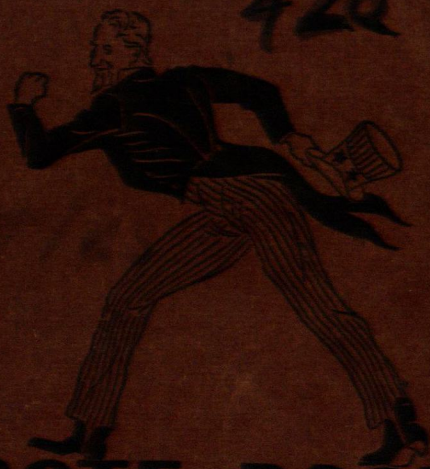


Records

420



NOTE BOOK

MADE IN U.S.A.

A-537 OPEN SIDE
A-538 OPEN END

Ties

D

John W. Curo

Walker Minn

Ties

2

Ties

~~Nov 14th 1939~~

~~Harold & I to Juk~~

~~8-25 At Pen. to 8-50~~

Dinner and laundry
this so

7 over 2m

S $\frac{1}{16}$ Corbet 1-6-

137-29-30 Tower Lick

NP 13 N $51^{\circ}55'E$

88.35 + 50 = 88.85 //

Finn was given
Lick

NP 9 S $66^{\circ}20'W$

2 2.50 (21.5 + 1.0) = 22.5

Tiles

3

J.P. 14 S $23^{\circ}19'E$

$68.25 + 1.0 = 69.25$

All to good deep spats
down Low at

base of gunwales

Also higher spats

$6^{\circ}35'$ over

Also: N Side 12"

Power pale sets to

1.70 Pale sets about

0.40 East only in

Cannot see to

Nati a 14" SP sets NE

about 14 ft but we do not

own

4

TIES

Take it as a bearing
line because it may
be wiped out in
anticipated road
construction N-S-
on Range line

~~Ties~~

5

~~1-6-137-29-30~~

~~NOV 15-1939~~

~~Harald and Watt-
Miller are to start
cutting the logs~~

~~8-20 8.40 pick
up Wilfred Miller
at Pine River~~

~~8-50 Lv Car at
Geo Bull Run
pack & to h.
1/4 Cor
Wefer~~

6

Ties

~~1/4 Bet 1-6-137-29-30~~

~~On NS Town Line~~

~~I Surveyed bet 6
years ago and set
2 1/2 x 4 8' Galv Iron
pipe with cap on top
at all 40 corners
and all NS c.~~

~~To day we find
1/4 Cor bet 1-6-
137-29-30 - all bent
to hell - Cap for off
in an old Dutch
left side 2
deep runy
East to~~

NOV 15 - 1939
Continued

7

~~we Chap top foot~~
~~and straighten~~
~~up the iron~~
~~pull up iron~~
~~Lower Halls take~~
New BTS Viz
In Sec 1-187-30

~~Focus North on old fence~~
~~80 Rods N Vor~~
~~reads 6° 30'~~

~~Ditch runs or seems to~~
~~run S 89° 10' E cut~~
~~S 89° 47' W~~
~~Creek~~

8

~~44 T-6-~~

~~Fend Run E-a~~
~~area about~~

~~20 ft N of ditch~~

~~the other end is~~

~~N $12\frac{1}{2}^{\circ}$ W about 65 ft~~

~~then north end~~

~~NE to N $\frac{1}{4}$ Cor~~

8

Tues

: 1/4 bet 1-6-137-29-30

Tam 9S 35°30' W

45.31

Tam 10S 35°14' E ~~45.31~~

57.15 + .50 = 57.65

To good spot at bore and
strip face on trees

Tier

(9)

~~N $\frac{1}{16}$ Cor -1-6-~~

~~137-29-30~~

JP 8 NE 39.5 slant

6.5 E of lin

NP slump 15 N W

24.15. one ft W of
lin spot at base

~~North 88.9 H~~

~~01401 2 H 300 pin~~

~~600 pin 608.8 E~~

~~W Cor post of fence
running East
and South~~

12-20 141

10

~~900 - 1200~~ *fun*

~~1200~~ +

162.8 =

~~1362.8~~ *Net N.Y.*

~~1362.8~~ *Net N.Y.*

~~+ 37.6~~ ~~1362.8~~

~~37.6~~

~~1325.2~~

~~1325.2~~ *IM Sels*

~~Wet 0.05~~ *(1/2 inch)*

46670

70711

46670

46670

326690

326690

~~339908~~ *237*

Pine River

Ties to Twp Cor

2X 26" pipe

70711

66

424266

424266

4666926

JP 10 N 15° 8' W 106.85 +

50 = 106.85

50

107.35

$$\begin{array}{r}
 8978^{\circ} \\
 9030 \\
 9012 \\
 9000 \\
 \hline
 35960
 \end{array}$$

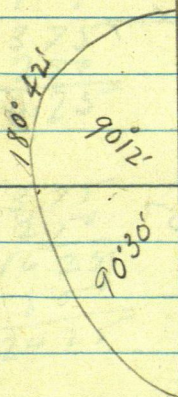
Roddy F.T. nyls

$$\begin{array}{r}
 1325.2 \\
 608.8 \\
 \hline
 716.4
 \end{array}$$

$$\begin{array}{r}
 70 \\
 \hline
 65 \\
 22 \\
 \hline
 325 \\
 30 \\
 \hline
 130 \\
 1625
 \end{array}$$

587

587



$90^{\circ} 00'$

$89^{\circ} 18'$

584

Pop 12 S 25° 27' E
6105

JP 10 S 77° 02' W
 $175.4 + 5 = 175.9$

8 $\frac{2}{3}$ day
15) 130
120

8 $\frac{2}{3}$ day @ $\frac{3}{15}$

8.666

15
43.333
86.666

129.999

8. days 6 Hour

64

1939

Nov 16-1935 Figure

$$\begin{array}{r} 6.5 \\ 25 \\ \hline 325 \\ 130 \\ \hline 16.25 \end{array}$$

$$\begin{array}{r} 13.75 \\ 250 \\ \hline 16.25 \end{array}$$

$$\begin{array}{r} 13.75 \\ 250 \\ \hline 16.25 \\ 800 \\ \hline 24.25 \end{array}$$

$$\begin{array}{r} 1 \\ 15 \overline{) 129.25} \end{array}$$

$$\begin{array}{r} 13.75 \\ 5 \end{array}$$

$$\begin{array}{r} 6.5 \\ 25 \\ \hline 325 \\ 130 \\ \hline 16.25 \end{array}$$

$$\begin{array}{r} 13.75 \\ 250 \\ \hline 16.25 \end{array}$$

$$\begin{array}{r} 13.75 \\ 250 \\ 800 \\ \hline 24.25 \\ 105 \\ \hline 129.25 \end{array}$$

129.25

$$\begin{array}{r} 15 \\ 8 \\ \hline 120.0 \end{array}$$

8 $\frac{2}{3}$ days @ 15

$$\begin{array}{r} 8 \quad 15 \\ \quad 9 \\ \hline 9 \quad 13.5 \end{array}$$

8 $\frac{2}{3}$ day @ 15 = 130.

$$\begin{array}{r} 15 \\ 7 \\ \hline 105. \end{array}$$

$$110 \frac{1}{8} =$$

1.25

$$\begin{array}{r} 115 \\ 5 \\ \hline 50 \\ 115 \\ 8 \\ \hline 920 \end{array} \quad \begin{array}{r} 8 \overline{) 10} \\ 8 \\ \hline 20 \\ 16 \\ \hline 40 \\ 40 \\ \hline 120 \\ 960 \\ \hline 115 \\ \hline 920 \end{array}$$

$$\begin{array}{r} 15 \\ \hline 120 \end{array}$$

$$\begin{array}{r} 12 \\ 3 \end{array}$$

$$\begin{array}{r} 10 \\ 22 \\ \hline 5 \\ 110 \end{array}$$

Car 8 @ 1.1

8.80

Tires

105.00

Help

16.25

$$\begin{array}{r} 10-1 \quad 20 \\ \hline 5 \\ 1001 \end{array}$$

130.05

8 @ 15

120

Exp

$$\begin{array}{r} 10 \\ \hline 130 \end{array}$$

Oct 30 1939 To Nov 15 1939

8 day @ 15

120

Car 8 @ 125

10

$$\begin{array}{r} 130.05 \\ 80 \\ \hline \end{array}$$

129.15

130.05

$$\begin{array}{r}
 10 \\
 130.05 \\
 \hline
 80 \\
 139.25
 \end{array}$$

$$\begin{array}{r}
 105.00 \\
 88.00 \\
 \hline
 16.25 \\
 129.25
 \end{array}$$

$$8 @ 15 = 120$$

23

$$\begin{array}{r}
 5/115 \\
 \hline
 105 \\
 11
 \end{array}$$

$$115$$

$$\begin{array}{r}
 8) 925 \\
 \hline
 8 \\
 12 \\
 \hline
 8 \\
 40
 \end{array}$$

$$\begin{array}{r}
 23 \\
 \hline
 5 \\
 115
 \end{array}$$

$$\begin{array}{r}
 115 \\
 8 \\
 \hline
 920
 \end{array}$$

$$\begin{array}{r}
 1.15 \\
 8) 925 \\
 \hline
 8 \\
 12
 \end{array}$$

$$\begin{array}{r}
 115 \\
 920
 \end{array}$$

$$\begin{array}{r}
 25 \\
 \hline
 1252 \\
 125 \\
 \hline
 96
 \end{array}$$

$$\begin{array}{r}
 8 \\
 125 \\
 \hline
 125
 \end{array}$$

$$\begin{array}{r}
 125 \\
 8 \\
 \hline
 920
 \end{array}$$

$$\begin{array}{r}
 125 \\
 8 \\
 \hline
 1000
 \end{array}$$

8 day @ 15

12 0.

Cor 8 day @ 1.15

9.20

1.15

8) 925

8

12

8

45

40

50

115

8

920

44.90
50

45.40

300 50

348 90

N^o 583

①

137-29

Nov 27-1941 8-9-16-17

2.25 PM Boal

Regent + ZLV

John. Rig up my
old Car for

8-9-16-17-137-29

Along Town I my

2 x 48' Pipe

no caps

From so omit

along tar

Road Nouchit

80 rods N line

1°05' E - R.

Ties JP 12 N 28°48' E

201.30

JP 10 N 11°02' W 219.25

219.75

(2)

583

2" Iron pipe 4' L
N $67^{\circ}35'W$ 47.00

East Rail S $60^{\circ}W$ 9.10

2" Pipe S $44^{\circ}58'W$ 46.85
W Oak SS $46^{\circ}25'E$ 113.9

Treeh Run S $26^{\circ}E$

Road run S $87^{\circ}50'E$

Furrow N $88^{\circ}30'W$

and is a foot 20 of
line the whole 80 feet
0 $4^{\circ}30'$ RN track

may pull needle

56.6 T & Elev BB

Pin point 2.5 N

20 of NW 7m

214.3

(3)

176.7

N=583

Lets 2-3-4 - 146.50

10" Pipe at 4730 E 146.50

10" Ton N44°W 195.8

12" Elm 56°25W 176.5

15' Elm 82°50E 138.8

~~W P 65 8°35'W~~

~~NPS~~ 2x12" pipe

28-29-32-33-137-29

2674

2681

5-6-138-30
31-32-139-30

585

Nov 28-1941

9 AM Begun to T L
Junker Run L & R

Big for Temp Cr
Too hard frozen

Run to 2 PM

Cut for Along
Run 8x8x36' cr

Frozen to - w on also
free & muds
8:30'

Tus.

WB 7N 82°50'E 20.80

W 08 N 9°15'W 21.35

JP 10 S 51°30'W 96.20

PO-14 S 26°45'E 34.00

243.0

17-18-19-20

140-30

Drum to Hockum

Alin to 2x48'

Capped 2m in
median from E-W
on old fence 586

✓ 6:30' Hackensch

15" ~~W~~ 30h 30' W oak

N 6° E

24° W P N 5° 40' W 345.9

WB 10 N 58° W 268.10

~~NP 8 S.~~

W P 6 S 8' 35' W 129.40

NP 8 S 0° 25' E 246.0

Top peak of Big Rock
7x7 - 6 ft H

Top Peak to S 83° E

old fence W now E

or to that fence

150 N to Tower

Re check NW 29-1942
1942

NW 29-1941 Sat

Bud Bryant comes
at 8 - at 9:30 AM we
are in Mildred
Dinner & milk 50
to car

ITT:

Hiles?

Meet Mr Hiler

Frank Caswell

Road run Milk 50
milk w,

'L milk at Thonke
No road E

Mildred

21-22-27-28

138-30

NECOR Sec 28

Clarke WB 4-5-7

use to Buck 6'

from to curved

17'20'

1' Buck 11 22°03'E

76.4

JP 15 11 28°05'W

66.00

606 JP 12 12 S 80°25'W

170.0

JP 11 S 68°35'E

56.60

Roughly about 190°

Rhodes

NECOR 28

1/4 Bet 3-4-137-30
N^o 583

33 1/2" E

60° or 1/4 bet 3-4-137-30

1/4 Cor 2 1/2 miles

As of NE Cor see 28

Find 2x48 IM Cap

Loc off 1 1/2 E + 4 N S

reel in from W

JP 8 S 60° W 70.75

NP 12 S 33 1/2° E 118.9

Compass 5° 30'

27-28-33-34

DECA 28 138-30

Final 2x45' pit

Cut off 6m SW

Four pt

0.20 E and 0.40

52 X N About body of F
5" W Oak and

5" W Birch br. 36.5

N 38° 40' E

To Birch 36.5

To Oak 49.0

Maple 16 Pap 14 84° 50' W 321.8

~~A 45° 6' 8" Maple~~

6" W B S 63° W 76.0

10" " " S 63° W 76.85

6" Elm S 44° 15' E 39.1

Road N-S-W

7

130
191.8

3 21.8

1/4 Bet
27-28
138-30

N 83° E

N 6° W

1/4 on E side
Dec 28 Mildred
Twp

IM Cap off

Capred 112 E of C

N S Road Campers

12" NPN 83 E 29.30

10" JPN 6° W 170.80

Campers

NW 29-1941 ✓

cont'd
Dinner at pub

1-30 Back at

River Run and NW

town 2x48' Tm

Capped Roads

run S and West

85
JP 8N 9°20'E 28.60

2x ~~24~~ 26' pub

N 45 W 27.65

2x 28' pub S 45 W

@ 29.75 pub @ 32.2

IM

JP 10 S 45°50'E 50.10

Road run

S 89° W U 4' 30'

T 5°

1/4 Bet 24-25
138-30

584

= SE Cor Hwy

Blackburn Farm

$$\begin{array}{r} 160 \\ 40 \\ \hline 200 \end{array}$$

Ac 13-138-30

SW $\frac{1}{4}$

SE $\frac{1}{4}$ NE $\frac{1}{4}$ 14

Bert Heemstra

1-6-7-12
7138-29-30 584

We drove N &
walk N to NE Cor
Line 12

Found 2x48" capped
Galv Pipe in normal
set needle c 5' J

JP 11 N 37°30' E 24.90

JP 12 N 11° W 49.50

JP 13 S 49°40' W 72.30

JP 10 S 50° E 116.10

Old Road 15 ft
run NW SE

old fence
D 10 x W 33

Leo Long
Married - 2 years
Clear Lake

120 in 11

S $\frac{1}{2}$ SE $\frac{1}{4}$

NWSE $\frac{1}{4}$.

Met Mr. L.

Done So 1

SE Cor 12

Mail Boxes

No sleep days

Went to SW

Cor 12 -

11-12-13-14

No sleep Days

So bet 13-14

Sped on 93.5

= SE Cor 14

eggs - SW Cr 13

Then went out

to pick 14 -

1 mile to SW Cr 14

14-15-22-23

Then to a well

well 22-23 - to

22-23-26-27

Then to a well

To 23-24-25-26-138-30

Then $\frac{1}{2}$ mile E

to $\frac{1}{4}$ to

one just N