

405

Florence Winnor
Dallam

MEMORANDUM

1
July 18-1939

Deed

Florence H. Winnor Single
To

Hannah Aleta Conklin
and R. D. Conklin, as joint
tenants

That part of Lot 2 Sec 9
134-29

Begin at point on the east bdry
of the West 15 Acres of said
Lot 2, which point is
548.55 ft North of E
Green Gables road and
474.95 ft North of a certain
Common on said East line
and which point of begin is
designated by a 2 inch
Iron pipe. Thence N
37°36'W along the so
bdry of the land herein
conveyed a distance of 437.4
ft to a birch Jack Pine
tree on the bank of Gull Lake.

2

thence continue to Gull
Lake

Again starting at the
place of beg. Thence $N 0^{\circ} 10'$
W a dist of 50 ft Then N
 $23^{\circ} 58' W$ along the north
line of the land herein
conveyed a dist of 442.3
ft to a gulch and road fork
on the bank of Gull Lake and
thence continuing to Gull
Lake, Subject to Perpetual
right of way over $E 16\frac{1}{2}'$ ft
of land herein conveyed

See small book

①

③

P.H. Dallam

J W. Michaelson

Nov 12-1939 Sunday
9-45 AM Harold I

per memo

over A

Sto

A

North 3rd W

Water Bank

110 Babcock 558

Saint Peter M Apt #15

% Farmer - Ced 1903.

In the name of Willard

Farmer 22.

Frank Saucier 2129 W

1st St Duluth

Nov 30-1939- 7.55 PM at Senheim's

Mrs Wm H Olson 619 Winnipeg

Ave Calumet 1775 Duluth

Mable McKinnon Goothier

Addressee Over

4

Tower A.1

Sta

- 1 North 3 ft Towali
 2 S61°06'E 75 m Pond
 3 S61 E 105 n "

4

5 (4) S53°45'E

6

7

Corp John I Babcock
 Hq Dept 3rd Battalion
 3rd Infantry Camp
 Jackson Columbia
 So Carolina

~~B Foot Bank 6/1/10
 Beach 3/1/10 from wall
 Foot Bank 7/1/10
 Stake Line 10/1/10~~

Seas Roebuck & Co
 Rubbers

~~368-252-370-2~~

~~251-2~~ 252 37x

Untink Boats ~~375-379~~

958 ~~471 to 485~~

Lourens 981

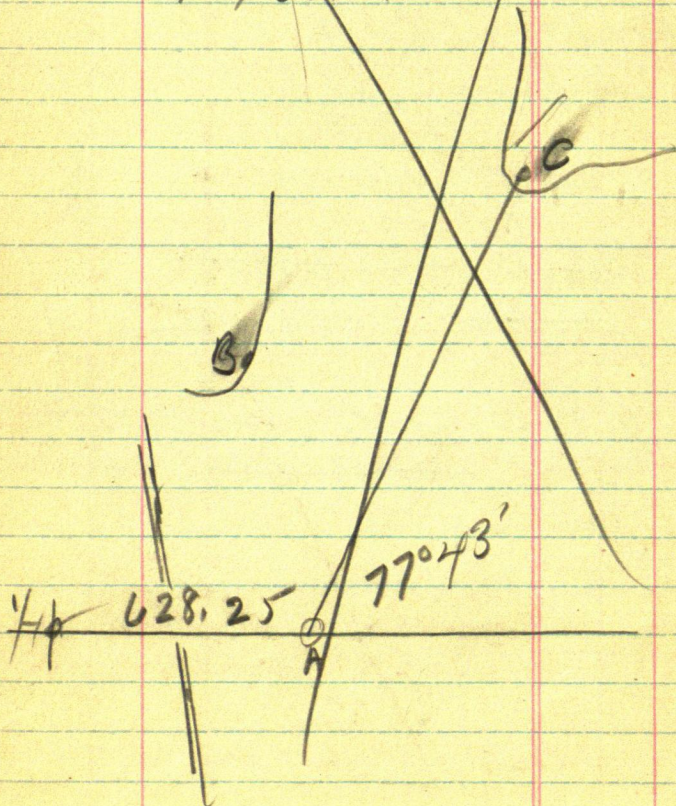
6

Dallam

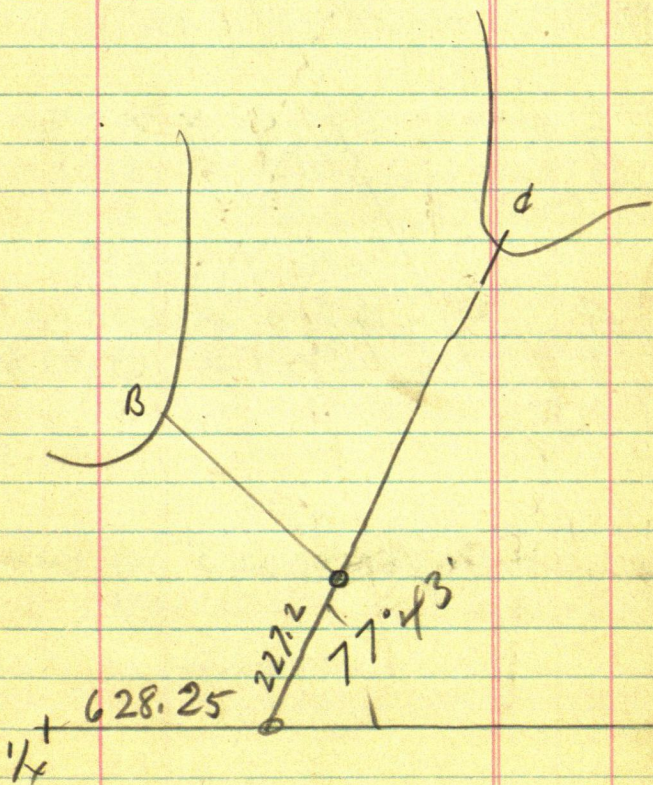
Nov 12-1939 Sunday

Harald & I

9-45 AM



Dallam



8

Nov 12-1939 Sunday,
Herald I
9-45 AM
Tower Slo A 1.

Slo 1. in North 3/4 waters

- 2 Bears S 61° 06' E on sand
- 3 " S 61° E 105
- 4 " S 53° 45' E (mud)
- 4 S 63° 45' E 370 W

See page 105 Small

Dallam

edge Fort sea wall 6 ft 10
 Slope line 10 ft 10

75 ft

on sand. Fort sea wall

7 ft 10 Slope line 10 ft 10
 wall 4 ft 10

be 2068' 45' E?
 wall

Bruck 294874

5365) 158200

10730

50900

48285

26150

21460

46900

42920

39800

37555

22450

34

10

See Page

294874
536466

1 7 6 9 2 4 4 2
1 7 6 9 2 4 4 4
1 1 7 9 4 9 6 4
1 7 6 9 2 4 4 8
8 8 4 6 2 2 2
1 4 7 4 3 7 0 5
9 8 6
15.8 1 8 63.01

294875
25 294874
63

1 4 7 4 3 7 5 7 8 8 4 6 2 2
5 8 9 7 5 9 1 7 6 9 2 4 4

7.3718.1 8 5 7 7 0 6 2

4.87 530 4.87
91 19
5.78 506

.74
4.87
5.61

294874
31

294874
8 8 4 6 2 2
9 1 4 1 0 9 4

1.6
4.87
6.33

Dallarn

11

Capt. Haralds/valis

Time 2 hr 1. A 12.17

Skir

- 2 S 61° 06' E 75
- 3 S 61° 06' E 105
- 4 S 63° 45' E 370
- 5 S 64° 45' E 450
- 6 N 52° 45' W 75

~~5364~~

294874

495

1474370

2653866

1179496

1.459.62630

234
678

294874

737

2064118

884622

2064118

2.17322138

487

7.04

5
2
6
3

12

See Page 105 Serial 134

20 N 12° 17' E 1655 Point C

Tower C

18 S 27° 02' W 566 B.

20 Wall edge S

?

?

?

294874

943

884622

21

117949.6

2653866

2.780661

487

7.65

3
64
78

294874

978

2358992

2064118

2653866

2.883867

487

7.75

3
5
6

Dallam

13

Nov 21-1939

Herald and I
Re. Chum Re. Mr.
Linn from
Gilkey Carter
went

Now lost Hobbs
True Random
1/4 Cor. line

$$S 85^{\circ} 35' W \ 63.20 \\ = 4085 \text{ off } - S$$

4232.06

4236.06

4210 10

25.96

4236.06

14

42

At ~~4266~~ 4236.06
 net BShel 11/11/11 Jpt

and ~~435~~ 43
 4360.50

4210.10
 150.40

 4360.50
 25.96

 4386.46

New Stuff

Ac on Remuda of
 4386.46W off set 11
 11. Frank Center West

34.9

4386.46
 34.94

 4421.40
 206.70

 4628.10

Jpt 10/120 6pt 1.1
 w of Remuda

5301.65
63.05

15

89.60

85.35

4.25

5364.70

4628.10

5301.65

63.20

164

4792.10

pm

376485

77.80

4869.90

Hd

on lap

5363.76

4869.9

184.6

5054.5

60.0

5114.5

pm

10/1

6 of Tan

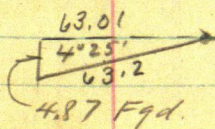
187.15

5301.65

From which 1/4 c

~~85~~ 85° 35' W

63.20



5301.65

16

756

785

S 85° 35' W

4° 25'

4° 20'

Sine 0756

Cos 99714

4° 30'

Sine 0785

Cos 99692

85° 35'

Sine

Cos

85° 30'

Sine 99692

Cos 0785

785

756

1541

770

99692

99714

199406

99703

85° 40'

Sine 99714

Cos 0756

5301.65

63.01

5364.66

Dallam

17

85°35'

Sine 0770 X 63.2 = 4.87

or 99703 X 63.2 63.01

$$\begin{array}{r} 632 \quad ' \quad 2 \\ \underline{77} \\ 4424 \\ 4424 \\ \hline 4.8664 \end{array}$$

$$\begin{array}{r} 99703 \\ \underline{632} \\ 199406 \\ 299109 \\ 598218 \\ \hline 63,012296 \end{array} \quad \begin{array}{l} \times \\ 5 \end{array}$$

$$\begin{array}{r} 5301.65 \\ \underline{63.01} \\ 5364.66 \end{array}$$

$$\begin{array}{r} 5854.66 \\ 5363.76 \\ \hline 58 \end{array}$$

$$\begin{array}{r} 5364.36 \\ \underline{5364.66} \end{array}$$

New 5364.

$$\begin{array}{r} 5301.65 \\ \underline{63.01} \\ 5364.66 \end{array}$$

18

New	5364.66 ^{ok}
old	5364.36 P970 old Book
	<u>.30</u>

West 4210.10 Hub Lk Shore
25.96
 4236.06

4386.46
34.94
 4421.40

5364.66
5301.61
 63.01

5364.66
5114.50
 250.16

5364.66
5054.50
 310.16

5364.66
4869.90
 494.76

5364.66
4628.10
 736.56

5364.66
4421.40
 943.26

5364.66
4386.46
 978.20

5364.66
4236.06
 1128.60

Dallan

294874

$$\begin{array}{r}
 \begin{array}{r}
 1129 \\
 \hline
 2653866 \\
 589748 \\
 294874 \\
 294874 \\
 \hline
 3.329127
 \end{array}
 \end{array}$$

$$\begin{array}{r}
 487 \\
 \hline
 8.20
 \end{array}$$

20

Dallam
Michaelson

over

21

over

22

Dallam

W. 4210.10 = 4236.06 W-

over

23

over

23

Dallam

Hub MKd

4210.10 W is 4236.06 V and is

4350.60 " " 4386.46 " " "

4421.44 ✓ 4421.40 " " "

4628.10 " " "

✓ 4869.90 " " "

5054.50 " " "

5114.50 " " "

5301.65 " " "

✓ 5364.66 " " "

Nov 23-39 correct Hub MKd

✓ taken in the rest

00. gos 20 4.87

63.01 gos 19 + 4.87 =

250.16 gos 74 + 4.87 =

310.16 " S 91 + 4.87 =

494.76 " S 146 + 4.87 =

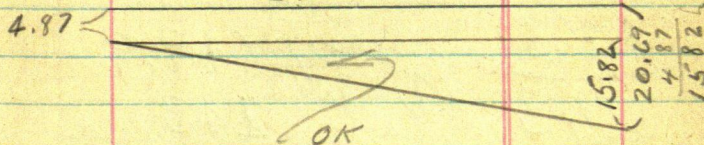
736.56 " S 217 + 4.87 =

943.26 S 278 + 4.87

978.20 " 288 + 4.87

1128.60 " 333 + 4.87

East 8.20^s 11 28. 60 E ON LK Shore W
 7.75^s 9 78. 20 E ON E Side of Ho
 V 7.65^s 9 43. 26 E New W of Ho
 7.04 , 7 36. 56 E On Low Ridge
 6.33 4 94. 76 E In Old Rd on To
 5.78^s 3 10. 16 E Bet RR & TH 371
 5.61^s 2 50. 16 E No H^{pin} 10 FT W. of Tar
 5.06^s 63. 01 E Angle Point
 0.00^s 0.00 E 1/4 Sect S. 4.87
 5364.66



.00 29.4874 S₀ + 4.87 S

5.06 S. To True E - W &

5.61

5.78

6.33 + 1. = 7.33 from 1st of foot

7.04

7.65

7.75

8.20

25 Dallam
truck N 3°31'E

NOV 23-1939
Howard + PR
Comet line

2.45 PM

From

4869.90 West of
Weston Tunnel
60 +

X43 4869.9
243 NIT 243

60 dph 5112.9
in 4 sec 5012.9 4 RR.

3°31' 18

Calc

Ans 99.813) 183.000
99813
831870
819504
123660

83.15

$$\begin{array}{r} 79813 \overline{) 830000} \\ 798504 \end{array}$$

830 000

798 504

$$\begin{array}{r} 314960. \\ 299439 \\ \hline 185210 \\ 99813 \\ \hline 553970 \end{array}$$

4869.90

60

4929.90

83.00

5012.90 = 4 RR.

5364.66.

5012.90

$$\begin{array}{r} 5364.66. \\ 5012.90 \\ \hline 351.76 \end{array} E = 4 RR. \text{ on Tully Line}$$

27

Dullam

From ~~8969.~~

4869.9

60

4929.9 pm +

83.0

5012.9

5012.90 H-1 & Truck

82 ft E yellow line

TH 371

From 5012.90 ch el

E

83.15

4929.75 W =

E Ad 33 ft R/W

From 5012.9 ch

N 3°31' E on & back RA

@ 98.8 BC.

then N 3°31'

296.7 TO P.T.

External 19.0

then N 12°37' W

32°30' R

12°37'

28

$$\begin{array}{r} 12^\circ \quad 37' \\ 3 \quad 31' \\ \hline 15^\circ \quad 68' \end{array}$$

16°08' L

Then 300.8 EC-

" along Tangent
216 = BC

Then 300 + 120.50
420.5 PI

Now PT SD

S 12°37' E

Then N 19°54' E

28 ft to Q TH 371

53.5 to E RN

External 53.5

Box + 1573-

157.3

457.3

29

Dallam

From P 7 @ 18 1/2

1018 To N. S. L.

312 N of RA. X

19°	54'
12	37
<hr/> 31°	<hr/> 91
	60
32°	<hr/> 31

Home at dark

1/2 day PM Howard
and I

John W. Cress

$$\begin{array}{r} 12^{\circ} 37' \\ 19 \quad 54 \\ \hline 31 \quad 91 \\ \quad 60 \\ \hline 32^{\circ} 31' \end{array}$$

$$\begin{array}{r} 8960 \\ 331 \\ \hline 8629 \end{array}$$

$$\begin{array}{r} 3^{\circ} 31' \\ 12^{\circ} 37' \\ \hline 15^{\circ} 68' \\ 16^{\circ} 08' \end{array}$$

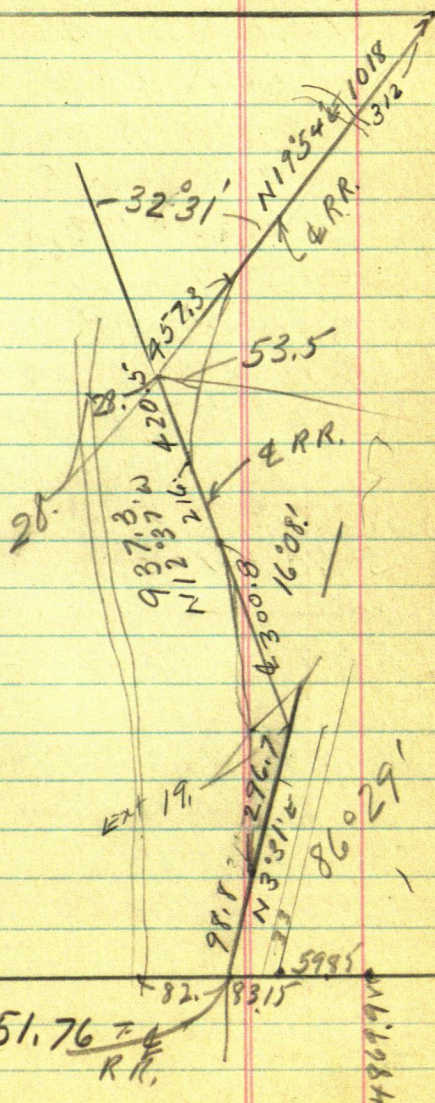
30

$$\begin{array}{r} 60 \\ 83 \\ \hline 143 \end{array}$$

$$\begin{array}{r} 300.8 \\ 216.0 \\ \hline 516.8 \\ 420.5 \\ \hline 937.3 \end{array}$$



$$\begin{array}{r} 98.8 \\ 296.7 \\ \hline 395.5 \end{array}$$



Ext 19.

351.76 $\frac{7.4}{RR}$

4869.9 v

31

Dallam

Nov 23-1939

Harald & I 11-AM

T on N Line @ 328.4 @
West 28.4 to Hub 300 E from
run on the 35

T on 300 from West
on T.M. run

S $16^{\circ}57'30''$ W 903

S $16^{\circ}57'30''$ W 193 = 197 chd

S $4^{\circ}57'$ E From 903

S $3^{\circ}39'$ E 720

N

S $65^{\circ}57'$ E

T @ Sta 197. Run

S $67^{\circ}28'$ E 277-^{66'}_{50'} R.R.X -

Note: 193 Stadia = 197 chd = 4 ft longer

= 2 ft longer than stadia shown
in each 100 ft

Dallam

32

zm 300
NW Cor
35-136-29

slat.

903/6.5712

Co Road

197

66.12
565.576

12

Sta 2

Co Road

0.22L

3.68.85

St 39.5

1.90.71

1/20

33 Nov 23-1939 cont'd

T over 193 - check chain
193 Stadia = 197 Chained
Run S

T over 197 approach of
Y Road viz 36' R. 33' L

Crossing Sign post bears
S 65° 57' E Run

S 65° 57' E @ 18 ft Triple
Sign post @ 7' L

@ 25' @ R. Y. NE-SW

15 ft from north 'Y'

@ 50 P.I. of 'Y' Left 8 ft

@ 135 = @ road E-W

From Sta 1. Run

S 67° 28' E 277 Stadia

light @ R.R. 6 ft 20
of crossing

Talk with Michaelson
Home @ 1-P.M.

Dec 8-1939
Plotting

34

P930 -

N 3°31'E 98.8 BC + 296.7 = 395.5 EXT 19

Tang = 0615

N 12°37'W 300.8 EC PT + 216 = 516.8

BC + 420.5 = 937.3 PT. EXT = 53.5

Tang = .2238

N 19°54'E 1018 @ 4573 EC

Value plus EC comes near 90 ? EXT 53.5

Tang 19°54' = .036202

35

1

Lat 3- Sec 28-

133-29 = 32.25 A.

Owned by - G.D.

McKisson - G.D. McKinnon

Lumber Co Fairmont

Min At Jenkins

Sat evening, Vol 25
1939.

28-133-29

US Nalis

(2)

36

NE COR BP 6 N 52 E 34

BP 9 N 31 1/2 W 40 =

BP 9 S 33 W 61 =

BP 7 S 27 E 16 =

1/4 North Side -

BP 10 S 9 W

W Oak 8 N 8 W

NW COR

N 6 S 88 W 133

NP 6 N 73° 10' W 177

NP 5 N 40° 20' E 265 =

41° 20'

1/4 on West side

RA C. 2

~~JP 5 N 70 E 10~~

~~JP 4 N 0° 12~~

NP 20 N 29 W 19

NP 6 S 55 E 40

37

³
US Nails

Sec 28-133-29

SW Cor

WP 18 N 22 E 95 = 62.70

" 18 S 61 E 132 = 87.12

" 18 N 16 1/2 W 189 = 124.74

" 24 S 1 W 89 = 58.74

1/4 On So Side Mt. Ue 4
BP 88 45 1/4 E
NP 15 N 19 W

SE Cor -

NP 12 S 51 E 37

" 12 S 42 E 39

Oak 3 S 30 W 29

BP 10 N 43 W 95

Hardy Lake

MC North Side N: 52

Oak 3 N 36 W 30

" 4 N 54 1/2 E 65

(4)

89
90
61
28°
(38)

MC 53 West side

BPG

175	95
350	570
350	570
<u>3850</u>	<u>6270</u>
	385

3135
5016

1881	189
<u>241395</u>	1134
	<u>1134</u>
	12474

22° Sin	3420	89
61° = 29° "	4848	534
16 1/2°	2840	534
1°	175	<u>5874</u>

132
79.2
79.2
87.12

39

5

Arrival Roxberg

Ernest

Ole Peterson pulled up Iron

Town Board

Adolph Staub

Ch E 2700

33

Con 2667

O'Brien fence runs

S -

2700

20

2680 & Road vt

6

240

183-29

From MC L Bk Crow Wing
+150 E of En 32-37

N Bt 28-29- 11'30"

@ 40 1/2

NP 20 N 29 W 19-

" 6 S 35 E 4

@ 5560 Ottertail Road

NWSE 7150 L.L. Rf

N 20°W 8000 @

20-21-28-29

Wet Random bet 21-28

✓ 10-45"

E or N 1189°45'E

4025 = 1/4

BP 1084 W 10

W 08 N 8 W 108

8050 @ 21-22-27-28

41

⑦

S True line cut 27-28

11'25 @ 40 = 11x

NP12 S58E12

114 S71 1/2 W 103

~~2400 MC~~

64 MC N side

Oak 31x36 W 30

N54 1/2 E 65

MC S. side cut 27-28

7442

NP20 East 18

" 10 S74 W 75

80 on 27-28-33-34

NP12 S51 E 37

" 12 S42 E 39

Oak 3530 W 29

13 D 10 N43 W 95

⑧

Ent bet 28-33 V11°

1002 NP26" on line

20 L L Rd N

40 = $\frac{1}{4}$ CnBP8S 45 $\frac{1}{4}$ E 37

NP15N 19W 163

5120 MC W ridge

BP6 N7W

RO4S 46 E 38

27-28-33-74 W

Went V11

650 MC

NP12S 18 E 32

1112N 78 E 30

So bet 33-34 V11'20

1100 Road E W

5000 Top of Bluff slopes
to River

6050 Mountain top M.

Elm 10 N 87 W 36

Lind 8 N 18 $\frac{3}{4}$ E 76

43

9

E ent-hat 27-37
1015' ✓

1827 Men Rv. MC
L mid 6864 W 37
Oak 4 N 46 W 40

~~E ent-hat~~

W ent Bt 29-32 / 115°
210 MC 2 Rh crown wing
E 8 N 6 E 31
" 6 S 55 E 42
3068 MCR Rh
Pine 6824 E 40
4005 - 117
Pine 8 N 35 E 61
" 6 South 38
8010 Cn 29-30-31-32

(10)

Meander

In 28 From MC W Sec

N 27 E 1750

N 11 E 1250

N 43 E 1264

S 46 E 1340

S 48 W 1600

S 42 E 580

N 70 1/4 E 936 T.M.C. W Sec

27-28

In 27

N 54 1/2 E 678

N 22 E 1000

S 25 1/2 E 1950

S 72 W 1166

S 71 W 750 T.M.C.

But 27-28

In 28

S 74 W 470

S 30 W 450 T.M.C. But

28-33

45

(11)

Im 83

S 30 W 430

S 50 W 1500

S 42 W 1100

N 66 W 950

North 100

N 25 E 1500

N 14 E 280 T. M. P.

But 28-33 pl of 69

Sylvan Twp

Dorsey-

Anderson Sylvan

Martin

(12)

46

1324.4 $\frac{1}{16}$ feet E.

1325 Spike of water

in E edge rock

9 - set Price 27000

~~13244~~

2648.8

2648.8

51.2

51.2

27000

Dallam
Figura Dec 8-39 48

Sta 0 = 1/4 West side 35-136-29

" 0 Run East 351.76 To Sta 1 & RR.

" 1 Run N $3^{\circ}31'E$ To Sta 2

N $3^{\circ}31'E$ 395.5 99812

Sine $06134 \times 395.5 = 2425997 \checkmark$

99812 Cor $99813 \times 395.5 = 394.760 \checkmark$

Tang $06145 = 242580 \checkmark$

N $12^{\circ}37'W$ 937.3

Sine $21843 \times 937.3 = 204.734 \checkmark$

Cor $97585 \times 937.3 = 914.664 \checkmark$ (OK)

Tang $22383 = 204.7929788$
~~204.72928312~~

N $19^{\circ}54'E$ 1018

Sine $34038 \times 1018 = 346.50684$

Cor $94029 \times 1018 = 957.21522$

Tang $36199 = 346.5040678$

Try this

N $19^{\circ}54'E$ 1475.3

Sine $34038 \times 1475.3 = 502.16261 \checkmark$

Cor $94029 \times 1475.3 = 1387.209837 \checkmark$

Tang $36199 \times = 501.7941579$

502.1561475

49

Dallam

0 =

00 E

1 =

351.76 E

2

24.26

376.02

3

376.02 E

394.76 N

- 204.73 W

914.66 N

171.29 E

1309.42 N

4 =

171.29 E +

1309.42 N

+ 346.51 E

NIX

957.22 N

517.80 E2266.64

4 =

171.29 E

1309.42 N

+ 502.16 E

1387.20 N

673.45 E2696.62

2696) 57 (= .02114)

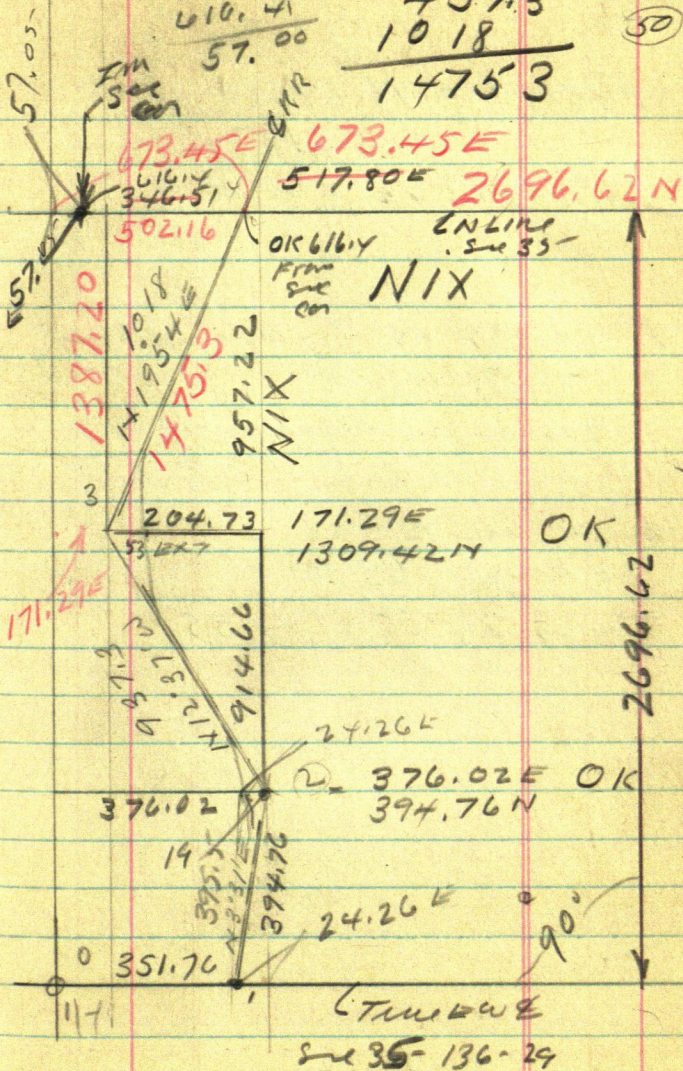
= 1° 13' close ok

(1° 13' = .02124)

673.45
610.41
57.00

457.3 13629
1018
14753

(50)



(51)

Dallam

Figuring N Line

1.01874

$$673.4 \times 12.62 = 1^{\circ}04' +$$

FRIGORMY Pg 72 Brual Brook

@ 1918 918 E Run

S $24^{\circ}30'E$ Using N

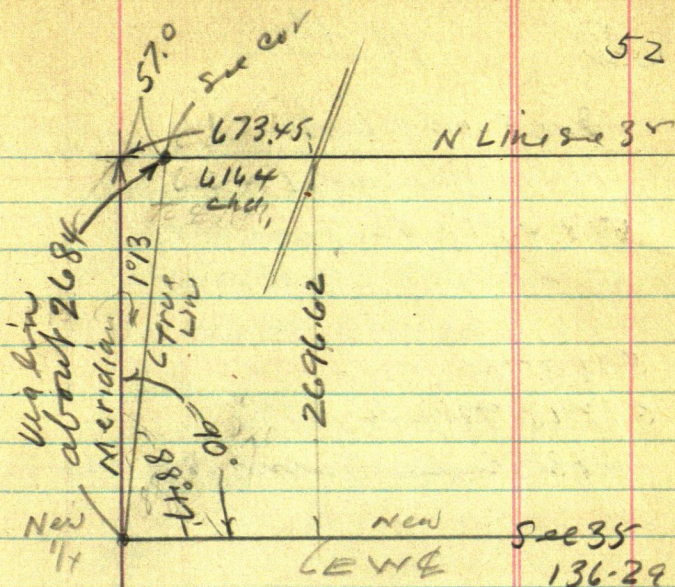
Random or line line and

also line E-W.

SE angle $65^{\circ}30'$

$$\text{Tang } 24^{\circ}30' = 455.7$$

52



53

Platting

Dec 9-1939 Sat

Platting Co Road Pg 32

From Pl. on Sec line 30th NE

from NW Cor 35-136-29

Using N. Line or E-W N

S 16° 57' W

S 17° W Tang = 305.7

903 Gladis = about 921 chd?

Dec 12-1939

Harald and JWC.

Address

P. H. Dallam 2205

Kenwood Pkway

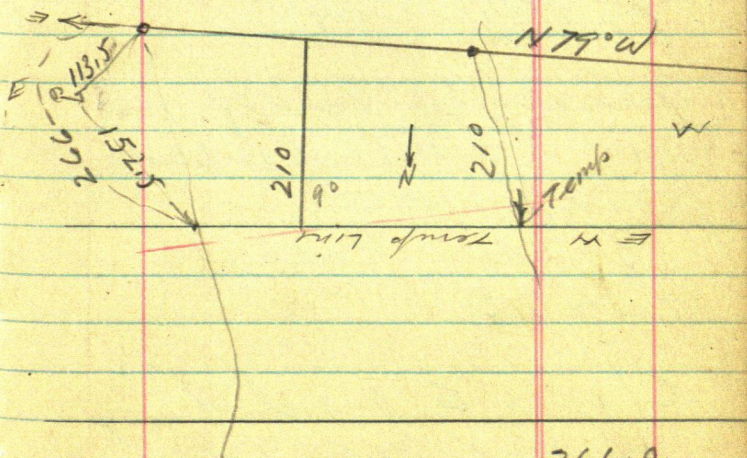
Mpls

Harald and Z Chan

From Meckolson SW cor

to NW cor Vasa Shores

188 //



266.0.
 113.5
 152.5

(55)

Dallam

From MC ch soon
Lake shore @ 150 stake
20 ft west out of line

From 150 stake continue S.
191.4 to Temp NE Cor
Michaelson Tree
which is 10 ft west out
of line with "patch" in
Michaelson point

Name of area
Apatchie Bay

Straight line from
MC to Michaelson
Temp NE Cor or
340.6. Called
"340.5"

Chain E end of
Michaelson Tree
113.5 spot good landing
@ 266 Temp NE Cor

56

$$\begin{array}{r} 340.5 \\ 266 \\ \hline 606.5 \end{array}$$

Via shore LMC.

4047

Em 4047 x 330

$$\begin{array}{r} 4047 \\ 33 \\ \hline 12141 \\ 12141 \\ \hline 133551 = 133.554 \end{array}$$

$$\begin{array}{r} 4018.2 \\ 133.55 \\ 110 \\ \hline 23.5 \end{array}$$

$$\begin{array}{r} 1028.24 \\ 918 \\ \hline 110 \end{array}$$

57

Dallam

Dec 13-1939

12-45 PM Horoloto

Figoring

See Page 74 Small Book

S 24° 30' E

Sine 767 4147

Cos 90996

Tang

109

$$\begin{array}{r} 90996 \overline{) 100000} \\ \underline{90990} \end{array}$$

1109,88

$$\begin{array}{r} 90996 \overline{) 100000} \\ \underline{90996} \end{array}$$

900400

818964

814360

728968

85392

$$\begin{array}{r} 1099 \\ 3 \\ \hline 329.7 \\ 97 \end{array}$$

$$\begin{array}{r} 109.9 \\ 97.4 \\ \hline 12.5 \end{array}$$

58

$$\begin{array}{r} 109.9 \\ 3 \\ \hline 329.7 \\ 7.8 \\ \hline 337.5 \end{array}$$

Point 329.7 138 N
24°30'W Run
East

59

Dallam

Town sta 2 Ry

N 79° E 50.3 To Sta 4

S 79° W 59.10 To Sta 6 m

& Road

Sta 6 To Sta 7 = 81.0.

Sta 7 is NW cor

Michalson Tract

167.8 from SW cor

From Sta 6 ch SE

along & road

c 76 y' @ 197. IM

At N Line Dallam tract

NE cor Michalson

Tract is 308 ft

W & 4 ft

Point 8 from water

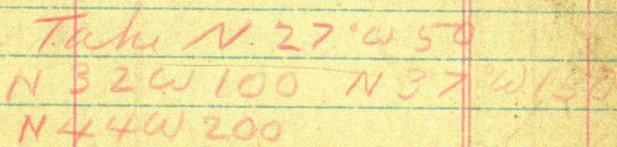
Town NW cor & road

at sta 7.

Dallam IM bears

S 10° E 162.8 ft 197

60



61 Dallam

K over RR split & w cor

N1 Trest = Sls 7

Ice west 10 ft

N 26° W 50

N 29° W 85

N 35° W 110

N 46° W 143

N 51° W 145

N 54° 21' W 176.4 T. RR split

and N by heavy

Pty land in

S 14° W 63 ft to Ice

Rn N 52° 10' W 235.3

Halt R R split & road

62
 45
 75
 120
 6

Trout 235.3 & road

N 69° E 5

N 79 E 100

Canal N 67° E 85 //

& road

S 63° W 45

S 57 W 75 120

S 54° W 180

S 56° 30' W 200

Note front of the
 should have some level
 land

So that at 20 or 25 //
 E of Sta: 235.3 the
 last line should be
 N. T. So

63

Dallam

Dallam

67

Dec 22-1939

Harold & Zal Walker platting

See Page 50 This Book

Sto 1 = LHM 351.76 E from 1x

N 3°31'E 3955 to Sto 2-

2 N 12°37'W 937.3 to Sto 3

3 N 19°54'E 1475.3 to Sto 4 m

Sto 4 m N in Line 166.3 E

from Au Co

SW angle See Line with LHM

69°04'

Sto 1 is 351.76 E 00. N

2" 24.26

376.02 E + 394.76 N

204.73 W

Sto 3-

171.29 E + 914.66 N

1309.42 N

502.11

1387.20

4 is

673.45 E

2696.62 N

616.40

57.05

65

Dec 23-1939 Sat

11.02 AM - Harold & I in spec
at Walker - Marchar

on farm at Jerkin

Clear - not cold - no wind
2" snow.

Platting

Checking P948

N 3° 31' E 395.5

Sin 06134 X 395.5 = 24,259.97^E ✓

Cor 99812 X " 394,76^N ✓

② Tang 06145 X 24.258 ✓

N 12° 37' W 937.3

Sin 21843 X 937.3 = 20473.4^W ✓

③ Cor 97585 X " 91466.4 ✓

Tang 22383 X 91466.4 = 2047292^W ✓

N 19° 54' E 1475.3

Sin 34038 X 1475.3 = 502,162.6^E ✓

Cor 94029 X 1475.3 = 1387,209.83^N

Tang 36199 X 1387.21 = 502,156.1^W

$$\begin{array}{r} 502.16 \\ 376.01 \\ \hline 15 \end{array}$$

66

$$\begin{array}{r} 351.76 \\ 28.26 \\ \hline 376.02 \\ 204.73 \\ \hline 171.29 \end{array}$$

$$\begin{array}{r} 394.76 \\ 914.66 \\ \hline 1309.42 \\ 1387.21 \\ \hline 2696.63 \end{array}$$

$$\begin{array}{r} 502.16 \\ 171.29 \\ \hline 673.45 \end{array}$$

$$\textcircled{2} = 376.02 E$$

$$394.76 N$$

$$\begin{array}{r} 171.29 \\ 1309.42 N \end{array}$$

67

673 H2

1502.16

NV

32° 31' NV

1387

N 19° 54' E

1475.3

171.29

1309.42 N

3

204.73

937.30

N 12° 37' W

914.66 N

394.76 N

395.1

N 3° 34' E

376.02 E

394.76 N

351.76

1/2

$$1^{\circ}13'$$

$$\text{Tang } 1^{\circ}10' = 0204.68$$

$$\begin{array}{r} 2.9 \\ 2069 \end{array}$$

$$\begin{array}{r} 394.76 \text{ N} \\ 914.66 \\ \hline 1309.42 \end{array}$$

$$\begin{array}{r} 2 \\ 2098 \\ 29 \\ 3 \\ 2127 \\ 4 \\ 2156 \\ 29 \end{array}$$

Tang =

$$\begin{array}{r} 5 \\ 2185 \\ 6 \\ 2214 \\ 29 \\ 7 \\ 2243 \\ 8 \\ 2272 \\ 29 \\ 9 \\ 2301 \end{array}$$

$$1^{\circ}20'$$

$$0233$$

$$1^{\circ}13' \text{ Tang} = 2.12.7 = \frac{21.27 \text{ in } 1000}{4254}$$

$$\begin{array}{r} 2127 \\ 1063 \\ \hline 3190 \end{array}$$

$$1500 = 31.90$$

$$2696.63$$

$$2684.00$$

$$12.63$$

$$12.63 \text{ N in } 673.45$$

$$= = .01874 =$$

69

Dec 24-1939 Sunday

11-06 AM - in the office - Walter Plath, Herald & I worked till 12

Lost nails and almost finished
Dallain-pulling Plat Herald
is at home and will be here
or soon as he gets the house work
done Plathing Highway

P931

Note: Walt Kotz Chief Engr
at Pequot - Mr Dahl Draftsman
Dahl went to school with
Darght in Reainer
Munk's young "Darght"
Plathing.

~~S 16° 37 1/2' W S 57~~

16° 57 1/2' W 903 Sliding

Tang = 305 in 1000 P931

@ 197 Run Run S 67° 28' E 277

To pt 6 ft 20 of RR Crossing

& Road changed via

W 30 at N E 15 at 20 E run = 45
in 920 ft

17° in 900

70

$$\text{Cor} = 3271 \frac{95615}{3} \\ \underline{286875}$$

28.70 N End

$$\frac{1430}{4300} \text{ in } 900$$

~~43~~

9/43 Tang of 5°
about 2°50'

16°57'

2 50

18°107
60

19°4747

Road runs about ^S20°

17°

15° * 16°60

2 50

14 10

Road runs about

S 14°10'W for 920 N

14°10' Cor = 96959 (97)

33 = 34 & Road runs

At RR 69°04'

69° Cor = 21° 93.358 in 50 =

93.358 in 100 (= 107.10

50 = 53.55

71

896.⁰⁰
1410
7550

T. R.R. = 616.40.

53 55

R.R. 562.85 E to W. R.R.

269.6

340

235.6

269.6

34

303.6

~~52~~

562.85 E R.R. of W. R.R.

303.60

259.25 B. R. of W.

R.R. + wagon road

Dec 28-1939

Harold & I called on
Michaelson & wife, who
have just returned 30
minutes ago

Get ch \$35 from Dallan
Home at death

Dec 29-1939. Friday

Harold - I to Bed

Called on Michaelson
in evening returning
He is not home

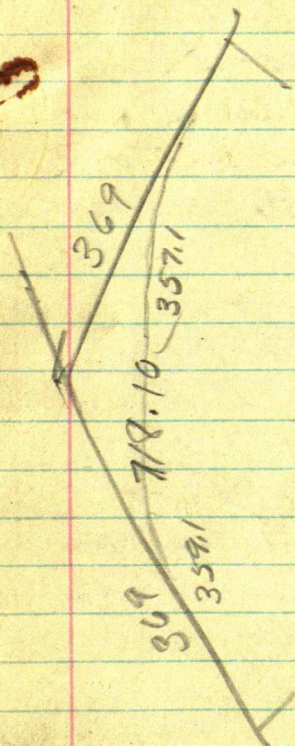
Dec 30-1939 Sat

Calder - Clean Sun
Mortar I at PO
get ch Nelson Mfg Co
\$100.

11am Harold & I
to for Dallan.

73

Dec 30-1939 Contd



Dallam

74

Jan 6 - 1939-1940
Pat
Herald & I

From NW Cor
Wichita Lot 2.

BS N52°10'W

See Pg 61

SW Cor Lot 4

NW Cor Lot 3 Run
N 21°28'W - 90 ft

Run 112 54°21'W

176.4 To old RR

spike at

SW cor Lot 4

112 ft from Lot 3

So end Lot 3 is 112 ft

To old RR spike on
a wall at SW Cor

Lot 3 = SE Cor Lot 4

BS S 54°21'E and Run
North - Catlin line Then
Change to N 5°20'W
Catlin Home dock

Call.

Hall Bros

changed
1-1-08

1996

75 Dallam

Jan 6 1940 Sat
~~Jan 7 1939 Sunday~~

Run line bet Lot 3 &

~~Front~~ Front Acl Lot 4 is

$$120 + 3.8 = 123.8$$

Bal Lot 3 is 185

$$\underline{308.8}$$

$$\begin{array}{r} 138.8 \\ 53.2 \\ \hline 85.6 \end{array}$$

Jan 8 - 1940 Monday
Herald & Reg
E N A Ch E

53.20 SW cor Iron

Fossil 89.00 RA Nph

@ 138.8 Pm = NW cor
Lot 4.

Cham S - Bal 4 - 5

55° 20' E @ 124.2 Hb

@ 169 E Rong @ 224.5

RA Nph SW cor Lot 4

set 2 x 1 x @ 224.5

Extend line 55° 20'

16.5 to 241.0

224.5
16.5
241.0

76

241.0 at $2\frac{1}{4} \times 42$ ft
after which to E end
of Lot 4 measure
108.8. (vs 112)

To end Lot 5 = 129.1
129.10

E end of M = 68.2

N side of R. From

N. N. R of W = 120.5

@ 25 ft road NE

@ 40.5 ft N N R of W

West side Lot 5 = 278.5

Via E N R + angle

N Rec Line Tangent

50 ft

To side M = 70.3

from E side 83' N of W

77

$$\begin{array}{r} 232 \\ 88 \\ \hline 320 \end{array}$$

$$\begin{array}{r} 320 \\ 90 \\ \hline 410 \\ 20 \text{ off } \end{array}$$

Bay @ IM 2'4 x 16 on Tender
Lake shore @ SW Bet

Let 3-4 @ 67. RRR put
on top @ 158.7 RRR put
170.5 & Road

@ 226 = IM on lake
Bet lets 3-4

From SEC on Lot 2 @
NE 106.10 IM 2 x 16

high on front

then NW 194.05

To IM Bet Lot 3-4

$$\begin{array}{r} 106 \\ 194 \\ \hline 300.10 \end{array}$$

$$\begin{array}{r} 106 \\ 194 \\ \hline 300.06 \end{array}$$

From NE on Lot 1 @

SW 232 - Then SW 88

Then SW 90 = 410

Then NE 348.6

To SW corner Lot 2

Jan 12-1940

Friday 2-10 PM

Hornell & Trimmer

L. Jenkins 4th St

at Piquet Brook

2-30 AM

K. Over RR spike

Water Tank W. L. 100

35-136-29 also for

569.20 E. for

NW Cor

From & ~~seal~~ at

RR. Ch E 53.55

set for 0.40 E for

from SW Cor.

From = NW Cor.

Lot 5 & Lot 5

is 85.10 m N. end

out 2nd at NW

Cor. for N. 0.40

From & RR. Ch

Wet 53.55 set

for NE Cor

Out Lot A

79 Dullum 8960
 2050
 6910

being one foot
 West and 0.70
 So from SE cor part
 of Wisconsin Trm
 posts

NE Cor Out Lot A
 is 7. ft. (6.95) 569.20
 6.95
 562.25
 West from 1st
 whd 569.20 E

To get corner
 of RR. T @ 569.2
 Focus E - N

True Line Run
 N 30° E To Blueprint
 Rail about (300 ft)

T over E Rail at Blue
 pt BS S 30° W Track
 run S 20° 50' W
 = 69° 10' SW Angle

From Sec Line
 & RR. Ch So 300 ft
 + 11.5 = 311.5 & X
 Crossing.

Jan 12-1940
Evening Figuring

80

R.R. S $69^{\circ}10'W$ 311.5 to & crossing
Sine 3557

Cor 93462) 50 (=

$69^{\circ}10' = 20^{\circ}50'$

$85^{\circ} = 5^{\circ}$ Tang = 0875

Sine 0872

Cor 99619 in 200 = 200.77

" in 33 = 33.13

5° Tang = 0875

$0875 \times 33 = 2.90 //$

0875 x

Dallam

82

Jan 13-1940 Sat

10-30 AM. Harold & I

Lv Work till 2-30 PM

3 PM Home in Jenkins
for dinner

Warm 5" snow

Back at 4-30 PM

So End 400 feet

Lat = 112 ft - 25 ft water

185.50

52.50

133.00 = So End

300 ft Lat

133.00

132.20

$5^{\circ} @ 1.75 = 8.75 \times 700 = 61.25$

132.2

61.25

193.45

Too dark to see Lilirope @ 5-15
only work 45 minutes. Diecrop
pay for long trip to Lilirope
Lv Cor of Olson Garage 4 miles

83

Dallam

Jan 14-1940 - Sunday

up @ 8-30 - 11-30 Herald #2

L. Jenkins

270.3

$$\begin{array}{r} 270.3 \\ 52.5 \\ \hline 217.8 \end{array}$$

From SWCn 300 // L. J

E side RR. in 12° V

@ 111.2 In 30 // for water

@ 30¢ - from in

15 // N of point

Ice bags SE 75 //

90° E @ 6 // E RR. + 8x

= 90 Hat RR. W

6 + 159 = 165 @ old Road

N-S 6 + 188.8 =

$$\begin{array}{r} 6 \\ 194.8 \text{ Hat on top} \end{array}$$

6 + 194 = 200 pm

200 + 328.2 = 528.2

Hat on E side RR. W

@ 275 - Low land

N-SE 300 pm

330 wet

390 wet 400 pm

228.7 To EXT

@ 400 E Arlic Road
90 To 100 ft

$$\begin{array}{r}
 311.50 \\
 33 \\
 \hline
 344.50
 \end{array}$$

$$\begin{array}{r}
 344.50 \\
 40.0 \\
 \hline
 744.5
 \end{array}$$

From Sea Line ch S. $20^{\circ}50'W$
 @ 1244.50 - Point 6.0 west of
 & RR Track. 1x6" oak Hut
 on & Track on curve. 228.7
 v. from EXT pt IP.

Turn 90° li & Track and ch
 E ext" @ 6.0 & RR + 84 = 90 IM
 Lat Cur E Edeg N of W 33 ft road
 @ 165 & old road N-S - @ 194 Hut
 on top @ 200 pin + 328.2 = 528.2
 Mfr IM on Sea wall
 @ 275 Low land NW-SE
 Over

85

Dallam

Jan 14-1940 continued

@ 300 pin @ 330 enter Wet mark

v.s. @ 390 L. mark 400 pin

@ 400 Swamp extend S.

90 to 100 //

T @ IP Ext Focus N on & RR.

Turn 90° R. Then Turn Left

400 in $78.7 = 197 = \text{Tang } 11.10' L$ $= NE \text{ Angle} = 78.50'$ $\text{Tang } 20.50' = 3805 \times 50 = 19.025$

$$\begin{array}{r}
 311.50 \\
 33.00 \\
 \hline
 278.50 \\
 19.0 \\
 \hline
 259.5
 \end{array}$$

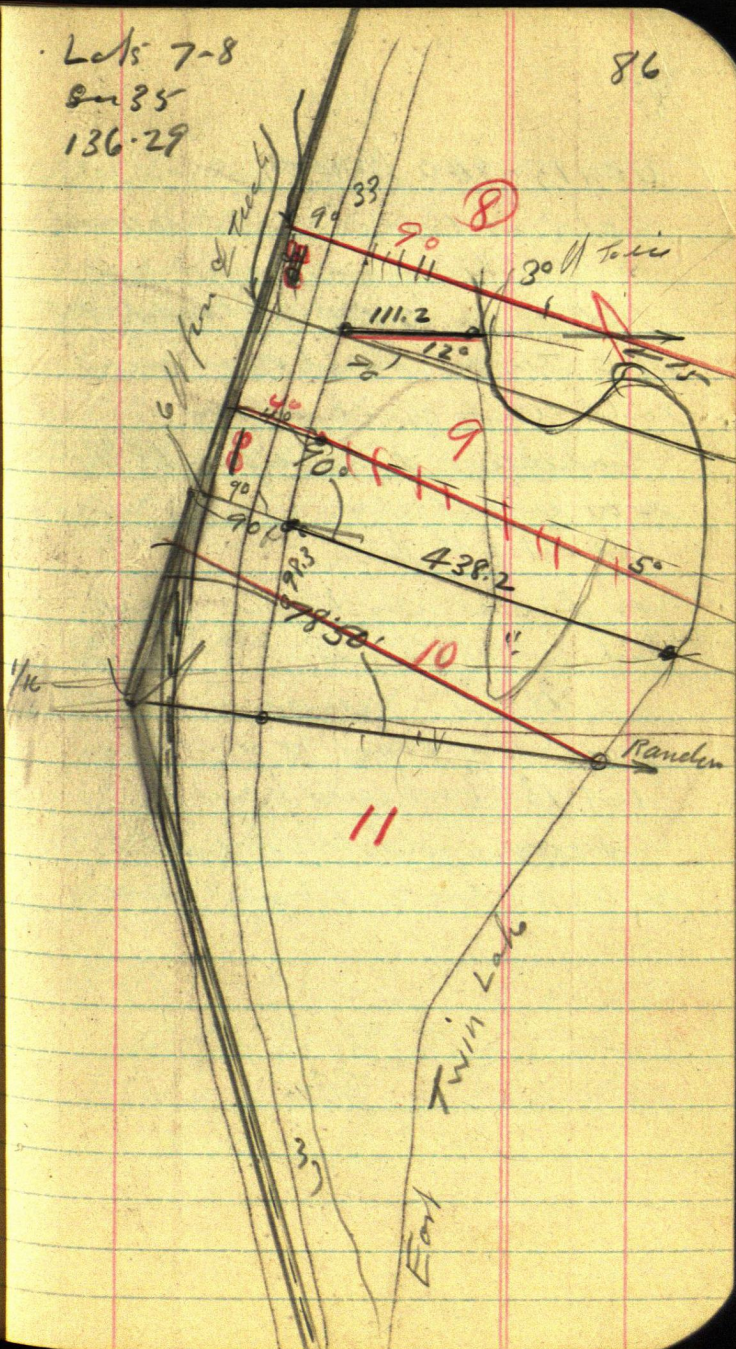
 $\text{Tang } 5^\circ = 0.875$ $0.875 \times 400 = 35. //$

we work till 5 PM no dinner

Cold & Wind

Lots 7-8
Sec 35
136-29

86



87

Dallarn

Jan 15-1940 Monday

Colder - Birgh Sun & wind

1-PM Still figuring

3 PM To 5 PM Herald & F

at E Turn Walkover in
talk with Michaelson

Coldest day so far 18° below
NW wind

About 5th line

has drove us home and
taken car back

Note: We see E-1
from External Z.P. Theo
Lot 13 - but will have to

swing the West end 150
or it cuts 13 in two

Jan 16-1940 Tues
 up at 8-AM - East wind
 slightly warmer 18° below
 Harold & Martha walk to
 town 12-noon Harold
 returns with my car
 N° 7. The ch 35 from Dallas
 Dated Jan 18-1940

① KR 142.2 from
 TX and 90 ft from
 wood that Lot
 Cor 6 ft W of KR
 Ch to 95 ft
 lot Cor

98.3 W end of Lot
 East 97.5 ft
 H to 10 ~~ft~~ NE of
 road

89

Dallam

Jan 16-1940 Could

Dark and Cold 18° below normal

Herald and I change

Random bet Lts 10-11-

Eat lunch by fire Sit Im 5

40 ft E from RR. N of W

95 ft from E Track in curve

to Im 1 Bet 10-11 West end

Lt 10 is 98.3. Im 5 at Hoffman

Beg @ NW Cor Lt 11 ch

E @ 87 @ old L.L. Road

@ 97.5 RR spike taken up

Quit at 5-20 Too dark & cold

Joe

drives Herald

and I home in my car

and takes Car back

Set will not drive
~~west to 22~~ 50 to 100
 and west 7 to 33

Jan 17-1940 Wed.

Clear 20° below zero wind

12-noon Harold brings car
out takes Gertrude to her
mathews home - Northey starts
to work.

12-15 Harold brings my exide
Re. CEX LS. Lucas car.

2-15 PM

$$= 266.5 + 97.5 =$$

Bt 10-11

144 = E end 12/10

$$\begin{array}{r} 975 \\ 266.5 \\ \hline 3640 \end{array}$$

91

Dallam

Jan 21-1940 Sun

3PM. Herald, Z

©

W. N.

Ch West 16.10 on line
Lins and set $2\frac{1}{4} \times 16$ " Pipe ~~mat~~ at
foot of NE slope
of sea wall 15 ft from
wall chWest Rough ch
around N side of Ho
148 on Banking
N side @ 200 ft +
@ $142.3 = 342.3$ (340.88)Rough ch around
N side of Ho

= about 340 ft

= 48.0 West of RR

Spit in road NW

SE set $2\frac{1}{4} \times 16$ pipe
for ~~test~~ car 2 ft
north 70°

N 1/4 @ 45 int Low
land NW-SE

Q118 L₀ E-W 25W

of road @ 137 & Row
E W (N 70° W) S 70 E

15 ft W of creek
NE ~~→~~ 158.5

From SW cor Gulches
Lot Ch West 175
To SW cor 2nd lot
from the East to
N E by

@ 100 Swamp NWSE

@ 192 L₀ Map N 70 W

S 70 E @ 210 Road

NWSE 228.0 IM

2' x 16 on shore

3 ft from Bush 10
from water

112 NW of NW
cor Gulches Ct

93

Dallam

Jan 22 - 1940

12-30 PM Haines
 + Ian Chan W
 in Gulch Lot 258.5
 158.5

From SW Cor 2nd
 Lot Ch West 102.0

To Hut in wedge
 old LL Road whos
 4869.90W = 4 wd of
 Road + 59.7

102
 161.7

To Im

at SW Cor 3rd Lot =

83E of RR + 33E of
 R of W

Ch 1X on W side 3rd Lot

@ 154. Picket C1329

old Lot Rd N of SK

154 = SW Cor 3rd Lot

Ch NE 130 to 140 W of

End 607 Lias BE 15 //

@148 & Gulch Rd
 EW @ 163 in line with
 Gulch road & is 30
 ft SE @174 Top of
 bank NW SE @188.5

IM 120 W from NECr
 4 ft from Low
 Bank 10 from water -

Set $2\frac{1}{4} \times 16$ IM @ 154
 then Ch N 174. To Hub
 in E Gulch Road
 NW SE Looking E
 Road goes to 35 ft
 $174 + 79.2 =$

79

253. IM on Bank 10 ft
 from water - stick
 Front of A Lot

169 View from 168.9

95

✓ Pullman

Chain N along ice
E side of Street

220 ft to IM

on Bank St 220 wide

From IM N

Side of M Ch NW

on Heralds old

X line 83 out

300 pms + 146 = 446

Cross old L Lak Road

N-S - 600 pms

then 190 to Right

thru brush to IM

set 100 ft in = 80

now on Big Swamp

Let

Set pt for IM S E

Out L 10 D. - 20.5

N of EXT

Jan 23-1940 Tues

83 to Harold - Morikoz
to Welton @ 4 pm. 81. to

Schulz for wood over
mile at Paddock Ho

Jan 24-1940 Wed.
all day at Ct Ho

Jan 25-1940 Thur
all day at Ct Ho
Plating

See Pg 48

$N 19^{\circ} 54' E 1473.2$

Sine $34038 \times 1473.2 = 501.45 E$

Cor $94029 \times 1473.2 = 1385.24$

Tang $36199 \times 1385.24 = 501.44 EOK$

Std = .00 N

2 = 394.76 N

3 1309.42 N

1385.24

2694.66 N

97

Dallam

Jan 26 - 1940

4 PM - Still plating

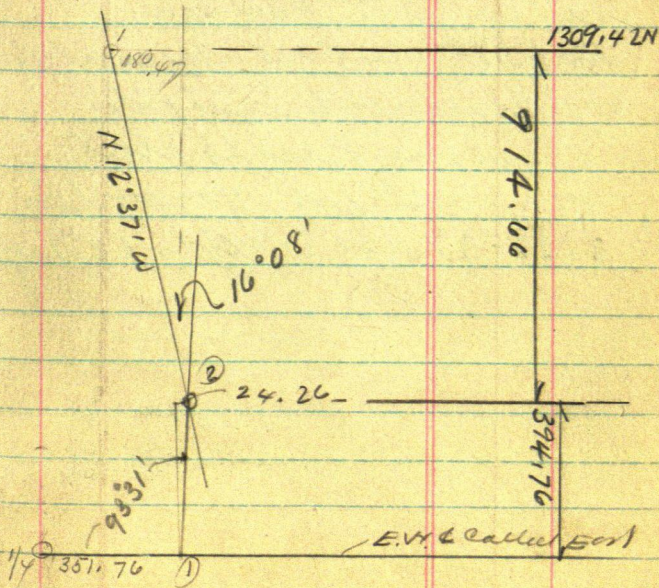
N $19^{\circ}54'E$ 1473.2Sine $34038 \times 1473.2 = 501.45$ Cos $94029 \times 1473.2 = 1385.2352$ Tang $36199 \times 1385.24 = 501.443$

$$\begin{array}{r}
 501.45 - 180.47 = 320.98 \\
 \underline{180.47} \\
 320.98
 \end{array}$$

Pg 79 - North Line & RR.

SW angle $69^{\circ}10'$ N Line as E-VVRR runs S $20^{\circ}50'W$ $19^{\circ}54'$ $19^{\circ}110'$ $19^{\circ}54'$ $0^{\circ}56'$ diffN Line Runs N $89^{\circ}04'E$ Tang $0^{\circ}56' =$

$$\begin{array}{r}
 1385.24 \\
 914.66 \\
 394.76 \\
 \hline
 2694.66
 \end{array}$$



99

Dallam

Jan 27-1940 Sat Walker
Platting. Martha Slays home
I drive with Ho at 9-AM.

Christ Hoffman of Pine River
Calls - wants line bet Sec

28-33-138-29 "Seems like 100 mi"
I will mail him my valis

9-10 AM. Mr Ray Norton
at my office - takes plat and
goes to Highway Bldg

9-50 AM I go help him on my
Dallam plat "Powwow"
Work till 11-45 AM. He will come
back tomorrow to finish plat

Lives over Bright store
Home address Ray Norton

3322-37 Ave S. W. Pls C.E. Drafting

Jan 28-1940 Sunday

8-30 at office

$$3'31'' \text{ Cu} = 99813 \text{ in } 83 = 83.16$$

Rd W. Nali I M E of Gilki to
 north - to set west .88 of a foot
 to make Gilki Lot 340

$$1112.50 = 1111.62 \text{ E}$$