

CORNER

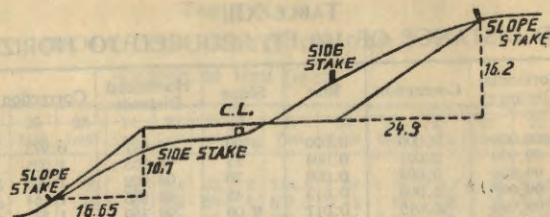
INFO. WALKER DIST.

T 141 N	R 30 W
" "	R 29 W
" "	R 28 W
T 142 N	R 31 W

FIELD
TRANSIT BOOK

ccc

74



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE $1\frac{1}{2}$ 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

Sec. 36-141-29 } Broadwater Bay
Sec. 31-141-28 } Area.

Secs. 142-142-31

Misc. Road Traverses.

Sec. 19-141-30

Starting from Sec. Cor. $\frac{25}{36} \frac{30}{31}$ common
to T141N, R28W + T141N, R29W 5th P.M.

chs.	Type	Variation
0.00-4.00	Mb	7° 15'
4.00-8.80	O1	"
8.80-10.00	IS	"
10.00-20.00	O2	"
21.00-32.36	Mb	"
32.36-34.00	Road	"
34.00-35.00	Mb	"
35.00-40.00	IS	"
40.00-41.24	Mb	"

Line run by O. L. Herbert
July 28, 1937

Sec. Corner is iron pipe in center of road



Metal location marker on 3" aspen on East
side of road, 32.36 chs. S. of Sec. Cor. $\frac{25}{36} \frac{30}{31}$



Approximate $\frac{1}{4}$ corner is 41.24 chs. N of
Sec. corner



Location marker is on 10" oak N68°W
20 links from approximate $\frac{1}{4}$ corner $\frac{25}{36} \frac{30}{31}$

Loggers road

Starting from Township Corner common
to T141N R29 | T141N R28W
T140N R29 | T140N R28W

chains	Type	Variation
000-14.93	Mc	7° 15'
14.93-36.53	Lake	"
36.53-41.24	Mb	"

Line Run by D. Hippert
July 29, 1937

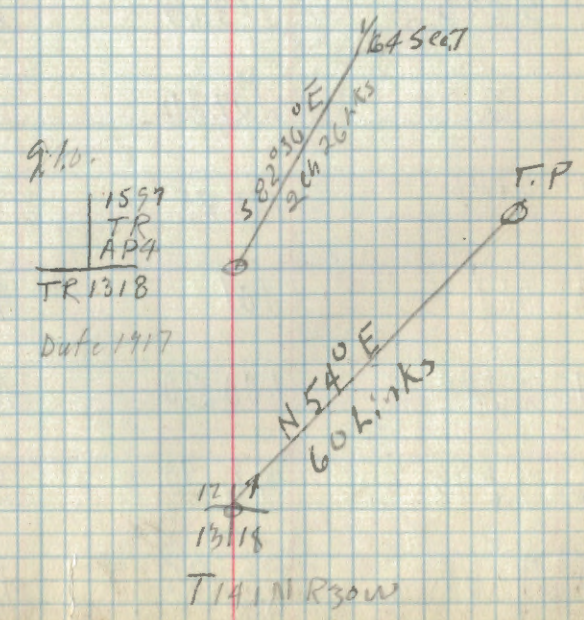
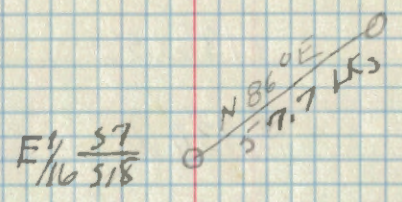
Sec. corner is iron pipe on South
side of Logging road

Location marker is on 5" aspen
S 70° E 22 links from sec. cor. ³⁶/₃₁ 6 and
on South side of logging road.

Approximate 1/4 corner is 41.24 chs
S of sec. corner.

14	3+05	88.25	N 84° 35' E
13	12+90	85.20	DUE E
12	10+25	72.30	S 89° E
11	2	62.05	S 79° 30' E
10	11	60.05	S 89° E
9	5+50	50.05	S 88° 30' E
8	4	44.55	N 76° E
7	2+70	40.55	S 67° E
6	5+05	37.85	S 89° 30' E
5	4+60	32.80	S 81° E
4	9	28.2	S 88° E
3	1	19.2	N 72° E
Sta. 2	3+70	18.2	S 88° 30' E
Sta. 1	14+50	14.5 ch	S 89° 30' E

20.30
17.90
2.40



28	0+400	152.07	N 52° E
27	10+27	148.07	S 89° E
26	1+15	137.80	N 85° E
25	6	136.65	S 87° 30' E
24	9	130.65	S 89° 30' E
23	6	121.65	Due E
22	2+05	115.65	N 33° E
21	5+75	113.60	S 83° E
20	2	107.85	S 55° E
19	4+85	105.85	S 89° E
18	70 L.	101	N 73° E
17	3+40	100.30	N 85° 30' E
16	1+05	96.90	S 78° E
15	7+60	95.85	Due E
		88.25	

N 37° 20'
old Road /
P.R. 8 - 1/2 mile

48	4	218.17	S 79° E
		(Sta. 214.17 an old bridge ^{Poland} baron)	
41	8	212.62	S 89° E
40	8	204.62	S 89° E
39	6	196.62	S 89° E
		(190.62 is at W. 1/6 Secs. 9416-191-30)	
38	5+50	190.62	S 89° E
37	8	185.12	S 89° E
36	10	177.12	S 89° E
35	2776	167.12	S 89° E
		(Sta 165.27 is an old culvert)	
34	2	164.42	S 52° E
33	2	162.42	S 33° E
32	2	150.42	S. 35° E
31	2	158.42	S 62° E
30	2+35	156.42	N 58° E
29	2	154.07	N 43° E
		152.07	

56	0+85	296.24	N 20° E
55	1+45	295.39	N 50° E
54	4	293.94	N 25° E
53	3+50	289.94	N 12° E
52	3+65	286.44	N 76° E
51	8	282.79	N 92° E
50	2	280.79	N 92° E
49	1+45	278.19	N 87° E
48	3+50	267.74	N 31° E
47	9+05	264.24	S 89° E
	(sec. corner of $\frac{9110}{16115}$)		
46	14+62	255.19	S 89° E
	(Sta. 240.57 as on old survey)		
45	6	226.17	S 88° E
	(Sta. 235.82 to crossroad)		
44	6	230.17	S 89° E
43	6	224.17	S 89° E
		218.17	

58 1+40

300.54

N 3° E

57 2+90

299.14
296.24

N 25° E

12	9+05	50.45	S 86° E
11	4	41.40	S 87° E
10	2	37.40	S 88° E
9	2+20	35.40	S 6° F
8	5+35	33.20	S 2° E
7	2	29.85	S 6° E
6	6+95	25.85	S 52° E
5	2	19.00	S 59° E
4	5+70	17.00	S 83° E
3	2	11.30	S 55° E
2	3+85	9.30	S 89° E
1	2	5.45 (sta 10 as bridge)	N 74° E
sta 0	2+70	2.0	S 51° E

Sta 0 Pines Temp N. 22° E 6" Jack pine S. 22° W 3/4 k.

27.	5+60	275.95	N 69° E
26.	10+90	270.35	N 1° E
25.	28	259.45	N 1° E
	(Sta. 24 is at crossroads)		
24.	19+00	231.45	S 88° E
23.	14	212.40	S 86° E
22.	9+40	198.40	S 86° E
	(Star 2) is 1/4 Cor. Sec. 12+18-191-30)		
21.	2	189.00	S 89° E
20.	26	187.00	S 89° E
18.	20	161.00	S 88° E
17.	18	141.00	N 89° E
16.	10+70	129.00	N 89° E
15.	39+85	118.30	N 88° E
14.	16	80.45	N 89° E
13.	14+00	64.45	S 88° E
		50.45	

33	6	316.65	N 1° E
32	20	310.65	N 1° E
31	5+20	290.65	Due. A
30	2+90	285.45	S 50° E
29	4	282.55	S 47° E
28	2+60	278.55 275.95	N 3° E

Line 1 173' 55 80 E

Sta 0 140 N 10° E

~~550~~
Line D Fl. S. to Sta 100' O. T. S. to Sta 103' S 51° E

Sta 10 931' S 33° W

Sta 9 100' S 36° W

Sta 8 100' S. 35° W

Sta 7 500' S 33° W

Sta 6 300' S 29° W

Sta 5 100' S 30° W

Sta 4 100' S 26° W

Sta 3 100' S 23° W

Sta 2 100' S 22° W

Sta 1 76' S 20° W

Sta 0 45' S 30° E

Traverse of lake shore at Stony point

Sta	Dist	HI	Read.	Top	Bearing
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Herdson Stoney Point

Sta. 8	50	5.5	7.9	103.1	N 26° W
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Sta 7	50'	5.5'	5.3'	104.9'	N 26° W
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Sta 6	50'	5.5'	6.0'	104.7	N 26° W
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Sta 5	50'	5.5'	5.9'	105.2	N 26° W
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Sta 4	50'	5.5'	5.0'	105.1	N 26° W
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Sta 3	50'	5.5'	5.8	109.6	N 26° W
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Sta 2	50'	5.5'	2.9'	109.6	N 26° W
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Sta 1	50'	5.5'	3.5'	102.1	N 26° W
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Sta 0	Lake level			Assumed 100'	
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Line	Sta.	H.I.	Reading	H.L.
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Levelson Stoney Point

Line 6 Lot line 1.

Sta. 1	10.3	104.8
Sta. 2	5.5	104.8

Line 5 Lot line bet. lots 2 + 3

Sta. 1	1.1	104.4
Sta. 2	6.7	103.2

Line 4 Lot line bet. lots 5 + 6

Sta. 1	1.4	104.1
Sta. 2	5.5	104.1

Line 3 Lot lines bet. lots 6 + 7

Sta. 1	9	104.6
Sta. 2	5.4	104.7

Line 2 Lot line bet. lots 7 + 8

Sta. 1	4.5	105
Sta. 2	1.5	104.

Line 1 Lot 10

Sta. 1	6.1	102.9
Sta. 2	5.5' 2.0	103.5

(Lakefront of Indian land 900' N 26°30'E)

sta	Dist	H.I.	Read	H. h.	Bearing
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2	100	5.5	6.5	103.7	589°W
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1	100	5.5	5.0	109.7	589°W
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0	100'	5.5	2.0	104.2	589°W
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(S to 0 is sta 6 on old loc line)

7	72'	5.5	6.7	100	526°WE
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6	100'	5.5	8.2	100.7	526°WE
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5	100'	5.5	6.3	103.4	526°WE
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4	100'	5.5	5.7	104.6	526°WE
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3	100'	5.5	5.9	104.8	526°WE
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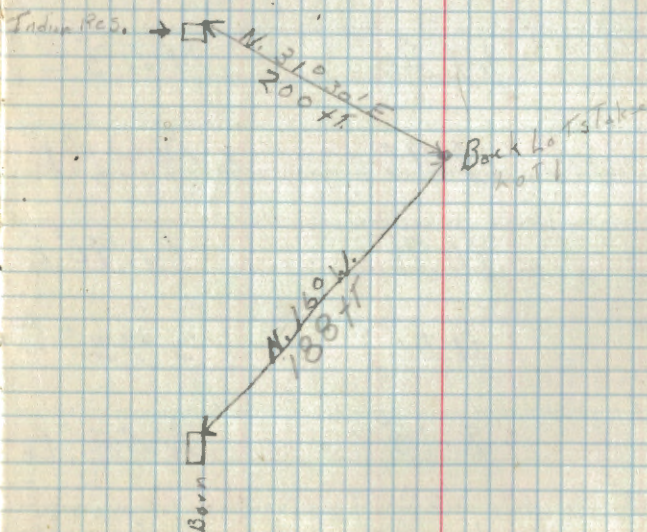
2	100'	5.5	3.9	105.2	526°WE
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1	100'	5.5	5.9	103.8	569°WE
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0	100'	5.5	6.2	104.2	569°W
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Levels on Indian H/lotment ^{104.9}

43'



13	3+40	32.25	N 64° E
12	3+25	28.85	N 61° E
11	2+45	25.60	N 70° E
10	2	23.15	N 56° E
9	3+65	21.15	N 60° E
8	1+25	17.50	N 41° E
7	2	16.25	N 25° E
6	1+55	14.25	N 43° E
5	1+85	12.70	N 41° E
4	1+25	10.85	N 70° E
3	1+45	9.60	S 72° E
2	3+55	8.15	N 88° E
1	1+30	4+60	S 65° E
0	3+30	3+30	N 89° E

Traverse of Cedar Point Road

/ Start at cross road /

Traverse of Cedar Point Road

27	315.5	66.40	N 32° E
26	305	62.85	S 53° E
25	225	59.80	N 68° E
24	175	57.55	S 89° E
23	2	55.80	S 63° E
22	175	55.80	S 72° E
21	245	52.05	S 22° E
20	2	49.90	S 28° E
19	245	46.40	S 12° E
18	240	42.75	S 59° E
17	2	40.35	N 81° E
16	160	38.35	N 76° E
15	125	36.25	N 55° E
14	312.5	35.50	N 76° E

Traverse of Cedar Point Road

35	5+05	94.85	S37°E
34	18+25	89.80	S11°W
33	5+75	88.55	S15°E
32	4	82.88	S13°E
31	57+5	77.90	S7°E
30	2	72.65	S17°E
29	2	70.65	S12°E
28	7+25	68.65 66.40	S40°W

Set up at N. $\frac{1}{16}$ Cor. Secs. 142-192-31

Hence I Run N 89° W Va. $7^{\circ}30'$

10.00 Hit $\frac{1}{64}$ Cor. Sec. 2 - 192-31

0 Hence Iron N 89° W Va. $7^{\circ}30'$

9.97 Hit N.E. $\frac{1}{16}$ Sec 2 - 192-31

0 Set up and run N 89° W Va. $7^{\circ}30'$

17.36 Fell 18 lbs N of S.M.C. Sec. 2 - 192-31

N $\frac{1}{16}$ line Sec. 2 - 192-31

S.M.C.

NE $\frac{1}{16}$

$\frac{1}{64}$

N $\frac{1}{16}$

Sec. 2

Sec. 3

Sta.	Dist	HI	Read.	H.L.	Bearing
					S. 78° E

$\frac{39}{31} = 1.26$
 $\frac{39 \times 73}{77} = 36.5$
 Levelson Cedar Point

7-8	394T	5.5	10.4	5.6	S 85° E
6-7	334T	5.5	12	10.5	S 82° E
5-6	334T	5.5	12	17.0	S 82° E
4-5	76 lks	5.3	1.2	23.5	S 81° E
3-4	507T	5.5	12	19.2	S 83° E
2-3	507T	5.5	12	12.7	S 83° E
1-2	7004T	5.5	3.0	6.2	S 87° E
0-1	19145/40	5.5	1.8	3.7	S. 78° E

Boundary of Cedar Point Camp Ground

Begin

Sta

17 to 16		S 85° E
18 to 17		S 80° E
1 to 18	D.	D. E
(Sta 1 to S. MC Sec. 2-142-31 is N 22° E.)		
2 to 1		S 79° E
3 to 2		N 12° E
4 to 3		N 42° E
5 to 4		N 39° E
9 to 6		N 58° W
11 to 9		S 21° W
14 to 11		S 89° W
15 to 14		S 43° W
16 to 15		S 13° W

Lot 1 S 28° E 178' 14 X 20

Lot 2 & 3 N 79° E 141' 22' X 39'
S 17° E 100' 29 X 29

Lot 5 & 4 S 22° E 120' 28 X 29

Lot 5 & 6 S 21° E 166' 29 X 29 6 X 6
S 11° E 126' 20 X 16

Lot 8 & 9 S 31° E 148' 20 X 26
S 52° E 98' 18 X 18

Lot 10 S 89° E 76' 17 X 39

Beavmose & Dist on Cabins at Stony Point

Traverse of Walker Bay Road.

13	N60°W	3700	16.65
(5 1/2 old road turnoff)			
12	N53°W	4100	43.65
11	N19°W	2700	39.65
10	N23°W	2100	37.65
9	N58°W	4100	35.65
8	N79°W	2700	31.65
7	N57°W	5735	29.65
6	N97°W	4100	24.30
5	N64°W	4700	20.30
4	S80°W	1700	16.30
3	S52°W	2750	15.30
2	N86°W	1760	12.80
1	N70°W	7720	11.20
0	N17°W	4100	47.00

Traverse of Walker Bay Roads

27	N65°W	3105	97.35
26	N73°W	2500	99.30
25	N17°W	4100	92.30
24	N4°W	4100	88.30
(Sta 23 is a Troad to Walker Bay Camp Ground)			
23	N70°W	3725	84.30
22	S85°W	4100	81.05
21	N85°W	6760	77.05
20	N91°W	3735	69.05
19	N47°W	4100	65.70
18	N42°W	3735	67.70
17	N78°W	4400	58.35
16	S56°W	2765	57.35
15	S52°W	2100	51.70
14	S61°W	3705	49.70
			46.65

Traverse of Walker Bay Road

91	N 90° W	3+35	146.35
90	N 090° W	2+00	143.00
39	N 29° W	2+00 ✓	141.00
38	N 13° W	2+00	139.00
37	N 42° W	2+00	137.00
36	N 9° W	5+65 ✓	135.00
35	N 25° W	2+20	129.35
34	N 45° W	2+00	127.35
33	N 36° W	4+00	125.35
32	N 19° W	8+00	121.35
	(N 6° W 2.71 ch. is 9.27 ch. W. of 45/171A)		
31	N 30° W	9+00	113.35
30	N 19° W	6+00	109.35
29	N 90° W	2+00	103.35
28	N 190° W	4+00	101.35 97.35

Traverse at Walker Bay Road

N90E

56 3+90 177.80

(176.90 road leads W. to lake

55 N27°W 0+70 174.90

54 N24°W 2+00 173.70

53 N19°W 2+00 171.70

52 N26°E 1+75 169.70

51 N25°W 1+60 167.95

50 N12°W 0+90 166.35

49 N27°W 1+00 165.95

48 N9°W 9+00 164.45

47 N32°W 2+00 160.95

46 N59°W 1+83 158.45

45 N50°W 2+00 156.60

44 N76°W 3+00 154.60

43 N63°W 2+00 152.60

42 N22°W 3+25 149.60

146.35

Traverse of Walker Bay Road

70	N87°W	1+10	199.75
69	N98°W	2+00	198.35
68	N92°W	2+00	196.35
67	N5°W	1+35	199.35
66	N46°E	1+50	193.00
65	N33°E	1+15	196.50
64	N10°W	1+35	190.35
63	Due N.	2+00	189.00
62	N72°E	2+00	187.00
61	N16°E	2+00	185.00
60	N3°W	1+85	183.00
59	N20°W	1+95	181.15
58	N25°E	1+00	179.70
57	N7°W	0+90	178.70 177.80

Traverse of Walker Bay Road

89	N36°E	2+00	226.90
83	N9°E	1+25	229.10
82	N48°W	1+00	223.15
81	N51°W	2+00	222.15
80	N85°W	3+20	220.15
79	N61°W	1+00	216.75
78	N11°W	3+60	215.95
77	N15°W	2+60	212.35
76	N20°E	2+45	209.75
75	N2°W	2+00	207.80
74	N32°W	1+00	205.30
73	N11°W	1+15	204.30
72	N29°W	2+00	203.15
71	N78°W	1+70	201.15 199.95

Traverse of Walker Bay Road and Branch

(End of Traverse)

8 N70°W 1+50 14.60

7 N99°W 2+00 13.10

6 N69°W 2+00 11.10

5 N25°W 2+00 9.10

4 N79°W 1+10 7.10

3 N25°W 1+50 6.00

2 N49°W 1+00 4.50

1 S88°W 0+50 3.50

0 S59°W 3+00 3.00

(Sta 0 is at 176.90 on original traverse)

End of road at Sta 0

88 N40°E 2+00 232.05

87 N27°E 2+40 230.05

86 N1°W 1+15 228.65

85 N25°E 1+10 227.50

226.90

Traverse of Walker Bay Campground road
(Sta. 5 is parking lot on Walker Bay Campground)

5 Duc W 2+00 16.95

4 S 1° W 1+40 19.95

3 S 10° E 2+00 13.05

2 S 5° E 5+05 11.05

1 S 35° W 2+00 6

0 S 67° W 4+00 A
(Sta. 0 is Sta. 23 on old Traverse)

Traverse of roads in sec. 9+10-141-30

7	S17°E	2+00	19.30
6	Dues.	2+00	17.30
5	S19°W (Sta 7+13 at cross roads)	4+00	15.30
4	N70°W	1+25	11.30
3	N41°W	2+00	10.05
2	N56°W (Sta 1 is at fork in road)	4+00	8.05
1	N28°W	1+45	4.05
0	N58°W (Sta 5 is at end of rd. traverse)	2+60	2.60
5	S49°E	8+70	77.05
4	S68°E	8+00	70.15
3	S55°E	5+25	62.15
2	S79°E	3+15	56.90
1	S85°E (Sta 4+00 is at $\frac{1}{4}$ Cor. 8+10-141-30)	4+00	53.75
0	Dues. (Sta 0.100 at Hwy Cor. 39°-10-141-30)	99+75	99.75

Traverse of roads in Secs 9410-191-30

21	S49°E	7+00	79.05
20	S30°W	7+70	70.05
19	S41°W	5+50	65.35
18	S15°W	5+00	59.95
17	S2°E	7+00	59.95
16	S11°W	3+50	46.85
15	S5°W	7+00	43.35
14	S15°W	3+30	39.35
13	S30°W	3+10	36.05
12	S15°W	2+00	32.75
11	S16°E	3+10	30.95
10	S27°W	2+55	27.85
9	S11°W	4+00	25.30
8	S27°W	2+00	21.30
13	7+20	Trick of road	19.30

Traverse of roads in Sec. 9+10. 191-20

35	S15°W	2700	115.60
34	S19°E	5710	113.60
33	S32°W	1790	108.50
32	S3°W	6770	106.70
31	S33°W	2795	100.05
30	S53°W	1700	97.60
29	S87°W	2735	96.60
28	S13°W	7725	91.25
27	S11°E	7700	90.00
26	S25°W	3765	86.00
25	S3°E	0480	82.35
24	S16°W	4700	81.55
23	S22°E	1750	77.55
22	S5°E	2700	76.05 79.05

Traverse of roads in Sec. 9+10-191-30

(End of Traverse ties in with
old tie on Traverse of Sec. line road.)

44	S52°W	2+00	140.85
43	S5°W	2+15	138.85
42	S32°W	4+20	136.70
41	S39°W	5+05	132.50
40	S52°W	7+00	127.75
39	S29°W	3+05	125.45
38	S2°W	2+00	122.90
37	S22°W	2+00	120.90
36	S37°W	2+80	118.90 115.60

Traverse of roads in Sec. 9+10-141-30

7	S30°W	1475	18.30
6	S47°W	1480	16.55
5	S32°W	2480	19.75
	(5 1/2 mi in at side road running North)		
4	S72°W	2415	11.95
3	N71°W	2400	9.80
2	N80°W	2400	7.80
1	N85°W	2400	3.80
0	S50°W	1480	1.80
	(Traverse tied into old traverse.)		
5	S89°E	0465	17.35
4	N71°E	4400	14.70
3	S79°E	3415	12.70
2	N79°E	435	9.55
1	S76°E	1460	8.20
	S76°E		
0	S20°E	6460	6.60

Traverse of roads in Secs 9410-191-30

17	S 91° E	0765	37.70
16	S 15° W	2700	34.05
15	S 27° W	2700	32.05
14	S 2° W	1700	30.05
13	due S	2490	29.05
12	S 42° W	2700	26.15
11	N 75° W	3700	24.15
10	N 82° W	0785	27.15
9	S 67° W	2700	20.30
8	S 80° W	2700	20.30
			18.30

Traverse of reads in sec 940-191-30

10	N 60° E	2+60	23.75
9	0 or E	1+10	20.05
8	N 29° E	7+00	19.75
7	N 39° E	2+80	15.75
6	N 70° E	2+00	12.95
5	N 25° E	2+70	10.95
4	N 73° E	1+70	8.55
3	N 32° E	3+15	7.15
2	N 7° E	1+15	4.00
1	N 26° E	1+25	2.85
0	(Sta. 0 is at stg on old traverse)	1+60	1.60

Traverse of roads in Sec. 9+10-141-30

3 N86°E 1495 8:60

2 N91°E 2755 7:15

1 N66°E 2720 4:60

0 N87°E 2460 3:60

3 N88°W 5400 12:10

2 S73°W 2480 7:10

1 S54°W 2750 9:30

(Sta 0 is at Sta. 7)

0 S75°W 1780 1:80

Traverse of Longville Cutoff

13	S51°E		103.20
12	S93°E		95.20
11	S9°E	6+00	89.20
10	S15°W	8+00	83.20
9	S10°E	18+00	75.20
8	S13°E	16+05	57.20
7	S25°E	7+00	41.20
6	S5°E	4+00	37.20
5	S89°E	10+00	33.20
4	Due S	3+20	23.20
3	S22°W	4+00	20.00
2	S2°E	9+10	16+00
1	S1°W	4+00	6.90
(St. 0 is at Junction of rd and Hwy #09)			
0	S10°E	2+90	2.00

Traverse of Longville out off

27	835° E	20+00	297.35
26	555° E	6+00	227.35
25	369° E	6+00	221.35
24	551° E	7+00	215.35
23	546° E	10+00	211.35
22	861° E	8+00	201.35
21	538° E	7+90	193.35
20	815° E	7+00	188.45
19	539° W	9+25	184.515
18	820° W	7+00	175.20
17	55° W	37+00	171.20
16	56° E	2+00	137.20
15	518° E	26+00	135.20
14	535° E	6+00	109.20 103.20

Traverse of Longville cutoff

41	S91°E	20400	491.35
40	S21°E	19400	421.35
39	S11°E	9400	407.35
38	S8°E	10400	403.35
37	S39°E	6700	393.35
36	S68°E	14400	387.35
35	S58°E	8400	373.35
34	S49°E	29400	365.35
33	S21°E	29400	341.35
32	S19°E	28400	317.35
31	S25°E	6400	289.35
30	S31°E	20700	283.35
29	S49°E	10400	263.35
28	S42°E	6400	253.35 247.53

Traverse of Longville cut #



(End of road traverse is at junction)
of road with Hwy # 89

43 588°E 7+60 755.95


42 562°E 7+00 778.35
794.35

11/26/37


0.00 Set up at N. 1/4 Cor. Secs. 19+30-191-30
which is a 2" iron pipe 2 ft high
apparently set by County Engineer.
Hence Run N. Va 90°

21.95 Distance called for by County
Survey. Set approx. corner in ditch
along Hwy #371.

11/26/37

0.00 Set up at Cor. 36-191-29+31-191-28
which is a 1" iron shaft with gear attached
apparently set by County Engineer. 
Hence Run West Va 60°

40.00 Approx 1/4 Sec. 36-191-30 (11/29/37)

41.60  Hooker sock - Longville Road.

60.00 East bank of Lake Chain across ice

72.21 West bank of lake

80.00 Set approx. Cor. 35+36-191-29

Set up approx. Cor. 35+36-191-29
and continue West

90.00 Set approx. 1/4 Cor. Sec 35 (11/30/37)

52.62 East bank of Barnum Lake

72.40 East bank of point

77.90 West bank of Kaku Point

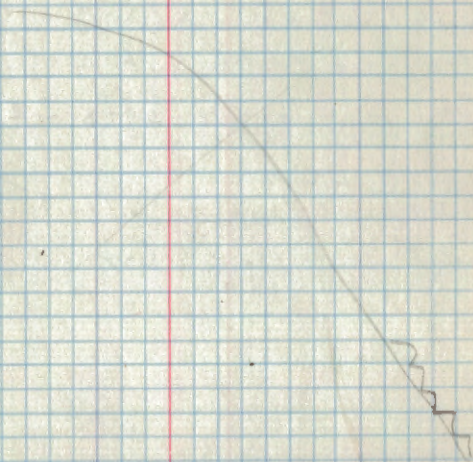
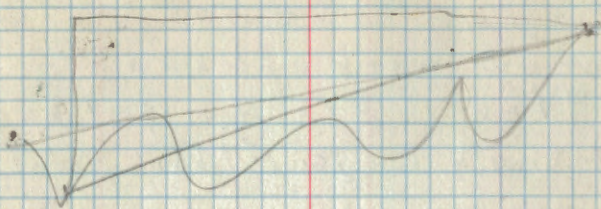
80.00 Cor. to Secs. 39+35-191-29

Continue West on line

36.23 West bank of lake

33.12

1000



6h.50 East bank of lake

80.00 Falls in lake Approx Cor. 33+33-191-29

91.50 West bank of lake

(91 ch. is 2 ch. Nor. of stake marked
M.C. with knife. At this point a line
runs W. 12/1/37

11:50 Set up at picket end, 10 long line
West

33.08 East bank of lake

72.00 West bank of lake

80.00 Set Approx Cor. Secs. 33+33-191-29
12/2/37

06.00 Continue line on West

70.00 Set Approx. 1/4 Cor.

Sec. 19-141-30

Start at Cor. Sec. $\frac{1817}{19120}$ and follow old line South for 90 ch. line runs $S 3^\circ W$.

Set up at Approx $\frac{1}{4}$ Cor. Secs. 19 & 30 Hence \pm run $S. 3^\circ W$. Aspen & Brush.

38.00 Fell 142 lks W. of County Cor. to Secs. 19, 20, 29 & 30 - 141-30 which is a 2" \pm M. & top 18" high. B. T. 10" R. P. no N $36^\circ W$ 69 lks Form 458 on 6" W. Oak 550' W 15 lks.

Set up at Cor. $\frac{19120}{30229}$ Hence \pm run $N 88^\circ W$. thru Aspen & brush

18.75 Center of old Wagon road

17.00 Leave $\frac{1}{4}$ & enter 2.

20.30 Fell 1 chain Nor of $E \frac{1}{4}$ bet. Sec 19 & 30 - 141-30

6/7/38

Set up at $E \frac{1}{4}$ S. 19 & 30 Hence \pm run $N 2' 15" E$

3.00 Leave 2 & enter 1h

3.00 Leave 1h & enter 1s

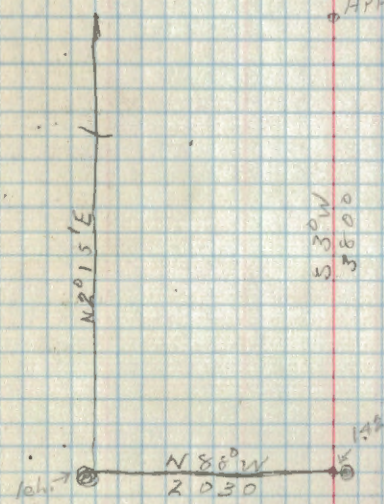
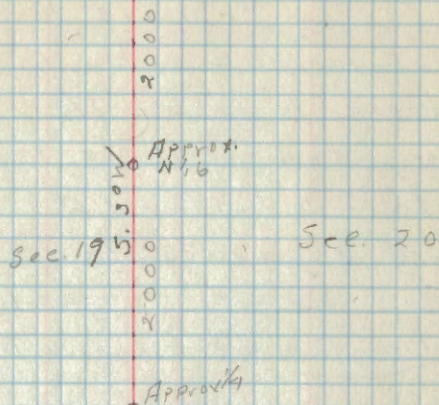
35.75 Leave 2 & enter 1h

Johnson X
Sasse Black Cloud
Cassidy Entice
Schwab

$V. 7^\circ 30'$

Approx
 $\frac{1817}{19120}$

6/6/38



6/8/38

Setup at E 1/4 Cor. Sec. 20 429

set by R. Moore. Hence from S:

1900 leave 1h & enter 1s

22.85 leave 1s & enter 1h

3100 leave 1h & enter 1s

35.15 leave 1s & enter 1h

3800 leave 1h & enter 1s

41.76 Int. F & W 1/4 Sec. 29-1.95 chs West of

Picket marked 62 ch. W to 1/4 Cor. 29+30

Johnson A
Cassidy - ch
Cassidy - ch
Cassidy - ch
Cassidy - ch
Cassidy - ch
Cassidy - ch

6/8/38

1000

2000

3000

2000

N 85° W

South
97.76

END OF

BOOK 74