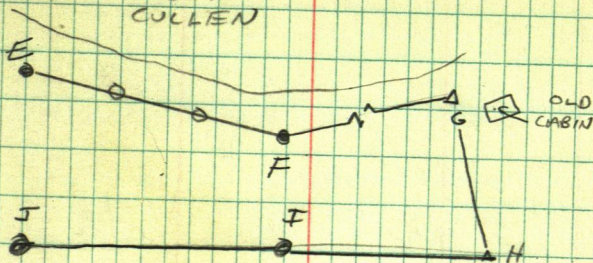


E. Curo  
K. Metulf

June 27, 1984

Sunny  
75°

MIDDLE  
CULLEN



349.6

— 4

HARRY HOFF  
BOX 64 LONGVILLE 56655  
\$100.00

RICE 3443 XENIA AVE NO  
MPLS



# Lake Side Park on Sand Lake Green

$$\begin{array}{r}
 450 \\
 225 \\
 \hline
 675 \\
 750 \\
 \hline
 750 \\
 75 \\
 \hline
 11 \\
 75 \\
 \hline
 75 \\
 825
 \end{array}$$

$$\begin{array}{r}
 225 \\
 300 \\
 \hline
 525 \\
 750 \\
 \hline
 750
 \end{array}$$

$$\begin{array}{r}
 2034 \\
 6
 \end{array}$$

$$\begin{array}{r}
 12204 \\
 12204 \\
 \hline
 134244
 \end{array}$$

$$\begin{array}{r}
 125385 \\
 8859
 \end{array}$$

400

$$\begin{array}{r}
 7910 \\
 19800 \\
 6045 \\
 \hline
 23735 \\
 9800
 \end{array}$$

$$\begin{array}{r}
 130 \\
 73 \\
 \hline
 12217
 \end{array}$$

$$\begin{array}{r}
 300 \\
 2502 \\
 \hline
 498
 \end{array}$$

$$47,8$$

$$\begin{array}{r}
 180 \\
 1478 \\
 300 \\
 \hline
 3278
 \end{array}$$

$$\begin{array}{r}
 1169,48 \sqrt{9,05,000} \quad 1,00773
 \end{array}$$

$$\begin{array}{r}
 120 \\
 2,4
 \end{array}$$

$$\begin{array}{r}
 1200 \\
 2,4 \\
 \hline
 1199,6
 \end{array}$$