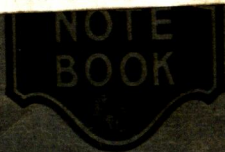


West Canal

The
SPIRAL

Misc. #3



No. 41



Made Under One or More of The Following
U. S. Patents 2188580-3051477-1935776
and Other U. S. Patents issued.

JUNE TUES. 13TH 1966.

STATION 3219.7 N
CHAIN 300.0 M
50.3

STATION 3370.0 N
CHAIN 300.
230.
9.

STATION 4109.0 N.

BAG STARTS ABOUT 100 FT.

N. OF STATION 4109.00 N.

ABOUT 250 FT. ACROSS BAG.

(VERY WET.)

CONTINUE RUNNING N.

CHAIN 4109.00

60.00

300.00

40

3.30

STATION

4512.30 N.

CHAIN

330.

4.35

STATION

4896.85 N.

2.

SET BACKSHOT WEST $17\frac{3}{4}$ IN.
AT STATION 4896.85 N.

CHAIN	70.00
"	300.00
"	<u>13.15</u>
STATION	5,280.00 N.

MEASURE W. $17\frac{3}{4}$ IN. AT STA.
5280 N SET TRANSIT OVER
HUB.

FIND OLD W.P. STUMPS
THAT CHECK VERY CLOSE.

AFTER MEASURING TO FIND OLD
CORNER, SET TRANSIT OVER
HUB AT 5280 N. AND TURN
N. 90° E. SET PEG AND MEAS-
-URE 13.4 FT. N. TO CORNER.
THEN SET HUB 13.4 FT. N. OF
STATION 5280 FT. N.

FROM HUB 13.4 N. TO CORNER
MEASURED 24.8 FT. E.

SET TRANSIT OVER HUB 13.4
N. AND TAKE READING OF
CORNER HUB. S. $88^{\circ}56'$ E.
NOTHING TIED IN AT 4.45 P.M.

3.

SEC. 5
29-30-31-32

K

HUB N
13.4 N.

S. 88° 56' E. 24.8 FT

13.4 FT. N.

13.4 FT. N.

HUB.
52.80 N.

N. 90° E

4.

JUNE 15TH. WED. 1949.

RUNNING S. FROM TOWN LINE
CORNER OF SEC. 31-30-5-6.

CHAIN	340. FT. S.
"	153.05

STATION 493.05 S.

CHAIN 300.00

" 300.00

" 72.65

STATION 1165.70 S

CHAIN 80.00

" 300.00

"

CROSS OLD LOGGING ROAD ABOUT
250 FT. S. OF STATION 1165.70 S.

CHAIN 32.20 S

STATION 1577.90 S.

CHAIN 140.00

" 260.00

" 100.00

" 8.30

STATION 2,086.20 S

CHAIN 120.00

" 240.00

STATION 2,446.20

THUR. JUNE 16TH. 1949.

CHAIN FROM STATION 2446.20 S

120.00

23.80

STATION 2640.00 S

TIE IN $\frac{1}{4}$ LINE CORNER.

Y.P. 10" S. $27^{\circ} 33'$ E. 33.4 FT.

Y.P. 12" N. $82^{\circ} 33'$ W. 13.66 FT.

CHAIN 130.00 S.

78.15

STATION 2848.15 S

CHAIN 210.00

" 160.00

" 130.00

" 80.00

" 170.00

AT ABOUT 660 FT S OF STA.
2848.15 S. CROSS OLD LOGGING
CUT.

CHAIN 190.00

" 211.00

STATION 3989.35 S

FRI. JUNE 17TH. 1949.

STATION 3989.36 S.

CHAIN 238.70 S.

STATION 4,228.05 S.

TIE IN STA. 4,228.05 S.

R. OAK 10" N. $10^{\circ} 56' E$ 12.3 FT.

BIRCH 6" N. $15^{\circ} 24' W$ 18.1 "

ON SHARP HILL

V. $6^{\circ} 20'$ (COMPASS)

CHAIN. 380 S

①

T over 170.9

BS S 31° 04' W

Shore line water

N 76° W 60

S 80° W 50

NW ca Canal

S 53° W 50

As Side Canal

N 15° W 50

S 20° W 65 To 100

S 10° E 110 Edge main Lake

Still on So Side

Still taking So Side, Outlet

S 32° E 31.7 To Hole

4 ft W of As Bank

Hole from N 74° 26' E

170 ft To Hole 4 ft W of So Bank

2

$$\begin{array}{r} 131.1 \\ 32 \\ \hline 163.1 \end{array}$$

N 60° E 131.170.566

Mkd 77.5 on N Bank
of Canal 4 ft from Bank

π @ 77.5 BS S 60° W
on Hub 170.9

Hub over ditch base

~~S 20° E 19.58 E~~

S 20° E 32.8

$$\begin{array}{r} 77.5 \\ 32 \\ \hline 109.5 \end{array}$$
 π over 77.5 Rv

N 60° E 32. ft To 163.11

 π @ 77.5 70 E

+5.1

9 ms. T

2003

164	32.8	50
<u>33.6</u>		<u>164</u>
500	167	33.6

Ties to Hub 77.5

BS S 60° W on 170.902

Turn 90° R and Run

33.6 To pt 50 ft from

E of Channel Sep pt.

for Im

54.2
<u>77</u>
131.2

Ties To IM

NW Cor Canal

9" Pop N 10° W 10.85

5" Birch N 72° 30' W

34.2

RUN S 30° W 100 T.

pt for IM @ SW cor of

Canal. Run N 60° E 54.2 +

77 = 131.2 To IM @

NE Cor Canal

$\angle @ 131.2^\circ E \sim NE$

Cor Cand Ties

7" Red Oak $N 0^\circ 15' W$

50.25

TWIN Birch 6^{and} 5

$N 86^\circ 11' W 42.5$

$\frac{1}{2}'' W 7 N S E$

4.26 PM

S. 44° 26' E

744.6

175.9 3386.8
239 104.6
3491.3

44

788.6

434.9

432.1

867.0

116.6

983.6

1064.6

280

1344.6

126.

432.1

175.9

628.0

116.6

744.6

1064.6

293

1357.6

126

1483.6

175

1657.6

1357.6

56.5

1414.1

SEPT. THUR. 29TH. 1949.
DAVE & I DRIVE MY CAR
IN ON N. ROAD TO CO. LINE
TO MEASURE FROM HUB
3386.8 W. TO SPIKE IN
C OF ROAD 104.5' FT. W.
OR 3491.3 TO C.

BACK TO CO. LINE BY OTTO'S
HOUSE. TO CHECK SOUTH
ROAD LINE.

X AT IRON PIPE 237. E. OF
~~LINE ON BACK LINE.~~
TWP. CORNER.

X SET ON N. $89^{\circ}59'E$.

P.S. WEST ON TWP. COR.

RUN. S $44^{\circ}26'E$. 195.9 FT.
TO BIG SPIKE OR HUB

195.9 FT.

AT HUB 195.9 FT.

RUN. S. $44^{\circ}25'E$. 432.1 FT. TO
HUB 628 FT.

AT HUB 628 FT.

RUN. S. $44^{\circ}25'E$. 116.6 FT.

TO HUB 744.6 FT. ON SOUTH
ROAD.

AT HUB 744.6 FT.

RUN N. $39^{\circ}30'E$ 320 FT.

TO HUB 1064.6 FT. (OLD STA.
2).

AT HUB 1064.6 FT.

RUN. N. $38^{\circ}10'E$. 293 FT. TO
HUB. 1357.6 FT.

AT HUB 1357.6 FT.

RUN N. $17^{\circ}E$. 125 FT. TO HUB

1482.6 FT.

@ 1414.1 FT. INTERSECT CO.
RANDOM LINE.

⌒ AT HUB 143.55' E, ON CO.
RANDOM LINE B.S WEST OVER
LAKE ON FLAG AT T.W. P. COR.

SET SPIKE IN BACK LINE
ON LINE. @ 71.1 FT. EAST
OF HUB 143.55' FT. OR 214.65
EAST.

⌒ AT HUB 1482.4 FT.

B.S. S. 17° W. ON FLAG AT
HUB 1064.6 FT. 1257.6

RUN. N. 21° 30' E. 125. FT. TO
HUB 1657.6 FT. AT END OF
STUB ROAD.

π AT HUB 1357.6 FT. B.S.
S. 38° W. ON FLAG AT HUB
1064.6 FT.

RUN S. $52^{\circ}30'$ E. 180.5 FT.
TO OLD STA. 4.

@ 16 $\frac{1}{2}$ FT. CROSS \perp TO
STUB ROAD.

@ 33 FT. SET SPIKE
ON LINE 3 FT. FROM ROAD.
DITCHES OF BOTH ROADS.

π AT OLD STA. 4. B.S.
N $52^{\circ}30'$ W ON HUB 1357.6 FT.
RUN. S. $75^{\circ}30'$ E. 100 FT TO
OLD STA. 7.

π AT STA. #7.
RUN. N. $84^{\circ}02'$ E. 125 FT. TO
STA. 8.

1
T AT STA. 8.

RUN N. $55^{\circ}02'E$. 220 FT.
TO STA. 9.

T AT STA. 9.

RUN N. $81^{\circ}E$. 125 FT. TO STA. 10

T AT STA. 10.

RUN S. $70^{\circ}58'E$. 100 FT. TO
STA. # 11.

SEPT. FRI. 30TH. 1949.

DAVE & I DRIVE MY CAR IN
ON SOUTH ROAD TO STA.
#11 AND CONT. BACK LINE
A FEW STATIONS,

$\bar{\Lambda}$ AT STA. 11. B.S. N. $70^{\circ} 58' W.$
ON STA. #10.

RUN. S. $43^{\circ} 26' E.$ 125 FT. TO
STA. #12.

$\bar{\Lambda}$ AT STA. #12.

RUN. S. $23^{\circ} 57' E.$ 100 FT.
TO STA. #13.

$\bar{\Lambda}$ AT STA. #13.

RUN. S. $7^{\circ} 57' E.$ 100 FT. TO
STA. #14.

\bar{K} AT STA. # 14.

RUN. S. 18° W. 100 FT. TO
STA. # 15.

\bar{K} AT STA. 15.

RUN. S. $2^{\circ} 28'$ W. 100 FT. TO
STA. # 16.

\bar{K} AT STA. # 16.

RUN. S. $9^{\circ} 34'$ E. 300 FT. TO
STA. # 17.

\bar{K} AT. STA. 17.

RUN. S. $30^{\circ} 03'$ E. 100 FT. TO
STA. 18.

\bar{K} AT STA. 18.

RUN. S. $54^{\circ} 34'$ E. 150 FT. TO

STA. 19.

At STA. 19,
Run S. $43^{\circ}34'E$. 250 FT. TO
STA. 20.

DISCONTINUE BACK LINE
FOR NOW.

WE WALK BACK TO WHERE
CAR SETS AND TAKE CO
LINE EAST TO ^{WOOD LAKE} LAKE. TO
CHECK ANGLE AT INTER.
OF FRONT LOTLINE & CO.
RANDOM LINE.

At HUB 2648.45 FT.
B.S. S. $75^{\circ}20'W$. TO FLAG
AT HUB 2384.7 FT. ON LOT
STAKE LINE.

S 16° 30' E

RUN N. S. 47° 06' E.

⌒ AT HUB 2956.85'

B.S. N. 47° 06' W. ON FLAG
AT HUB 2648.45' FT.

RUN S. 15° 30' E. TO NEXT
HUB.

RETURN TO CABIN WITH
NOTES SO HAROLD CURD
CAN PUT THEM ON PAPER.

N. $89^{\circ} 59'$ E. F.S. E ON FLAG
ON HILL. AT 3347.0 FT W.

SEPT. TUES. 27TH. 1949 P.M.
DANE & I CHECK ANGLES
OF LOT LINE ON SHORE OF
EAST LAKE COMMENCING
AT HUB 5404.6 FT. ON CO.
LINE AT EAST CANAL.

$\bar{\Lambda}$ AT HUB 5404.6 FT. F.S.
N. ~~89~~ $89^{\circ} 59'$ E. ON FLAG ON
HIGH HILL OVER LAKE.
RUN. N. $0^{\circ} 32'$ W. TO HUB
5672.6 FT.

$\bar{\Lambda}$ AT 5672.6 FT
B.S. S. $0^{\circ} 32'$ E. ON HUB 5404.6
RUN. N. $12^{\circ} 28'$ W. TO HUB
5864.45 FT.

\bar{A} AT HUB 5864.45 FT. B.S.
S. $17^{\circ}28'E$. ON HUB 5672.6 FT
RUN N. $1^{\circ}16'E$. TO HUB
5999.45 FT.

\bar{A} AT 5999.45 FT. B.S. S. 1°
 $16'W$. ON HUB 5864.45 FT.
RUN. N. $1^{\circ}18'E$. TO HUB
6225.5 FT.

\bar{A} AT 6225.5 FT. B.S. S. 1°
 $18'W$. ON HUB 5999.45 FT.
RUN. N. $16^{\circ}37'E$. TO HUB
6366.45 FT.

\bar{A} AT 6366.45 FT. B.S.
S. $16^{\circ}37'W$. ON HUB 6225.5
RUN. N. $4^{\circ}57'E$. TO HUB

6525.15 FT.

$\bar{\Lambda}$ AT HUB 6525.15 FT.

B.S. S. $4^{\circ}57'W$. ON HUB

6366.45 FT.

RUN. N. $12^{\circ}10'W$. TO HUB

6739.05 FT. ON S. E AND W

1-16 LINE.

$\bar{\Lambda}$ AT HUB. 6739.05 FT. ON

1-16 LINE. B.S. S $12^{\circ}10'E$.

ON HUB 6525.15 FT.

RUN. N. $32^{\circ}50'W$. TO HUB

6930.4 FT.

$\bar{\Lambda}$ AT HUB 6930.4 FT. B.S

S. $32^{\circ}50'E$. ON HUB

6739.05 FT. ON 1-16 LINE

RUN. N. $9^{\circ}29'E$. TO HUB

7134.5 FT.

\bar{A} AT HUB 7134.5 FT. B.S.

S. $9^{\circ}29'W$. ON HUB 6930.4

RUN. N. $85^{\circ}16'E$. TO HUB ~~7350.6~~

7350.6 FT.

\bar{A} AT HUB 7350.6 FT.

B.S. S. $85^{\circ}16'W$. ON HUB

7134.5 FT.

RUN. N. $86^{\circ}05'E$. TO HUB

7498.4 FT.

\bar{A} AT ~~7498.4~~ 7498.4 FT. B.S. S. 86°

$05'W$. ON HUB 7350.6 FT.

RUN. S. $39^{\circ}59'E$. TO HUB

7706.15 FT.

SEPT. WED. 28TH. 1949.
DAVE & I GO TO EAST CANAL
TO CHECK READING OF
ANGLE TAKEN YESTERDAY
FROM HUB 5404.6 FT. ON CO.
RANDOM LINE

$\bar{\lambda}$ AT HUB 5404.6 FT. F.S. EAST
OVER LAKE WITH $\bar{\lambda}$ SET ON
N. $89^{\circ} 59' E$.

RUN. N. $0^{\circ} 01' W$. TO HUB 5672.6
 $\bar{\lambda}$ AT HUB 5672.6 FT.

RUN. N. $16^{\circ} 57' W$. TO HUB
5864.45 FT.

$\bar{\lambda}$ AT 5864.45 FT.
RUN. N. $1^{\circ} 46' E$ TO HUB
5999.45 FT.

RUN. N. $1^{\circ} 48' E$, TO HUB

6223.5' FT.

RUN N. $17^{\circ}07'E$. TO HUB

6366.45' FT.

\bar{A} AT HUB 6366.45' FT.

RUN N. $6^{\circ}26'E$. TO HUB

6525.15' FT.

\bar{A} AT HUB 6525.15' FT.

RUN N. $11^{\circ}40'W$. TO HUB

6739.05' FT. ON SOUTH E. 8

W. 1-16 LINE.

\bar{A} AT HUB 6739.05' FT.

RUN N. $32^{\circ}20'W$. TO HUB.

6930.40' FT.

\bar{A} AT HUB 6930.40' FT.

RUN N. $10^{\circ}0'E$. TO HUB

7134.5' FT.

\bar{A} AT 7134.5' FT.

RUN N. $85^{\circ}46'E$. TO

HUB. 7350.6 FT.

π AT HUB 7350.6 FT.

RUN N. $86^{\circ}35'E$. TO HUB

7498.4 FT.

π AT 7498.4 FT.

RUN. S. $39^{\circ}30'E$. TO HUB.

7706.15' FT.

π AT HUB 7706.15' FT.

RUN. S. $37^{\circ}39'E$. TO HUB

7994.20 FT.

π AT HUB 7994.2 FT.

RUN. S. $24^{\circ}03'E$. TO HUB

8190.95' FT.

π AT 8190.95 FT.

RUN S. $32^{\circ}35'E$. TO HUB

8374.45' FT.

π AT 8374.45' FT.

RUN S. $6^{\circ}30'E$. TO HUB

83' 74.46' FT.

T AT HUB 86' 74.45' FT.

RUN S. ON SAME COURSE

S. $6^{\circ} 30' E$. TO HUB 87' 24.71' FT.

T AT HUB 87' 24.75' FT.

RUN. S. $30^{\circ} 26' E$. TO HUB

T AT HUB FT.

RUN. S. $64^{\circ} 16' E$. TO HUB.

T AT HUB FT.

RUN. N. $74^{\circ} 39' E$. TO (HUB)

SPIKE AT BACK LOT LINE
INTERSECTION.

T AT INTERS.

RUN S. $14^{\circ} 28' E$. TO SPIKE
IN ROAD

CHECK MEAS. FROM SPIKE
IN ROAD TO SPIKE IN \angle OF
ROAD AT CO. LINE 15' 8.1 FT.

15' 8.1