

432



# MEMORANDUM BOOK

R-210-Open Side

R-211-Open End

Wales John.  
Florence Morn  
Toursand /  
Nisswa

14  
135-29

July 28 20/20

11-30 am

Jerkin  
Reed - 2 of  
Jerkin  
11.58 AM

Tonl over  $1\frac{1}{4}$  Cr  
Sound Sur 27  
+ in walk

N  $45^{\circ}12'E$  40  
~~S  $44^{\circ}45'E$  45~~  
S  $45^{\circ}12'W$  45 + in walk  
SE  $44^{\circ}45'E$

← One broken  
off.

4

1/4 West

To E Rail 132.9

To W " 138 42

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271.32

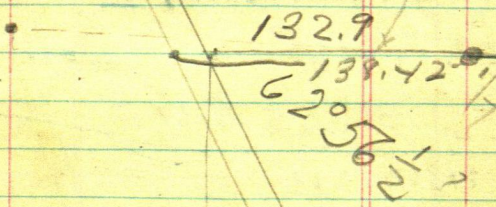
135 66

To E RR 135.66

5

8960  
62.56'  
 S 27° 04' E

East Rail  
 East line  
 Extended  
 west



132.9  
138.42  
 271.3.2

6

S 27° E

S 27° 04' E - RA,

27'

Tang = 50950

11367

356650

305700

152850

50950

50950

57.914865

113.67

11367) 1268

3°35'E

7

295.91

Base  
& road  
in  
Black  
Tn

1/4

295.95

31.60

S 3° 34' E  
Rayport Farm

8

33  
56.4

$$\begin{array}{r} 130 \\ 20 \\ \hline 130 \\ 280 \\ 40 \\ \hline 320 \end{array}$$

56.4  
5

$$\begin{array}{r} 2820 \\ 33 \\ \hline 2853 \end{array}$$

$$\begin{array}{r} 56.4 \\ \hline 5 \\ \hline 2820 \\ 33 \\ \hline 315.02 \end{array}$$

3°35'

9

Tang =

$$3^{\circ}30' = 0612$$

$$\begin{array}{r} 340 \quad 0641 \\ \hline 1253 \\ 627 \end{array}$$

Try  $3^{\circ}40' =$   
0641

315

641

315

1260

1260

1890

21.4515

3°40'

10

30.  
27  
 3.

87

714) 6268  
5712

5560  
4998  
 5620

627

315

3135

627

1881  
 19.7505

$$\begin{array}{r}
 168.35 \\
 113.67 \\
 \hline
 282.02 \\
 33 \\
 \hline
 315
 \end{array}
 \quad
 \begin{array}{r}
 57.5 \\
 58 \\
 \hline
 115.5
 \end{array}$$

$$\begin{array}{r}
 10 \\
 114 \overline{) 123} \\
 \underline{114} \\
 9
 \end{array}
 \quad
 \begin{array}{r}
 105096
 \end{array}$$

$$\begin{array}{r}
 123 \overline{) 62.68} \\
 \underline{61.5} \\
 1180 \\
 \underline{1107} \\
 730 \\
 \underline{638}
 \end{array}
 \quad
 \begin{array}{r}
 3^{\circ}30' \\
 0561
 \end{array}$$

$$\underline{1.5}$$

$$123 \overline{) 626}$$

$$3^{\circ}30' = 0612$$

$$\begin{array}{r}
 644 \\
 \hline
 1253 \\
 627
 \end{array}$$

12

KX

 $27^{\circ} 27' 05''$ 

$$27^{\circ} 05' = 51135$$

$$\begin{array}{r}
 315 \\
 \hline
 255.675 \\
 51135 \\
 15 \quad 3405 \\
 \hline
 161.07525 \\
 160.42 \\
 \hline
 55
 \end{array}$$

$$\begin{array}{r}
 7974 \\
 297 \\
 \hline
 376.74 \\
 21632 \\
 \hline
 16042
 \end{array}$$

.5092

$$315 \overline{) 160.42}$$

$$\begin{array}{r}
 1575 \\
 \hline
 \end{array}$$

$$2920$$

$$2835$$

$$850$$

$$\begin{array}{r}
 630 \\
 \hline
 220
 \end{array}$$

$$\begin{array}{r}
 27^{\circ} - 5096 \\
 2710' \quad 5132 \\
 \hline
 10227 \\
 5113
 \end{array}$$

13

$$\begin{array}{r}
 297.00 \\
 7974 \\
 \hline
 37674 \\
 216.32 \\
 \hline
 16042
 \end{array}$$

$$105096 = 27^{\circ}$$

$$\begin{array}{r}
 123 \overline{) 6268} \\
 \underline{615} \phantom{0} \\
 1180 \\
 \underline{1107} \phantom{0} \\
 730 \\
 \underline{615} \phantom{0} \\
 115
 \end{array}$$

14

1.50

$$123 \overline{) 62.68}$$

615

11801.55

$$114 \overline{) 62.68}$$

570

5681.5095

$$123 \overline{) 62.68}$$

615

11801107

730

615

115

15

$$\begin{array}{r}
 7974 \\
 \underline{297} \\
 376.74 \\
 \underline{216.32} \\
 160.42 \\
 15092
 \end{array}$$

$$\begin{array}{r}
 315 \overline{) 160.42} \\
 \underline{157.5} \\
 2920 \\
 \underline{2835} \\
 850
 \end{array}$$

16

~~7974~~

29700

~~7974~~

376.74

216.32

160.42

115.50

46.00

34.82

216.32

160.42

1.5092

315) 160.42

1575

2920

2835

850

630

220

18

Jenkins

2<sup>nd</sup> Since

1

2

3

4

5

6

7

8

9

26901

$$\begin{array}{r}
 89101 \\
 88968 \\
 \hline
 133
 \end{array}$$

$$\begin{array}{r}
 4566 \\
 4540 \\
 \hline
 26
 \end{array}$$

$$\begin{array}{r}
 5132 \\
 5095 \\
 \hline
 37
 \end{array}$$

Line

19

27°

$$\begin{array}{r} 1 \quad 4540 \\ \quad 26 \\ \hline 45426 \end{array}$$

$$\begin{array}{r} 2 \quad 45452 \\ \quad 26 \\ \hline \end{array}$$

$$\begin{array}{r} 3 \quad 45478 \\ \quad 26 \\ \hline \end{array}$$

$$\begin{array}{r} 4 \quad 45504 \\ \quad 26 \\ \hline \end{array} \quad \text{OK}$$

$$5 \quad 45530$$

$$\begin{array}{r} 6 \quad 45556 \\ \quad 26 \\ \hline \end{array}$$

$$\begin{array}{r} 7 \quad 45582 \\ \quad 26 \\ \hline \end{array}$$

$$\begin{array}{r} 8 \quad 45608 \\ \quad 26 \\ \hline \end{array}$$

$$\begin{array}{r} 9 \quad 45634 \\ \quad 26 \\ \hline \end{array}$$

27°10'

$$45660$$

20

Tang

27°

50957

1

50987

2

51024

37

3

51061

4

51098

37

OK

5

51135

6

=

51172

37

7

51209

8

51246

37

9

51283

51320

27°10'

51320

OK

Cor

21

27°10'

88968  
133

9

889813

8

889946  
133

7

890079

6

890112  
133

5

890245

4

890378  
133

3

890511

2

133  
890644

1

890777  
133

890910

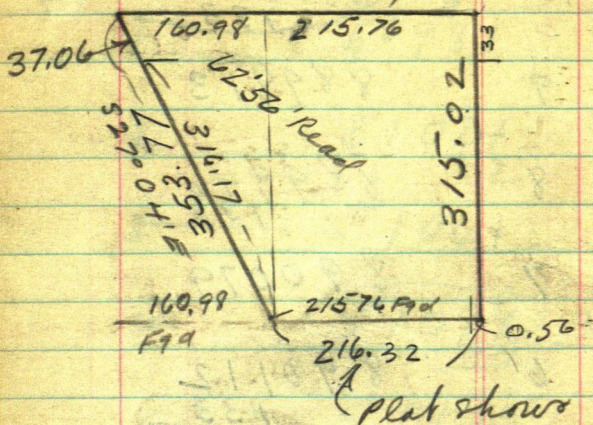
27°00'

89101

22

Jenkins

376.74



27°10' = *come* 88968 23  
133

9 — 889813

8' 889946

7' — 133  
890079

6' — 890212  
133

5 — 890345

(4) 890478

3' 133  
890611

2' 890744

1 133  
890877

27°00' 891010

24

3705

$$\begin{array}{r}
 8904.78 \overline{) 3300000} \\
 \underline{2671434} \phantom{00} \\
 6285660 \\
 \underline{6233346} \phantom{00} \\
 5231400 \\
 \underline{4452390} \phantom{00} \\
 779010
 \end{array}$$

$$\begin{array}{r}
 45504 \\
 \underline{35377} \\
 318528 \\
 \underline{318528} \\
 136512 \\
 \underline{227520} \\
 136512 \\
 \hline
 160.9795008
 \end{array}$$

3

25

$$890478 \overline{) 315.020}$$

$$71434$$

353.765

$$890478 \overline{) 315.0200}$$

$$2671434$$

478.7660

4452390

3352700

2671434

6812660

6233346

5793140

5342868

4502720

4452390

51098

31502

102196

255490

51098

153294

160.9689196

26

56.15

$$\begin{array}{r} 890.478 \overline{) 5000000} \\ \underline{4452390} \\ 5476100 \\ \underline{5342868} \\ 1332320 \\ \underline{890478} \\ 4418420 \end{array}$$

July 27-1940 27  
Senhira

chained OK.

135.66

14

crack

Sec Line

56.15

79.45

33

Figured  
33

Sec Line  
Went

37.06

50

50

62°56' Read. OK.

PK

Extended from the East

28

Jenkins

July 27-1940

6-PM

After figuring all day  
I will begin at

$\frac{1}{4}$  Cor on road

Sec 34-137-29

Chain East

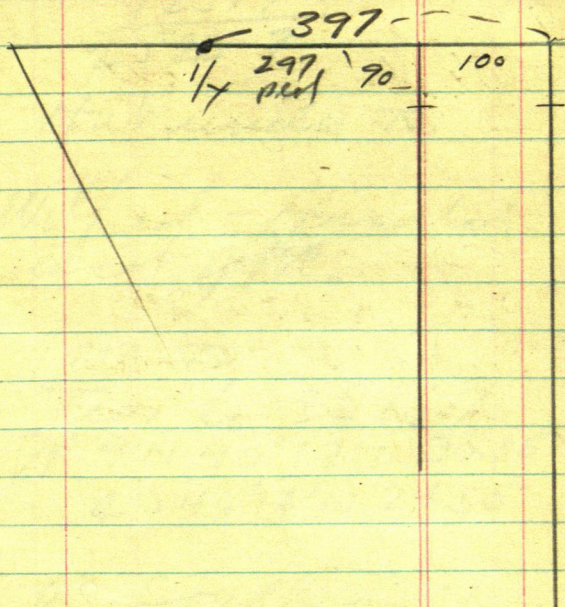
$297 + 100 = 397$

Turn  $90^{\circ}$  R and on

South @ 33.21 in

Bill Beauder  
Jenkins

29



Misswa ① 135-29  
Baker Aug 7 31  
2400  
125.7  

---

2525.7  
1940

Hut under T

Wilfred - Harold  
and J.M.

1 PM TO

Trer to 2525.7  
JP 9 N 40° 17' W 30.35  
" 4 S 46° 14' W 24.55

BS South on 1/x  
Ch = Red flag on  
Q to 33 ft E of  
NE Ch port of us  
Iron fence and  
Run

or  
JWC

Nisawa 2 136-29  
32 Baker

N 37° E E - 1500

Nat RR. spike in  
E Edge West  
ditch 18 ft Left  
West of yellow line  
Sta 1. ②

JP 14 S 56° 32' W 76.55  
" 75 59° 53' E 64.30

spat at base  
56°

$$\begin{array}{r} 2100 + 184.0 \\ \underline{184} \\ 2284 \end{array}$$

JWC

③ Baker 33  
Nisswa Aug 7  
Sta 1940 136.29  
00 = 1/4 Cor Bet

Run North 2525.7 To  
Sta 1 - This

Sta 1 Run N 37° E @ 1500 Sta 2  
S

Sta 2 - Continues

N 37° E @ 1800 - 2100 feet  
+ 184 = 2284, Hub

N.R. Spike Sta 2, 3

3  
From Sta 2 BS 537.4  
This

JP 10 N 12 14' E 53.00

" 95 86° W 42.00

JWC

34 135-29 (4)  
Nisswa Baker

Sta 3 BS S37°W

run ~~N 8°50'W~~

N 7°50'W 151.8

To Sta 4

Out at 6 PM

5 Hours each  
for Harold &  
Wilfred.

JWC

Nisswa ⑤ 136-29

Baker

35

Aug 8-1940

Harold and  
Wilfred, Ld

Jenkins 8:30

Speedometer 38464

Arrive on job 9 o'clock

cut out E  $\frac{1}{2}$  mile

see.

cut brush until 12 o'clock

drive back to Jenkins

after we eat lunch arrive

12-30 car speed now reads

38490 = 26 miles

wait for surplus trucks

Charge \$1.00 C. Rogers  
To U.M.C.

Harold J. Curo

36 Nisswa ① 135-29  
Baker

Aug 10 1940

Wilfred Miller and  
I leave Jenkins in  
my car about 9 o'clock  
drive to Nisswa tell  
young man at stand  
by bridge that if  
Baker stops tell him  
we are working  
on south line

Drive on south line  
9-30 set

⌘ on line so as to  
see part the pole  
and run E on  
the line we cut out  
Then, we put line  
thru and then chair  
P.M.

by @ 1/4 E highway  
Harold J. Curo

Nisswa (7) 275.5 TM  
135-29 Baker 37

Aug 10 1940

chain

East at 21.6 E RR spike

hub @ 300 pin

@ 426.7 RR spike hub

Ties

N.P. 6 N  $28^{\circ}26'W$  25.80

J.P. 4 S  $39^{\circ}41'W$  14.90

@ 600 E pin 900 E pin

@ 1192 E tar road

@ 1200 pin on tar

@ 1500 E pin

@ 1800 E pin

@ 1884.70 RR spike hub

Ties

J.P. 8 N  $45^{\circ}E$  25.24

" 7 S  $31^{\circ}34'E$  16.35

@ 2100 E pin

@ 2400 E Pin

H. J. Curo

38 ⑧ Nisswa Baker  
135-29

Aug 10. 1940

@ 2414.30 RR spike

hub Tris

J.P. 12 N 65° 45' E 17.00

N.P. 9 N 42° 23' W 17.50

@ 2588 cross wire Fence

@ 2620 enter swamp

@ 2700 E pin

@ 2740.85 RR spike hub

IM see cor sets N 0.27

cor to see 13-14-23-24

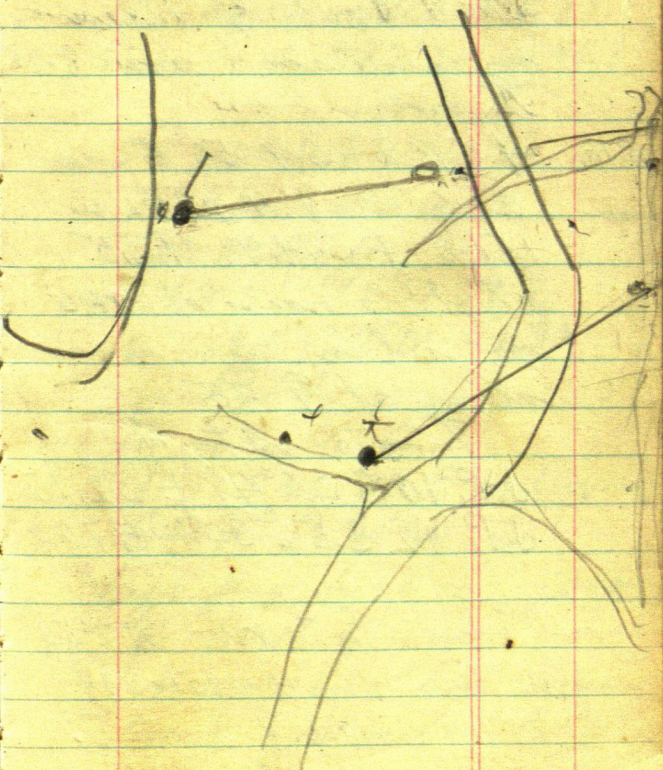
3

Harold J. Curo

Baker (9)

Nisswa 135-29 39

Aug 15-1940



40 Nisswa ⑩ 135-29  
Baker

Aug 15-1940

I pick up Wilfred  
Miller with my car  
at 8 o'clock drive to  
Sta 4 south of Nisswa  
on side road arrive 8-25  
⌞ over

Sta. 4 B.S. -  $S 7^{\circ} 50' E$  and  
continue  $N 7^{\circ} 50' W$   
151.8 + 314.9 Sta. 5  
starts to rain at 8-45  
we sit in car rain  
stops at 9-45

Ties to Sta. 4

J.P. 10  $S 26^{\circ} 49' E$  32.15

J.P. 12  $S 56^{\circ} 30' W$  47.88

From sta 3 run  $N 7^{\circ} 50'$   
W thru sta 4 - 151.80 f  
314.9 = 466.7 to sta 5

Harold A. Curo

Nisswa ⑪ 135-29

41

Baker

Aug 15-1940

⌒ over

Sta 5 B.S.  $S 7^{\circ} 50' E$

Tris to Sta 5

Birch 10  $N 16^{\circ} 05' E$  22.7

Oak 6  $N 79^{\circ} 24' W$  46.8

Sta 5 run.  $N 46^{\circ} 30' W$

781.6 to sta 6

Tris to sta 6

Oak 8  $S 16^{\circ} 15' W$  51.7

" 6  $S 59^{\circ} 36' W$  61.20

P.M.

⌒ over Sta 6

B.S.  $S 46^{\circ} 30' E$  and run

$S 89^{\circ} 35' W$  to

high flag held on rock  
 $16 \frac{1}{2}$  ft N of fence cor

I have Wilfred come  
back and set R R spike

H. J. Curo

42

Nisswa (12) 135-29

Baker.

Aug. 15-1940

on brink of hill  
in line with and  
between Sta 6 and  
cor. stone call this  
spike Sta 7

Sta 6 Run  $S 89^{\circ} 35' W$   
359.5 to Sta 7

continue

$359.5 + 404.00 = 763.50$

Ties to Sta 7

chain only to light  
blazes

J.P. 16 SW 24.93 ft

JP 14 SE 36.12 ft

Sta 6 run  $S 89^{\circ} 35' W$   
763.50 To rock  $\frac{1}{4}$  cor.  
+ into top

Harold J. Cure

Nisswa ⑬ Baker

135-29

43

Aug 15 1940

do not take this to  
Sta N<sup>o</sup> 8 as it will  
have to be checked  
for true cor later  
so do not set

⌞ over it

drive back to

Sta 3 see page 33-

this book

⌞ over Sta 3

B.S S 37° W and Run

N 66° 30' E 1122.22 to

Sta. 9

Try to Sta 9

J.P. 10 N 18° 12' E 20.50

J.P. 10 S 79° 50' E 19.45

A Harold J. Curis

44

Baker (14) Nisswa

135-29

Aug 15-1940

T over Sta 9

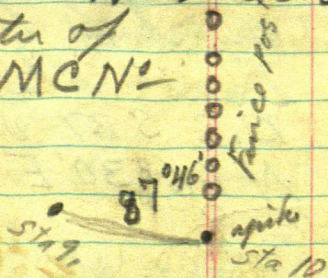
BS S  $66^{\circ}30'W$ and Run N  $4^{\circ}50'W$ 

506.0 To Sta 10

T over Sta 10 BS

S  $4^{\circ}50'E$  and RunS  $82^{\circ}59'W$  2.38.0

to center of

C.M. MCN<sup>e</sup>

This iron post  
 end of board fence  
 sets SW 17.4 ft to center  
 cement wall on bridge  
 7 ft to NW Cor.

Nisswa (10) Baker

135-29

45

Aug 15-1940

quit at 4-30

starting to rain  
again

6 hr. Work

Copied in Field  
Book N

Aug 21-1940

John W. Cress

46

Sec 14  
135-29

(1)

P930

25-25.7  
Tot Random

Frame taken by  
Curo alone  
Aug 22/1940

SWCOR Sec 14  
Sec COR

Baker Road

Iron  
Fence & Gate

1489°19'

2740.84

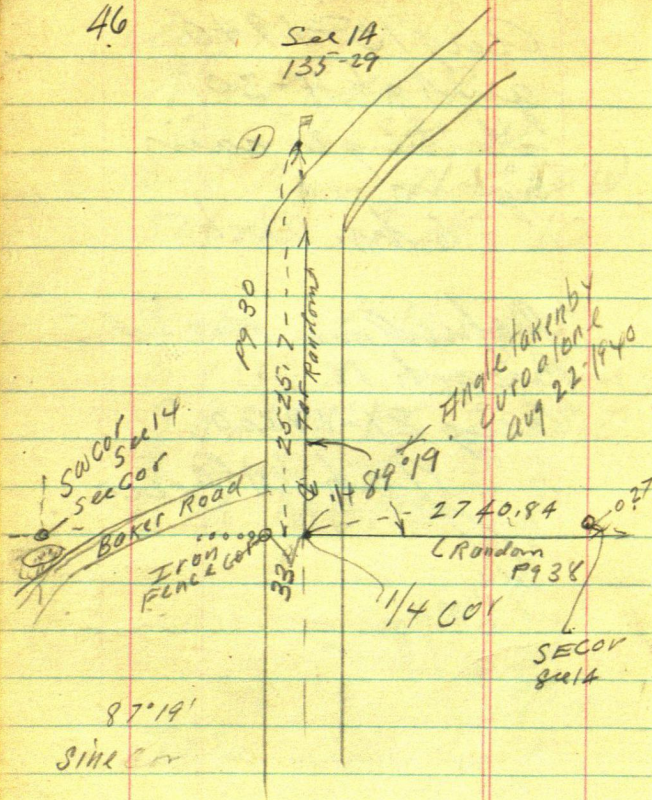
(Random  
P938)

1/4 COR

SECOV  
8x14

87°19'

Sine Cor



47

Aug 22-1940

Reed and Eunice  
take my car @ 5 PM  
to drive to Pequot

I work on plat of  
Wabedo Survey

7.05 to 7.10 PM

Mr W. H. Waffers-  
-Smith Caller

His office is over  
Skidge Drug Co

Tel 785 Blainville

I am to survey

his land. Two small  
tracts @ \$25. for both

Bill Stowe's land  
at Cross Lake

Too cheap.

John W. Cues

