

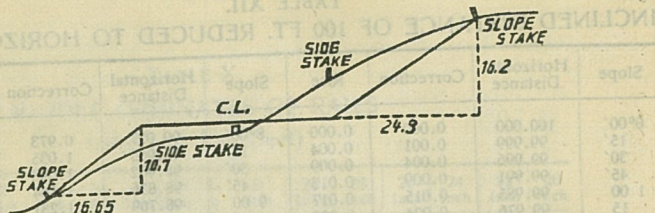
MINING
TRANSIT BOOK

TRUCK TRAIL AND
FIRE TRAIL TRAVERSE
NOTES -

SCHLEY CAMP T-22

CCC 61

contents



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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

Page

Name

No

1	Paish Ah Cumig Road	4512
25	Ly Be Road	4511
31	Old Bena Road	457
57	Otter Tail Road	4510
91	Third River Road	475
109	Sugar Lake Road	468

1.
Traverse Notes
ON PAISH Mt Cummig #4512

N. W. Swift - First Leader

G. E. Archambeau - T

K. E. Bartels - Head Chairman

EQUIPMENT

Staff COMPASS

100' Chain

1 Belt Axe

1 Staff

Date: Aug 6, 1936

STA. Defl. Bearing.

2

12+00. 36° R. P.I. #2 11+00.
S 13 E
S 49 E

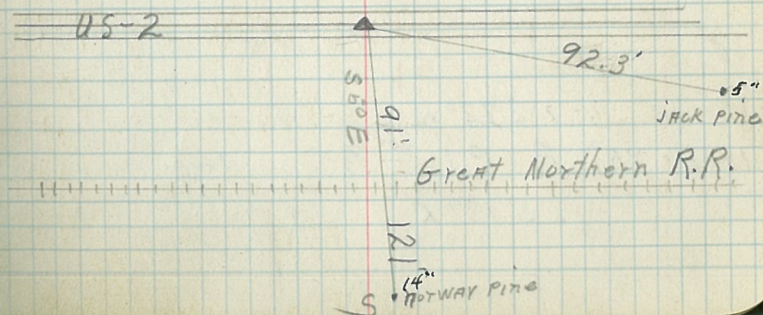
1+00. 44° L. P.I. #1 1+00.
S 49 E
S 5° E

0+00. 76° -R
S 5° E
S 81° E No 2.

Point of beginning - \perp U.S. - 2
STA. 55+81 East on U.S. - 2
[See Travers Notes on U.S. - 2]

N
REMARKS

3



Sta Defl Bear.

#

S 25° W
37+80 21° L P I # 5 7+40
S 46° W

S 46° W
30+40 26° L P I # 4 9+40
S 72° W

S 72° W
21+00 85° R P I # 3 9+00
S 13° E

REMARKS

5

Fire WY # 1 STA 25+87
STA 22+50 - 4 line 9 1/6 Sec. 20 - 145 - 29
60' in Road
STA 20+25
S 90° line R. R.

Paish A H Camrig
N

STA Defl Bear. 6 Dist B.P.I.

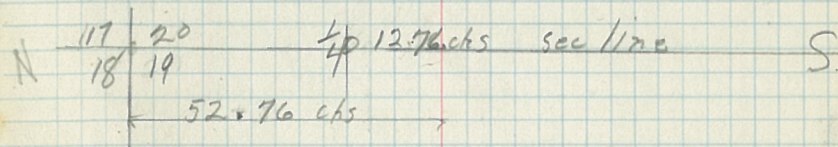
Remarks

7

Paisley

38+76

S 49° W
55+60 6° L P.I. #8 8+10
S 55° W



S 55° W
52+50 59° R P.I. #7 4+50
S 4° E

S 4° E
48+00 29° L P.I. #6 10+20
S 25° W

43+40

~~Pa.~~
DUMP PIT Road

W

STA Defl Bearing 8

78+00 13° R P.I. # 12 4+30 ✓
S 11° W
S 2° E

73+70 19° L P.I. # 11 9+60 ✓
S 2° E
S 17° W

64+10 23° L P.I. # 10 3+10 ✓
S 17° W
S 40° W

61+00 9° L P.I. # 9 5+40 ✓
S 40° W
S 49° W

REMARKS

9

60+82

19 20 16.80 ch E to Sec 607
30 39

Sta Defl Bearing

10

REMARKS

11

105+40 10° L P1 #17 2+60
S 1° E
S 9° W

85+37

103+80 25° L P1 #16 6+20[✓]
S 9° W
S 36° W

~~1/4 sec line 25.20 chs 0
E to 1/4
sec 30~~

96-60 29° R P1 #15 6+80[✓]
S 36° W
S 7° W

89+80 23° L P1 #14 5+40[✓]
S 7° W
S 30° E

84+40 19° R P1 #13 6+40[✓]
S 30° E
S 11° W

Sta Defl Bearing

12

Remarks

13

S 13° W
 127+00 20° R P.I. #22 6+45 ✓
 S 7° E

S 7° E
 120+55 59° R P.I. #21 4+25 ✓
 S 66° E

S 66° E
 116+30 33° L P.I. #20 2+20 ✓
 S 33° E

S 33° E
 114+10 38° L P.I. #19 4+10 ✓
 S 5° W

S 5° W
 ✓ 110+00 6° R P.I. #18 4+60 ✓ ~~300~~
 S 1° E

113+85

25 30

44.11 ch. W. Sector

Sec. 30

36 31

Sec. 31

P.I. #18 H. Cunningham

Sta Defl Beat

.4

Remarks

15

S 65° W
155+55 52° R P.I. #28 2+85 ✓
S 3° W

S 3° W
152+70 44° R P.I. #27 6+70 ✓
S 41° E

S 41° E
146+00 30° L P.I. #26 9+00 ✓ X
S 10° E

S 10° E
137+00 8° L P.I. #25 3+60 ✓ X
S 2° E

S 2° E
133+40 36° L P.I. #24 2+70 ✓
S 34° W

S 34° W
130+70 21° R P.I. #23 3+70 ✓ X
S 13° W

1/16 line

Sta 148.85
Rd. #2
Fireway

Sta Defl Bear.

16

179+00 20° R P.I. #34 1+00
S 58° W
S 38° W

178+00 30° R P.I. #33 4+10
S 38° W
S 8° W

173+90 83° L P.I. #32 2+90
S 8° W
N 89° W

171+00 31° R P.I. #31 5+25
N 89° W
S 60° W

165+75 28° R P.I. #30 1+25
S 60° W
S 32° W

164+50 23° L P.I. #29 8+95 ✓
S 32° W
S 55° W

Remarks

17

166+00

Truck trail
to South

173+05⁰ Culvert

173+90
Truck trail
to North

PAISH H. CUMMINS

STA Defl. Bear.

18

1
212+00 15° R. P.I. #40 14+78
S62W

1
197+22 26° L. P.I. #39 1+95 ✓
S88°W

1
195+27 34° L. P.I. #38 3+55
N57°W


1
191+72 45° R. P.I. #37 2+72
S78°W

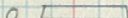
16
189+00 10° L. P.I. #36 4+00
S88°W

16
185+00 30° R. P.I. #35 6+00 X
S58°W

Remarks

19

183+35
0  0 Culvert

192+29
0  0 Culvert

R30 R29
36 31 40 ft W to GLO way
1 6

36 31
1 6 51' N. STA 201+72

210+00
Truck Trail South

Prish FH Camp

Sta. Defl. Bearing

20

W. T.

One OAK 5" DBH. S 45° W - 60 Ks.

One OAK 10" DBH. N 50° E - 79 Ks

225+00 END OF PAISH AH CUMMIG Rd.

Small t. Trails leading off at
S 6° E - N 12° E - S 88° W
Creek at S 88° W Rehs Dist.

S 57° W 4+00

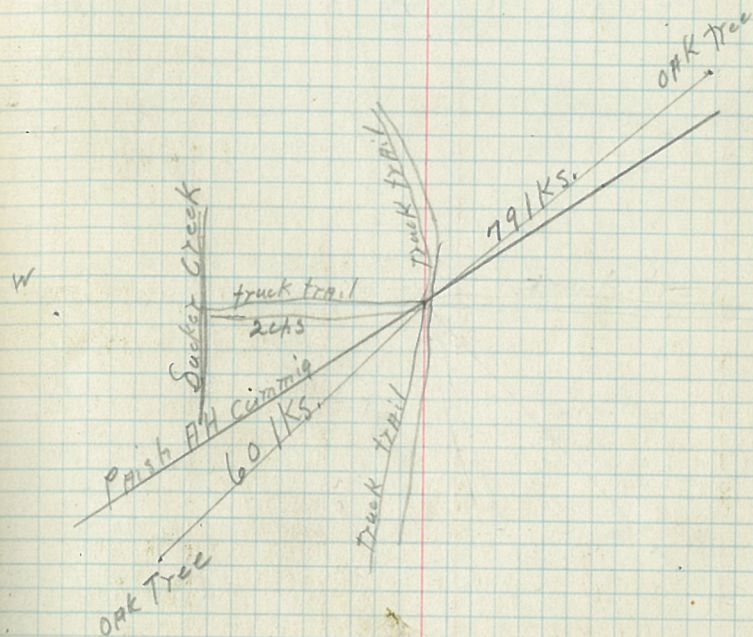
221+00 10° R P1 #42 6+76
S 67° W

S 67° W

214+24 10° R P1 #41 2+24
S 77° W

Remarks

21



Sta Defl Bearing

22

A Mixed Hard Wood type except
for a few white pine seed trees
and Norway seed trees
Aspen Mixed in all of it

Sta. 212+15

23

Chain of Lakes
Boat Landing

Sta. 220+00
o o culvert

221+91
o o culvert

24

REMARKS

25

Traverse Notes
ON LY Be Road #4511

Date: Aug 10, 1936

Sta. Defl. Bear.

26

30+00 N 4° E
 4° R P I # 3 11+00
 N 8° E

19+00 N 8° E
 3° L P I # 2 13+00
 N 5° E

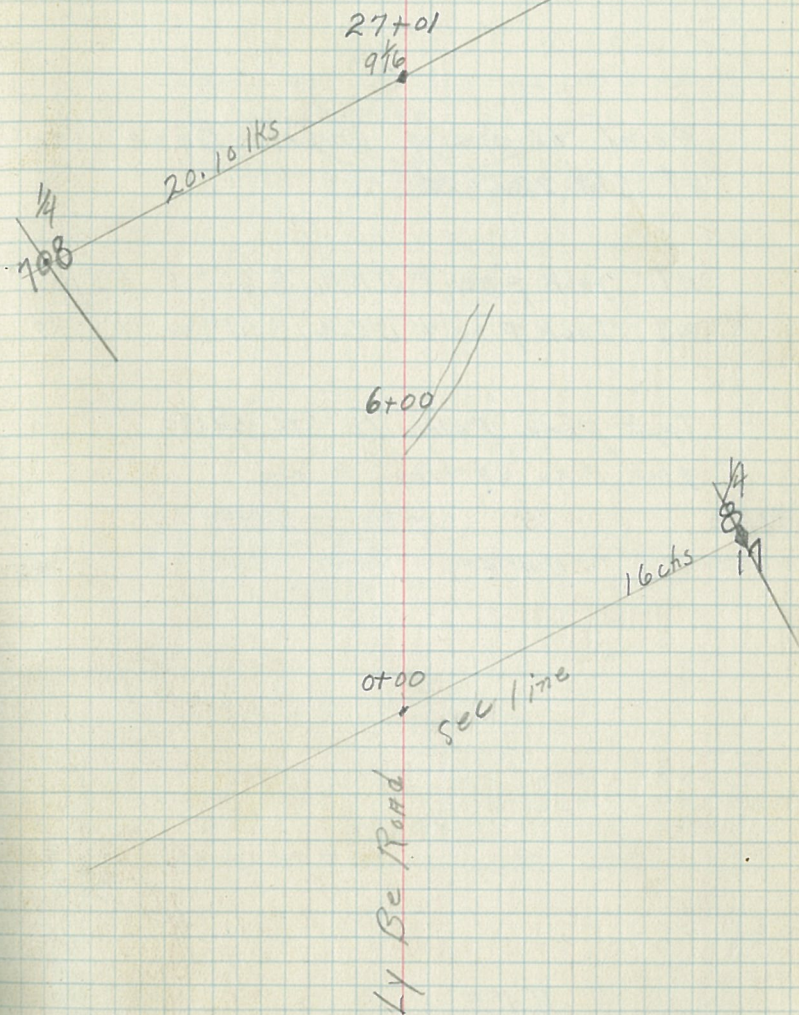
6+00 N 5° E
 7° L P I # 1 6+00
 N 12° E

0+00 N 12° E

Point of Beginning at int. of
 Lydick Lake Road on sec. line $\frac{8}{17}$
 16 chs East to $\frac{1}{4}$ cor. (w.t. Jack pine 6" DBH.
 N 58° W. 301 Ks) (Jack pine N 84° W. 231 Ks

REMARKS

27



Sta Deft Bear

28

point of ending on Old Bena Rd.
AT STA. 222+25

WT. Jack pine 3" D.B.H. S 63° E 631ks

WT Jack pine 4" D.B.H. S 51° W 431ks

Jack pine poles to STA 52+90

Jack pine sapling to end

93+90

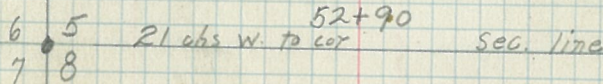
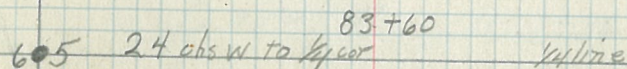
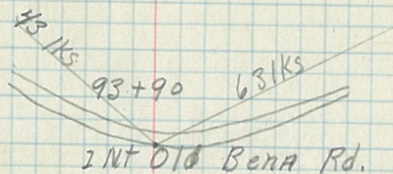
63+90

N 4° E

N. 4° E.

Remarks

29



30

Remarks

31

Traverse Notes
On Old Benn Road #457

Date: Aug. 11, 1936

Sta. Defl. Bear.

32

		S 76° E	
25+00	54°	R P.I. #4	7+00
		N 51° E	

		N 51° E	
18+00	130°	L P.I. #3	11+00
		N 64° E	

		N 64° E	
7+00	11°	R P.I. #2	4+00
		N 53° E	

		N 53° E	
3+00	17°	L P.I. #1	3+00
		N 70° E	

0+00

N 70° E

point of Beginning B.T. Aspen.

8" D.B.H. S 11° E 321Ks

Sec. G.L.O. cor. S 5° E 151Ks corner to

34/35

3/2

1/5

REMARKS

33

Burns Lake Road

25+00

Sta Defl Bery.

37

68+00 4° L P.I. #8 13+00
N 71° E
N 75° E

55+00 2° L P.I. #7 5+00
N 76° E
N 77° E

50+00 12° L P.I. #6 7+00
N 77° E
N 89° E

43+00 25° L P.I. #5 18+00
N 89° E
S 76° E

REMARKS

35

16 chs south to
59+45

35
36
1
2

~~Truck trail cut off~~
58+17

Hydick Lake Road
48+00
INT.

17.10.5
sec 35
sec 2
32+40

Berry R.

Sta Defl Bear.

36

Remarks

37

107+00 12° L P.I. #13 4+00
N 82° E
S 86° E

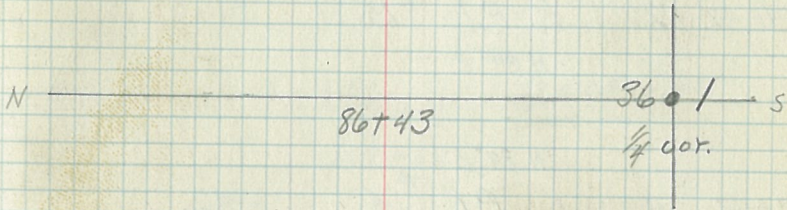
103+00 7° L P.I. #12 11+00
S 86° E
S 79° E

92+00 2° L P.I. #11 6+00
S 79° E
S 77° E

86+00 25° R. P.I. #10 11+00
S 77° E
N 78° E

75+00 7° R. P.I. #9 7+00
N 78° E
N 71° E

Truck trail
105+05



Truck trail
86+00

Sta. Defl. Bear.

38

131+00 20° L P.I. #17 11+00
N 77° E
S 83° E

120+00 36° R. P.I. #16 5+58
S 83° E
N 61° E

114+42 27° R. P.I. #15 3+00
N 61° E
N 34° E

111+42 48° L P.I. #14 4+42
N 34° E
N 82° E

REMARKS

39

Track Trail

129+50

N.

19 ch 101Ks South

111+42

12
36
1

Bridge

Lydiak Brook

108+08

Sta Defl Bear.

40

S 70° E.
159+37 24° L P.I. #21 6+85
S 46° E.

S 46° E
152+52 28° R P.I. #20 5+52
S 74° E

S 74° E
147+00 46° R P.I. #19 11+00
N 60° E

N 60° E
138+00 17° L P.I. #18 7+00
N 77° E

Remarks

41

Truck trail cutoff to Miss Loope Road
153+50
#4610
Miss. Loope Road
147+00

line run
142+00

Truck trail
132+00

Sta. Defl. Bear.

42

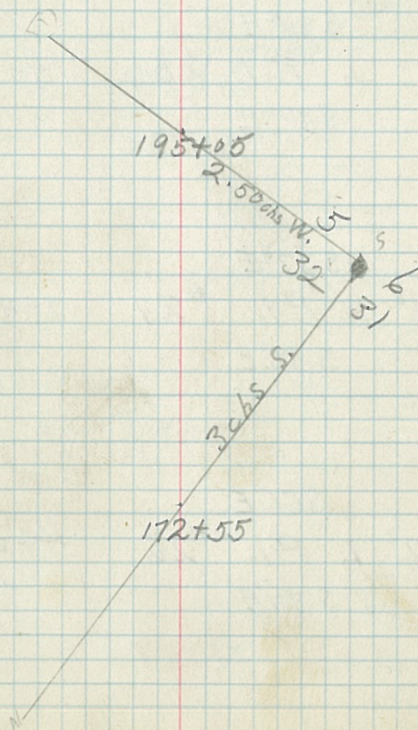
202+00 29° L P.I. #25 6+83
S34°E
S5°E

195+17 28° R P.I. #24 26+65
S5°E
S33°E

168+52 21° R P.I. #23 3+52
S33°E
S54°E

165+00 16° R P.I. #22 5+63
S54°E
S70°E

43



Sta. Defl. Bear.

44

45

S 85° E
222+00 24° L P.I. #30 6+00
S 60° E

S 61° E
216+00 27° L P.I. #29 4+00
S 34° E

S 34° E
212+00 3° L P.I. 28 4+54
S 37° E

S 37° E
207+46 19° R P.I. #27 1+46
S 56° E

S 56° E
206+00 22° L P.I. #26 4+00
S 34° E

into of ~~H⁸⁰ Road~~
~~#4511~~

222+25

6.5 13.60 chs W
H₆₀₀ 213+53

truck trail
208+25

Sta. Defl. Bear.

46

REMARKS

47

245+00 9° R P.I. #35 6+00
S32°E
S41°E

239+00 20° R. P.I. #34 2+00
S41°E
S61°E

237+00 14° L P.I. #33 10+34
S61°E
S47°E

226+66 15° R P.I. #32 2+66
S47°E
S62°E

224+00 23° R P.I. #31 2+00
S62°E
S85°E

6+5 46.30 chs W. 4/1720
239+21

37 5 41 chs N.
4+00

235+29

Sta. Defl. Bear.

48

Remarks

49

S 25° E
266+00 4° R. P.I. #41 5+00
S 29° E

S 29° E
261+00 12° L. P.I. #40 2+00
S 17° E

S 17° E
259+00 8° R. P.I. #39 3+00
S 25° E

S 25° E
256+00 7° R. P.I. #38 5+00
S 32° E

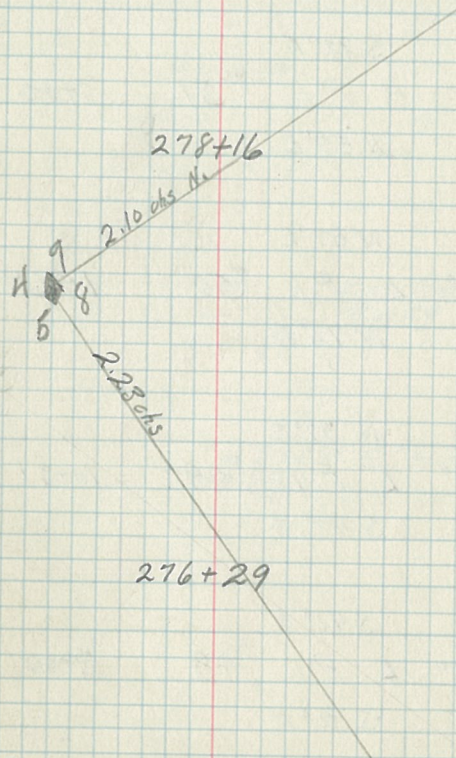
S 32° E
251+00 7° R. P.I. #37 1+00
S 39° E

S 39° E
250+00 7° L. P.I. #36 5+00
S 32° E

Sta	Defl.	BEAR.		50	
289+00	11°	R. P.I. #47	5+00		
		S 30° E			
		S 41° E			
284+00	4°	L. P.I. #46	4+00		
		S 41° E			
		S 37° E			
280+00	12°	R. P.I. #45	2+00		
		S 37° E			
		S 49° E			
278+00	10°	R. P.I. #44	4+00		
		S 49° E			
		S 59° E			
274+00	3°	L. P.I. #43	4+29		
		S 59° E			
		S 56° E			
269+71	31°	L. P.I. #42	3+71		
		S 56° E			
		S 25° E			

REMARKS

51



Sta. Defl. Bear.

52

S 81° E
 320+00 22° R. P.I. #53 5+00 ✓
 N 77° E

N 77° E
 315+00 16° L. P.I. #52 6+00 ✓
 S 87° E

S 87° E
 309+00 36° R. P.I. #51 3+00 ✓
 N 57° E

N 57° E
 306+00 15° L. P.I. #50 1+69 ✓
 N 72° E

N 72° E
 304+31 61° L. P.I. #49 10+31 ✓
 S 47° E

S 47° E
 294+00 17° L. P.I. #48 5+00 ✓
 S 30° E

Remarks

53

TRUCK TRAIL

317+09

INT. Five Road
 000 #459
 315+83

314+89 2+50' S. to con. Sec. cor 9

Sta Defl. Bear.

54

368+00 8° L P.I. #59 3+00

S 85° E

S 77° E

365+00 17° R P.I. #58 15+00

S 77° E

N 86° E

350+00 11° R P.I. #57 7+00

N 86° E

N 75° E

348+00 6° R P.I. #56 8+27

N 75° E

N 69° E

335+73 46° L P.I. #55 11+59

N 69° E

S 71° E

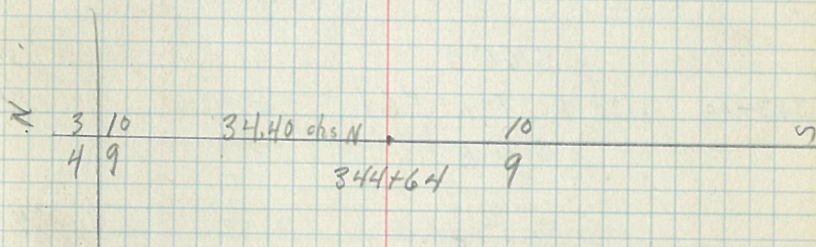
324+14 10° R P.I. #54 4+14

S 71° E

S 81° E

55

~~truck trail~~
353+23



Sta. Defl. Bear.

56

2+82
396+82 Point of ending white post
on section line with marker.

S 86° E
394+00 3° 30' L P.I. #63 2+61
S 89° 30'

S 89° 30' E
391+39 29° 30' L P.I. #62 8+39
S 60° E

S 60° E
383+00 11° R P.I. #61 3+00
S 71° E

S 71° E
380+00 14° R P.I. #60 12+00
S 85° E

Remarks

57

Point of ending sec line post 1.5 chs
S to 1/4 cor. section 10+11 145-29
WT. OAK 3" D.B.H. S 2° E 40 lks.

N
white post marker 40 lks. S oak tree

INT.
Little Portage Lake Road
389+45

Truck trail
Goss & Richman
388+37

Well point
33 chs N 34 lks S 1/4 line
370+42

58

REMARKS

59

Traverse Notes
On Ottertail Road #4510

Date: Aug. 13 1936

Sta	Defl	Bear.		60	
30+40	62°	R P.I. #4	566°W	6+40	✓
			54°W		
24+00	7°	R P.I. #3	54°W	14+90	✓
			53°E		
9+10	32°	L P.I. #2	53°E	7+10	✓
			529°W		
2+00	17°	R P.I. #1	529°W	2+00	✓
			512°W		
0+00			512°W		

REMARKS 61

Point of beginning on US-2
 W.T. NORWAY Pine N 80°W 86.3'
 from starting point
 W.T. NORWAY Pine S 84°E 2+88'

Sta Defl Beat.

62

S 5 W.
73+40 12° L P.I. #10 13+40 ✓
S 17° W

S 17° W
60+00 14° R P.I. #9 4+00 ✓
S 3° W

S 3° W
56+00 7° L P.I. #8 8+00 ✓
S 16° W

S 10° W
48+00 48° R P.I. #7 9+90 ✓
S 38° W

S 38° W
38+10 71° L P.I. #6 4+10 ✓
S 76° W

S 76° W
34+00 100° R P.I. #5 3+60 ✓
S 66° W

63

Sta. Defl. Bear.

64

65

S 21° E
117+40 13° L P.I. #16 5+40 ✓
S 8° E

S 8° E
112+00 6° R P.I. #15 8+00 ✓
S 14° E

S 14° E
104+00 7° L P.I. #14 8+60 ✓
S 7° E

S 7° E
95+40 27° L P.I. #13 9+40 ✓
S 20° W

S 20° W
86+00 2° L P.I. #12 9+00 ✓
S 22° W

S 22° W
77+00 17° R P.I. #11 3+60 ✓
S 5° W

STA Defl Bear.

66

155+50 13° R P.I. #22 2+50 ✓
S 36° W
S 23° W

153+00 22° R P.I. #21 5+30 ✓
S 23° W
S 1° W

147+70 20° L P.I. #20 3+20 ✓
S 1° W
S 21° W

144+50 10° R P.I. #19 7+20 ✓
S 21° W
S 11° W

137+30 8° R P.I. #18 12+89 ✓
S 11° W
S 3° W

124+41 24° R P.I. #17 7+01 ✓
S 3° W
S 21° E

REMARKS

67

STA. Defl. Bear

68

REMARKS

69

186+80 7° L P.I. #28 3+80 ✓
 S 35° W
 S 42° W

183+00 9° R P.I. #27 5+50 ✓
 S 42° W
 S 33° W

177+50 54° R P.I. #26 5+50 ✓
 S 33° W
 S 21° E

172+00 12° L P.I. #25 5+20 ✓
 S 21° E
 S 9° E

166+80 22° L P.I. #24 7+10 ✓
 S 9° E
 S 13° W

159+70 23° L P.I. #23 4+20 ✓
 S 13° W
 S 36° W

Sta. Defl. BERT.

70

S 12° W
220+50 12° L P.I. #34 4+50 ✓
S 24° W

S 24° W
216+00 4° L P.I. #33 7+00 ✓
S 20° W

S 20° W
209+00 9° L P.I. #32 5+60 ✓
S 29° W

S 29° W
203+40 58° R P.I. #31 8+80 ✓
S 29° E

S 29° E
194+60 57° L P.I. #30 3+60 ✓
S 28° W

S 28° W
191+00 7° L P.I. #29 4+20 ✓
S 35° W

71

STA Defl BEAR 72

263+00 140° L P.I. #40 8+40 ✓
S 22° W
S 36° W

254+60 4° L P.I. #39 7+30 ✓
S 36° W
S 40° W

247+30 18° L P.I. #38 5+30 ✓
S 40° W
S 58° W

242+00 18° R P.I. #37 7+50 ✓
S 58° W
S 40° W

234+50 39° R P.I. #36 9+50 ✓
S 40° W
S 1° W

225+00 11° L P.I. #35 4+50 ✓
S 1° W
S 12° W

73

Sta Refl BEHY

74

75

S 5° W
309+00 15° R P.I. #46 8+00 ✓
S 10° E

S 10° E
301+00 8° L P.I. #45 6+00 ✓
S 2° E

S 2° E
295+00 18° L P.I. #44 15+00 ✓
S 20° W

S 20° W
280+00 20° L P.I. #43 4+50 ✓
S 40° W

S 40° W
275+50 25° R P.I. #42 5+50 ✓
S 15° W

S 15° W
270+00 7° L P.I. #41 7+00 ✓
S 22° W

Sta. Defl Beat.

76

339+00 15° N 87° W
R.P.I. #52 2+20 ✓
S 78° W

336+80 42° S 78° W
R.P.I. #51 2+80 ✓
S 36° W

334+00 8° S 36° W
L.P.I. #50 5+40 ✓
S 44° W

328+60 19° S 44° W
R.P.I. #49 9+60 ✓
S 25° W

319+00 8° S 25° W
R.P.I. #48 6+80 ✓
S 17° W

312+20 12° S 17° W
R.P.I. #47 3+20 ✓
S 5° W

77

STA. Defl. BEAR.

78

355+40 16° S 49° W
R.P.I. #58 2+10 ✓
S 88° W

358+30 29 S 38° W
R.P.I. #57 3+30 ✓
S 4° W

350+00 43° S 4° W
L.P.I. #56 2+80 ✓
S 47° W

347+20 67° S 47° W
R.P.I. #55 4+10 ✓
S 20° E

343+10 73° S 20° E
L.P.I. #54 1+80 ✓
S. 53° W

341+30 34° S. 53° W
L.P.I. #53 2+30 ✓
N. 87° W

79

S STA Defl BEAT

80

35 372+50 29° L.P.I. #64 2+90 ✓
S 55° W
S 84° W

35 370+60 59° R.P.I. #63 4+60 ✓
S 84° W
S 25° W

35 366+00 15° L.P.I. #62 1+10 ✓
S 25° W
S 40° W

34 364+90 43° L.P.I. #61 3+50 ✓
S 40° W
N 83° W

34 361+40 54° R.P.I. #60 4+00 ✓
N 83° W
S 29° W

34 357+40 20° L.P.I. #59 2+00 ✓
S 29° W
S 49° W

81

STA. Defl Bear.

82

35 389+20 21° S 7°W
L.P.I. # 70 1+60 ✓
S 28°W

35 387+60 22° S 28°W
L.P.I. # 69 3+40 ✓
S 50°W

35 384+20 19° S 58°W
L.P.I. # 68 3+40 ✓
N 69°W

34 380+80 37° N 69°W
R.P.I. # 67 2+60 ✓
S 74°W

34 378+20 34° S 74°W
R.P.I. # 66 2+80 ✓
S 40°W

34 375+40 15° S 40°W
L.P.I. # 65 2+90 ✓
S 55°W

83

	STA	Defl	BEAR.			84
35	412+80	12°	L.P.I. N 76° W	# 76	2+70	✓
			S 88° W			
35	410+10	75°	R.P.I. S 1° W	# 75	2+80	✓
			N 76° W			
35	407+30	59°	L.P.I. S 60° W	# 74	2+30	✓
			S 1° W			
34	405+00	5°	L.P.I. S 65° W	# 73	5+00	✓
			S 60° W			
34	400+00	6°	L.P.I. S 71° W	# 72	5+70	✓
			S 65° W			
34	394+30	64°	R.P.I. S 7° W	# 71	5+10	✓
			S 71° W			

STA Defl BEAR.

86

87

32

32

32

34

34

34

414+80

S 88° W

2+00

Traverse Notes
On Third River Road #475

Date Aug 20 1936

STA Defl BERT.

92

58400 12° N 63° E
LPI #5 8400
N 75° E

50400 8° N 75° E
LPI #4 14400
N 83° E

36400 10° N 83° E
RPI #3 13400
N 73° E

23400 9° N 73° E
LPI #2 11400
N 82° E

12400 13° N 82° E
LPI #1 12400
S 85° E

0400 S 85° E

Point of Beginning B.T.
WORK 12" DBH. S. 58° W 34 ft.
Aspen 10" DBH N. 23° E 74 FT.

93

N ——— 12 obs ——— S
STA 29400

N. 18 17 19 20
19 20
20 obs
STA. 55400 ——— S

STA Defl BEAT

94

3 113+00 18° RPI #11 6+00
S 80° E
S 88° E

3 107+00 13 RPI #10 6+00
S 88° E
N 75° E

3 101+00 13° LPI #9 19+00
N 75° E
N 88° E

3 82+00 18 RPI #8 5+00
N 88° E
N 70° E

3 77+00 21° RPI #7 8+00
N 70° E
N 49° E

3 69+00 14° LPI #6 11+00
N 49° E
N 63° E

95

50 IRs 17
STA 86+40 20

4 caps 18
STA 113+00 17 20 21

STA. Defl BEAT.

46

154+60 29° LPI #17 8+60
N 47 E
N 76 E

146+00 27° RPI #16 5+00
N 76 E
N 49 E

141+00 17° LPI #15 3+00
N 49 E
N 66 E

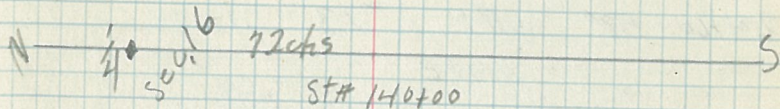
138+00 8° LPI #14 5+00
N 66 E
N 58 E

132+50 15° LPI #13 10+50
N 58 E
N 73 E

122+00 7° LPI #12 9+00
N 73 E
S 80 E

Sugar Lake Road 97

STA 131+00



160+15
STA. 174+71

STA. 182+50 Culvert

Sta. Defl Bear

98

201+60 48° LPI #23 21+00
N 31° E
N 79° E

180+60 15° LPI #22 6+60
N 79° E
N 4° E

174+00 29° RPI #21 5+00
N 4° E
N 65° E

169+00 14° RPI #20 5+00
N 65° E
N 51° E

164+00 25° RPI #19 7+60
N 51° E
N 26° E

156+40 21° LPI #18 1+80
N 26° E
N 47° E

99

=
Sta. 186+50 Culvert

=
Sta 191+00 Culvert

=
Sta 200+00 Culvert

Sta 201+60 Culvert

STA Defl BEAT.

100

233+00 9° N13°E
RPI #29 4+00
N4°E

229+00 4° N4°E
LPI #28 4+60
N8°E

224+40 25° N8°E
LPI #27 4+40
N33E

220+00 10° N38E
R.P.I. #26 4+80
N23°E

215+00 18° N23E
R.P.I. #25 10+60 ↙
N5°E

204+60 26° N5°E
LPI #24 3+00
N31°E

101

N ————— S
#24/6 14chs
sec. 15 STA 201+60

STA 204+60 = Culvert

Sta. 221+00 Mix Hardwood stand

STA 212+65 = Culvert

STA 219+85 = Culvert

Sta. 221+50 Road goes to Sugar Lake

STA. Defl Bear

102

274+50 5° N 8° E
L P I #35 3+50
N 13° E

271+00 26° N 13° E
R P I #34 4+00
N 13° W

267+00 12° N 13° W
R P I #33 10+60
N 25° W

256+40 18° N 25° W
L P I #32 10+40
N 7° W

246+00 8° N 7° W
L P I #31 8+00
N 1° E

238+00 12° N 1° E
L P I #30 5+00
N 13° E

103

W $\frac{10}{15}$ $\frac{11}{14}$ 1000 5/1/25 E
STA 226+31

STA 230+20 Culvert v

STA. 234+60 Culvert v

STA. 241+00 Culvert

STA. 255+00 Culvert

STA. 257+30 Culvert

STA. 262+20 Culvert

Sta. Defl. Berr.

104

318+50	24	N87°E RPI #41 N53°E	000+50
318+00	33°	N58E RPI #40 N20°E	16+00
302+00	7°	N20E RPI #39 N13°E	6+00
296+00	8°	N13E LPI #38 N21E	4+00
292+00	6°	N21E RPI #37 N15E	5+00
287+00	7°	N15E RPI #36 N8°E	12+50

105
W $\frac{1}{4}$ 52chs sec 10 E
Sta. 253+00

Sta. 266+00 = Culvert

W $\frac{3}{4}$ 4chs STA 277+55 E
10

Sta. 278+10 Culvert

Sta 292+10 Culvert

W $\frac{1}{4}$ 8chs STA 304+00 $\frac{1}{4}$ Sec 3 E

W $\frac{NE}{6}$ STA. 318+60 sec 3 E

Sta 325+30 = Culvert

Sta 318+00 NORWAY Aspen, Birch poles

W OAK 106
B.T. S 42° W D.B.H. 4" 39 ft.
B.T. S 34° E D.B.H. 6" 31 ft.

374+10 end of third River Road

N 5° W

49 ft E of S line 3 1/2 chs 25/KS No. 4 cut

N 5° W

24+80

349+30 17° LPI #46 6+80

N 12° E

N 12° E

342+50 6° RPI #45 8+50

N 6° E

N 6° E

334+00 18° LPI #44 2+00

N 16° E

N 16° E

332+00 24° LPI #43 3+60

N 50° E

N 50° E

328+40 37° LPI #42 9+90

N 87° E

107

STA 333+00 Culvert

N ^{34 35} 13 chs STA 334+50 S

STA 336+50 Culvert

W ^{34 35} 2 chs 7147 R29 E
3 2 STA 342+70 7146

STA. 345+00 Culvert

STA. 346+50 Wood Road to right

STA. 350+00 Culvert

STA. 355+00 Culvert

STA. 358+00 Wood Road to right

STA 364+90 Culvert

W ^{W 1/4} Sec 35 2 chs STA 369+50 E

108

109

TRaverse NOTES

ON SUGAR LAKE ROAD #468

DATE Aug. 18

Sta. Defl Bch.

110

21+00 18° S9W 2+70
RPI #6
S9E

18+30 31 S9E 3+80
LPI #5
S22W

14+50 17° S22W 5+80
LPI #4
S39W

8+70 34° S39W 2+10
RPI #3
S5W

6+60 7° S5°W 3+60
LPI #2
S12W

3+00 S12W 3+00
R.P.I. #1

0+00 point of Beginning

1617
W
2120

28chs
STA. 3+68

E

Tower Road

STA. 4+50

W W 1/4

21chs. Sec 2b
STA. 31+68

E

STA. 35+00 = Culvert

Sta. Defl BEAT.

115

116

79+00 10° S47W
RPI #18 6+00
S37W

73+00 22° S37W
RPI #17 7+50
S15W

65+50 81 S15W
RPI #16 3+50
S66E

62+00 19 S66E
LPI #15 2+40
S47E

59+60 17° S47E
RPI #14 2+90
S64E

56+70 44° S64E
LPI #13 5+70
S20E

Sta Defl Bear.

117

...

118

101+40 54 LPI #24 7+90
S49W

98+50 19° RPI #23 7+50
S31W

97+00 30° RPI #22 3+00
S1°E

94+00 15° LPI #21 7+20
S14W

86+80 24 RPI #20 3+80
S10E

83+00 57° LPI #19 4+00
S47W

STA Defl BEAT

119

DE
 1132+60 25° LPI #30 4+40
 S65E

S65E
 1128+20 20 RPI #29 4+20
 S85E

S85E
 9124+00 26° LPI #28 2+20
 S59E

S59E
 9121+80 56° LPI #27 9+80
 S3W

S3W
 8112+00 18° LPI #26 4+70
 S21W

S21W
 8107+30 26° RPI #25 5+90
 S5°E

120

W — 28 — 7.50 chs — E
 33 — STA. 123+30 —

N — 1/4 — 1 chs — S
 STA. 128+20

301ks — E/16 — 28/30
 STA 142+50

Sta Defl Berr.

121

186+00 4° RPI #36 4+70
S84E
N88E

181+30 32° LPI #35 8+00
S56E

173+30 28° RPI #34 2+30
S56E
S84E

171+00 12° LPI #33 14+00
S72E

157+00 8° LPI #32 16+00
S72E
S69E

154+00 21 RPI #31 18+40
S69E
DE

122

N 28.27 33.34
2.30 chs
Sta. 156+10 section S

21 11 51 1/4
16 chs
Sta. 183+50 S

Sta. 186+00 Wood Road

STA Defl Bear.

123

233+00 18° N79E
RPI #42 6700
N61E

227+00 62° N61E
LPI #41 4700
S77E

223+00 32° S77E
RPI #40 4700
N71E

219+00 12° N71E
LPI #39 15+00
N83E

204+00 7° N83E
RPI #38 5+50
N76E

198+50 8° N76E
LPI #37 12+50
S84E

124

N
27
26
34
35

14.50 chs

STA. 210+20

5

STA. 197+00

ROAD TO MISS RIVER

BT. S 41° W W. OAK 3 in DBH
25 ft.

BT. N 84 E JACK PINE 3.5 in
D.B.H. 52 ft.

249+50 end of Sugar Lake Road #468
5+50 end of road

244+00 8° N 83° E
R P I #44 5+00
N 75 E

239+00 4° N 75 E
L P I #43 6+00
N 79 E