

MINING
TRANSIT BOOK

ccc 20

JAMES ROE

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

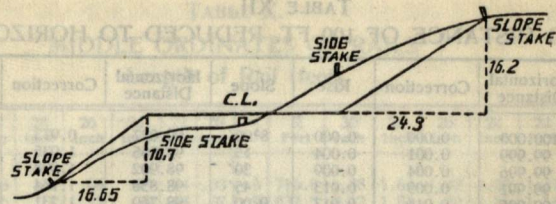
DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING-
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.
FOR SINGLE TRACK EXCAVATION.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

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7-25-12

Manney



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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2. JAN 28, 1936 T/45 R30 SEC 2

RUN LINE W FROM SEC COY 35/36
T/45 R30 SEC 2 2/1

USING 5° DEC.

0-20 JACK WHITE PINE REP.

INTERECTED TEMPT 1 $\frac{1}{16}$ COY AT 20.4 LKS
MISSED TEMPT COY 25 NORTH

RUN LINE W FROM TEMPT 1 $\frac{1}{16}$ COY
T/45 R30 SEC 2

USING 7° DEC.

22-34 JACK WHITE PINE REP

34-40 ASREN REP

INTERECTED N $\frac{1}{4}$ COY AT 40.8.6 LKS
MISSED N $\frac{1}{4}$ COY 40.3 LKS NORTH

SEC 2. BT READING

JACK PINE BT. DBH 10"

COMPUS READING S 87° W

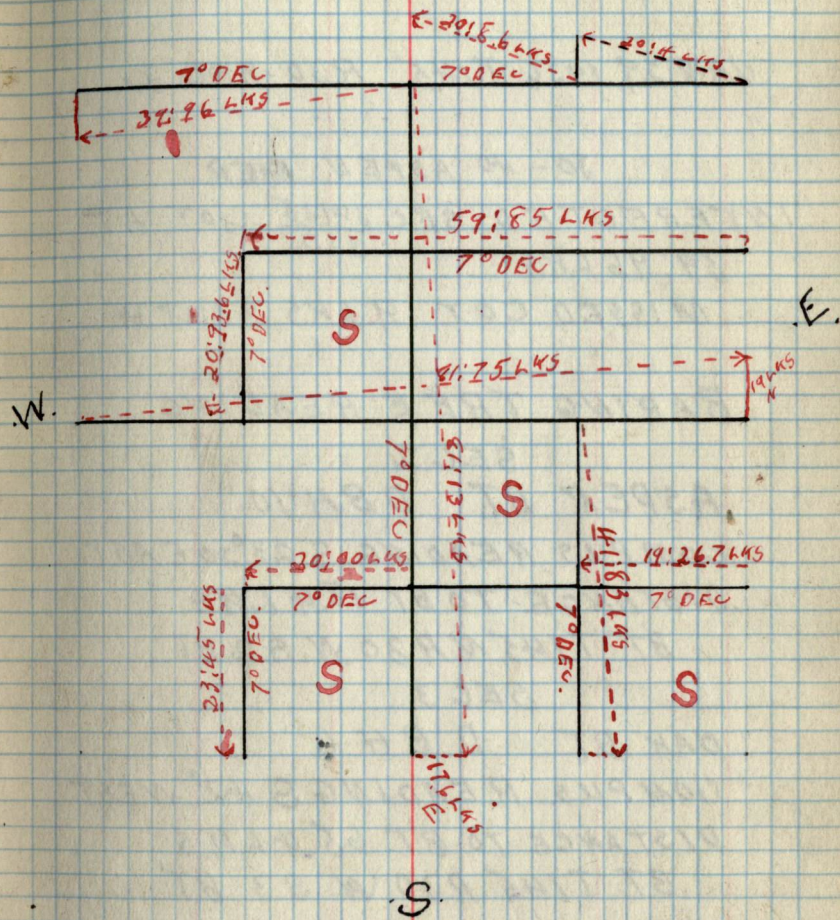
DISTANCE TO BT 1:12 LKS

BT $\frac{1}{16}$ S 2 BT.

RUN LINE W FROM N $\frac{1}{4}$ COY T/45
R30 SEC 2

USING 7° DEC

FEB 14, 1936 .N.T/45 R30 SEC 2. 3



4

0-8-ASPEN REP

8-30 SCRUB OAK

JAN 29, 1936 T145 R30 SEC 2.

30-40 ASPEN REP

INTERECTED SEC ~~3435~~ COY AT
312

39, 96 LKS

MISSED COY 9 LKS SOUTH

BARING TREE READING

SEC 2

ASPEN BT. DBH 10"

COMPUS READING S 23°30' EAST

DISTANCE TO BT 18.4 LKS

BT T145 N R30 W S 2 BT

SEC 3

OAK BT DBH 6"

COMPUS READINGS S 42° WEST

DISTANCE TO BT 65.4 LKS

BT T145 R30 W S 3 BT

RUN LINES FROM N $\frac{1}{4}$ COY

T145 R30 SEC 2

USING 7°30' DEC

0-20 BIRCH REP.

JAN 30, 1936 T145 R30 SEC 2.

20-30 BALSON REP.

30-40 BRUSH

CONTINUED ON PAGE 10

~~RUN LINE W FROM TEMPE $E \frac{1}{4}$~~ ~~COY T145 R30 SEC 2~~~~USING~~~~HIT LAKE AT 3:11 LMS~~~~0-3 -~~

FEB. 3, 1936 T145 R30 SEC 2.

RUN LINE FROM W $\frac{1}{4}$ COY

T145 R30 SEC 2

USING 7° DEC

PINE STUB BT DBH. 36"

COMPUS READING S 68° EAST

DISTANCE TO BT 15 LMS

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

0-8 BIRCH REP.

8-40 BRUSH

FEB 8, 1936 T145 R30 SEC 2.

40-56-BRUSH

56-66 ASPEN REP.

66-78 -LAKE

78-81 -

INTERECTED E $\frac{1}{4}$ COY AT
81: 75 LKS

MISSED E $\frac{1}{4}$ COY 19 LKS NORTH

SEC 2 READING

WHITE PINE BT DBH 10"

COMPUS READING N 76° WEST

DISTANCE TO BT 37 LKS

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

SEC 1 READING

NORWAY PINE BT DBH 12"

COMPUS READING S 78° 30' EAST

BT $\frac{1}{4}$ W 91 BT

VO FEB 10 1936 T145 R30 SEC 2.

40-52 - BRUSH

52-60 WHITE PINE POLS

60-76 ASPEN PEP

76-80 MEADOW

INTERECTED $5\frac{1}{4}$ COY T145 R30

SEC 2 AT 81:13 LKS

MISSED $5\frac{1}{4}$ COY 17.6 LKS

FEB. 11, 1936 T145 R30 SEC 2.

RUN LINE W FROM $7\frac{1}{16}$ COY

T145 R30 SEC 2

USING 7° DEC.

0-18 NORWAY PINE POLS

18-24 BIRCH PEP.

FEB 12. 1936 T145 R30 SEC 2.

24-32 - BIRCH REP

32-39 - BRUSH

INTERECTED TEMPT $5\frac{1}{16}$ COY

T145 R30 SEC 2. AT 39:60.5 LKS

MISSED TEMPT 5 $\frac{1}{16}$ COY

FEB 13, 1936 T145 R30 SEC 2.

39-57 - ASPEN PER

57-69 BRUSH

ESTABLISH 4 $\frac{1}{16}$ COY T145 R30 SEC 2.
AT 59:605 LKS.

RUN LINE S FROM 4 $\frac{1}{16}$ COY T145
R30 SEC 2.

USING 7° DEC

0-6 BRUSH

FEB 1 1936 T145 R30 SEC 2.

6-20 - ASPEN PER.

INTERCEPTED TEMP 9 $\frac{1}{16}$ COY
T145 R30 SEC 2 AT 20:936
LKS

MISSED TEMP 9 $\frac{1}{16}$ COY
16 LKS WEST

14 FEB 18, 1936 T145 R30 SEC 2.

RUN LINE S FROM TEMP
8 $\frac{1}{16}$ COY T145 R30 SEC 2.
USING 7° DEC.

0-6-ASPEN REP
6-12-MIXED HARD WOOD
12-18-TAMARACK SWAMP
18-22-MAPLE POLS
22-34-MIXED HARD WOOD

FEB 19, 1936 T145 R30 SEC 2.

34-41-ASPEN POLS.
INTERECTED TEMP 15 $\frac{1}{16}$ COY AT 41.83
LKS

MISSED TEMP 15 $\frac{1}{16}$ COY 12.7
LKS EAST.

RUN LINE W FROM TEMP 14 $\frac{1}{16}$ COY
T145 R30 SEC 2.

USING 7° DEC.

0-14-NORWAY PINE
14-20-BRUSH

INTERECTED TEMP $13\frac{1}{16}$ COY
AT 19:26.7 LHS.

RUN LINE W FROM TEMP $12\frac{1}{16}$ COY
T145 R30 SEC 2.
USING 7° DEC

0 - 6 - ASPEN PER

FEB 20, 1936 T145 R30 SEC 2.

6 - 10 - ASPEN PER
10 - 20 BRUSH

ESTABLISHED TEMP $11\frac{1}{16}$ COY
T145 R30 SEC 2.

RUN LINE S FROM TEMP $11\frac{1}{16}$ COY
T145 R30 SEC 2.
USING 7° DEC.

0 - 12

12 - 16 - BRUSH

16 - 23 - JACK PINE POLES.

INTERECTED TEMP $16\frac{1}{16}$ COY AT
23:45 LHS

18 FEB 21, 1936 T145 R29 SEC 5

RUN LINE N FROM TEMP
16 $\frac{1}{16}$ COY T145 R30 SEC 5
USING 7° DEC.

- 0 - 30 - JACK PINE REP
- 30 - 34 - JACK PINE POLS
- 34 - 46 - JACK PINE REP
- 46 - 54 - JACK PINE POLS
- 54 - 60 JACK PINE REP.

FEB, 24, 1936, T145, R29, SEC 5.

- 60 - 74 - JACK PINE REP.
- 74 - 80 JACK PINE POLS.

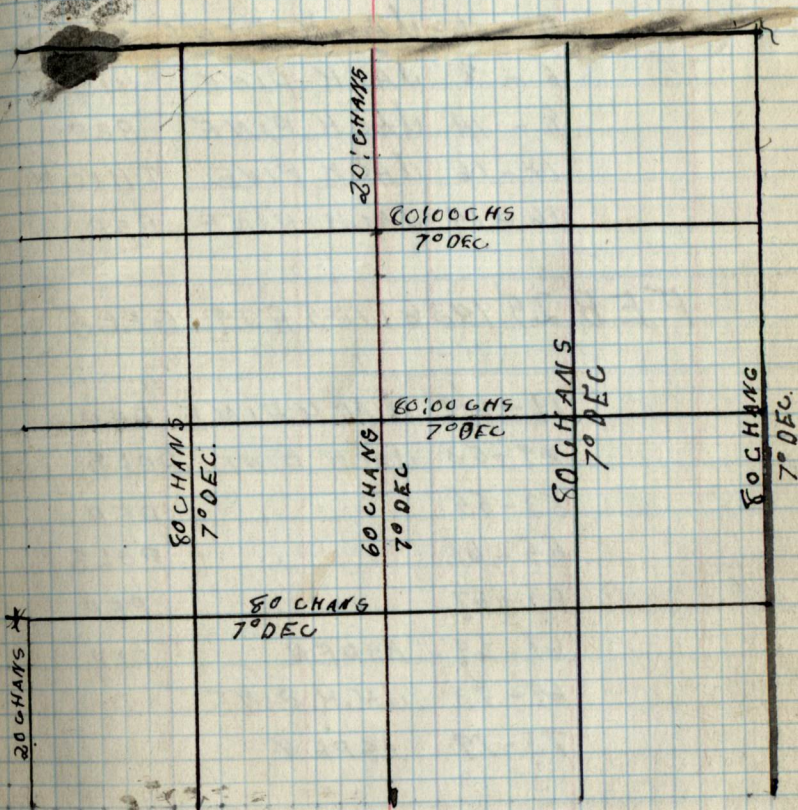
ESTABLISHED 2 $\frac{1}{16}$ COY AT 80,00 CHANS.

RUN LINE N FROM SEC COY $\frac{615}{78}$

ESTABLISHED 10 $\frac{1}{16}$ COY T145
R29 SEC 5 20,00 CHANS N OF
COY $\frac{615}{78}$

RUN LINE E FROM TEMP
10 $\frac{1}{16}$ COY T145 R29, SEC 5
USING 7° DEC.

FEB 21, 1936 T145 R29 SEC 5 19



SCALE 2 $\frac{1}{2}$ CHANS = 1 SQUARE

0 - 6 - JACK PINE REP
 6 - 8 JACK PINE THICK
 8 - 14 JACK PINE REP
 14 - 16 JACK PINE THICK
 16 - 19 JACK PINE REP

FEB 25, 1936 T145 R29 SEC 5.

19 - 49 - JACK PINE REP
 49 - 53 JACK PINE POLS
 53 - 55 REP
 55 - 63 POLS
 63 - 67 PER
 67 - 69 - ASPEN REP
 69 - 73 JACK PINE ..
 73 - 79 ASPEN ..

HIT ROAD AT 22:1 LK5
 62:87.7 LK5

ESTABLISHED 14¹/₁₆ COY AT
 79:5 LK5 T145 R29 SEC 5.

22 FEB 26, 1936 T145 R29 SEC 5

RUN LINE N FROM TEMPT $5\frac{1}{4}$
COY T145 R29 SEC 5
USING 7° DEC.

0-10- JACK PINE REP
10-20 " " PALS
20-60 " " REP

ESTABLISHED $5\frac{1}{6}$ COY T145 R29
SEC 5 AT 59:52 LKS.

FEB. 27, 1936 T145 R29 SEC 5.

60-74- JACK PINE REP
74-80- ASPEN REP.

ESTABLISHED $N\frac{1}{4}$ COY T145 R29
SEC 5. AT 79:52 LKS.
HIT ROAD AT 52:23 LKS.

RUN LINE N FROM TEMP $15\frac{1}{16}$ COY
T145 R29 SEC 5
USING 7° DEC.

0 - 10 - JACK PINE REP
 10 - 16 " " POLS
 16 - 24 " " REP
 24 - 36 - ASPEN "
 36 - 40 - JACK PINE POLS.

INTEREGCTED TEMP $13\frac{1}{6}$ GOY T145
 R29 SEC 5 AT 19:30 LKS
 HIT ROAD AT 28:9.7 LKS
 ESTABLISHED $8\frac{1}{6}$ GOY T145 R29
 SEC 5 AT 39:30 LKS.

FEB 28 1936 T145 R29 W SEC 5.

40 - 48 - ASPEN REP
 48 - 80 JACK PINE POLS

ESTABLISHE $6\frac{1}{6}$ GOY T145 R29 W
 SEC 5. AT 59:30 LKS.

ESTABLISHED $1\frac{1}{6}$ GOY T145 R29 W
 SEC 5 AT 79:30 LKS

RUN LINE N FROM TEMP
 SEC $\frac{514}{819}$ GOY T145 N R29 W SEC 5
 USING 7° DEC.

USING OLD G.L.O.

0-20 JACK PINE POLS
HIT ROAD AT 2 CHANS

MARCH, 2, 1936 T145N R29W SEC5

INTERECTED TEMP $14\frac{1}{16}$ COY
T145N R29W SEC5 AT 18:78 LKS
ESTABLISHED $14\frac{1}{16}$ COY AT 20: CHANS

20-28	JACK PINE	REP.
28-34	"	POLS.
34-44	"	REP.
44-50	"	POLS
50-62	"	REP.
62-80	"	BURN.

ESTABLISHED $E\frac{1}{4}$ COY T145N
R29W SEC $\frac{5}{14}$ AT 40 CHANS.

ESTABLISHED TEMP SEC.
COY $\frac{31}{33}$ T145N R29W AT 80 CHS
 $\frac{31}{4}$

MAR. 3, 1936 T145N R29W SEC5

RUN LINE FROM TEMP 7 1/16
COY T145N R29W SEC5
USING 9° DEC.

- 0-10 JACK PINE REP
- 10-42 " " POHS.
- 42-46 " " REP
- 46-52 ASPEN "
- 52-60 JACK PINE "

INTERECTED 6 1/16 COY AT
19:44 LKS

ESTABLISHED 6 1/16 COY
AT 20: CHS.

HIT ROAD AT 47:55 LKS

ESTABLISHED 6 1/16 COY AT
40:00 CHS.

HIT ROAD AT 53:41 LKS.

ESTABLISHED 4 1/16 COY AT 60: CHS.

MAR 5, 1936 T145N R29W SEC 5.

60-80 JACK PINE REP
ESTABLISHED TEMP 3 1/16 COY TAKEN
R 29W SEC 5 AT 80:00 CHS

130

MAR 14, 1936 T145N R29W SEC 5.

RUN LINE W FROM TEMP E $\frac{1}{4}$ COY
T145N R29W SEC 5
USING 7930 DEG.

0-6	JACK PINE	REP
6-10	ASPEN	"
10-14	MIXED JACK PINE	
14-20	ASPEN	REP
20-28	JACK PINE	POLS
28-60	" "	REP

INTERECTED $8\frac{1}{16}$ LINE AT 19:77 WGS
ESTABLISHED $8\frac{1}{16}$ COY T145N
R29W SEC 5 AT 20:00 CHS.

HIT ROAD AT 27:14 LHS
INTERECTED $0\frac{1}{4}$ LINE AT 39:79 LHS
ESTABLISHED TEMP $0\frac{1}{4}$ COY
T145N R29W SEC 5 AT 40:00 LHS

HIT ROAD AT 55:75 LHS.
ESTABLISHED $9\frac{1}{16}$ T145N
R29W SEC 5 AT 60:00 LHS

31

MAR 19, 1936 T145N R29W SEC 5

RUN LINE W FROM TEMP
SEC ~~32~~ ³³ ~~34~~
314 USING 70 DEG.

0-14	BURNT PINE	
14-20	JACK PINE	POLS
20-48	" "	REP

ESTABLISHED $1\frac{1}{16}$ COY AT 20 CHS
" " $N\frac{1}{4}$ COY AT 40:00

MAR 20, 1936 T145N R29W SEC 5.

48-72	JACK PINE	POLS.
72-76	ASPEN	REP
76-80	JACK PINE	REP.

ESTABLISHED $2\frac{1}{16}$ COY AT 60:00 CHS
HIT ROAD AT 70:18 CHS.

ESTABLISHED SEC COY AT 80:00 LHS.

32
MAR 5, 1936, T145N R29W

60-80 JACK PINE REP
ESTABLISHED W $\frac{1}{4}$ COY T145N
R29W SEC 5 AT 80:00 CHS

MAR 6, 1936 T145N R30 SEC 13.

RUN LINE E FROM $\frac{14}{23} \frac{13}{24}$ COY
T145N R30 SEC 13
USING 7° DEC
ON OLD GLO

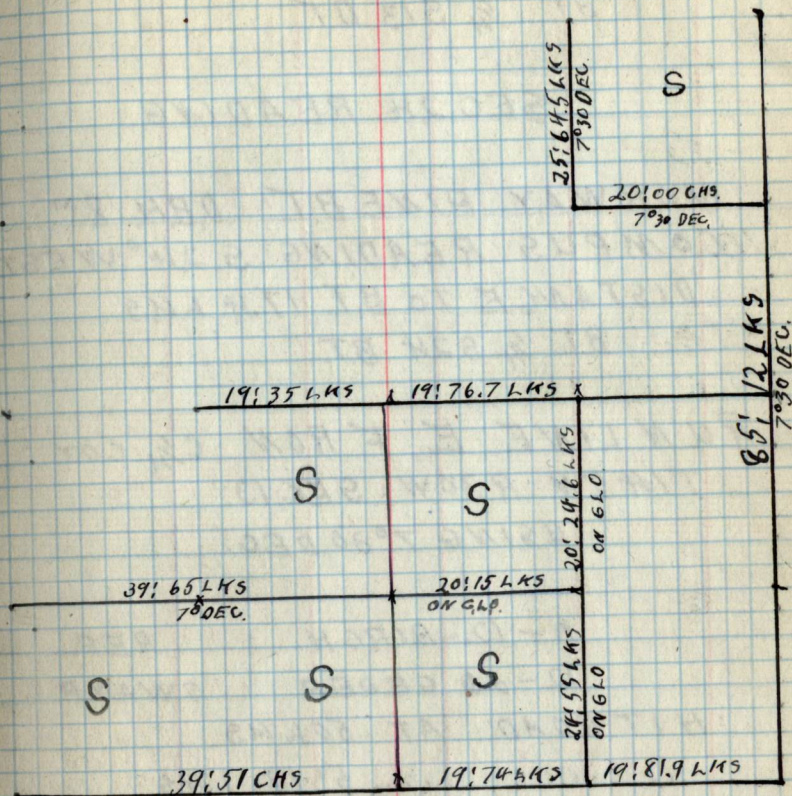
0-10-TAMARACK SWAMP.
10-16-MIXED HARD WOOD REP
16-18 JACK PINE REP
18-22- " " POLS
22-32-BALSOM POLS
32-40 CEDER TAMARACK SWAMP

INTERECTED C $\frac{1}{4}$ COY T145 R30
SEC 13 AT 39:51 LKS.

MISSED C $\frac{1}{4}$ COY 4 LKS SOUTH
SEC 13 READING

BALSOM BT D.B.H. 12"
COMPUS READING N 76°30 WEST

33
MAR 6, 1936 T145N R30W SEC 13



DISTANCE TO B.T. 12 LKS
 BT $\frac{1}{4}$ S13 BT

SEC 24 READING

NORWAY PINE B.T. DBH. 8"
 COMPUS READING S24° WEST
 DISTANCE TO B.T. 17.4 LKS
 B.T. $\frac{1}{4}$ S24 B.T.

RUN LINE E. FROM C $\frac{1}{4}$ COY
 T145N R30W SEC 13.
 USING 7°30 DEC.

0-12-BIRCH REP.

12-20 CEDER SWAMP

HIT ROAD AT 50 LKS

" " " 5:17 LKS

" " " 9:03.5 LKS

INTERECTED 15 $\frac{1}{16}$ GOY T145N
 R30W SEC 13 AT 19:7 LKS.

MISSED 15 $\frac{1}{16}$ GOY 10 LKS NORTH

SEC 24 READING

BALSOM B.T. DBH. 5"
 COMPUS READING S39° EAST
 DISTANCE TO B.T. 4.1 LKS

BT E $\frac{1}{16}$ S24 BT.

SEC 13 READING

WHITE SPRUCE BT DBH. 16"

COMPUS READIN N 68°30 EAST

DISTANCE TO BT 25.4 LKS

BT E $\frac{1}{16}$ S13 BT

MARCH 9, 1936 T145N R30W SEC 13.

RUN LINE E FROM 15 $\frac{1}{16}$ COY

T145N R30W SEC 13

USING OLD G.L.O.

0-10- MIXED PINE

10-14 MIXED HARD WOOD

14-20 BALSAM

HIT ROAD AT 13:51 LKS.

INTERSECTED $\frac{13}{18}$ COY T145N
24/19

R30W SEC 13. AT 19:81.9 LKS

SPRUCE BT DBH 6"

COMPUS READING 23°30 MINUTES

WEST

DISTANCE TO BT. 49 LKS

38

BT T145 R30W S25 BT

SEC 19. READING

MAPLE BT D.B.H. 8"
 COMPUS READING 49° EAST
 DISTANCE TO BT 82 LKS
 BT T145N R29W S19

RUN LINE N FROM $\frac{13 \frac{18}{24} \text{ COY}}{19}$

R30 | R29 SEC 13.

USING 7°30 DEC.

0-10- GRASS LAND
 10-34 JACK PINE REP
 34-40 BRUSH

ESTABLISHED $14 \frac{1}{6}$ COY AT
 20:00 CHS.

ESTABLISHED $E \frac{1}{4}$ COY AT
 40:00 CHS.

HIT RAIL ROAD AT 33 LKS
 FENCE AT 78 LKS

.. .. 1.5 LKS

HIT ROAD AT 5:50 LKS

39

40 HIT NO 2 HIGHWAY AT 8:15 LMS
FENCE AT 9:8 LMS
" " 10:58 LMS

MAR 10, 1936 T145 N R30/R29 SEC 13.

40-54 JACKPINE REP
54-85 SWAMP

ESTABLISHED $T\frac{1}{6}$ COY T145 N
R30/R29 COY AT 60' CHS.

INTERSECTED $\frac{12}{13} / \frac{7}{18}$ SECCOY

T145 ~~R30~~/R29 AT 85:12 LMS

MISSED SEC $\frac{12}{13} / \frac{7}{18}$ COY 67 LMS
WEST

SEC 18 READING

JACK PINE BT D.B.H. 12"
COMPUS READING 554° WEST
DISTANCE TO B.T. 1:17 LMS
BT T145 N R29 W 918 B.T.

RUN LINE W FROM TEMP

$7\frac{1}{16}$ COY T145N R30/R29 SEC 13

USING $7^{\circ}30$ DEC.

0-8 SWAMP

8-16 JACK PINE REP

MAR 11, 1936 T145N R30, SEC 13.

16-20 - JACK PINE REP.

ESTABLISHED $6\frac{1}{16}$ COY AT 20' CHS.

RUN LINE N FROM TEMP

$6\frac{1}{16}$ COY T145N R30 SEC 13

USING $7^{\circ}30$ DEC.

0-12 - JACK PINE REP.

12-16 - NORWAY PINE POLS

16-25 - WHITE PINE POLS.

ESTABLISHED $1\frac{1}{16}$ COY T145N

R30W SEC 13 AT 25' 64.5 LWS.

RUN LINE N FROM $15\frac{1}{16}$ COY
T145N R30W SEC 13
USING OLD G.L.O.

0 - 2 - ASPEN REP
2 - 4 - RIGHTA AWAY
4 - 8 - CEDER SWAMP
8 - 12 - BRUSH
12 - 20 - JACKPINE REP.
20 - 24 - BRUSH

HIT TRACKS AT 3:35 HRS.
HIT ROAD AT 2:49 HRS.
" TRACK " 8:68 HRS
" No 2. HIGHWAY 10:00 HRS

INTERSECTED $13\frac{1}{16}$ COY T145N
R30W SEC 13 AT 24:55 HRS
MISSED $13\frac{1}{16}$ COY 23.5 HRS W

RUN LINE N FROM $13\frac{1}{16}$ COY T145N R30W
SEC 13 23.5 HRS W OF SEC COY
USING G.L.O.

0 - 8 - BRUSH.

46 MAR 12, 1936 T145N R30W SEC 13.

8-12-BRUSH

12-20 JACK PINE REP

INTERSECTED $8\frac{1}{16}$ COY T145N R30W
SEC 13 AT 20:24.6 LMS.

RUN LINE W FROM $8\frac{1}{16}$ COY
T145N R30W SEC 13
USED OLD LINE 21.8 LMS N OF
 $8\frac{1}{16}$ COY

0-18 JACK PINE REP.

18-20-CEDER SWAMP

INTERSECTED $6\frac{1}{4}$ COY T145N R30W
SEC 13 AT 19:76.7 LMS.

MISSED $6\frac{1}{4}$ COY 16 LMS SOUTH.

BLACK SPRUCE BT. D.B.H. H"
COMPUS READING N 77° EAST
DISTANCE TO B.T. 9.4 LMS
BT. $6\frac{1}{4}$ S13 BT.

BLACK SPRUCE BT D.B.H. H"
COMPUS READING N 83°30 WEST
DISTANCE TO BT. 16.6 LMS
BT. $6\frac{1}{4}$ S13 BT.

RUN LINE W FROM C $\frac{1}{4}$ COY
T145N R30W SEC 13
ON G.L.O.

0-6 CEDER, B. SPRUCE SWAMP

6-19- BLACK SPRUCE SWAMP.

INTERSECTED 9 $\frac{1}{6}$ COY T145N
R30W SEC 13. AT 19:35 LMS
MISSED 9 $\frac{1}{6}$ COY 60 LMS.

BLACK SPRUCE BT. D.B.H. 9"
COMPUS READING N 85° WEST
DISTANCE TO BT 9 LKS
BT $\frac{1}{16}$ S 13 BT

NORWAY STUB BT. D.B.H. 10"
COMPUS READING N 14° EAST
DISTANCE TO BT. 24 LKS
BT $\frac{1}{16}$ S 13 BT.

RUN LINE S FROM C $\frac{1}{4}$ COY
T145N R30W SEC 13
ON G.L.O.

0-4 CEDER SWAMP

4-8 CEDER SPRUCE SWAMP.

50 MAR 23, 1936 T145N R30 SEC 13

8-22-CEDER-TAMARACK SWAMP

INTERECTED 12 $\frac{1}{6}$ COY T145N R30W
SEC 13 AT 22' 36.4

TAMARACK BT DBH 3"
COMPUS READING N 46° WEST
DISTANCE TO BT. 19.5 LKS
BT $\frac{1}{6}$ S13 BT.

TAMARACK BT D.B.H. 2"
COMPUS READING N 21° 30'
EAST.
DISTANCE TO BT. 4 LKS.
BT. $\frac{1}{6}$ S13 BT.

RUN LINE S FROM 12 $\frac{1}{6}$ COY
T145N R30W SEC 13
ON G.L.O.

HIT HIGHWAY NO 2. AT 10:25 LKS

0-10-TAMARACK SWAMP

10-12-RIGHT AWAY

12-22 BRUSH.

INTERSECTED $5\frac{1}{4}$ COY T145N
R30W SEC 13 AT 22:40 LMS.

HIT RAIL ROAD AT 11:55 LMS

" " " " " " 16:3 LMS

RUN LINE N FROM TEMP
 $16\frac{1}{16}$ COY T145N R30W SEC 13
USING 7° DEG.

0 - 4 - NORWAY PINE

4 - 10 CEDER SWAMP,

10 - 16 ASPEN REP.

16 - 22 CEDER SWAMP.

ESTABLISHED $11\frac{1}{16}$ COY AT 22:00 GHS
MAR 24, 1936 T145N R30W SEC 13

RUN LINE W FROM $13\frac{1}{16}$ COY.
T145N R30W SEC 13
ON G.L.O.

0 - 6 - ASPEN REP.

6 - 20 TAMARACH SWAMP

INTERSECTED $12\frac{1}{16}$ COY T145N
R30W SEC 13

using 7° DEC.

0-6- CEDER SWAMP
 6-20 SPRUCE TAMARACK SWAMP
 20-24 JACK PINE POLS
 24-32 " " R.E.P.
 32-40 CEDER SWAMP

ESTABLISHED $11\frac{1}{16}$ COY T145N R30W
 SEC 13 AT 20:00 CHS

INTERSECTED SEC LINE 39:65 LKS
 ESTABLISHED $10\frac{1}{16}$ COY AT 39:65 LKS

MAR 25, 1936 T145 R30 SEC 13.

RUN LINE N FROM TEMP $11\frac{1}{16}$
 COY 22:00 CHS M OF $16\frac{1}{16}$ COY
 T145N R30W SEC 13

22-28- CEDER SWAMP.
 28-44 JACK PINE R.E.P.

ESTABLISHED $9\frac{1}{16}$ COY AT
 44:96 LKS.

56 MAR 13, 1936 T145N R29W SEC 4

RUN LINE E FROM TEMP 10 $\frac{1}{16}$ COY
23:00 CHS N OF SEC COY T145 R29W
SEC 4

USING 7°30 DEC.

0-6 JACK PINE REP
6-12 ASPEN REP
12-18 BRUSH
18-30 ASPEN POLS.
30-40 SCRUB OAK.

ESTABLISHED 11 $\frac{1}{16}$ COY AT 20:00 CHS
" 12 $\frac{1}{16}$ COY AT 40:00 CHS

RUN LINE E FROM TEMP
W $\frac{1}{16}$ COY 43:00 CHS N OF SEC COY
T145N R29W SEC 4.
USING 7°30 DEC.

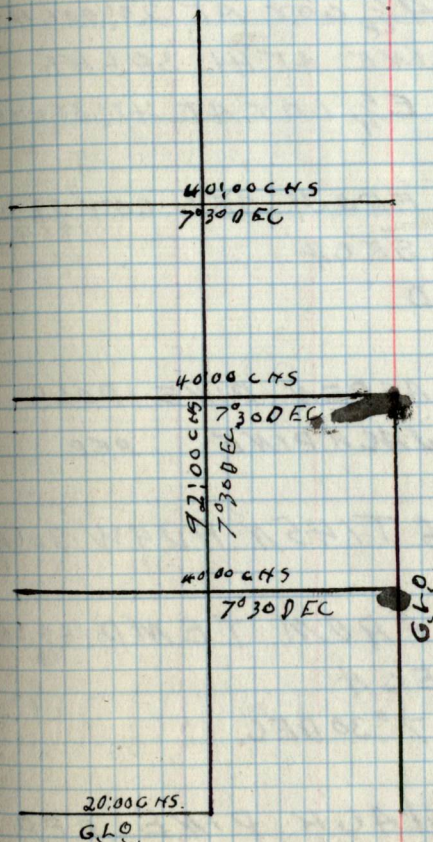
0-4 JACK PINE REP

MAR 16, 1936 T145N R29W SEC 4.

4-10 JACK PIN POLS
10-14 MIXED HARD WOOD

MAR 13, 1936 T145N R29W SEC 4.

57



14-28 - SCRUB - OAK
 28-32 " "
 32-40 ASPEN REP SCRUB OAK

ESTABLISHED $9\frac{1}{16}$ COY AT 20:00 HRS
 INTERECTED LINE AT 41:30 LKS
 ESTABLISHED $E\frac{1}{4}$ COY AT 41:30 LKS.

RUN LINE E FROM SEC COY $\frac{5}{8}\frac{1}{9}$
 T145N R29W SECH
 ON G.L.D

0-10 - ASPEN PINE POLS
 10-20 JACKPINE REP.

MAR 17, 1936 T145N R29W SECH

RUN LINE N FROM TEMP $16\frac{1}{16}$ COY
 T145N R29W SECH
 USING $7^{\circ}30$ DEG.

0-8 JACK PINE REP.
 8-14 - ASPEN POLS.
 14-18 - " REP.
 18-26 - " POLS
 26-36 JACKPINE POLS

36-40 JACK PINE POLS

ESTABLISHED $11\frac{1}{16}$ 00Y AT 20' 00 CHS

ESTABLISHED $9\frac{1}{16}$ 00Y AT 40' 00 CHS

40-50 JACK PINE POLS.

50-56 ASPEN PINE POLS.

MAR 18, 1936 T145 R29W SEC 4

ESTABLISHED $4\frac{1}{16}$ 00Y AT 60' 00 CHS

" " $2\frac{1}{16}$ 00Y AT 80' 00 CHS.

56-64 JACK PINE POLS.

64-80 " " ASPEN.

RUN LINE N FROM $6\frac{1}{4}$ 00Y
T145N R29W SEC 4
ON G.L.P.

0-30 SCRUB OAK.

30-32 ASPEN POLS.

INTERECTED $5\frac{1}{4}$ FEMP
AT 32' 62.8 LMS

62 MAR 25, 1936, T145N R30W SEC 24

RUN LINE S ON SEC LINE

$\frac{14 \frac{1}{2}}{23 \frac{1}{2}}$ ON LINE 23/24

ON G.L.O.

0 - # - TAMARACK SWAMP
4 - 12 - BRUSH
12 - 19 JACK PINE POLS.

INTERCEPTED $3 \frac{1}{16}$ COY T145 R29
SEC 24 AT 19,92 LKS.

MISSED $3 \frac{1}{16}$ COY 22.7 LKS EAST

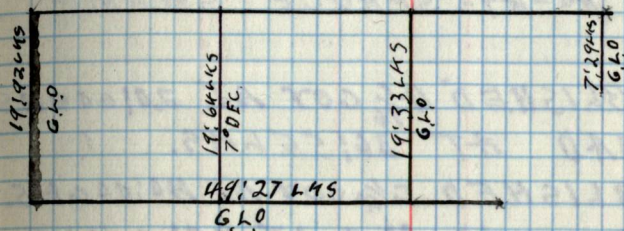
ASPEN BT D.B.H 8"
COMPUS READING N 61° EAST
DISTANCE TO BT 33 LKS.
BT N $\frac{1}{16}$ S24 B.T.

RUN LINE E FROM $3 \frac{1}{16}$ COY
T145N R30W SEC 24.
ON G.L.O.

0 - 6 JACK PINE POLS.
6 - 18 SPRUCE SWAMP

MAR 25, 1936, T145N R30 SEC 24

63



100

64 MAR 26, 1936 T145N R30W SEC 24

18-26 JACK PINE POLS.
26-36 NORWAY PINE POLS
36-40 MIXED HARD WOOD
40-49- SPRUCE SWAMP.

ESTABLISHED $4\frac{1}{16}$ COY AT 20:00 HRS
HIT ROAD AT 36:55 HRS.

ESTABLISHED $0\frac{1}{4}$ COY AT 40:00 HRS.

ESTABLISHED M.C. AT 49:27 HRS.

RUN LINE S FROM N $\frac{1}{4}$ COY T145
R30W SEC 24.
ON G.L.O.

0-6-BALSOM

6-10

10-14 BALSOM

14-19 CEDER SWAMP.

ESTABLISHED TEMP
 $5\frac{1}{16}$ COY AT 19:33 HRS.

HIT ROAD 87 HRS.

66 MAR 27, 1936 T145N R29W SEC 24

RUN LINE S FROM TEMP 2 $\frac{1}{16}$ 007
T145N R29W SEC 24
USING 7° DEC.

0-4 JACK PINE POHS
4-10 " " RED
10-20 " " POHS.

INTERECTED TEMP H $\frac{1}{16}$ COY
AT 19:64 LKS.

RUN LINE S FROM SEC COY $\frac{3}{18}$
24/19

T145N R30W SEC 24.
ON G.L.O.

0-7-BALSON

INTERECTED M-C. COY
AT 7:29 LKS.

ELM BT D.B.H 14"
COMPUS READING N3° EAST
DISTANCE TO BT. 4 LKS.
BT T145N R29W SEC 19.

ELM BT. DBH 12"
 COMPUS READING N 28° WEST
 DISTANCE TO BT. 41 LKS.
 BT. T145N R30W S24 MG. BT.

MAR-30.1936 T145N R30 SEC 23.

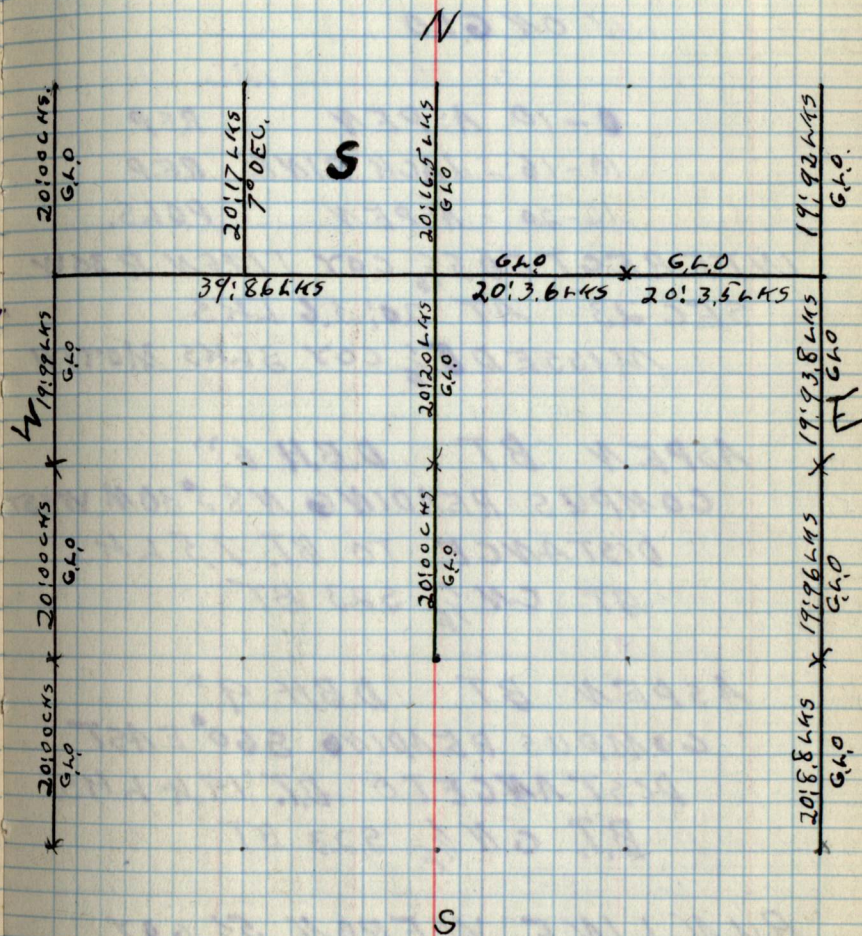
RUN LINE W FROM T $\frac{1}{16}$ COY T145N
 R30W SEC 23.

0-14 JACK PINE POLS.
 14-20 - ASPEN REP.

INTERSECTED 6 $\frac{1}{16}$ COY T145N R30W
 SEC 23 AT 20' 3.6 LKS

WHITE PINE BT. DBH 8"
 COMPUS READING N 2° EAST
 DISTANCE TO BT. 1:11.3 LKS.
 BT NE $\frac{1}{16}$ S 23 BT

WHITE PINE BT DBH 8"
 COMPUS READING S 5° EAST
 DISTANCE TO BT 1:56.2 LKS.
 BT NE $\frac{1}{16}$ S 23 BT.



RUN LINE W FROM 6 $\frac{1}{16}$ COY
T145N R30W SEC 23
ON G.L.O.

0-10 ASPEN R.E.P.

10-16 - JACK PINE R.E.P.

16-20 - ASPEN POLS.

INTERECTED 5 $\frac{1}{16}$ COY T145N R30W
SEC 23 AT 20.3.6 LKS
MISSED 5 $\frac{1}{16}$ COY 3 LKS NORTH

ASPEN BT DBH 6"
COMPUS READING N83°30M WEST
DISTANCE TO BT. 7.5 LKS.
BT CN $\frac{1}{16}$ 523 BT

ASPEN BT DBH 9"
COMPUS READING S60° EAST
DISTANCE TO BT. 19.4 LKS.
B.T. CN $\frac{1}{16}$ 523 BT

RUN LINE W FROM 5 $\frac{1}{16}$ COY
T145N R30W SEC 23.

ON G.L.O.

0-4 ASPEN R.E.P.

4-16 BRUSH

16-20 CEDER SWAMP.
ESTABLISHED $4\frac{1}{2}$ COY T145N
R30W SEC 23 AT 20:00 CHS.

MAR 31, 1936 T145N R30W SEC 23.

RUN

20-30 ASPEN POLS.

30-34 MIXED HARD WOOD

34-40 ASPEN POLS.

INTERECTED $3\frac{1}{2}$ COY T145N R30W
SEC 23 AT 39:86 LMS

WHITE PINE, BT DBH 24"

COMPUS READING N 33° WEST

DISTANCE TO BT. 20 LMS.

BT N $\frac{1}{4}$ S 22 BT.

OAK BT DBH. 6"

COMPUS READING S 50° EAST

DISTANCE TO B.T. 50.2 LMS.

BT N $\frac{1}{4}$ S 23 B.T.

RUN LINE N FROM $3\frac{1}{2}$ COY

ON G.L.O.

7° DEC

0-8 - TAMARACK SWAMP
 8-20 - MIXED HARD WOOD

INTERSECTED SEC COY $\frac{15}{23} \frac{14}{23}$ T145
 R30W SEC 23 AT 20:00 CHS.

RUN LINE S FROM $2\frac{1}{16}$ COY
 T145N R30W SEC 23
 USING 7° DEC.

0-10 - TAMARACK SWAMP
 10-16 - MIXED HARD WOOD
 16-20 CEDER SWAMP

INTERSECTED $4\frac{1}{16}$ COY AT T145
 R30W SEC 23 AT 20:17 LKS.

APRIL 1, 1936 T145N R30W SEC 23.

RUN LINE S FROM $7\frac{1}{16}$ COY T145N
 R30W SEC 23
 ON G.L.O.

0-10 JACK PINE POLES
 10-18 - BIRCH REP.
 18-20 ASPEN REP.

INTERSECTED E $\frac{1}{4}$ COY T145N
R30W SEC 23 AT 19:93.8 HRS.

ASPEN BT DBH 4"
COMPUS READING N 50° WEST
DISTANCE TO BT 16.1
BT $\frac{1}{4}$ 523 BT

ASPEN BT DBH 6"
COMPUS READING S 50° EAST
DISTANCE TO BT 9.2 HRS.
BT $\frac{1}{4}$ 524 BT

RUN LINE S FROM E $\frac{1}{4}$ COY
T145N R30W SEC 23
ON G.L.D.
7° DEC
0 - 6 - ASPEN REP.
6 - 16 TAMARACK SWAMP
16 - 20 MIXED HARD WOOD.

INTERSECTED 14 $\frac{1}{16}$ COY T145N
R30W SEC 23 AT 19:96 HRS
MISSED 14 $\frac{1}{16}$ COY 3.7 HRS WEST

BALSOM BT DBH. 8"
 COMPUS READING S 68° W
 DISTANCE TO BT 8 LKS
 BT 5 $\frac{1}{6}$ S 23 BT

BALSOM BT DBH. 6"
 COMPUS READING N 63° E
 DISTANCE TO BT 14.4 LKS
 BT 5 $\frac{1}{6}$ S 24 BT

RUN LINE S FROM 14 $\frac{1}{6}$ COY
 T145 R30W SEC 23
 ON G.L.P.
 6°30 DEC.

0-10 ASPEN POLS.
 10-20 MIXED HARDWOOD.

INTERSECTED SEC COY
 23/24 T145 R30 SEC 23
 26/26 AT 20:8.8 LKS

APRIL 2, 1936 T145N R30W SEC 23.

RUN LINE S FROM 3 $\frac{1}{6}$ COY T145N
 R30W SEC 23.

0 - 8 - ASPEN POLS.
8 - 20 WHITE PINE POLS.

INTERSECTED $W \frac{1}{4}$ COX T145N
R30W SEC 23 AT 19:99 LKS.

DAK BT D.B.H. 6"
COMPUS READING N 25° E
DISTANCE TO BT 21.3 LKS.
BT $\frac{1}{4}$ S23 BT.

WHITE PINE BT D.B.H. 10"
COMPUS READING S 38° W.
DISTANCE TO BT. 47.9 LKS
BT $\frac{1}{4}$ S22 BT

RUN LINE SFROM $W \frac{1}{4}$ COX T145N
R30 ON SEC LINE 22/23
ON Q.L.O.

0 - 8 WHITE PINE POLS.
8 - 16 ASPEN POLS.
16 - 20 MIXED HARD WOOD

INTERSECTED $10 \frac{1}{16}$ COX T145N
R30W SEC 22/23 AT 20:00 CHS.

BIRCH BT DBH 18"
 COMPUS READING S 56° W
 DISTANCE TO BT. 11.7 LKS.
 BT S $\frac{1}{4}$ S 22 BT

DEAD BALSOM BT DBH 8"
 COMPUS READING N 59° E
 DISTANCE TO BT. 19.9 LKS
 BT S $\frac{1}{4}$ S 23 BT.

RUN LINE S FROM 10 $\frac{1}{16}$ COY T145N
 R30W ON SEC LINE 22/23
 ON G.L.O.

0-6 MIXED HARD WOOD
 6-20 ASPEN R.E.P.

INTERSECTED SEC COY $\frac{22}{23}$
 $\frac{27}{26}$

* AT 20:00 GHS.
 MISSED COY 10 LKS EAST.

WHITEPINE BT DBH 12"
 COMPUS READING N 43° E
 DISTANCE TO BT 45.4 LKS.
 BT T145N R30W S 23 BT.

BALSOM BT D.B.H. 10"
 COMPUS READING N 78° E
 DISTANCE TO BT 43, LHS
 BT T145N R30W S 26 BT

WHITE PINE BT D.B.H. 10"
 COMPUS READING S 16° W
 DISTANCE TO BT 30 LHS
 BT T145N R30W S 27 BT.

BIRCH BT D.B.H. 8"
 COMPUS READING N 33° 30 W
 DISTANCE TO BT 38 LHS.
 BT T145N R30W S 22 BT.

APRIL 3, 1934 T146 R30W SEC 23.

RUN LINE FROM N $\frac{1}{4}$ COR
 T145N R30W SEC 23
 ON G.L.O.

0-4 - MEADOW
 4-12 JACK PINE REP
 12-20 ASPEN REP

INTERSECTED $5\frac{1}{16}$ COX T145N
R30W SEC 23 AT 20:16.5 HRS

RUN LINE S FROM $5\frac{1}{16}$ COX T145N
R30W SEC 23
ON G.L.O.
7° DEC.

0-4 ASPEN REP
4-10 MEADOW
10-14 ASPEN REP
14-20 BRUSH

INTERSECTED $C\frac{1}{4}$ COX T145N
R30W AT 20:20 HRS
MISSED $C\frac{1}{4}$ COX 6.6 HRS E

ASPEN BT DBH 6"
COMPUS READING S1° W.
DISTANCE TO BT 66 HRS.
BT $C\frac{1}{4}$ S23 BT.

RUN LINE S FROM $C\frac{1}{4}$ COX
T145N R30W SEC 23.
ON G.L.O.

0-14 ASPEN REP
14-20 MIXED HARD WOOD

INTERSECTED 12 $\frac{1}{16}$ COX TIMSN
R30X SEC 23 AT 20:00 CHS.
MISSED 12 $\frac{1}{16}$ COX H. 7 LKS
EAST.

SPRUCE BT D.B.H. 10"
COMPUS READING S 17° 30' E
DISTANCE TO BT 22 LKS
BT CS $\frac{1}{16}$ R23 BT

WHITE PINE BT D.B.H. 12"
COMPUS READING N 31° W
DISTANCE TO BT 67.7 LKS
BT CS $\frac{1}{16}$ S23 BT

#

T/45N. R.30W. SEC. 24

DECEMBER, 7, 1936

STARTED SOUTH FROM N. QUARTER C.L.O.

COR. ¹³/₂₄ FOLLOWING C.L.O. LINE USING 9° DEC.

CROSSED PAUL GORE ROAD AT 60 LKS.

0-7 BALSAM, SPRUCE, ASPEN, BIRCH

7-11 CEDAR, BALSAM

11-20 BALSAM, BIRCH, ASPEN

20-~~36~~ - BALSAM, BIRCH

36-40 - ASH

HIT EAST-WEST QUARTER LINE AT
40.25 CH.

MISSED C.L.O. CENTER SECTION COR.
AND MEANDER COR. SEC. 24 BY 2 LKS. E.

BASSWOOD B.T. D.B.H. 12"

BEARING - N18°W

DISTANCE - 7 LKS.

B.T. S. 24 S.M.C.

ASH B.T. D.B.H. 4.5"

BEARING N 30° E

DISTANCE - 75 LKS.

B.T. S. 24 S.M.C.

T/45N. R.30W.

T. 145 N. R. 30 W. - Sec. 24

DECEMBER, 9, 1936

STARTED EAST FROM G.L.O.

SEC. COR. $\frac{14}{23} \frac{13}{24}$ FOLLOWING G.L.O.

LINE USING 2° DOC. (E 1° N)

BEARING & TREES

TAMARACK B.T. D.B.H. 4"

DISTANCE - 33 LKS.

BEARING - N 78° E

B.T. - T. 145 N. - R. 30 W. - Sec. 13

TAMARACK B.T. D.B.H. 4"

DISTANCE - 12 LKS.

BEARING - N 23.5° W

B.T. - T. 145 N. - R. 30 W. S. 14

TAMARACK B.T. D.B.H. 4"

DISTANCE - 13 LKS.

BEARING - S 33° E

B.T. - T. 145 N. - R. 30 W. - Sec. 24

TAMARACK B.T. D.B.H. 3"

DISTANCE - 10.4 LKS.

BEARING - S. 18° W

B.T. - T. 145 N. - R. 30 W. - Sec. 23

T 145 N. R. 30 W. Sec. 24

0-10 TAMARACK

10-12 BIRCH SAPLINGS

12-14 ASPEN

14-20 LACK PINE

HIT NORTH SOUTH LINE AT 19.47 ch
MISSED TEMP. $2\frac{1}{2}$ cor. $\frac{13}{24}$ BY 8.5 LKS. N.

STARTED EAST FROM TEMP. $2\frac{1}{2}$ cor.

$\frac{13}{24}$ FOLLOWING G.L.O. LINE USING 4° DEC. (E/W)

20-22 LACK PINE, BALSAM

22-31 NORWAY & LACK PINE, BIRCH, BALSAM.

31-36 TAMARACK, CEDAR

36-40 BIRCH, WHITE & NORWAY PINE.

INTERSECTED NORTH SOUTH LINE
AT 39.49 ch.

MISSED G.L.O. $\frac{1}{4}$ cor. $\frac{13}{24}$ BY 3 LKS. S.

W. SPRUCE B.T. DBH. 12"

BEARING N75°W

DISTANCE - 13 LKS

B.T. $\frac{1}{4}$ S. 13. T. 145 N. R. 30 W

NORWAY PINE B.T. - DBH. 10"

BEARING S22°W

DISTANCE - 18 LKS.

B.T. $\frac{1}{4}$ S. 24 T. 145 N. R. 30 W

T. 145N. R. 30W. Sec. 24
 STARTED EAST FROM C.L.O. $\frac{1}{4}$
 COR. $\frac{13}{24}$ FOLLOWING C.L.O. LINE
 USING 7° UAA.

0-2 BIRCH, BALSAM
 CROSSED PAUL CORE ROAD AT 40 LKS.

2-4 BIRCH, ASPEN

4-12 BRUSH, BIRCH SAPLING'S

CROSSED PAUL CORE ROAD AT 5.27 + 8.3 CHS.

12-17 MIXED SOFT WOODS

17-20 BRUSH

HIT NORTH-SOUTH LINE AT 19.75 CHS

MISSED $\frac{1}{16}$ C.L.O. COR. $\frac{13}{24}$ BY 6 LKS. N.

BALSAM - B.T. - D.B.H. 5"

BEARING - 538° E

DISTANCE - 3.5 LKS.

T. 145N. R. 30W. - SEC. 24 - E $\frac{1}{16}$

W. SPRUCE - B.T. D.B.H. 16"

BEARING - $N. 69^{\circ}$ E

DISTANCE - ~~27.5~~ 27.5 LKS.

T. 145N. R. 30W. $\frac{1}{16}$ S. 13

T145N - R.30W. - SEC. 24
 DECEMBER 10, 1936

STARTED SOUTH FROM C.L.O. SEC.
 COR. $\frac{14}{23} | \frac{13}{24}$ FOLLOWING C.L.O. LINE USING

7° DEC. (BEARING & TREES ON PAGE 92)
 0-4 TAMARACK
 4-6 BRUSH
 6-11-THIN ASPEN, BIRCH, LACK PINE SAPLINGS.
 11-20 LACK PINE

HIT EAST-WEST LINE AT 1992 CH.
 MISSED C.L.O. $3\frac{1}{6}$ COR. BY 14 LKS. E.

ASPEN B.T. D.B.H. 6"
 DISTANCE - 34 LKS.
 BEARING - N61°E
 T145N - R.30W. N $\frac{1}{6}$ S. 24

NORWAY PINE B.T. D.B.H. 24"
 DISTANCE - 90 LKS.
 BEARING - S. 63.5° W
 T145N - R.30W. N $\frac{1}{6}$ S. 23

STARTED EAST FROM C.L.O. $3\frac{1}{6}$ COR.
 FOLLOWING C.L.O. LINE USING 7° DEC.

T145N - R. 30W - SEC. 24

0-2 GRASS

2-7 JACK PINE, BIRCH, ASPEN

CROSSED TRAIL AT 2.6 chs.

7-11 BALSAM, BIRCH

11-14 BRUSH

14-20 BALSAM, ASPEN

INTERSECTED NORTH-SOUTH LINE
AT 19.8 chs.

HIT TEMP. 4 $\frac{1}{16}$ COR. SEC. 24 ON HEAD

STARTED EAST FROM TEMP. 4 $\frac{1}{16}$ COR.
FOLLOWING G.L.O. LINE USING 7th DOC.

20-26 JACK PINE, ASPEN

26-36 NORWAY JACK PINE

CROSSED PAUL FORE ROAD AT 36.46 chs.

36-40 PSH, BALSAM

HIT NORTH SOUTH LINE AT 19.52 chs.

HIT 5 $\frac{1}{16}$ TEMP. COR. SEC. 24 ON HEAD.

STARTED EAST FROM TEMP. 5 $\frac{1}{16}$ COR.
FOLLOWING G.L.O. LINE USING 7th DOC.

0-10 BIRCH, BALSAM, CEDAR, BRUSH.

HIT UPPER SUCKER LAKE AT 10 chs.

T145N. R30W. Sec. 24
DECEMBER 11, 1936

STARTED SOUTH FROM $3\frac{1}{16}$ G.L.O. COR. 23/24
FOLLOWING G.L.O. LINE USING 7° DEC. (S/W)

BEARING TREES ON PAGE 98.

0-10 JACK PINE, NORWAY PINE.

10-16 ALDER

16-20 ASPEN

INTERSECTED EAST WEST LINE AT
19.93 CHS.

HIT G.L.O. QUARTER COR. 23/24 ON HEAD.

ASPEN - B.T. D.D.H. 3"

DISTANCE - 16.5 LYS.

BEARING - S. 49.5° E

B.T. $\frac{1}{4}$ S. 24 T145N. R30W

ASPEN SNAG FIVE FEET HIGH - DBH 2.5

DISTANCE - 9.6 LYS.

BEARING - N 52° W

B.T. $\frac{1}{4}$ S 23 - T145N. R. 30 W

STARTED SOUTH FROM G.L.O. QUAR.

COR. 23/24 FOLLOWING G.L.O. LINE

USING 7° DEC.

0-2 ASPEN

T. 145N. - R. 30W - Sec. 24
 2-4 LARCH PINE
 4-6 ASPEN
 6-8 ALDER
 8-9 TAMARACK
 9-13 ALDER
 13-16 MEADOW
 16-20 BALSAM, ASPEN

HIT EAST-WEST LINE AT 19.99 CHS.
 MISSED G.L.O. $\frac{1}{16}$ CO. 23/24 BY 3.4 LKS. W

BALSAM - B.T. DBH. 7"
 DISTANCE - 8 LKS.
 BEARING - S 64° W
 READS - B.T. S. $\frac{1}{16}$ S. 23-7145N - R. 30W

BALSAM - B.T. DBH. 4"
 DISTANCE - 15 LKS.
 BEARING - N 57° E
 B.T. S. $\frac{1}{16}$ S. 24 T. 145N. R. 30W

STARTED SOUTH FROM G.L.O. 10 $\frac{1}{16}$ CO. ON 23/24
 FOLLOWING G.L.O. LINE USING 7° DEC. (S. 22°)

20-25 ASPEN
 25-29 BAUSH
 29-32 BALSAM, BIRCH

T 145 N. R. 30 W Sec. 24
 32-34 BALSAM, ASH
 34-40.08 ASPEN (Thin)

HIT EAST WEST LINE AT 40.08 CH.
 MISSED G.L.O. SEC. COR. $\frac{23}{24}$ BY 1/4 E.

CORNER SURROUNDED BY CEMENT
 & LEVEL WITH GROUND. SEC. 25 FENCED IN

NO BEARING TREES
 LOCATION POSTER ON CORNER FENCE POST.
 #

DECEMBER, 14, 1936

STARTED WEST FROM 8 CH. EAST OF
 SEC. COR. $\frac{13}{18}$ FOLLOWING G.L.O. LINE
 $\frac{24}{19}$

USING 7th DEC.

8 to 10 ASH, BALSAM

10 to 18 NORWAY & HACK PINE

FOLLOWED FIRE BREAK FROM 14 TO 16 CHS.

18 to 20 BIRCH, BALSAM

HIT $\frac{1}{6}$ G.L.O. COR. $\frac{13}{24}$ AT 19.76 CHS.

STARTED EAST FROM G.L.O. W $\frac{1}{4}$ COR.

T145 N. - R30 W - SEC. 24

23/24 FOLLOWING C.L.O. LINE USING

7° DEC. BEARING E45° N.

0 to 7 ASPEN

7 to 14 JACK, NORWAY PINE.

14 to 17 W. SPRUCE, BIRCH, ASPEN, BALSAM

17 to 20 TAMARACK

HIT 9 1/2 C.L.O. COR. SEC. 24 AT 19.7946.

MISSED COR. BY 2.5 LKS. NORTH

TAMARACK B.T. - D.B.H. - 10"

DISTANCE - 47 LKS.

BEARING - S. 85.5° E

B.T. W. 1/6 S. 24 - B.T.

TAMARACK B.T. - D.B.H. 10"

DISTANCE - 2.5 LKS.

BEARING - S. 26.5° W

B.T. - W. 1/6 S. 24 - B.T.

STARTED EAST FROM 9 1/2 C.L.O.

COR. SEC. 24 FOLLOWING C.L.O. LINE

USING 7° DEC.

20 to 22 TAMARACK

22 to 24 BIRCH SAPLINGS, JACK, NORWAY PINE.

24 to 30 THIN JACK PINE SAP.

30 to 35 JACK PINE

T 145 N - R. 30 W - SEC. 24
CROSSED PAUL GORE ROAD AT 32.19 chs.

35 to 37 OAK, ASPEN

37 to 39.13 BRUSH

HIT G.L.O. MEANDER CORNER C. SEC. 24 AT 39.13 chs.

TAMARACK B.T. - D.B.H. - 10"

DISTANCE - 96 LKS.

BEARING - S 82° W

B.T. - $\frac{1}{4}$ S. 24 S.M.C. - B.T.

TAMARACK - B.T. - D.B.H. - 18"

DISTANCE - 50 LKS.

BEARING - N 54° W

B.T. - $\frac{1}{4}$ S. 24 - S.M.C. - B.T.

STARTED WEST FROM G.L.O. 12 $\frac{1}{2}$ COR. 24
FOLLOWING G.L.O. LINE US INCL. DEC. BEARING
W 1° S.

0 to 2 NORWAY PINE

2 to 13 NORWAY, JACK PINE, BIRCH SAPLINGS.

CROSSED TRAIL AT 5.25 CHAINS.

CROSSED PAUL GORE ROAD AT 8 chs. 35 LKS.

13 to 20 BRUSH

HIT G.L.O. 11 $\frac{1}{6}$ COR. 24 AT 19.64 chs.

CEDAR SNAQ - D.B.H. - 13"

T145N - R30W - SEC. 24

DISTANCE - 27 LKS.

BEARING - N 55° W

B.T. - SW $\frac{1}{2}$ - S. 24 - B.T.

DECEMBER 15, 1936

T145N - R30W - SEC. 24

STARTED EAST FROM 12 $\frac{1}{2}$ COR. (Q.L.O.) SEC. 24

USING 7° DEC. BEARING E 1° N

0 to 10 NORWAY PINE, WHITE PINE, ASPEN

10 to 15 LAKE

HIT LAKE AT 10 CH.

CHAINED ACROSS LAKE

15 to 20 N. PINE, WHITE PINE

ESTABLISHED 13 $\frac{1}{2}$ COR. AT 20 CH.

CROSSED TRAIL AT 19.5 CH.

STARTED SOUTH FROM TEMP. 13 $\frac{1}{2}$ COR. 24

USING 7° DEC.

0 to 10 LACK PINE, NORWAY PINE

10-14 ASPEN

14-16 ASH

HIT LAKE AT 16 CH.

DECEMBER 16, 1936

T145N - R. 30W - SEC. 24

STARTED EAST FROM Q.L.O. 10 $\frac{1}{2}$ COR. 23/24

FOLLOWING Q.L.O. LINE USING 7° DEC. BEARING E 1° S.

114

T/45N - R30W - SEC. 24

0 to 6 BALSAM, ASPEN

6 to 10 ASH, BALSAM

10 to 12 BRUSH

12 to 16 LARCH PINE

CROSSED TRAIL AT 16 CHS.

16 to 20 BIRCH, ASH, ASPEN

HIT G.L.O. 11 1/6 cor. 24 AT 19.59 CHS.

HIT COR. ON HEAD.

STARTED NORTH FROM 11 1/6 G.L.O. COR. 24
FOLLOWING G.L.O. LINE USING 7° DEC.

0 to 9 BRUSH

9 to 10 BALSAM

HIT G.L.O. COR. TR. 953 - AP. 3 - S. 24 AT 9.86 CHS.

MISSED COR. BY 4 LKS. E.

CEDAR - B.T. - DBH - 12"

DISTANCE - 32 LKS.

BEARING - N18°W

B.T. - AP. 3 - S. 24 - B.T.

CEDAR - B.T. - DBH - 11"

DISTANCE - 24 LKS.

BEARING - S41°E

B.T. - AP. 3 - S. 24 - B.T.

115

T145 N - R. 30 W - SEC. 24
CONTINUED NORTH FROM G.L.O. COR.

TR. 953 - AP. 3 - S. 24

10-12 BIRCH, BALSAM

12 to 20 TAMARACK

HIT $9\frac{1}{2}$ G.L.O. COR. S. 24 AT 19.97 CHS.

CONTINUED NORTH FROM $9\frac{1}{2}$ COR. (G.L.O.) FOLLOWING G.L.O. LINE USING 1° PCC.

6-17 BRUSH

17-20.25 LARCH, NORWAY PINE.

HIT EAST-WEST LINE AT 20.25 CHS.

MISSED TEMP. $4\frac{1}{6}$ COR. 24 BY 25 LKS. EAST.

DECEMBER 17, 1936

T145 N - R. 30 W - SEC. 24

STARTED EAST FROM G.L.O. COR. TR. 953 - AP. 3 - S. 24

FOLLOWING G.L.O. LINE USING 1° DEC. BEARING: E15°N.

0 to 6 TAMARACK

CROSSED TRAIL AT 3.28 CHS.

6 to 13 LARCH PINE, NORWAY PINE

CROSSED PAUL CORE ROAD AT 12.62 CHS.

13 to 18.2 ASPEN, BIRCH, BALSAM.

HIT G.L.O. MC. TR. 953 - AP. 5 COR. S. 24

AT 18.21 CHS.

W. BIRCH - B.T. - D.B.H. - 9"

T145N - R.30W - SEC.24

DISTANCE - 29.5 LKS.

BEARING - S16°W

B.T. - S.24 - SMC - AP.4 - B.T.

BLACK SPRUCE - B.T. - D.B.H. - 16"

DISTANCE - 73.5 LKS.

BEARING - S3°E

B.T. - S.24 - SMC. - AP.4 - B.T.

DECEMBER 8, 1936

T145N - R.30W - SEC.24

STARTED WEST FROM TEMP. 14 $\frac{1}{16}$ COR. 24

USING 17° DEC.

07019.02 NORWAY 4 $\frac{1}{4}$ BLACK PINE.

HIT TEMP 13 $\frac{1}{16}$ COR. AT 19.02 CHS.

MISSED TEMP. 13 $\frac{1}{16}$ COR. 24 BY 6 LKS. S.

T45N-R.30W-SEC.23

DECEMBER 17, 1936

STARTED WEST FROM G.L.O. $\frac{1}{4}$ COR. 23/24
USING 7° DEC.

0706 ASPEN

6708 BRUSH

87015 ASPEN

157017 BRUSH

197020 ASPEN

HIT $8\frac{1}{16}$ G.L.O. COR. 23 AT 19.96 CHS.
40N HEAD.

ASPEN - B.T. - D.B.H. - 2.5"

DISTANCE - 51.7 LKS.

BEARING - N 17.5° WB.T. - CE $\frac{1}{16}$ S. 23 - B.T.

ASPEN - B.T. - D.B.H. - 3"

DISTANCE - 91 LKS.

BEARING - 96.3° EB.T. - CE $\frac{1}{16}$ S. 23 - B.T.

DECEMBER 18, 1936

STARTED NORTH FROM $8\frac{1}{16}$ G.L.O. COR. 23
USING 7° DEC. FOLLOWING G.L.O. LINE

0704 ASPEN

47014 BRUSH

1 122

T145N - R.30 W - SEC. 23

14 to 19 ASPEN

19-20 HACK PINE

HIT $6\frac{1}{16}$ COF. (C.L.O.) AT 20.06 CHS.

MISSED COF. BY 2 LKS. W.

NORWAY PINE - DBH 8"

DISTANCE - 1.56 CHS.

BEARING - S 5° E

D.T. NE $\frac{1}{16}$ - 3.23 - B.T.

NORWAY PINE - DBH 8"

DISTANCE - 1.19 CHS.

BEARING - N

D.T. NE $\frac{1}{16}$ - 5.23 - B.T.

STARTED EAST FROM $6\frac{1}{16}$ COF. (C.L.O.)

23 USING 9° DEC. FOLLOWING C.L.O. LINE.

0 to 5 ASPEN

5 to 20 HACK PINE

HIT C.L.O. $7\frac{1}{16}$ COF. 23/24 AT 20.01 CHS.

MISSED C.L.O. $7\frac{1}{16}$ COF. 23/24 BY 2.5 LKS.

123

T146N - R30W - SEC. 36

DECEMBER 21, 1936

STARTED SOUTH FROM TEMP. 2 $\frac{1}{2}$ COR. ²⁵ 36
USING η° DEC.

0+03 GRACK, NORWAY PINE (THIN)

CROSSED FURROWS FROM 0 TO 2 CHAINS

37020 BALSAM, B. SPRUCE CEDAR SWAMP

ESTABLISHED TEMP. 4 $\frac{1}{2}$ COR. 36 AT 20 CH.CONTINUED SOUTH FROM 4 $\frac{1}{2}$ COR.

20+034 BALSAM, B. SPRUCE, CEDAR SWAMP

DECEMBER 22, 1936

T146N - R30W - SEC. 36

STARTED SOUTH FROM 34 CH. SOUTH

OF 2 $\frac{1}{2}$ COR. ²⁵ 36 USING η° DEC.

347036 CEDAR SWAMP

367038 BALSAM, B. SPRUCE

387042.95 BRUSH

INTERSECTED EAST-WEST LINE AT

42.95 CH. S.

MISSED TEMP. 9 $\frac{1}{2}$ COR. 36 AT 62.5 CH. S. WEST.

STARTED NORTH FROM TEMP. 2. SEC. COR.

36 USING η° DEC.

0+02 GRACK PINE

2-11 CEDAR SWAMP

11-20 CEDAR, TAMARACK, BLACKS

T146N-R30W-SEC. 36
 ESTABLISHED TEMP. 5 $\frac{1}{16}$ COR. 36 AT 20 CH.
 CONTINUED NORTH

20-24 CEDAR, BALSAM, N. PINE.

24-28 TAMARACK, CEDAR

28-34 TAMARACK, B. SPRUCE.

JANUARY 4, 1937

STARTED EAST FROM $\frac{1}{4}$ COR. 35/36
 FOLLOWING LINEAL SURVEY LINE USING
 7° DEC.

0-42 THIN JACK PINE SEEDLINGS

42-44 TAMARACK

44-60 BRUSH

CROSSED LYDICK BROOK AT 56.25 CH.

JANUARY 5, 1937

STARTED EAST FROM C.L.O. SEC. COR.

$\frac{26}{35}$ | $\frac{25}{36}$ USING 7° DEC. BEARING E 9.5° N.

BEARING TREE
 JACK PINE D.B.H. - 9"
 READS - T146N-R30W-SEC. 26
 BEARING, N39°W
 DISTANCE 1.18 CH.

T146N-R30W-SEC. 36

07011 THIN BALSAM, BLACK PINE SWAMP.

117020 BLACK PINE, NORWAY PINE.

HIT $2\frac{1}{2}$ COR. $\frac{25}{36}$ AT 20.16 CH. AND MISSED
IT BY 6 LKS. N.

CROSSED FURROWS FROM 197020 CH.

JANUARY 6, 1937

STARTED EAST FROM TEMP. $2\frac{1}{2}$ COR. $\frac{25}{36}$ FOLLOWING LINE USING 7° DEC. BEARING
E 9.5° N.

0706 BLACK, NORWAY PINE

67020 TAMARACK, BALSAM, CEDAR, P. SPRUCE SWAMP.

INTERSECTED NORTH-SOUTH LINE

AT 20.64 CH.

MISSED Q.L.O. $\frac{1}{4}$ COR. $\frac{25}{36}$ BY 44 LKS. SOUTH

BEARING TREES

TAMARACK - D.B.H. - 6"

BEARING - $N69^{\circ}W$

DISTANCE - 33 LKS.

READS - $\frac{1}{4}$ S. 25

TAMARACK - D.B.H. 5"

BEARING - $S31^{\circ}W$

DISTANCE - 33.8 LKS.

READS - $\frac{1}{4}$ S. 36

T146 N-R30W-SEC. 36
 JANUARY 7, 1937

STARTED NORTH FROM 34 CH. NORTH
 OF C. SEC. COR. 36 USING 1° DOC.

34.4649 TAMARACK, B. SPRUCE, BRUSH SWAMP.

HIT EAST WEST LINE AT 46.49 CH.

HIT Q. COR. $\frac{1}{4}$ COR. $\frac{25}{36}$ ON HORR.

STARTED EAST FROM Q. COR. $\frac{1}{4}$ COR. SEC. $\frac{25}{36}$
 FOLLOWING Q. COR. LINE USING 1° DOC. BEARING
 E 9.5° N.

0703 TAMARACK, B. SPRUCE SWAMP.

3707 THIN JACK PINE

77020 SCATTERED JACK PINE ON PLANTATION.

CROSSED FURROWS FROM 77020 CH.

HIT TEMP. $\frac{1}{16}$ COR. $\frac{25}{36}$ AT 19.87 CH.

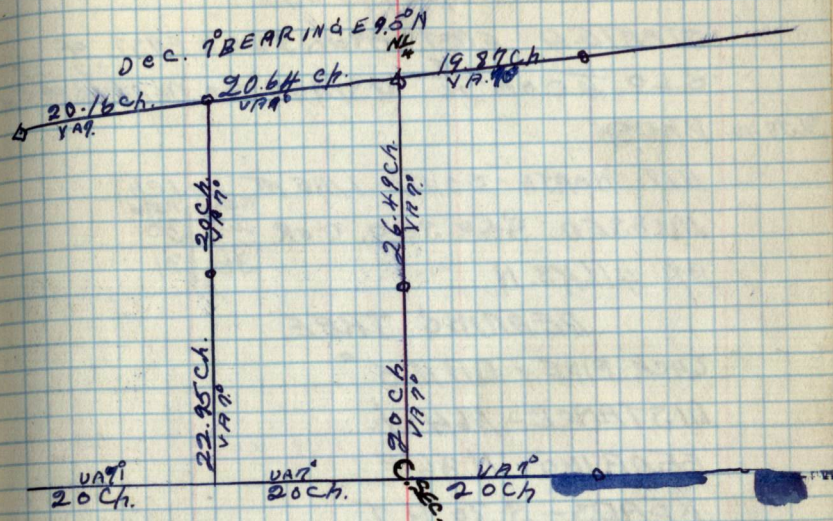
MISSED TEMP. $\frac{1}{16}$ COR. $\frac{25}{36}$ BY 11 LKS. N.

CONTINUED EAST FROM $\frac{1}{16}$ COR. $\frac{25}{36}$

20-30 SCATTERED JACK PINE ON PLANTATION.

307036 BRUSH

T146 N-R30W-SEC. 36



T146N-1930W-SEC. 36

JANUARY 11, 1931

STARTED EAST FROM 36 ch. EAST OF

Q.L.O. $\frac{1}{4}$ COR. $\frac{25}{36}$ USING 7° DEC. BEARING 9.5° N

367040 BRUSH

HIT NORTH-SOUTH LINE AT 40.1 ch.

MISSED Q.L.O. SEC. COR.

25	30
36	31

BY 4 LKS. N.

BEARING TREE.

JACK PINE - D.B.H. 5"

DISTANCE - 1.64 ch.

BEARING - N 36° E

READS - S. 30 B.T.

STARTED SOUTH FROM Q.L.O. COR.

25	30
36	31

 FOLLOWING Q.L.O. LINE
USING 7° DEC.

0103 BRUSH

37018 THIN JACK PINE, ASPEN SAPLINGS.

18-26 MEADOW

261040 BIRCH, JACK, NORWAY PINE.

CROSSED LYDICK BROOK AT 23 ch.

HIT Q.L.O. $\frac{1}{4}$ COR. 31/36 AT 40.08 ch.

MISSED IT BY 1 LK. EAST.

BEARING TAPE

JACK PINE - D.B.H. - 4"

DISTANCE - 6.5 LKS.

T146N - R30W - SEC. 36

JANUARY 11, 1937

BEARING 551°E

READS - B.T.

CROSSED FURROWS FROM 9 to 16 ch.

JANUARY 12, 1937

T146N - R30W - SEC. 26

STARTED WEST FROM C.L.O. $\frac{1}{4}$ COR.

26/25 USING 1° DE C. FOLLOWING C.L.O. LINE

BEARING TREES

JACK PINE - D.B.H. 9"

BEARING - 571°E

DISTANCE - 9 LKS.

READS - $\frac{1}{4}$ S. 25 BT.

NORWAY PINE - D.B.H. - 16"

BEARING - 581°W

DISTANCE 2.93 ch.

READS - $\frac{1}{4}$ S. 26 BT.

0 to 2 JACK, NORWAY PINE

2-20 JACK PINE

CROSSED ROAD AT 18.3 ch.

HIT C.L.O. $\frac{8}{16}$ COR. 26 AT 20.09 ch.

MISSED IT BY 1 LK. SOUTH.

BEARING TREES
JACK PINE - D.B.H. 4.5"

JANUARY 12, 1937
 T146N - R30W - SEC. 26
 DISTANCE - 44 LKS.
 BEARING - N62°E
 READS - C E $\frac{1}{16}$ S. 26 B.T.

JACK PINE - D.B.H. - 5"
 BEARING - S19°W
 DISTANCE - 9 LKS.
 READS - C E $\frac{1}{16}$ S. 26 B.T.

STARTED WEST FROM G.L.O. 8 $\frac{1}{16}$ COR. 26
 FOLLOWING G.L.O. LINE USING 7° REC.

01020 JACK PINE

CROSSED TRAIL AT 13.99 CH.
 HIT G.L.O. SEC. COR. 26 AT 20.09 CH. FROM HERE.

BEARING TREE
 JACK PINE - D.B.H. - 6"
 DISTANCE - 58.8 LKS.
 BEARING - S77°E
 READS - C $\frac{1}{4}$ S. 26 B.T.

JANUARY 13, 1927

T146N-R36W-SEC. 26

STARTED WEST FROM C. SEC. 26

FOLLOWING G.L.O. LINE USING 7th DEC.

0103 JACK PINE

37020 ARCH, NORWAY PINE

HIT NORTH-SOUTH LINE AT 20.34 CH.

& MISSED G.L.O. 9th CON. 26 BY 1/2 K. SOUTH

BEARING, TREES

JACK PINE - D.B.H. 11"

DISTANCE - 48 LKS.

BEARING - S73°E

READS - CW 1/6 S. 26 BT

JACK PINE - D.B.H. - 14"

DISTANCE - 76 LKS.

BEARING N82°E

READS - CW 1/6 S. 26 B.T.

STARTED WEST FROM G.L.O. 9th CON. 26

FOLLOWING G.L.O. LINE USING 7th DEC.

0102 ARCH PINE, ASPEN

27017 ARCH, NORWAY PINE.

177020 GRASS

HIT NORTH-SOUTH LINE AT 20.35 CH.

40N HEAD.

140

JANUARY 13, 1939
T146N-R30W-SEC. 26

BEARING TREES

JACK PINE - DBH 12"

DISTANCE - 2.34 ch.

BEARING - N. 48° W

READS - $\frac{1}{4}$ S. 27 D.T.

JACK PINE - ~~DBH~~ 10"

DISTANCE - 3.55 ch.

BEARING N 80° E

READS - $\frac{1}{4}$ S. 26 D.T.

143

142
JANUARY 14, 1937

T146N - R300W - SEC. 26

STARTED NORTH FROM G.L. $\frac{1}{4}$ COR. $\frac{26}{35}$
FOLLOWING G.L. LINE USING P.P.E.C.

BEARING TREES

JACK PINE - D.B.H. - 8"

BEARING N9°E

DISTANCE - 54.5 LKS.

READS - $\frac{1}{4}$ S. 26 BT.

JACK PINE - D.B.H. - 4"

BEARING S7°W

DISTANCE 64 LKS.

READS - $\frac{1}{4}$ S. 35 BT.

07020 JACK PINE

HIT EAST-WEST LINE AT 20.668 ch.

+ MISSED G.L. $12\frac{1}{2}$ COR. 26 BY 9 LKS. EAST.

BEARING TREES

JACK PINE - D.B.H. 8"

BEARING S49°W

DISTANCE - 54 LKS.

READS - C.S. $\frac{1}{6}$ S. 26 BT.

JACK PINE - D.B.H. - 7"

BEARING N19.5°W

DISTANCE - 47 LKS.

READS - C.S. $\frac{1}{6}$ S. 26 BT.

JANUARY 14, 1937
T146N - R30W - SEC. 26

STARTED NORTH FROM $\frac{1}{2}$ L.O. 12 $\frac{1}{2}$ E OF 26
FOLLOWING $\frac{1}{2}$ L.O. LINE USING 7° DEC.

01010 JACK PINE

HIT $\frac{1}{2}$ L.O. TR. 42 - AP. 4 COR. 26 AT 10.07

CH. & MISSED IT BY 4 LKS. EAST

NO DEAR INCL TREES

CONTINUED NORTH FOLLOWING $\frac{1}{2}$ L.O.

LINE USING 7° DEC.

101020 ~~JACK~~ PINE

TAR PAPER SHARK 15 CH. W. DE 15 CH. DIPA

INTERSECTED EAST-WEST LINE

AT 20.09 CH. & MISSED $\frac{1}{2}$ L.O. E. SEC. COR. 26

BY 4 LKS. EAST.

STARTED WEST FROM TR. 42 - AP. 4
COR. 26 FOLLOWING $\frac{1}{2}$ L.O. LINE USING 7° DEC.

0106 JACK PINE

6108 JACK PINE, OAK

01020 JACK PINE

HIT TR. 42 - AP. 3 COR. 26 AT 20.3 CH.

& HIT IT ON HEAD.

STARTED NORTH FROM $\frac{1}{2}$ L.O. TR. 42 -

AP. 3 COR. 26 FOLLOWING $\frac{1}{2}$ L.O. LINE

USING 7° DEC.

146

JANUARY 14, 1937

T146N-R30W-SEC. 26

07010 JACK PINE

HIT C.L.O. $9\frac{1}{16}$ COR. 26 AT 10.05 CH. ON HEAD

JANUARY 15, 1937

STARTED EAST FROM C.L.O. $\frac{1}{4}$ COR. $\frac{26}{35}$

FOLLOWING C.L.O. LINE USING 9° DECLINATION BEARING $E 15^\circ S$.

07020 JACK PINE

CROSSED FURROW 5 FROM 19 TO 20 CH.

BEARING TREES

JACK PINE - D.B.H. 8"

DISTANCE - 1.74 CH.

BEARING - $N 31^\circ E$ READS - $E \frac{1}{16} S. 26 B.T.$

JACK PINE - D.B.H. 3"

DISTANCE - 18.4 LKS.

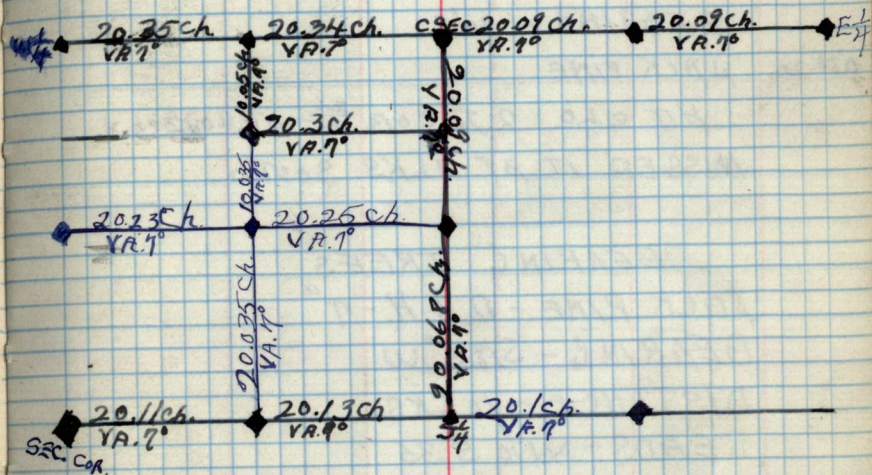
BEARING - $S 45.5^\circ E$

READS - 3.35 B.T.

HIT C.L.O. $15\frac{1}{16}$ COR. $\frac{26}{35}$ AT 20.1 CH. MISSED IT BY 2 LKS. N.

147

T146N-R30W-SEC. 26



T146N-R30W-SEC. 26

JANUARY 18, 1937

STARTED WEST FROM C.L.O. $\frac{1}{4}$ COR. $\frac{26}{35}$ FOLLOWING C.L.O. LINE USING 7° DEC.

BEARING W30'S

07020 JACK PINE

HIT C.L.O. $2\frac{1}{16}$ COR. $\frac{26}{35}$ AT 20.13 ch. N

MISSED IT BY 3 LKS. SOUTH.

BEARING TREES

JACK PINE - D.B.H. - 7"

BEARING - S18.5° W

DISTANCE - 10 LKS.

READS - W $\frac{1}{16}$ S. 35

JACK PINE - D.B.H. 8"

DISTANCE - 48.5 LKS

BEARING - N4° E

READS - W $\frac{1}{16}$ S. 26STARTED WEST FROM $2\frac{1}{16}$ COR. $\frac{25}{36}$ FOLLOWING C.L.O. LINE USING 7°

DEC. BEARING W30'S.

20237 JACK PINE

CROSSED TRAIL AT 26.7 ch.

371040 ASPEN JACK PINE

HIT C.L.O. SEC. COR. $\frac{27}{26}$ | $\frac{26}{35}$ AT 40.24 ch.+ MISSED IT BY $\frac{34}{35}$ 1 LK. NORTH

T146N-R30W-SEC. 26

JANUARY 18, 1937

BEARING TREES

JACK PINE - D.B.H. - 12"

BEARING - S4°E

DISTANCE - 24 LKS.

READS - T146N-R30W-S.35-B.T.

JACK PINE - D.B.H. - 14"

BEARING S67°W

DISTANCE - 28.5 LKS.

READS - T146N-R30W-S34

JACK PINE - D.B.H. - 11"

BEARING N74°W

DISTANCE - 47 LKS.

READS - T146N-R30-S.27

JACK PINE - D.B.H. - 14"

DISTANCE - 1.3 ch.

BEARING N76.5°E

READS - T146N-R30W-S.26

T/46 N - R30 W - SEC. 26

JANUARY 19, 1937

STARTED SOUTH FROM C.L.O. TR. 42-
 AP. 3 COR. 26 FOLLOWING C.L.O. LINE USING
 7° DEC.

0704 OPEN

41010 JACK, NORWAY PINE

HIT ON HEAD C.L.O. 11 $\frac{1}{8}$ COR. 26 AT 10.034ca.

BEARING TREES

JACK PINE - DB.H. 6.5"

BEARING N9°E

DISTANCE - 11 LKS.

READS - SW $\frac{1}{8}$ S. 26 - BT.

JACK PINE - DB.H. - 6"

DISTANCE - 49 LKS.

BEARING - S14°E

READS - SW $\frac{1}{8}$ S. 26 - BT.CONTINUED SOUTH FROM C.L.O. 11 $\frac{1}{8}$ COR. 26

FOLLOWING C.L.O. LINE USING 7° DEC.

07020 JACK PINE

INTERSECTED EAST-WEST LINE

AT 20.035ca. MISSED C.L.O. 2 $\frac{1}{8}$ COR. $\frac{26}{35}$

BY 4.5 LKS. WEST.

T146N - R30W - SEC. 26

JANUARY 23 1937

STARTED WEST FROM C.L.O. 12 $\frac{1}{2}$ COR. 26 FOLLOWING C.L.O. LINE USING 7 $^{\circ}$ V.

07020.25 JACK PINE

INTERSECTED NORTH-SOUTH LINE AT

20.25 Ch. & HIT C.L.O. 11 $\frac{1}{2}$ COR. 26 ON HEAD.CONTINUED WEST FROM 11 $\frac{1}{2}$ COR. 26USING 7 $^{\circ}$ DEC. FOLLOWING C.L.O. LINE

07020.23 JACK PINE

INTERSECTED NORTH-SOUTH LINE AT 20.23

Ch. & HIT C.L.O. 10 $\frac{1}{2}$ COR. 27/26 ON HEAD

BEARING TREES

JACK PINE - D.B.H. - 9"

BEARING - N 26.5 $^{\circ}$ E

DISTANCE - 53 LKS.

READS - S $\frac{1}{2}$ S. 26

JACK PINE - D.B.H. 9"

DISTANCE - 1.23 Ch.

BEARING - S 41 $^{\circ}$ WREADS - S $\frac{1}{2}$ S. 26

MAP ON PAGE 147

T145N-R29W-SEC. 9
 JANUARY 20, 1937

STARTED NORTH FROM C. SEC. COR. 9

FOLLOWING LINEAL SURVEY LINE USING 7° DEC.

070.12 JACK PINE

CROSSED ROAD AT 5.21 ch.

INTERSECTED EAST-WEST LINE
 AT 12.89 ch. & ESTABLISHED TEMP.

$5\frac{1}{2}$ COR. 9 AT 12.89 ch.

CONTINUED NORTH

12.32.66 JACK PINE, ASPEN

INTERSECTED EAST-WEST LINE AT
 32.66 ch. & ESTAB. TEMP. $N\frac{1}{4}$ COR. $\frac{4}{9}$.

STARTED WEST FROM TEMP. $\frac{1}{4}$ COR. $\frac{4}{9}$

FOLLOWING LINEAL SURVEY LINE USING 7°

0704 JACK PINE, ASPEN

4.19.78 JACK PINE, NORWAY PINE

INTERSECTED NORTH-SOUTH LINE
 AT 19.78 ch. & ESTAB. $2\frac{1}{16}$ TEMP. COR. $\frac{4}{9}$.

JANUARY 21, 1937

STARTED NORTH FROM TEMP. $9\frac{1}{16}$ COR. 9

FOLLOWING LINE USING 7° DEC.

070.12.84 JACK PINE

CROSSED ROAD AT 6.78 ch.

INTERSECTED EAST-WEST LINE AT 12.84 ch.

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T145N-R29W-SEC. 9

ESTAB. TEMP. $4\frac{1}{2}$ COR. 9 AT 12.84 ch.STARTED SOUTH FROM TEMP. $2\frac{1}{2}$ COR. $\frac{7}{9}$ FOLLOWING $\frac{1}{2}$ LINE USING 1° DEC.

07020 JACK PINE

INTERSECTED EAST-WEST LINE

AT 19.84 ch. & HIT TEMP. $4\frac{1}{2}$ COR. ON HEAD.STARTED EAST FROM TEMP. $4\frac{1}{2}$ COR. 9USING 1° DEC. BEARING E 30° S

071962 JACK PINE

INTERSECTED NORTH-SOUTH LINE

AT 17.62 ch. & HIT TEMP. $5\frac{1}{2}$ COR. 9

ON HEAD.

159

T145N-R29W-SEC. 9

