

# INDEX

Page	
1	Checking EDM Equipment
2 & 3	NE Cor. Sec. 23-28-22
4	S. Line NW $\frac{1}{4}$ Sec. 2, 29-22 & Ties
5	W. $\frac{1}{4}$ Cor. Sec. 3-29-22 & W. line SW $\frac{1}{4}$
6	Checking EDM Equipment
7	S. line Sec. 19-30-22
8	Sec. 16-30-22 (N & S $\frac{1}{4}$ line)
9	Sec. 9-30-22 (N. & S $\frac{1}{4}$ line)
10	Sec. 4-30-22 (N. & S $\frac{1}{4}$ line)
11	Sec. 4 - (N. line NW $\frac{1}{4}$ ) & 5 (N. line NE $\frac{1}{4}$ - in T 30 - R 22
12	Co. Rd. H <sup>2</sup> (Centerville Rd. to E. $\frac{1}{2}$ mile)
13	Co. Rd. H <sup>2</sup> (Otter L. Rd. to W $\frac{1}{2}$ mile)
14	Sec. 15-30-22 (N. & S. $\frac{1}{4}$ line)
15	Sec. 10-30-22 (N. & S. $\frac{1}{4}$ line)
16	Sec. 15-30-22 (N. line NW $\frac{1}{4}$ ) & Sec. 16-30-22 (N. line NE $\frac{1}{4}$ )
17	Sec. 15-30-22 (N. line NE $\frac{1}{4}$ )
18	Sec. 18-30-23 (NE $\frac{1}{4}$ )
19	Check EDM Equipment
20	Sec. 24-30-22 (S. line)
21	Sec. 10-29-23 (S. line SE $\frac{1}{4}$ )
22	Sec. 15-29-23 (Center Relocation)
23	Sec. 14-29-23 (W $\frac{1}{4}$ Cor. Relocation)

Page	
24	Sec. 12-29-22 (E. line SW $\frac{1}{4}$ )
25	Sec. 15-29-22 (Checking Center)
26	Sec. 13-29-22 (E. & W. $\frac{1}{4}$ line)
27	Sec. 6-30-22 (Survey Open Space NE $\frac{1}{4}$ )
28	Sec. 13-29-22 (Checking Center Sec.)
29	Sec. 13-29-22 (W. line NW $\frac{1}{4}$ ) & S $\frac{1}{4}$ Cor.
30	Sec. 21-30-22 (W. & S. line SE $\frac{1}{4}$ )
31	Sec. 13-29-22 (Checking Center)
33	Sec. 13-29-22 (measuring)
34	Sec. 24-29-22 (measuring)
35	Sec. 12-28-22 (measuring)
36	Sec. 12-28-22 (Checking E $\frac{1}{4}$ cor.)
37	Sec. 8-29-22 (measuring)
38	Sec. 5-29-22 E $\frac{1}{2}$ (measuring)
39	Sec. 5-29-22 W $\frac{1}{2}$ (measuring)
40	Sec. 17-29-22 (measuring)
41-42	Sec. 16-29-22 (measuring)
43	Sec. 7-29-22 (measuring)
44	Sec. 6-29-22 (measuring)
45	Sec. 18-29-22 (measuring)
46	Sec. 9-29-22 (measuring)
47	Sec. 9-29-22 (Locating center)

- 48 Sec. 15-30-22 (Measuring) SE $\frac{1}{4}$  -
- 49
- 50 Sec. 23-30-22 (S. & E. Line SE $\frac{1}{4}$  -  
Locating Irons) -
- 51 Sec. 26-30-22 (E. line NE $\frac{1}{4}$  Locate Irons) -
- 52 Sec. 26-30-22 (E. line SE $\frac{1}{4}$  Locate Irons) -
- 53 Sec. 26-30-22 (S. line NE $\frac{1}{4}$  Locate Irons) -
- 54 Sec. 25-30-22 (S. line NW $\frac{1}{4}$  Locate Irons) -
- 55 Sec. 26-30-22 (Checking center sec.) -
- 56 Sec. 14-30-22 (S. line Section for S $\frac{1}{4}$  cor.) -
- 57 Sec. 14-30-22 (N. & S.  $\frac{1}{4}$  line) -
- 58 Sec. 17-30-23 (SW Cor.) -
- 59 Sec. 13-28-22 (E. & W.  $\frac{1}{4}$  line ?) -
- 60 Sec. 19-30-23 (Replacing N.E. -  
Corner - establishing Corner) -
- 61
- 62 Sec. 5-30-23 (W $\frac{1}{4}$  Cor. verify location) -
- 63 " " " " -
- 64 Sec. 7-29-22 (Ref. N $\frac{1}{4}$  Cor.) -
- 65 Sec. 25-30-22 (Verify location SE corner) -
- 66 Sec. 3-29-22 (Tying out N $\frac{1}{4}$  & NE. -  
corner.) -
- 67 Sec. 9-30-22 (NE. Corner Ties) -
- 68 Sec. 3-29-22 (Checking center) -
- 69 Sec. 28-30-22 (Ties for S $\frac{1}{4}$  & SE cor.) -

- 70 Sec. 26-30-22 (Ties to SE. Corner) -
- 71 Sec. 17-30-23 (Ties to E $\frac{1}{4}$  & SE Cor.) -
- 72 Sec. 4-29-23 (Ties N $\frac{1}{4}$ , W $\frac{1}{4}$  & NW Cor.) -
- 73 Sec. 11-29-23 (Locating SE. Corner) -
- 74 Sec. 12-29-22 (Ties to NW. Corner) -
- 75 Sec. 3-30-22 (OPEN SPACE) -  
Part Gov't. Lot 1 shoreline distances
- 76 ISLAND LAKE HTS. (Check -  
& of Island Lake Rd. & Lexington)
- 77 Sec. 16-29-23 (W $\frac{1}{4}$  Cor. to center) -

TESTING HP-3800 AT  
STATE EMD CHECKING POINT  
(LARPENTEUR & CLEVELAND)

Set up at BASE POINT

MHD READINGS

slope 200.239 .096  
horiz. 200.230

slope 500.082 .080  
horiz. 500.076

slope 1000.113 .097  
horiz. 1000.107

slope 2000.456 .092  
horiz. 2000.443

Check 100 ft. chain at  
courthouse in the east  
hall in the basement.  
Tape left in courthouse  
over night for room temp.

R.F.M. April 19, 1974 1  
P. K. Sunny, Windy  
Temp. 40°±

filter & single prism 200.335

filter & single prism 500.162

filter & single prism 1000.210

single prism 1000.210

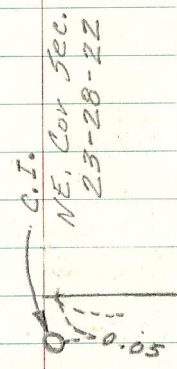
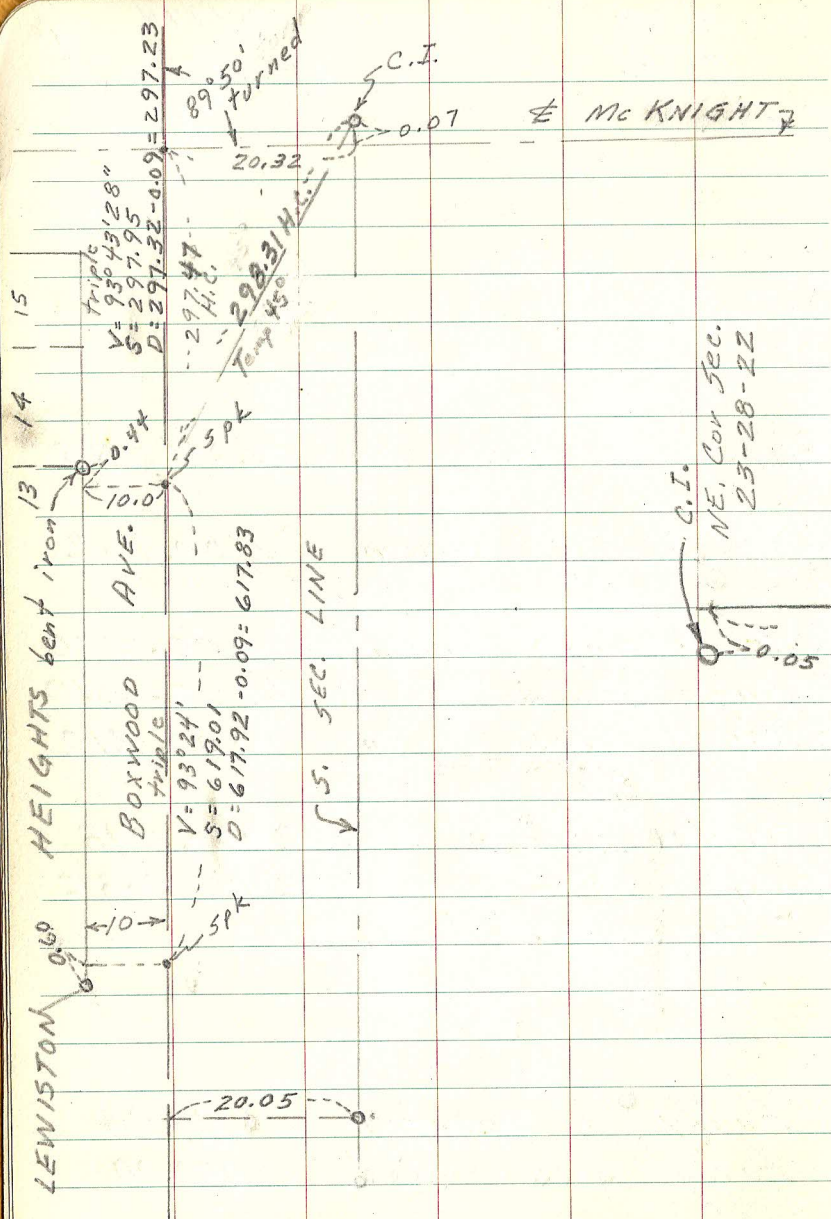
filter & triple prism 1000.210

triple prism 2000.548

single prism 2000.568±  
↳ to jumpy in wind

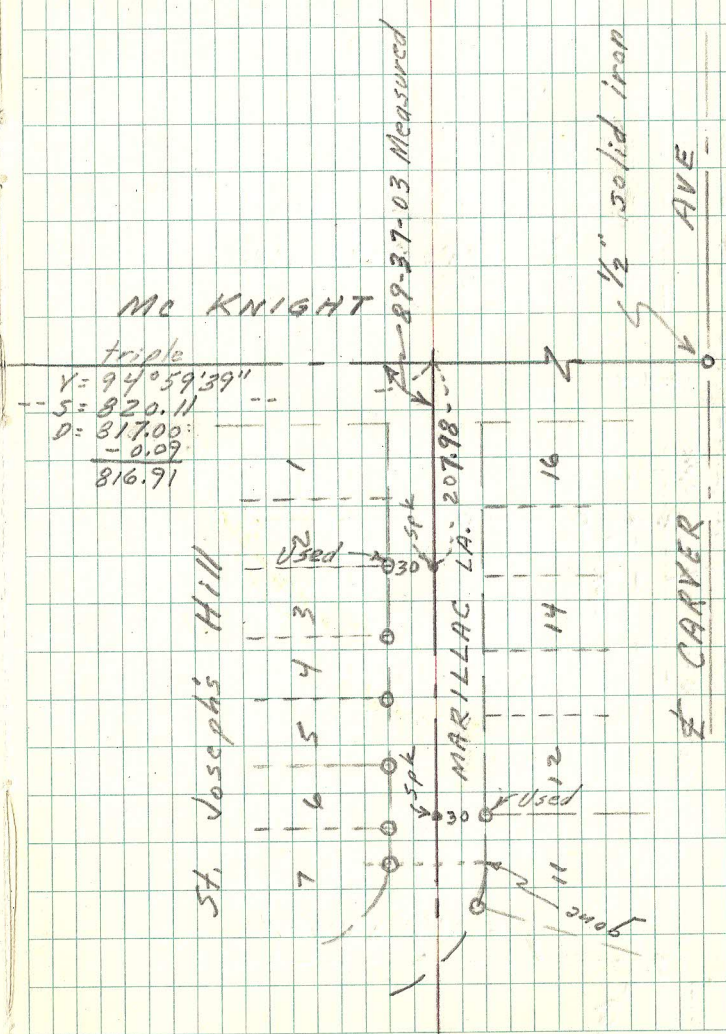
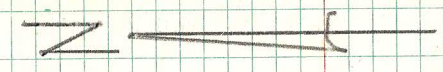
fully supported 99.98

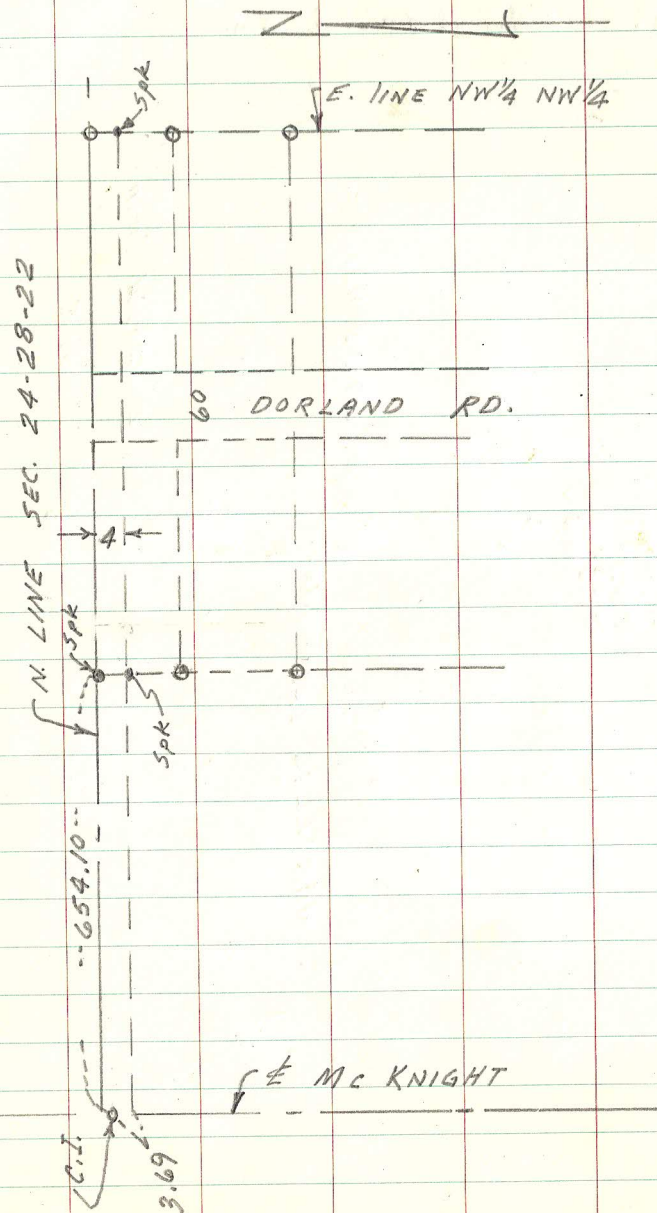
fully suspended 100.00



2

CHECKING LOCATION OF N.E.  
COR. SEC. 23-28-22





After averaging the results in comparison with the record distances and taking into account the correction of off-setting, the C. I. monu. should be moved 0.33' north and 0.13' east, in my opinion.

#### LEWISTON HTS.

297.09 R	296.86 M	0.23' E
916.09 R	915.73 M	0.36' E
		0.32' N

#### ST. JOSEPH'S HILL

817.27 R	816.91 M	0.36' N
		0.05' E

#### MISC. SURVEYS IN SEC. 24-28-22

0.31' N
0.10' E

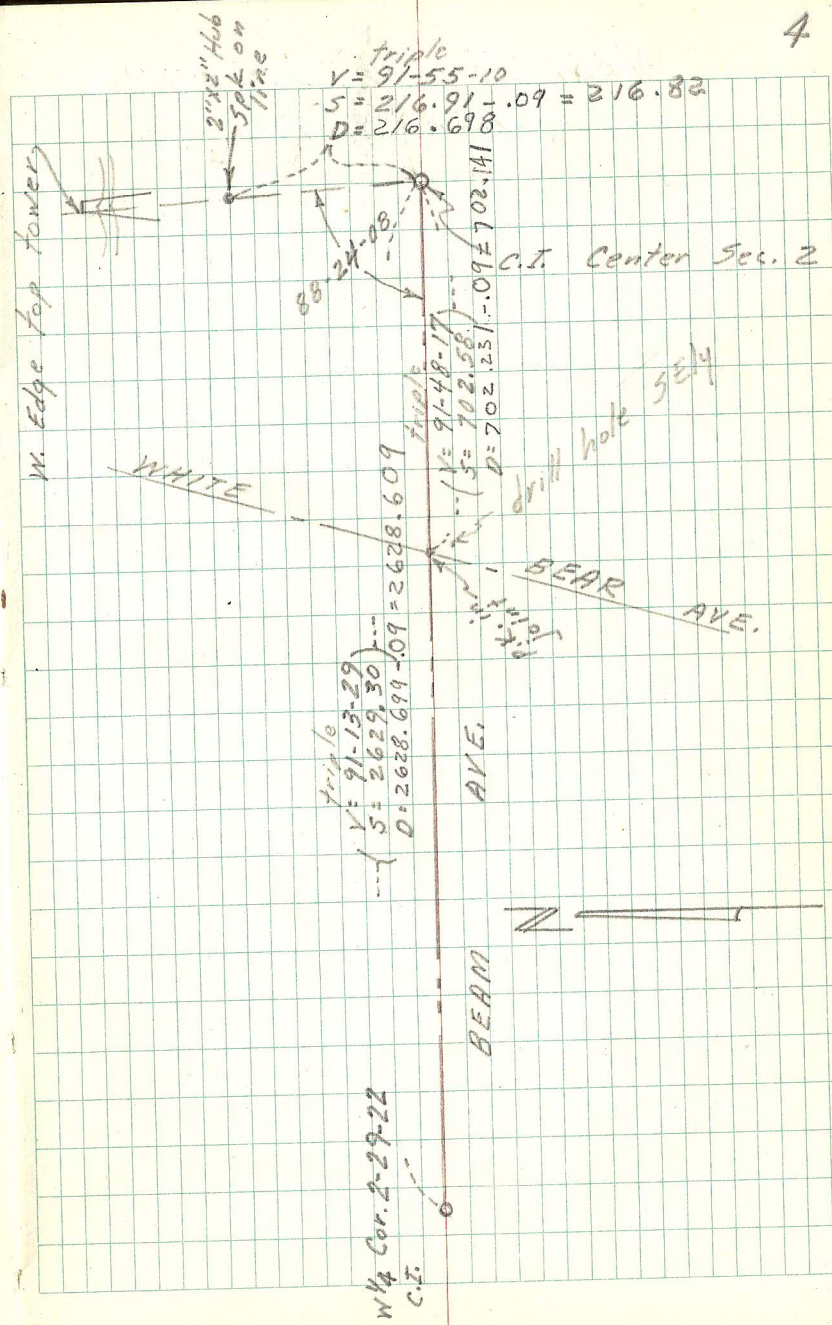
Center Sec. 2-29-22  
temporary ties

Ron

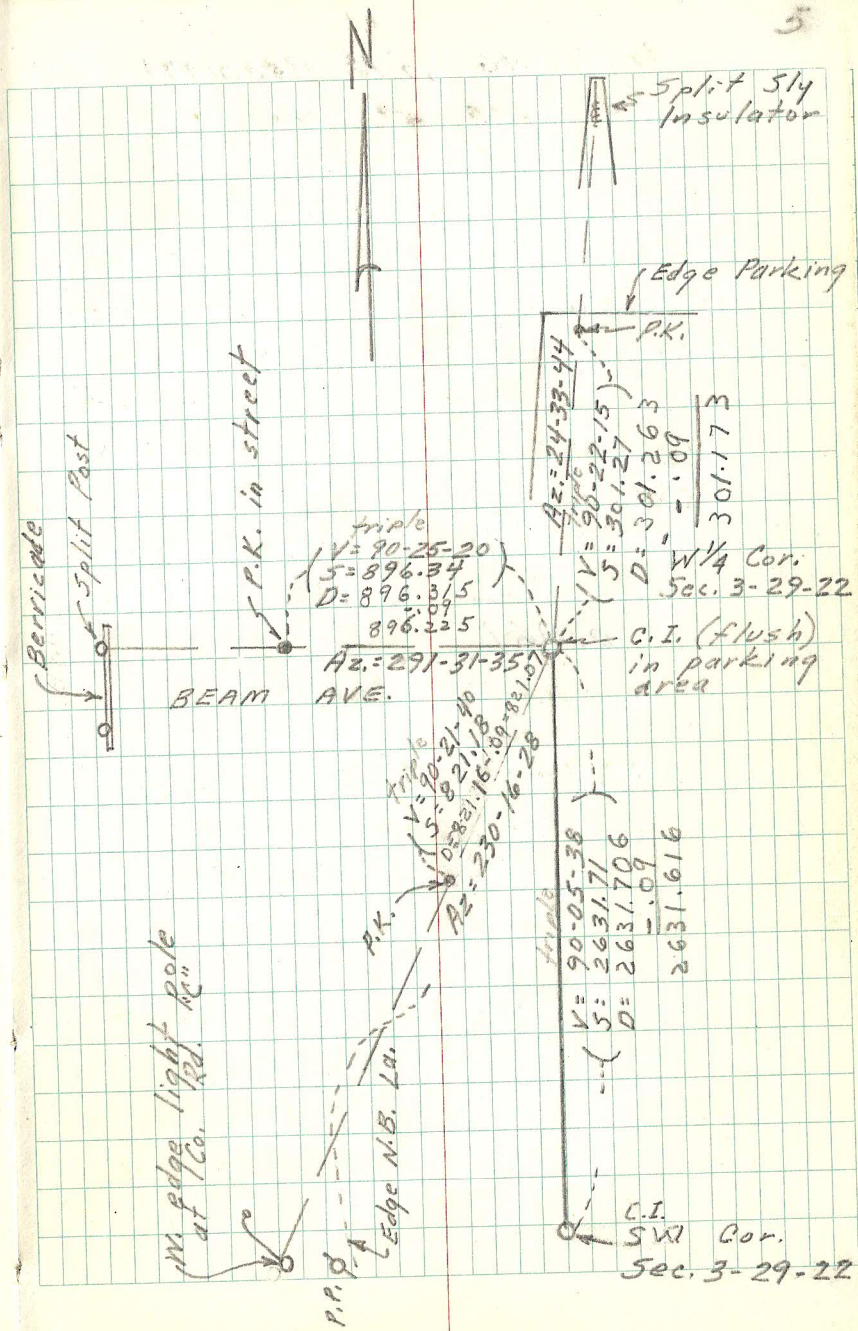
Maybe we  
should get  
together & check  
the area on  
Sheppard to see  
about Base  
Monuments  
as shown on  
page 4

85.05  
84.35  
-----  
.7

Quinn



WEST 1/4 COR. SEC. 3-29-22  
 TEMPORARY TIES



CHECKING HP-3800

AT COUNTY GARAGE SET  
HP-3800 USING SINGLE PRISM.  
CHECKING TO SEE DIFFERENCE  
BTWH LEITZ PRISM AND

132.788 LIETZ PRISM

132.727 HP PRISM

0.061

132.74 HAND CHAINAGE

May 10, 1974

Temp.

6  
@ 11:00 AM



J. LINE SEC.  
19-30-22

May 23, 1974

SW. Cor. Sec.  
19-30-22

Record = 2437.56

2438.062

589.59.39E

triple  
V = 90-12-02

S = 4709.930

D = 4709.81

Azm = 275-50-13  
95-50-12

SE Cor.  
Sec. 19

Record = 2636.63

2635.369

589-58-49E

triple  
V = 90-53-47

S = 2272.116

D = 2271.748

Azm 275-49-49  
95-49-50

P.K.  
triple  
V = 91-19-20

S = 363.81

D = 363.623

Azm = 96-01-08

SE Cor.  
Sec. 19

R.M  
P.K  
R.W

Temp 63°  
Humid

7

May 28, 1974

Granite  
5/4 Cor. Sec. 19-30-22

1319.99  
Comp.

St Paul Water Dept. Monu.  
(1940)

triple  
V = 90-54-58

S = 2157.02

D = 2156.65

32.98

2.23

33.06

P.K.

triple  
V = 91-52-20

S = 834.965

D = 834.429

1315.330

triple  
V = 90-57-30

S = 478.828

D = 478.670

SE Cor.  
Sec. 19-30-22

SECTION 16, T30, R22  
(N & S. 1/4 line)

N 1/4 Sec. 16-30-22  
granite

P.K. on line N. sign "Mutual  
Ins." about 20'.

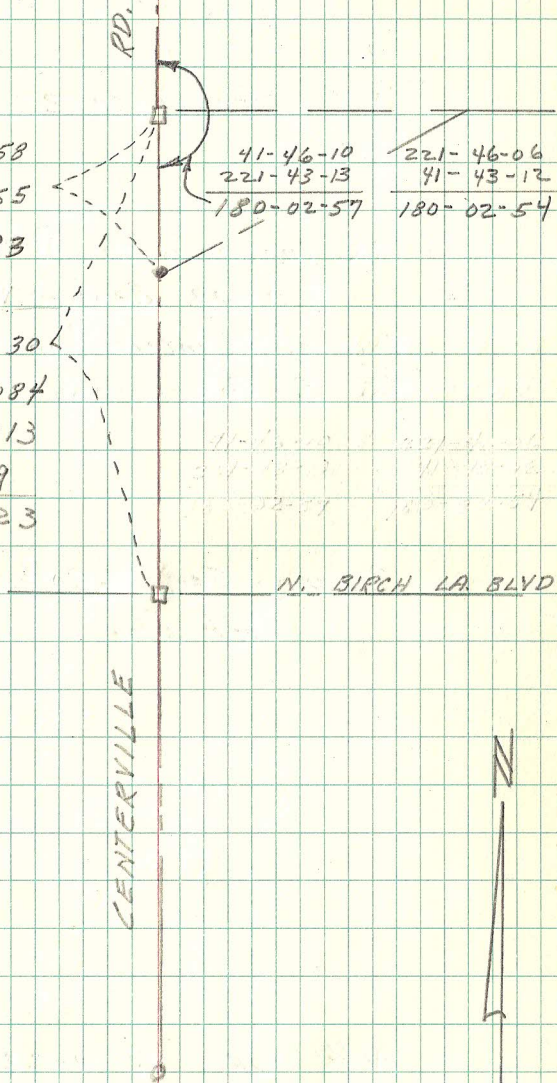
CENTER Sec. 16-30-22  
granite

5/4 COR. SEC. 16

triple  
V = 89-47-58  
S = 872.655  
D = 872.583

triple  
V = 89-02-30 L  
S = 2650.084  
D = 2649.713  
+ .09  
D = 2649.623

41-46-10	221-46-06
221-43-13	41-43-12
180-02-57	180-02-54



SECTION 9, T30, R22  
(N. & S 1/4 line)

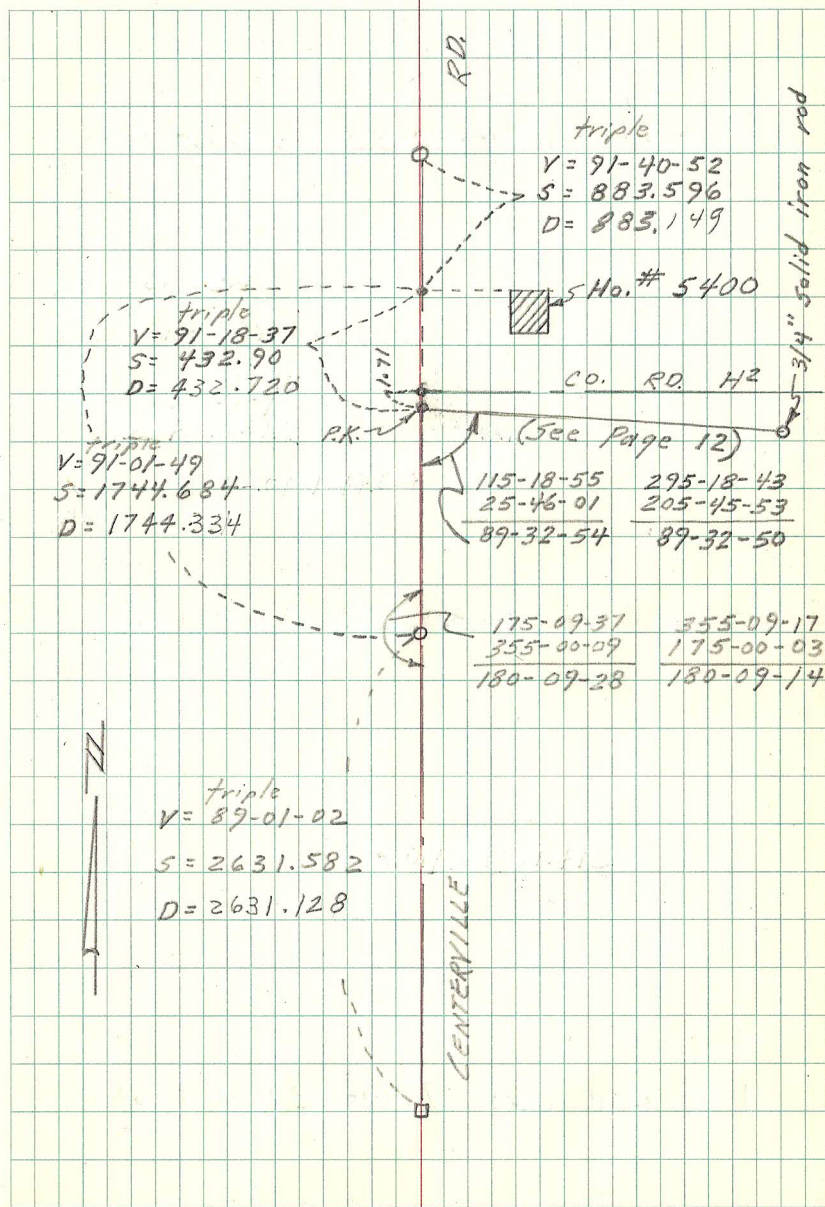
N 1/4 Sec. 9-30-22 (cast iron)

P.K. in line with N. side ho.  
# 5400 Centerville Rd.

Boat spike intersection Co. Rd. H<sup>2</sup>  
P.K. S. Intersection

CENTER SEC. 9-30-22  
Cast Iron

N 1/4 Sec. 16-30-22  
granite

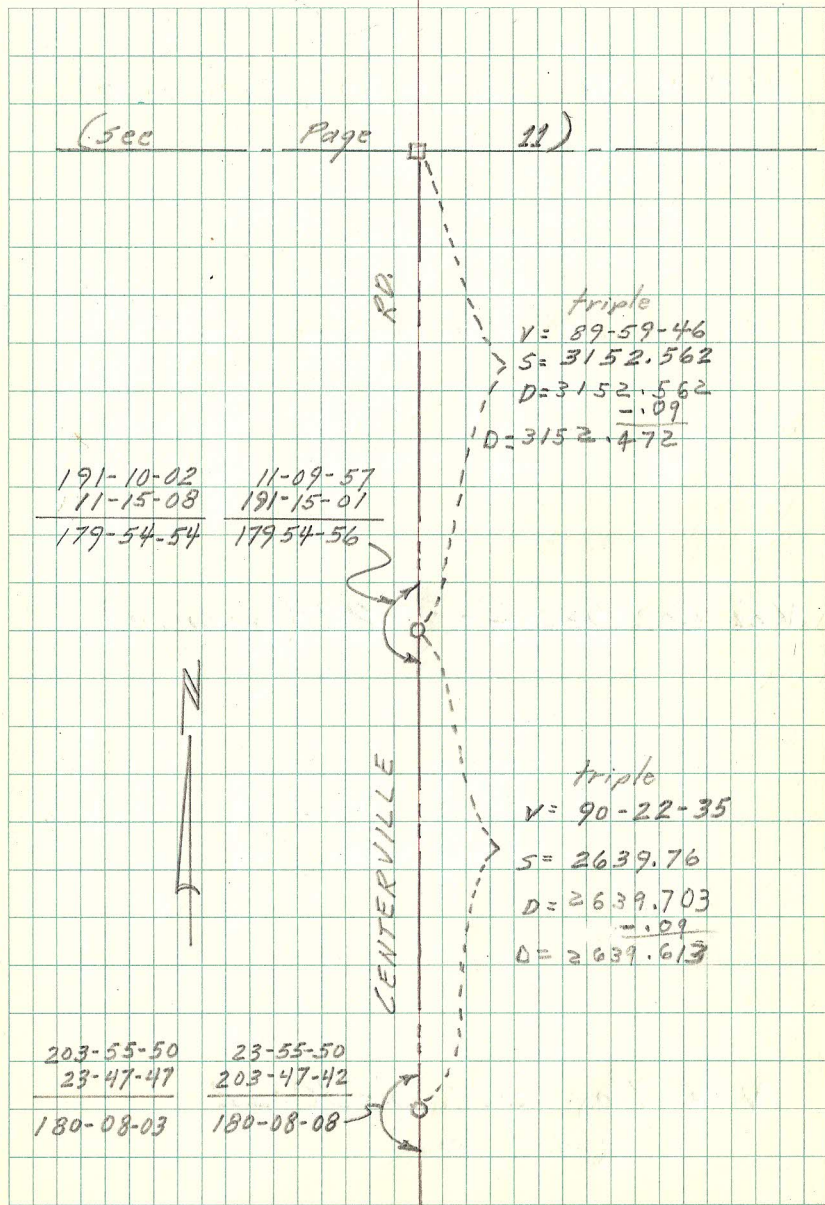


SECTION 4, T30, R22  
(N. & S 1/4 line)

N 1/4 Cor. Sec. 4-30-22 (granite)

CENTER SEC. 4-30-22 (cast iron)

N 1/4 COR. SEC. 9-30-22 (cast iron)



SECTION 4 & 5, T30, R22

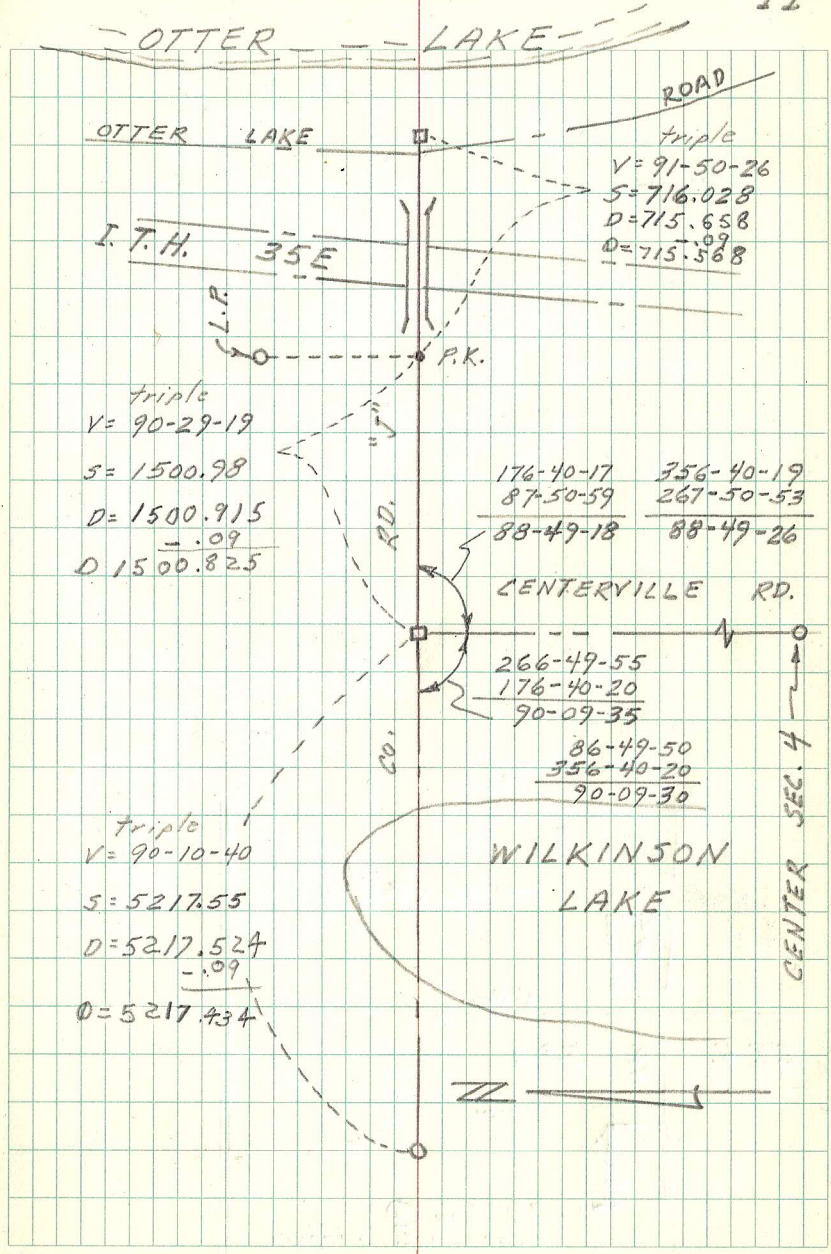
(N. line sec. 4 & N. line NW 1/4 5)

M.C. NO. 19 Sec. 4-30-22 (granite)

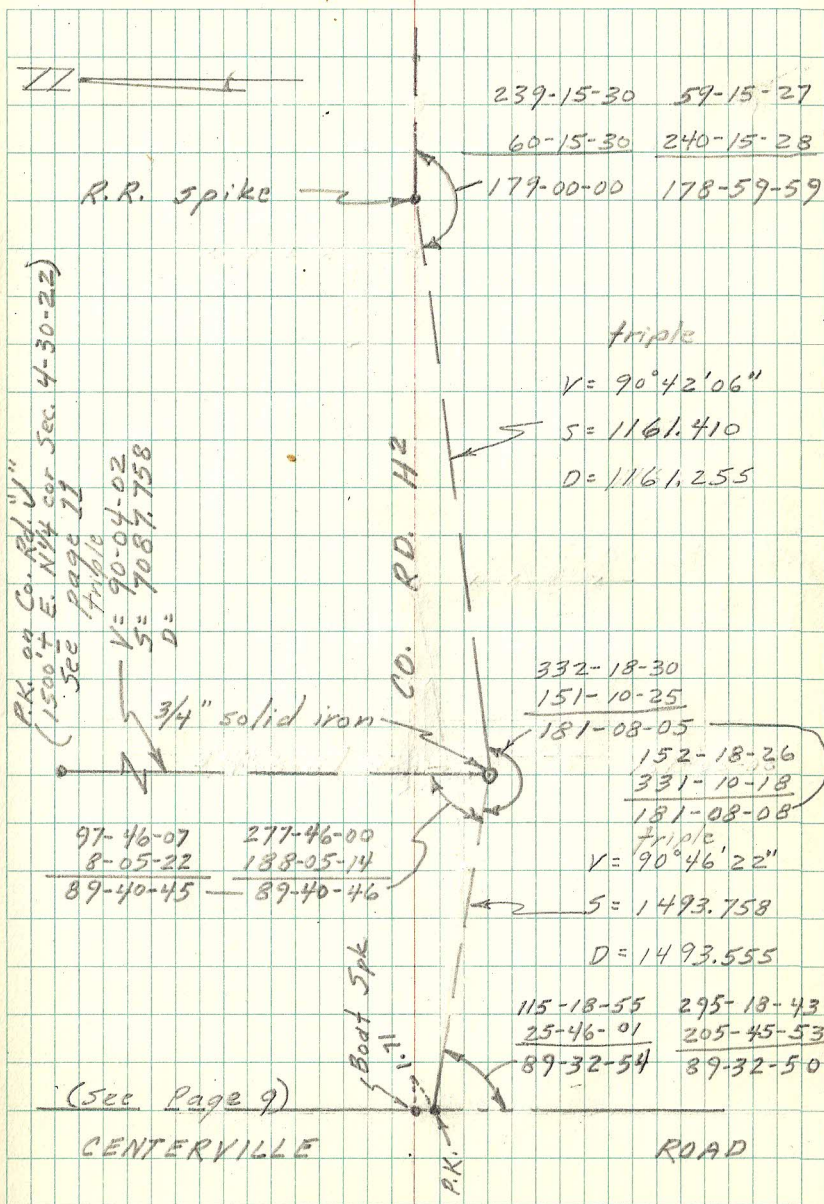
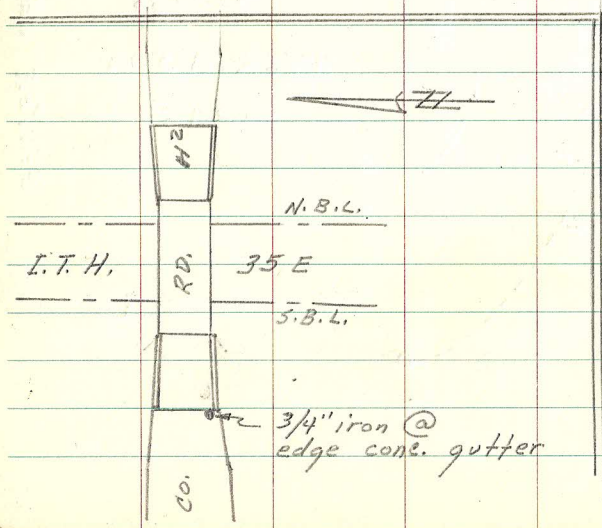
P.K. nail W. side bridge

N 1/4 COR. SEC. 4-30-22 (granite)

N 1/4 COR. SEC. 5-30-22  
(cast iron)



County Road H<sup>2</sup>  
 (Centerville Rd to E. line sec. 2)

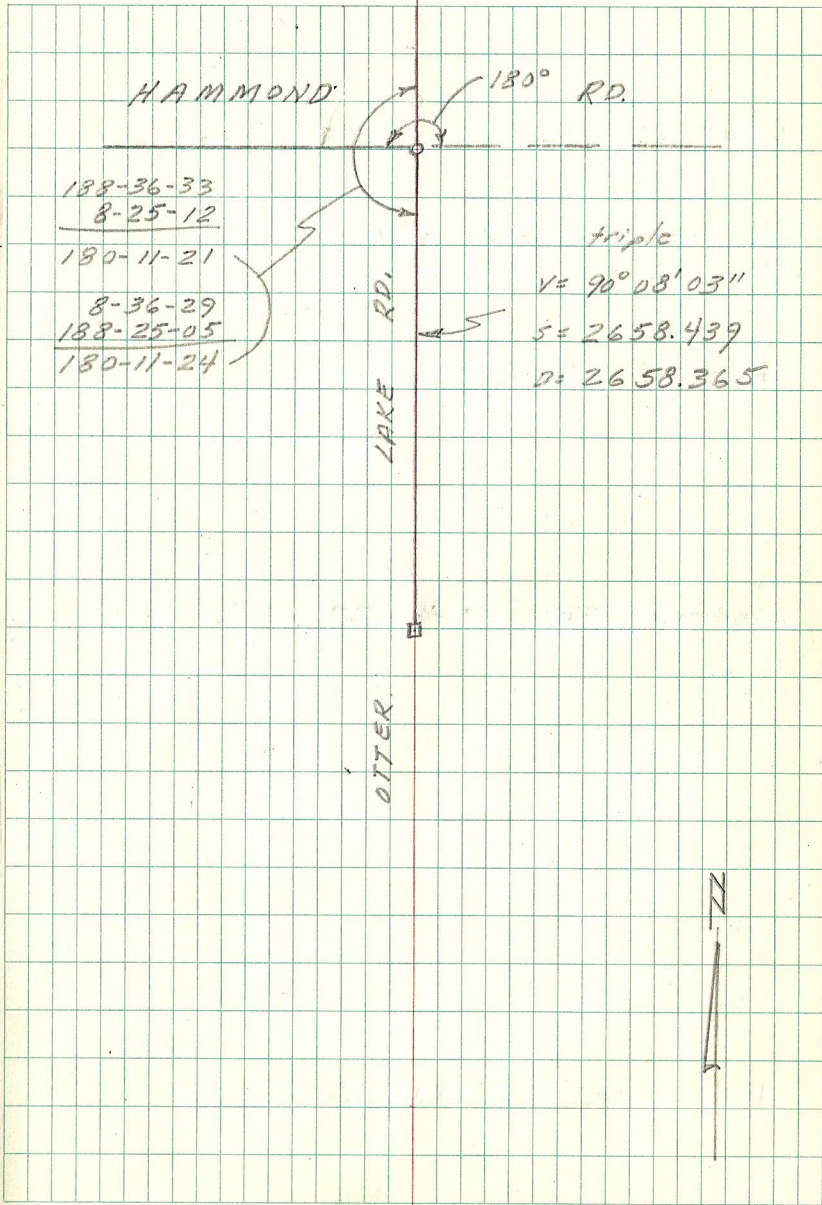




Sec. 15, T30, R22  
(N. & S. 1/4 line)

N 1/4 Cor. Sec. 15-30-22 (C.I.)

CENTER Sec. 15-30-22 (granite)





SECTION 10, T30, R22  
(N. & S 1/4 line)

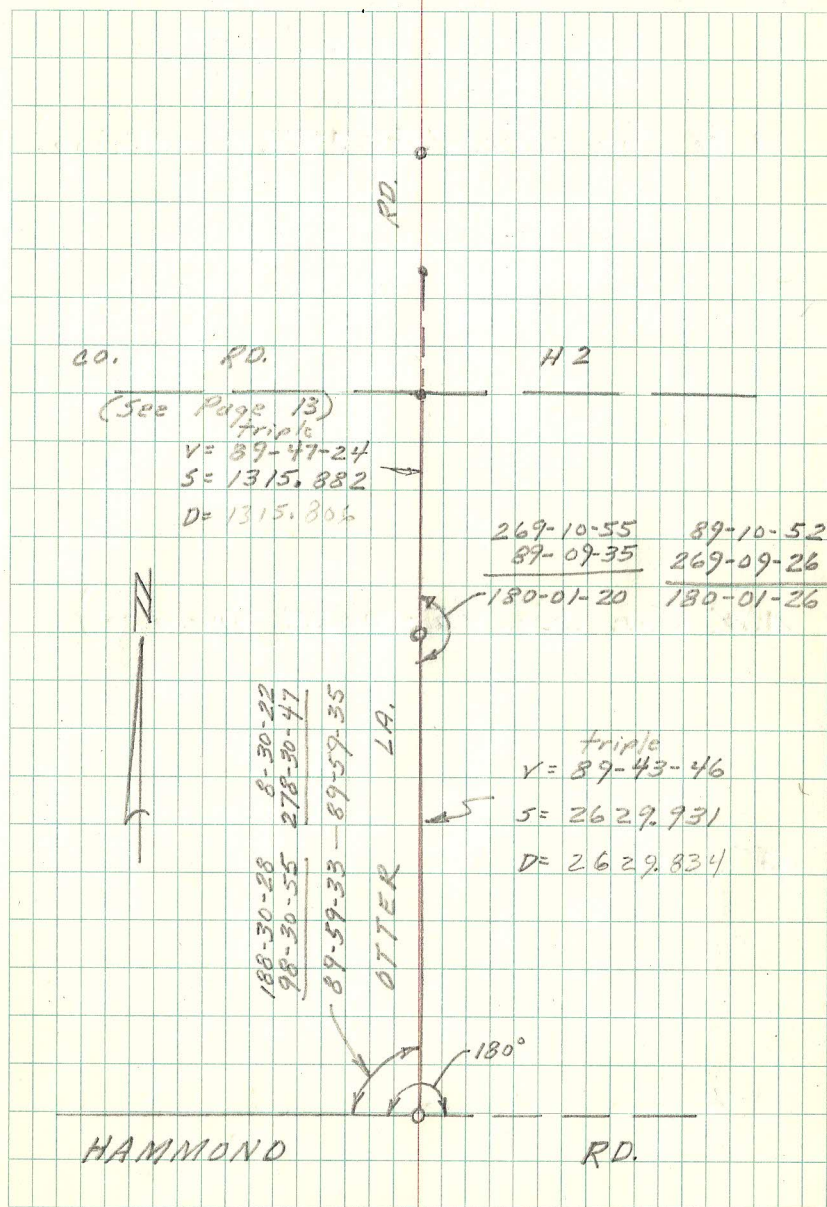
N 1/4 COR. SEC. 10-30-22 (pipe)

P.K. ON SHOULDER ROAD.

BOLT & DISC

CENTER SEC. 10-30-22

N 1/4 SEC. 15-30-22



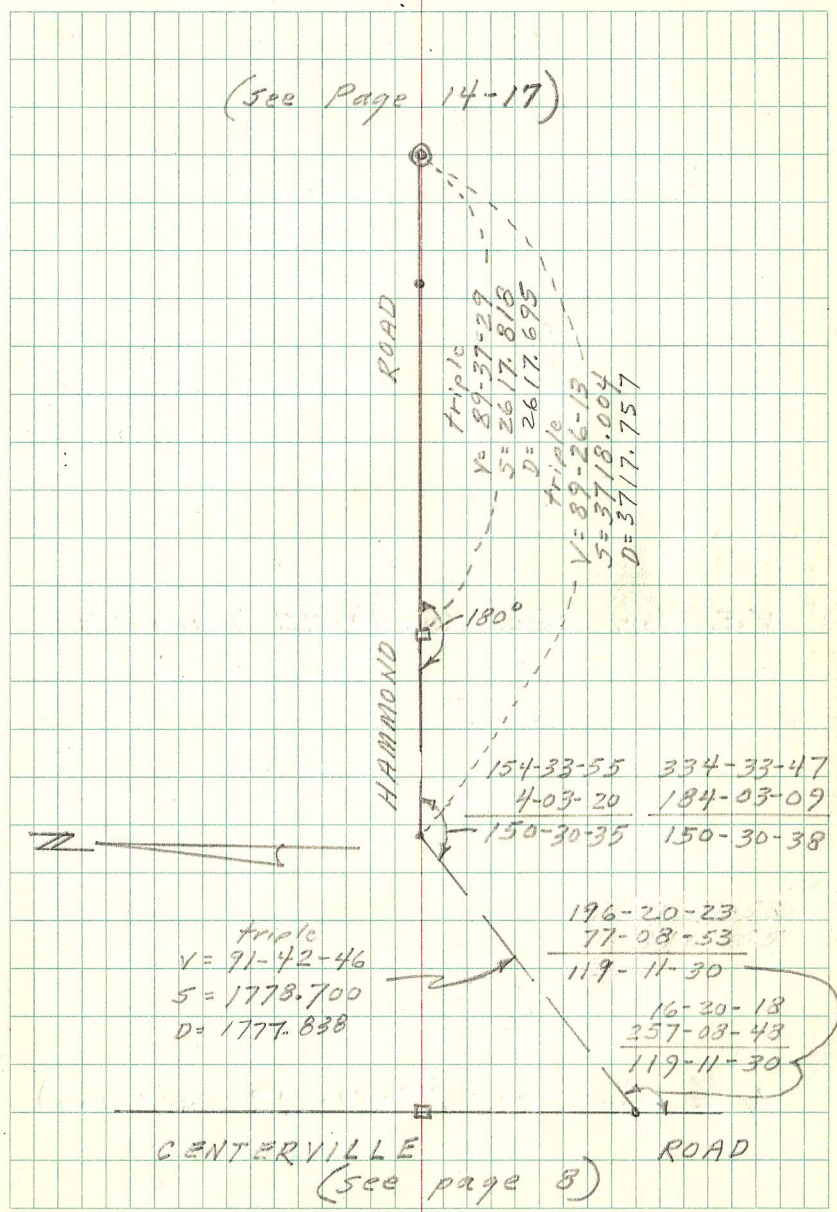
SEC. 15, T30, R22 (N. line NW 1/4) &  
SEC. 16, T30, R22 (N. line NE 1/4)

N 1/4 Cor. Sec. 15-30-22 (cast iron)

N.W. Cor. Sec. 15-30-22 (granite)

6" spike

(See Page 14-17)

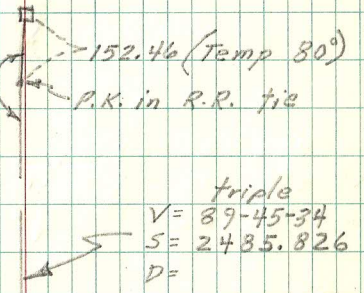


Sec. 15, T30, R22 (N. line NE 1/4)

NE. Cor. Sec. 15-30-22 (granite)

191-57-44  
6-57-49  
184-57-55

11-57-32  
186-57-42  
184-57-50



N 1/4 Cor. Sec. 15-30-22 (cast iron)

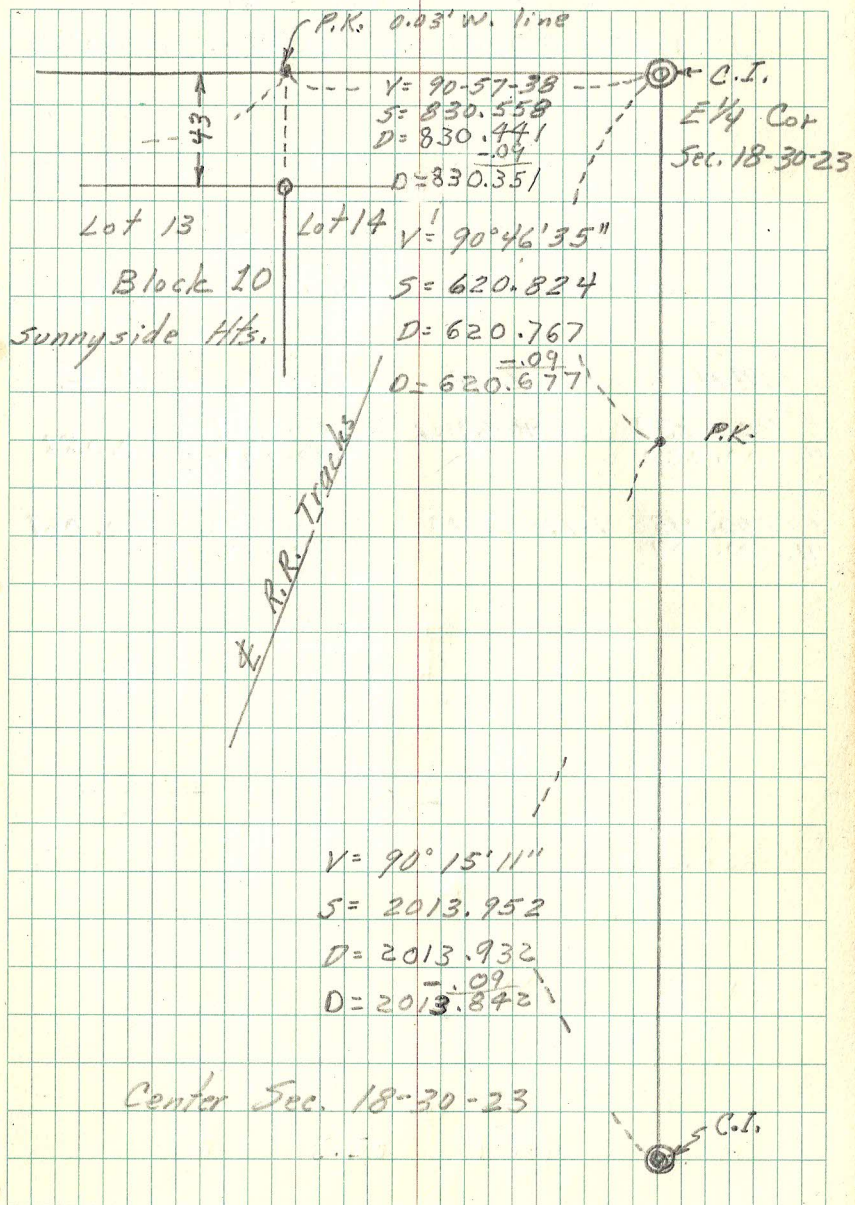
(See Pages 14-16)

SECTION 18, T30, R23 (Checking E $\frac{1}{4}$  Cor.)

C.I.  
 NE. Cor.  
 Sec. 18-30-23  
 V = 89-50-15  
 S = 1808.710  
 D = 1808.702  
 D = 1808.612

R.F.M. Temp. 63°  
 P.K. Jr. partly cloudy

June 17, 1974



CHECKING HP-3800 AT  
STATE EDM CHECKING POINTS

Set up at base point

MHD	V. #	Reading	Diff.
S 200.239 H 200.230	90-37-12	200.309 200.297	0.067
S 1000.113 H 1000.107	90-13-39	1000.182 1000.174	0.067

July 11, 1974

Temp. 70°  
Light breeze

Elev. 980  
Cloudy

Using filter

Using filter & single prism

Using filter & triple prism

R.F.M.  
P.K.  
R.W.

19

SOUTH LINE Sec. 24-30-22

A= 304-33-21      124-33-04  
126-26-34      306-26-21  
 178-06-47      178-06-43      178-06-45

B.= 126-26-34      306-26-21  
126-17-36      306-17-22  
 0-08-58      0-08-59      0-08-58

C= 75-24-05      255-23-21  
346-34-38      166-34-18  
 88-49-27      88-49-03      88-49-15

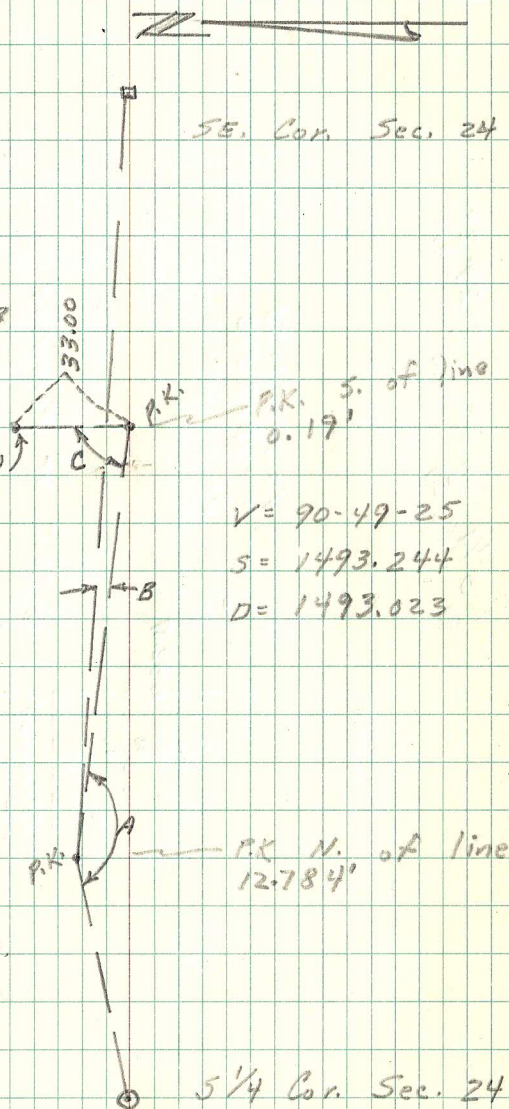
5/4 Cor to SE. Cor. = 2629.620

Y= 90-00-46  
 S= 2102.780  
 D= 2102.713

SE. Cor. Outlet A  
 Willenbring Add.

Y= 90-49-25  
 S= 1493.244  
 D= 1493.023

Y= 90-41-16  
 S= 527.206  
 D= 527.101



SECTION 10, T29, R23  
(Locate irons for SE corner)

5 1/4 Cor. Sec. 10-29-23  
(C.I.)  
Hamline Ave

Co.

V = 89-57-58  
S = 1317.513  
D =

32.87

4 3 2 1

Fernwood

C.I. at Fernwood

43.02

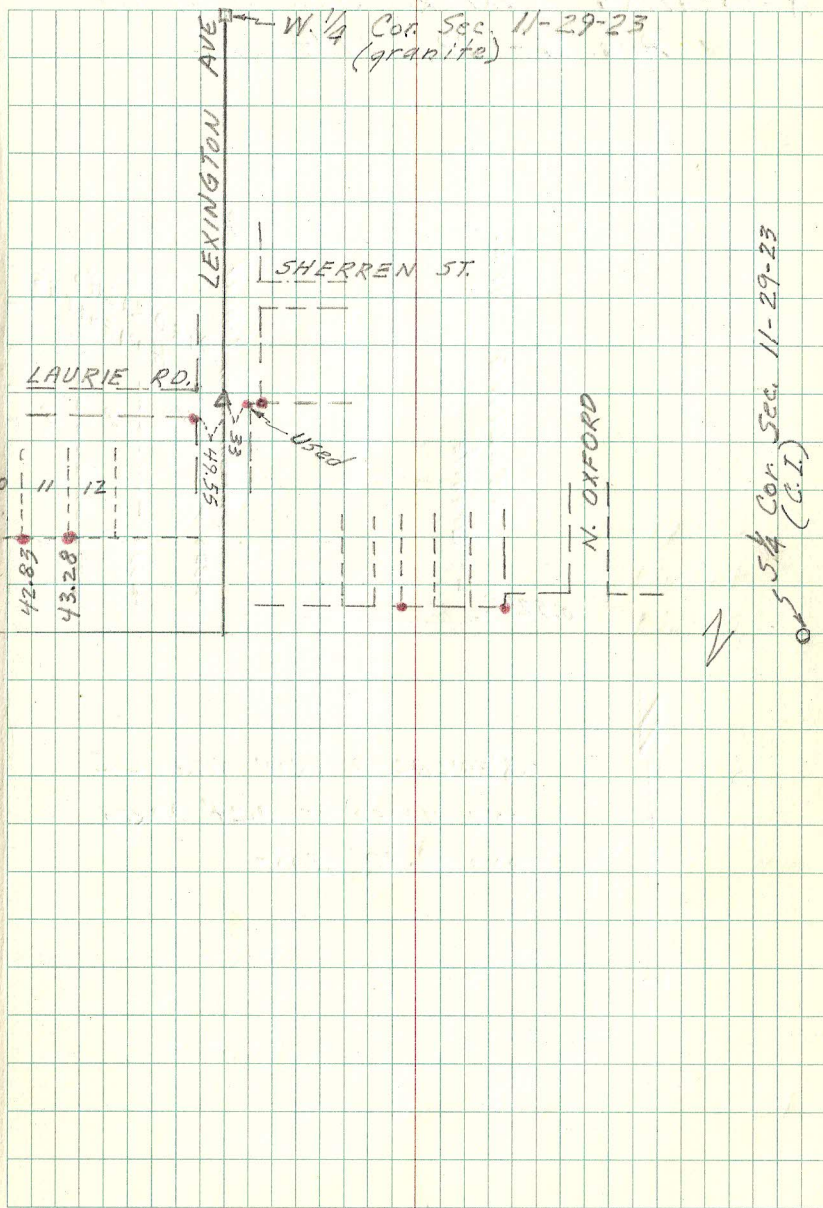
V = 90-15-33  
S = 1317.532  
D =

8"

BOWES ADD.

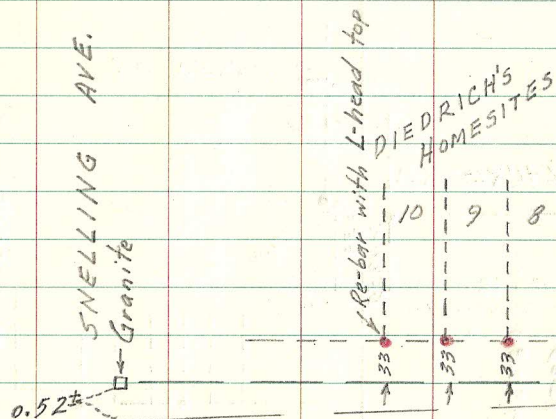
Broadview Add

43.15

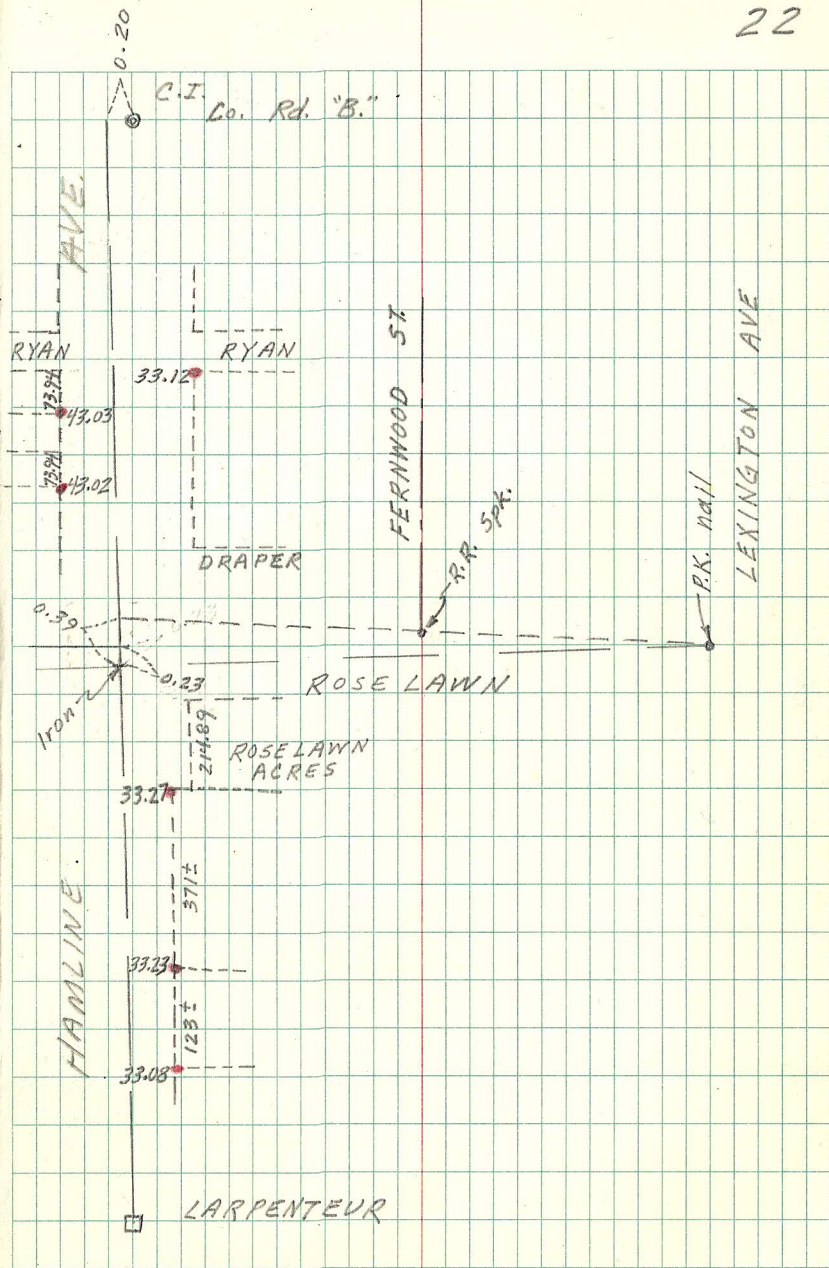


RELOCATING CENTER SEC. 15-29-23

AUG. 16-22, 1974

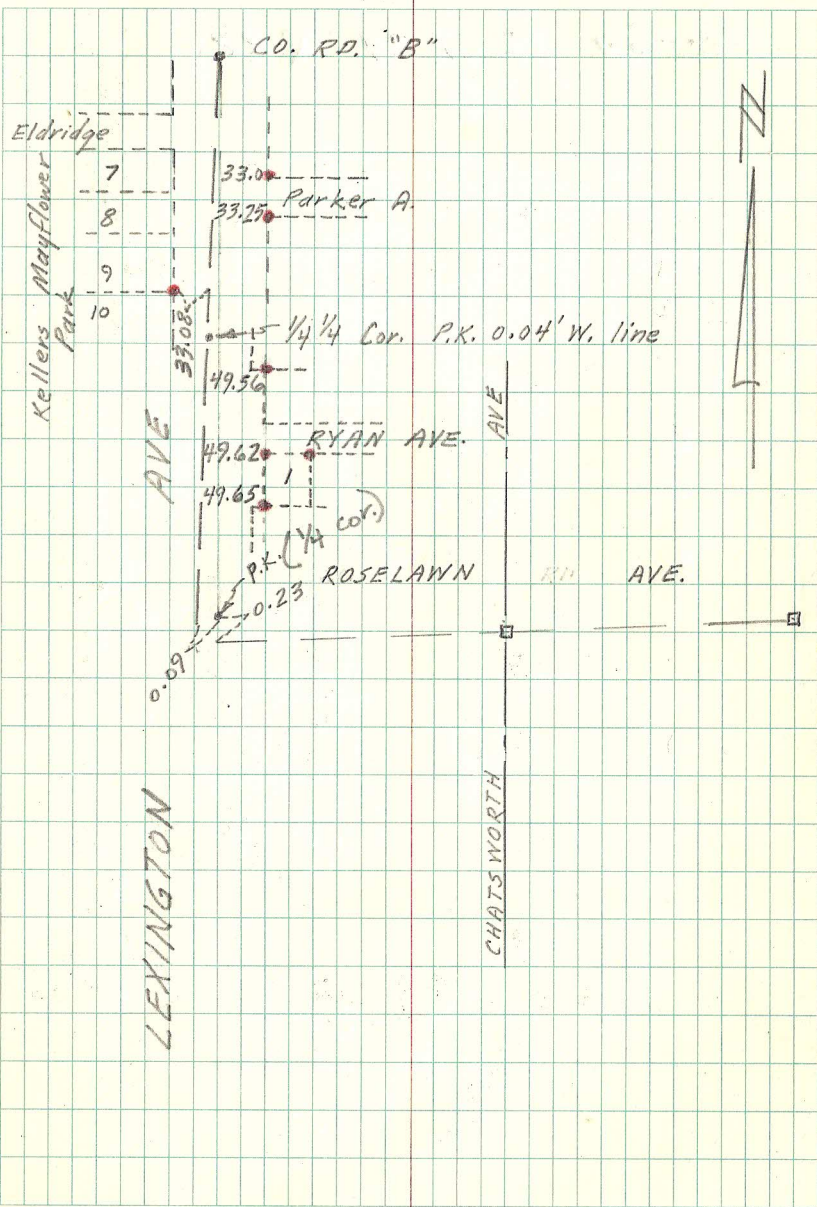


REPLACED IRON WITH C.I.  
AND MOVED IT 0.24' NORTH  
AND 0.10' EAST

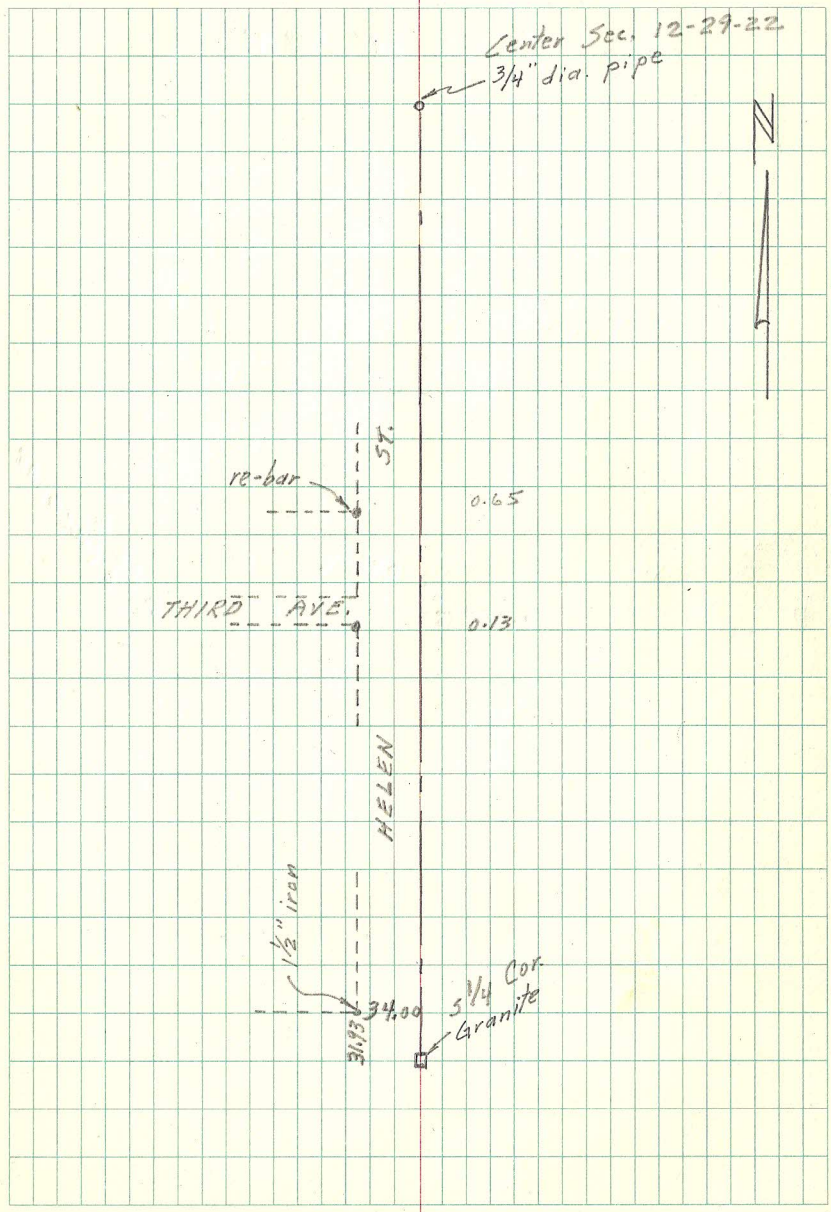




SECTION 14, T29, R23  
 (Relocating W<sup>1</sup>/<sub>4</sub> Corner)



SECTION 12, T29, R22.



Sept. 5, 1974

25

CHECKING CENTER SECTION

15, T29N, R22W.

0.05  
Spk

PK. @  
BIRMINGHAM

0.315  
N  $\frac{1}{4}$  Cor. (PKS.)

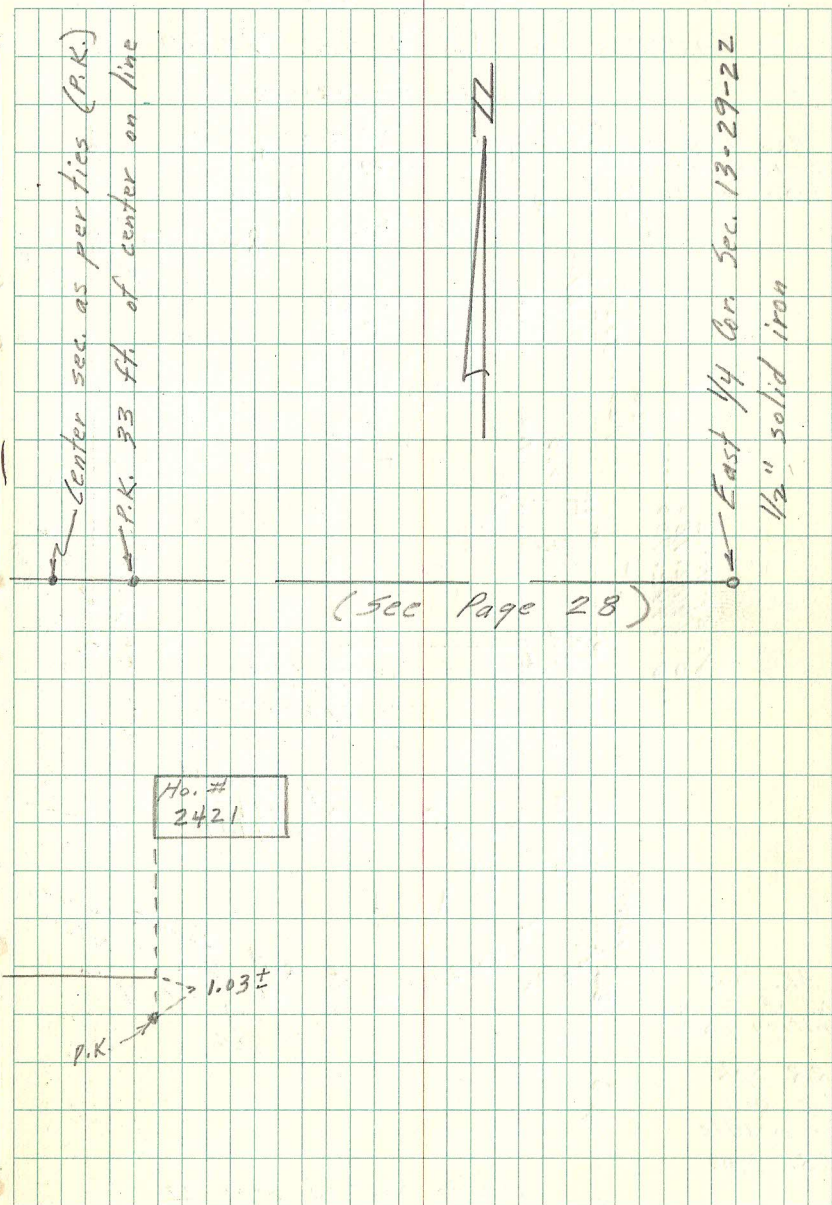
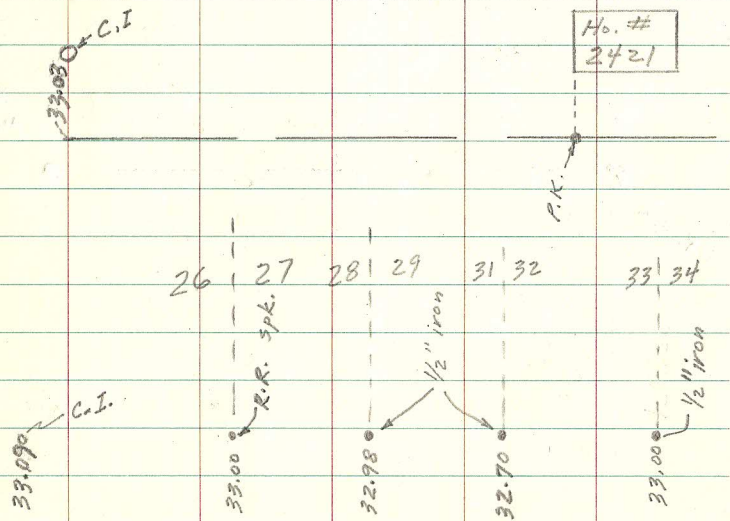
R.R. Spk

E  $\frac{1}{4}$  Cor.  
(C.I.)

C.I. (S  $\frac{1}{4}$  Cor. Sec. 15-29-22)

SECTION 13-29-22  
(Checking E. & W. 1/4 line)

Mc Knight  
Road





SECTION 13-29-22

HOLLOWAY AVE.

P.K. nail  
(Proposed  
Center Sec.)

5 33.03

5  
TIERNEY  
AVE.

32.67

MEADOW  
PR.

3

6" spk

35.19

Bent iron

4

P.K.

33.06

RIPLEY  
AVE.

5

6

29.96

29.78

5.97 to P.L.

6.54

P.K. nail @ proposed center  
HELEN ST.

R. L. S. #108

A B C D E F

MARGARET ST.

32.93

34.28

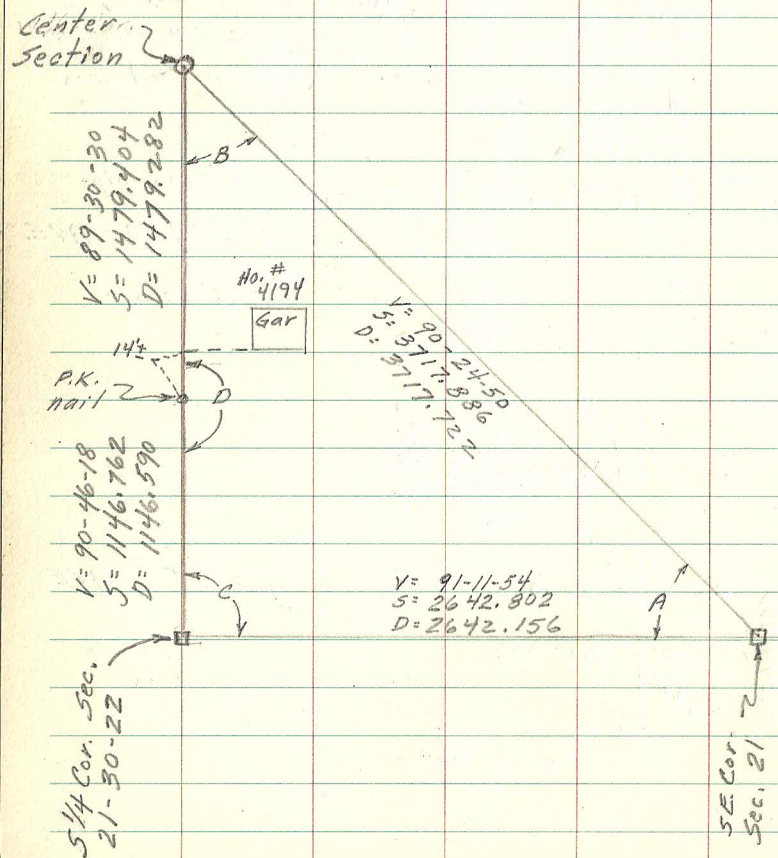
33.04

33.00

E 1/4 Cor. Sec. 13-29-22



SECTION 21, T30, R22  
(measuring W. & S. line SE 1/4)



NWly	239-41-42 E	59-41-42 R
West	194-45-22 E	14-45-19 R
<hr/>		<hr/>
A=	44-56-21.5	44-56-20
		44-56-23
<hr/>		
South	139-45-16 E	319-45-16 R
SEly	94-28-15 E	274-28-09 R
<hr/>		<hr/>
B=	45-17-04	45-17-01
		45-17-07
<hr/>		
East	337-26-41 E	157-26-50 R
North	247-40-42 E	67-40-42 R
<hr/>		<hr/>
C=	89-46-04	89-45-59
		89-46-08
<hr/>		
South	259-01-52 E	79-01-41 R
North	79-01-30 E	259-01-24 R
<hr/>		<hr/>
D=	180-00-20	180-00-22
		180-00-17



SECTION 13, T29, R22 (Checking  
Center of Section)

COUNTRY CLUB HEIGHTS

Block

8

Pinched iron

Block

10

Rusted iron

HOLLOWAY

33.01

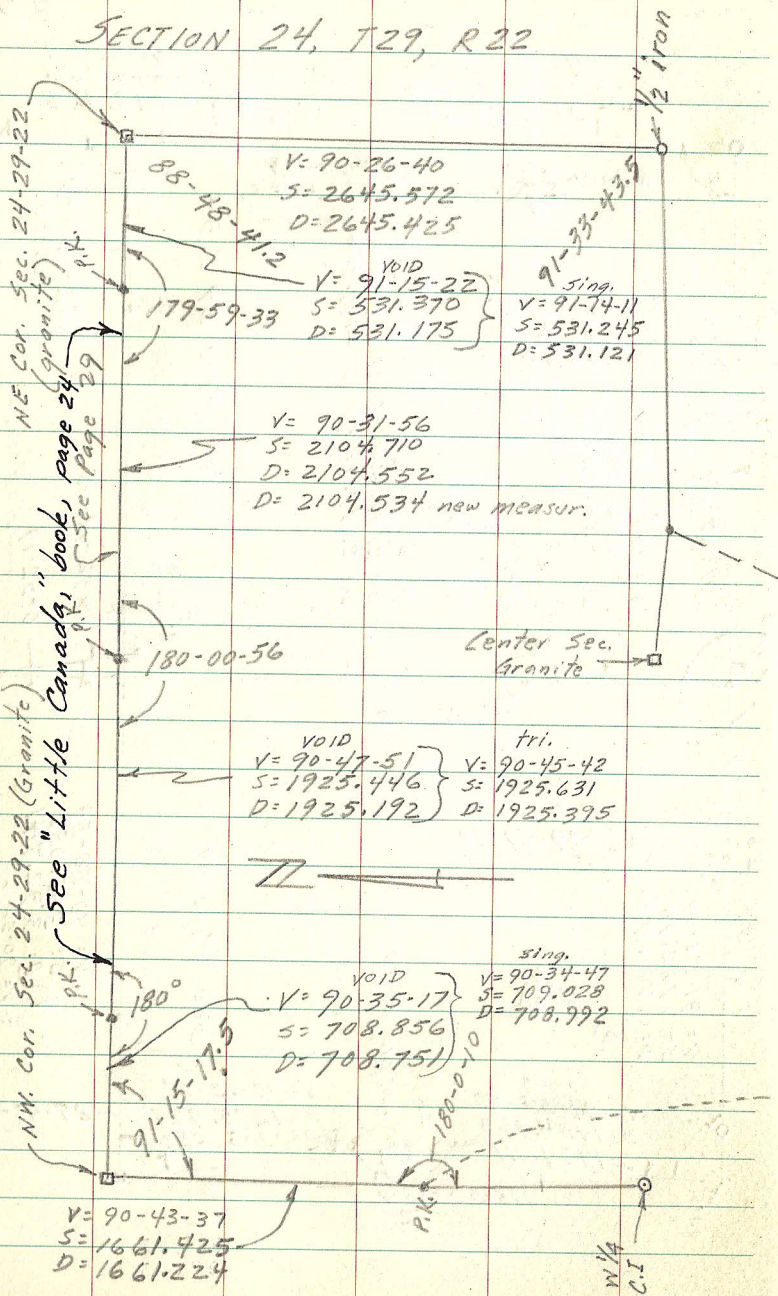
AVE.







SECTION 24, T29, R22



Nov. 1974

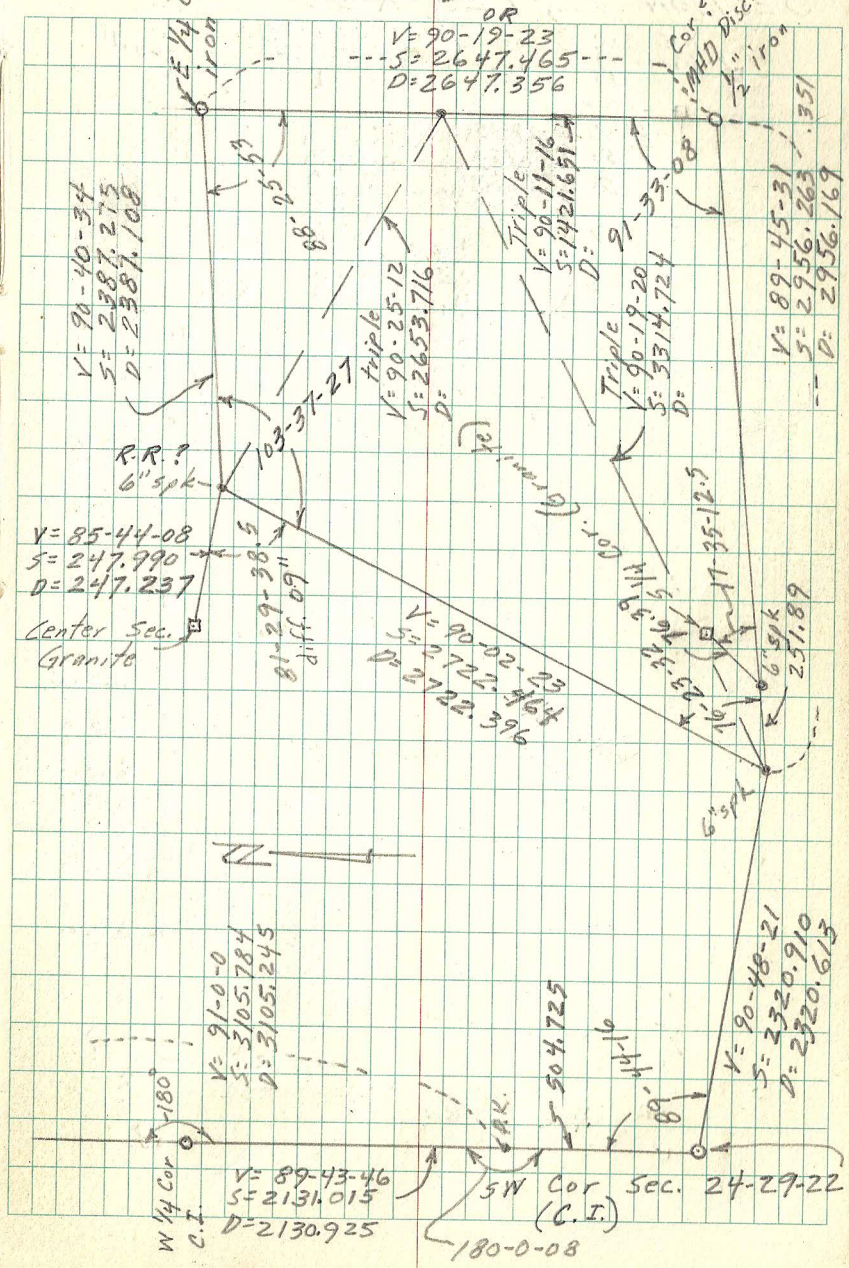
R.F.M

R.W.

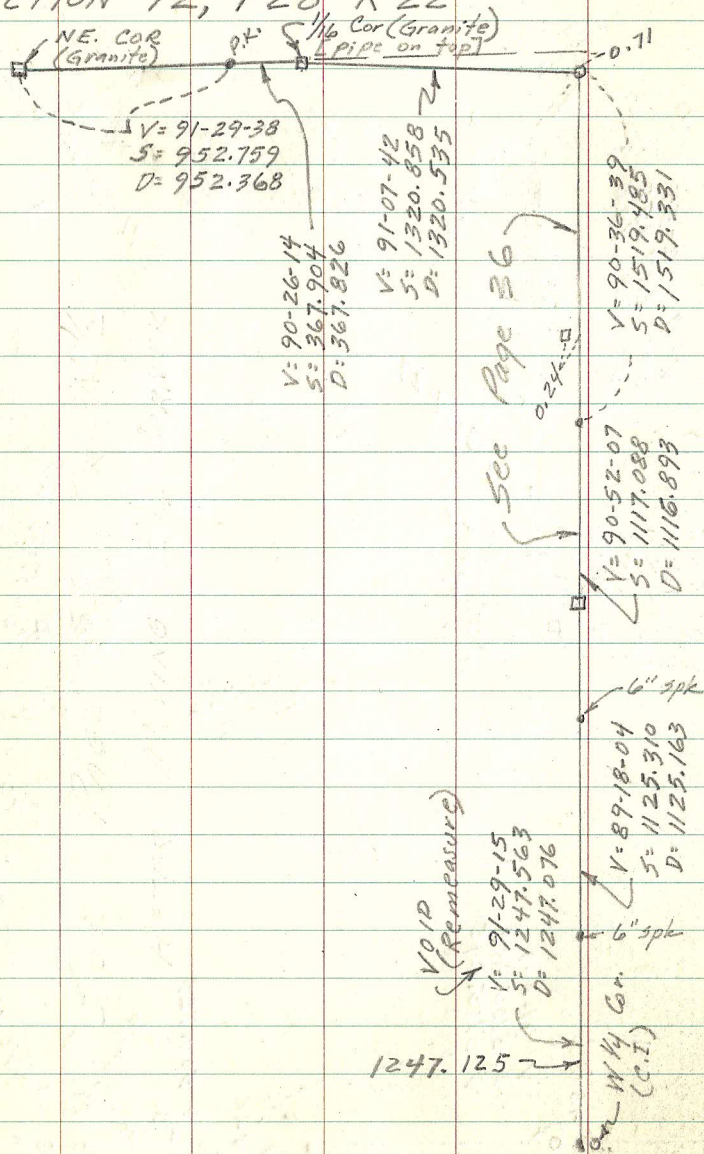
P.K. Jr.

V=90-18-47  
S=2647.690  
D=

34



SECTION 12, T28 R22



V: 90-26-14  
S: 367.904  
D: 367.826

V: 91-07-42  
S: 1320.858  
D: 1320.535

V: 90-36-39  
S: 1519.485  
D: 1519.331

V: 90-52-07  
S: 1117.088  
D: 1116.898

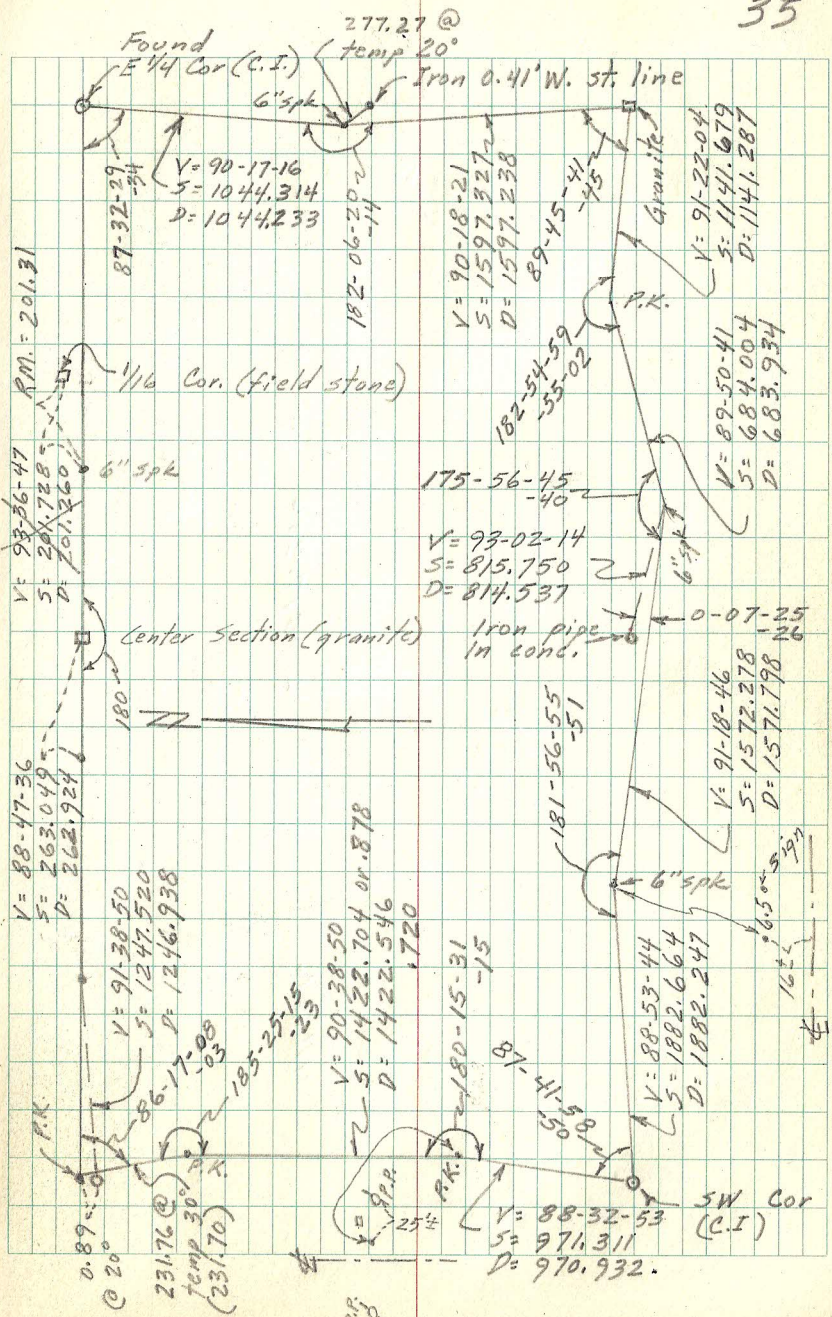
V: 89-18-04  
S: 1125.310  
D: 1125.163

See Page 36

V.O.P (Remeasure)

V: 91-29-15  
S: 1247.563  
D: 1247.076

1247.125



V: 90-17-16  
S: 1044.314  
D: 1044.233

V: 90-18-21  
S: 1597.827  
D: 1597.238

V: 91-22-04  
S: 1141.679  
D: 1141.287

V: 89-50-41  
S: 684.004  
D: 683.934

V: 93-02-14  
S: 815.750  
D: 814.537

V: 91-18-46  
S: 1572.278  
D: 1571.798

V: 93-36-47  
S: 207.728  
D: 207.260

V: 88-47-36  
S: 263.049  
D: 262.924

V: 91-38-50  
S: 1247.520  
D: 1246.938

V: 90-38-50  
S: 1422.704 or 878  
D: 1422.546  
1720

V: 89-17-08  
S: 185.2515  
D: 185.23

V: 88-53-44  
S: 1882.664  
D: 1882.247

V: 88-32-53  
S: 971.311  
D: 970.932

RM. = 201.31

Center Section (granite)

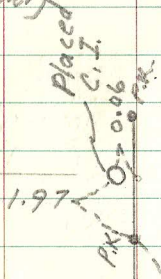
Iron pipe in cond.

SW Cor (C.I.)

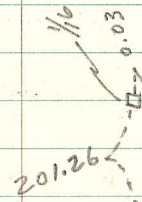
SECTION 12, T28, R22 (Checking  
E 1/4 Corner)

CENTURY

AVE.

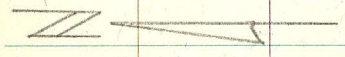


1/6 Cor. (Stone)

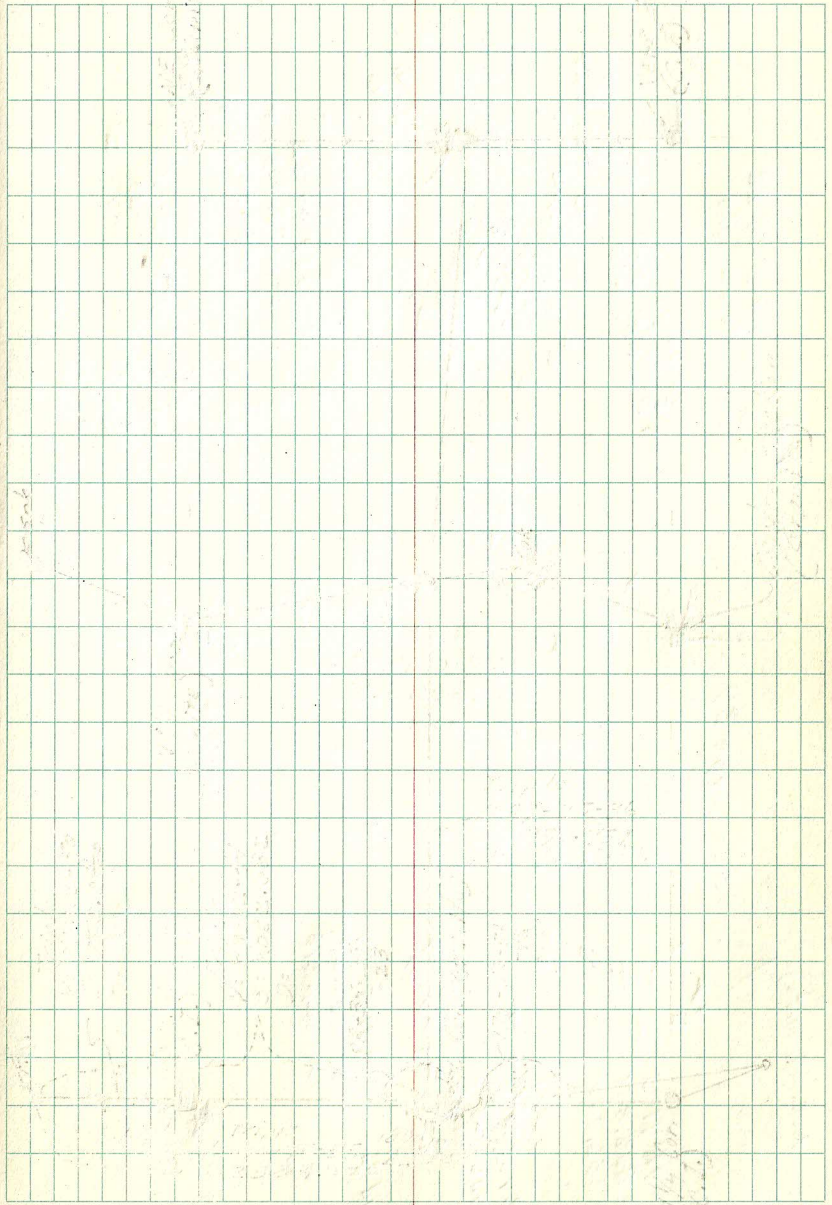


triple  
 $V = 90.36-18$   
 $S = 1517.456$   
 $D = 1517.304$

single  
 $V = 90.58-57$   
 $S = 1116.860$   
 $D = 1116.696$



Center Section  
12-28-22

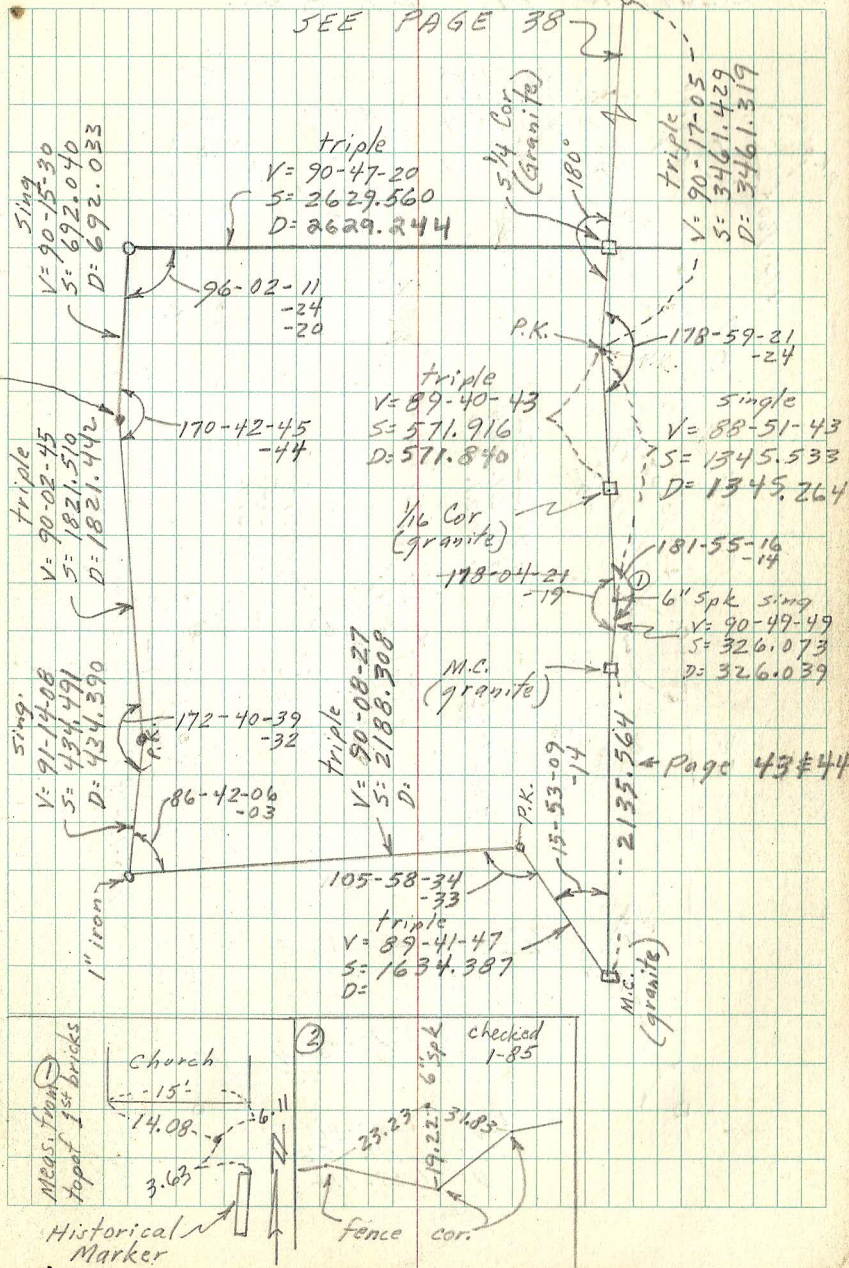
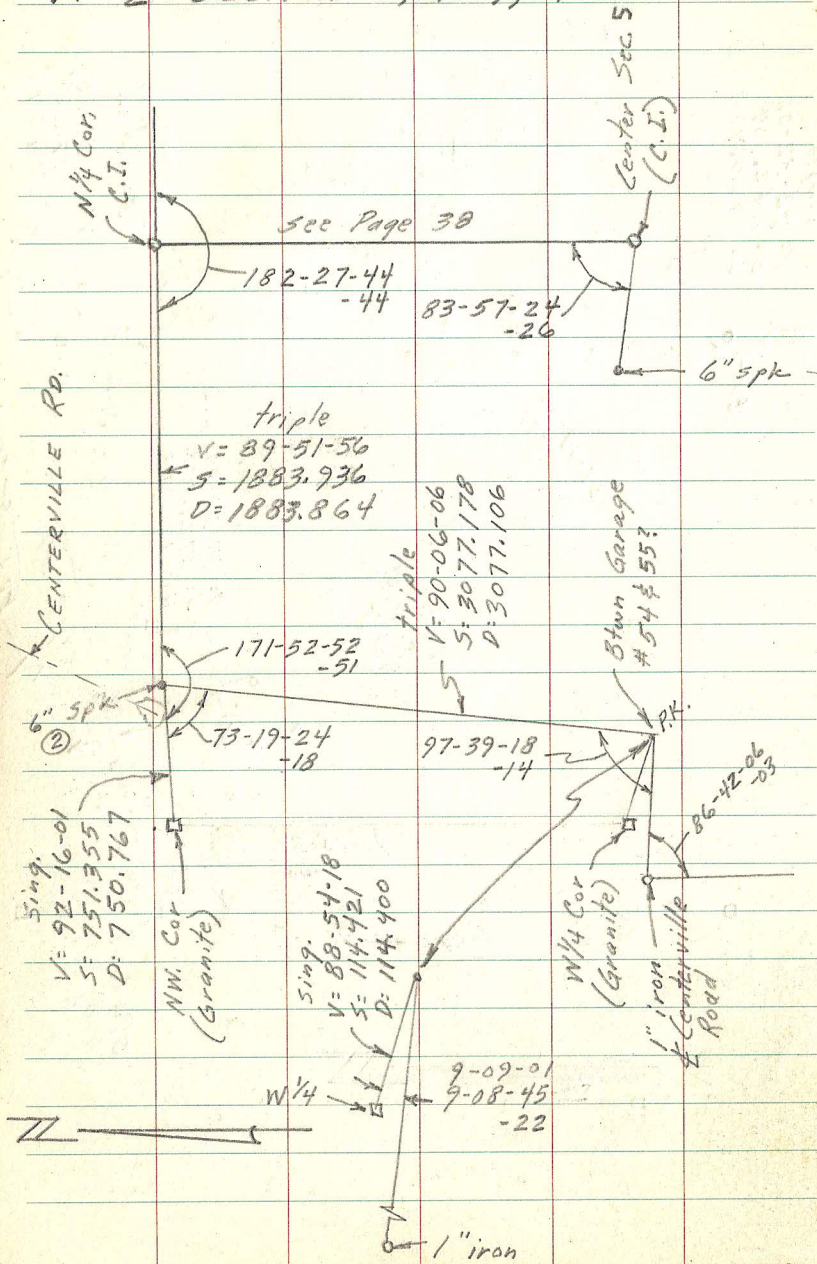




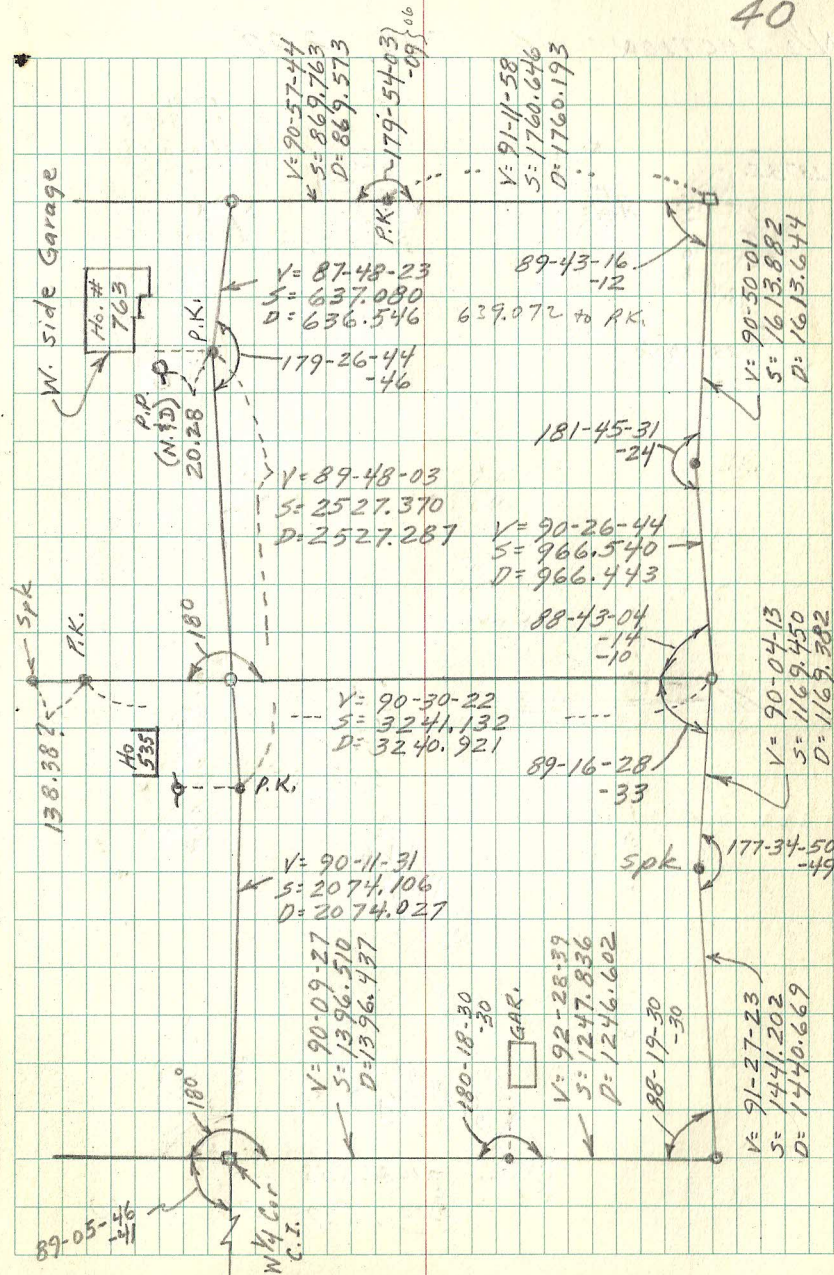
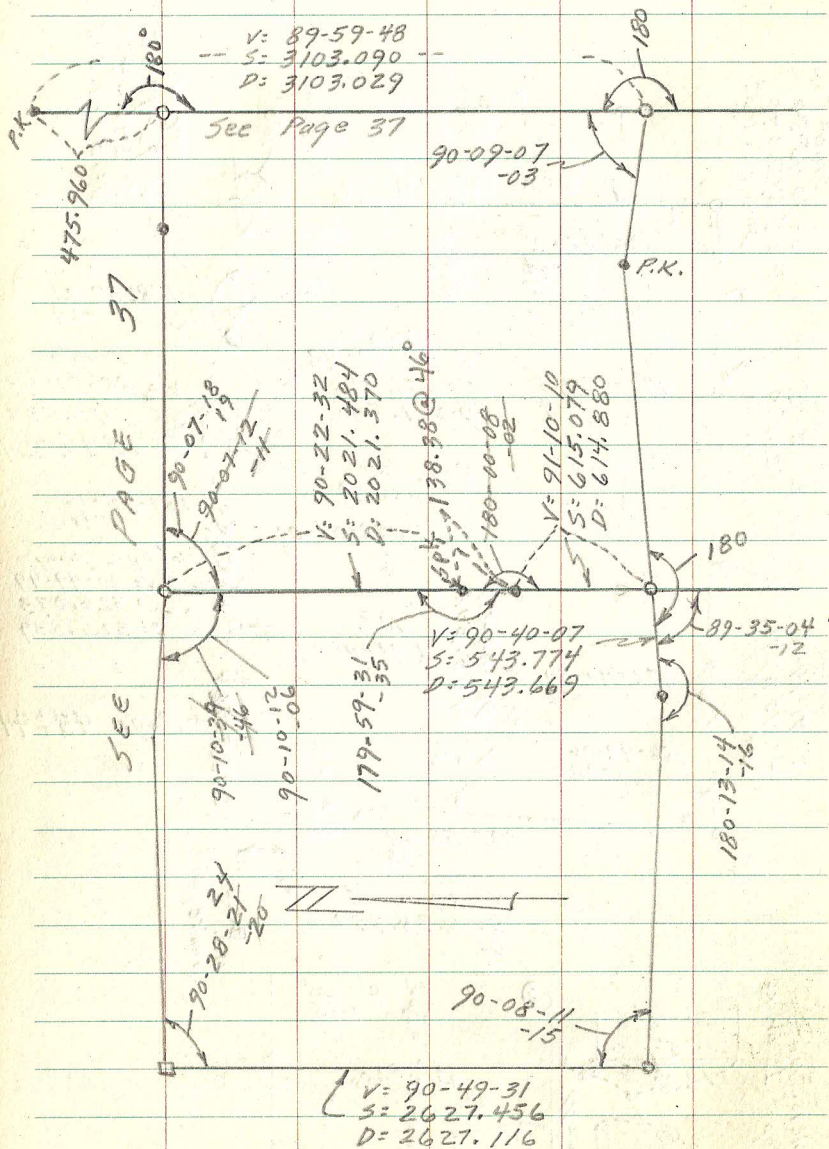




# W 1/2 SECTION 5, T29, R22

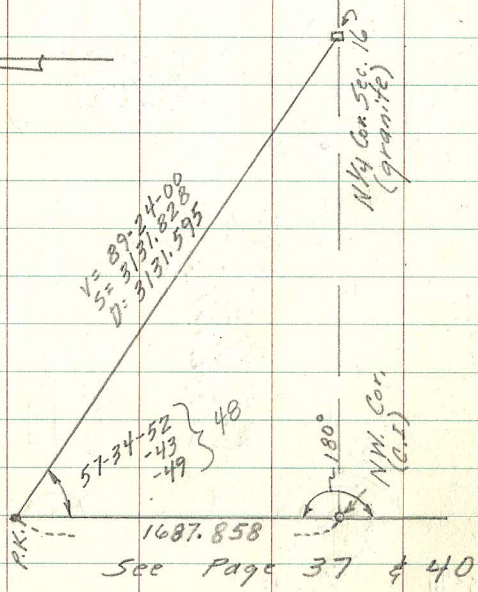
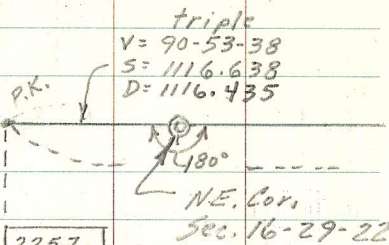
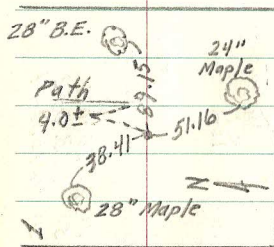


SECTION 17, T29, R22.

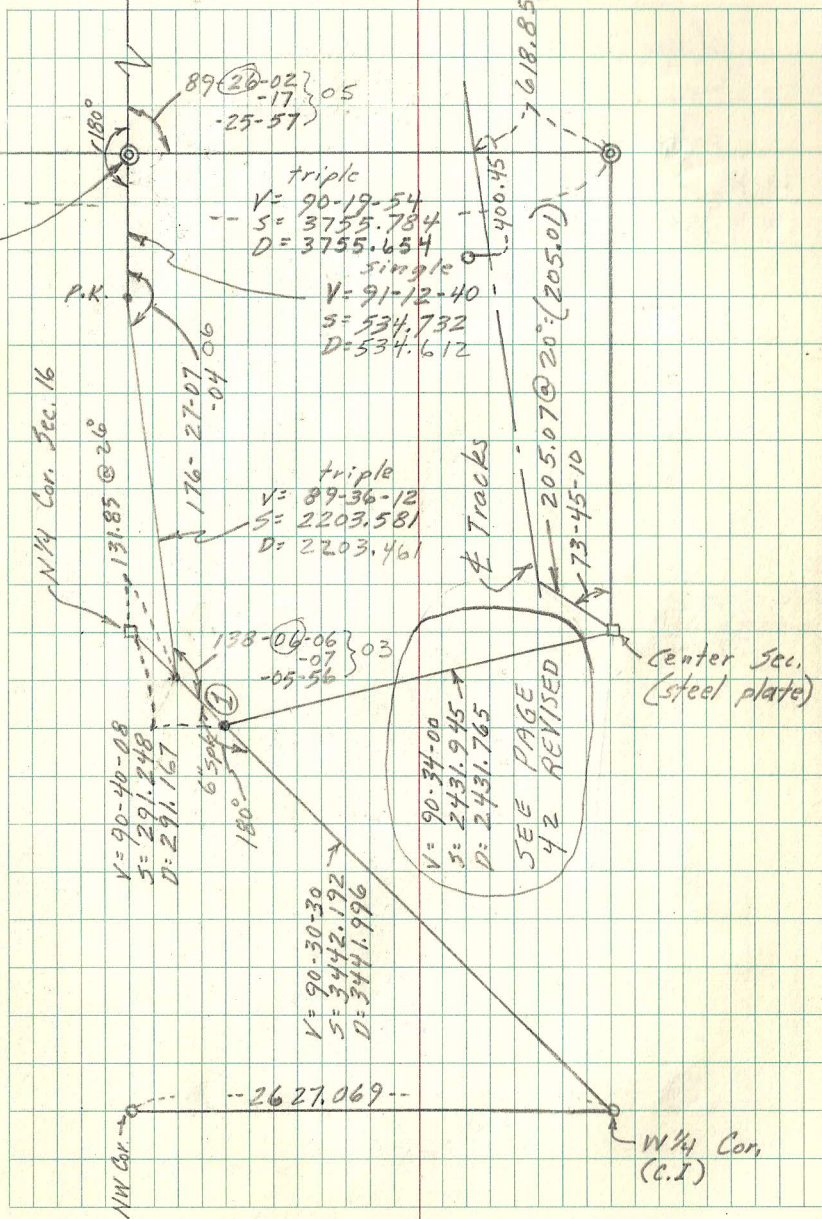


Center Sec. 18-29-22 (C.I.)

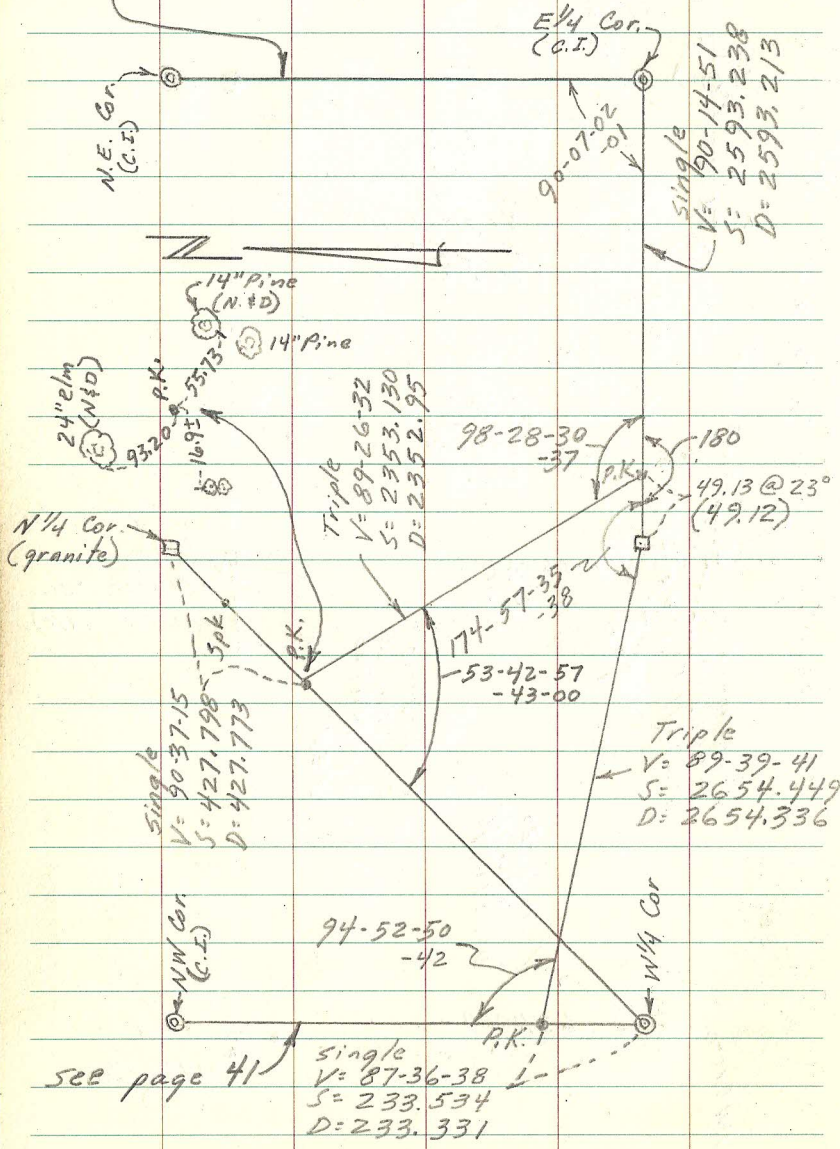
N $\frac{1}{2}$  SECTION 16, T29, R22.



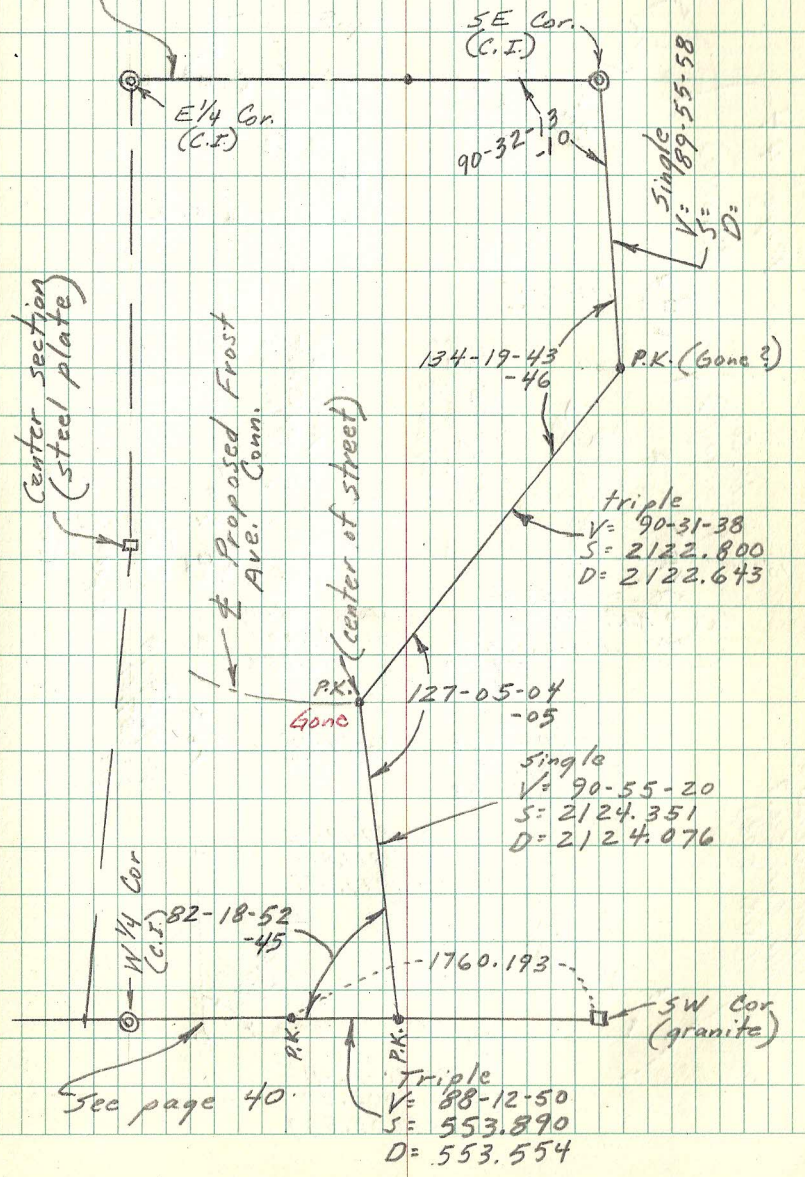
West W.C. of Center  
Section 15-29-22



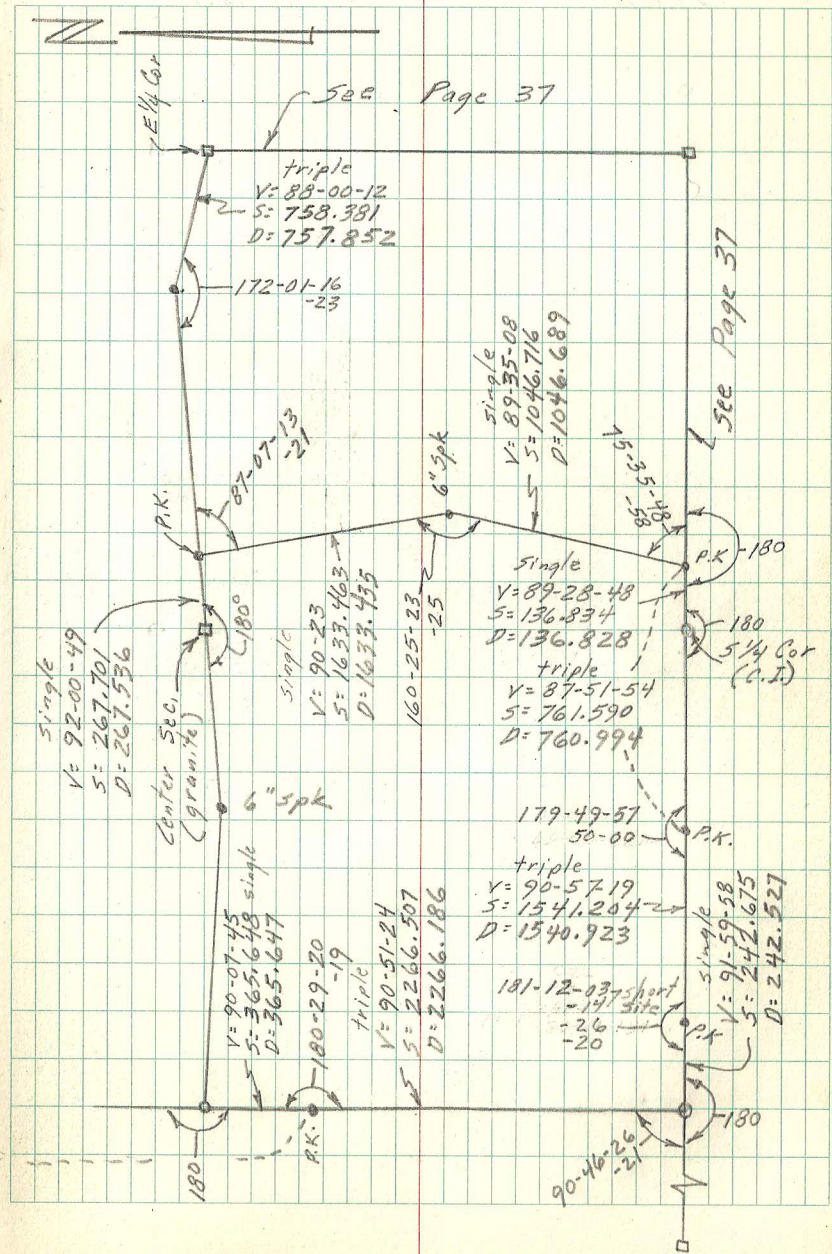
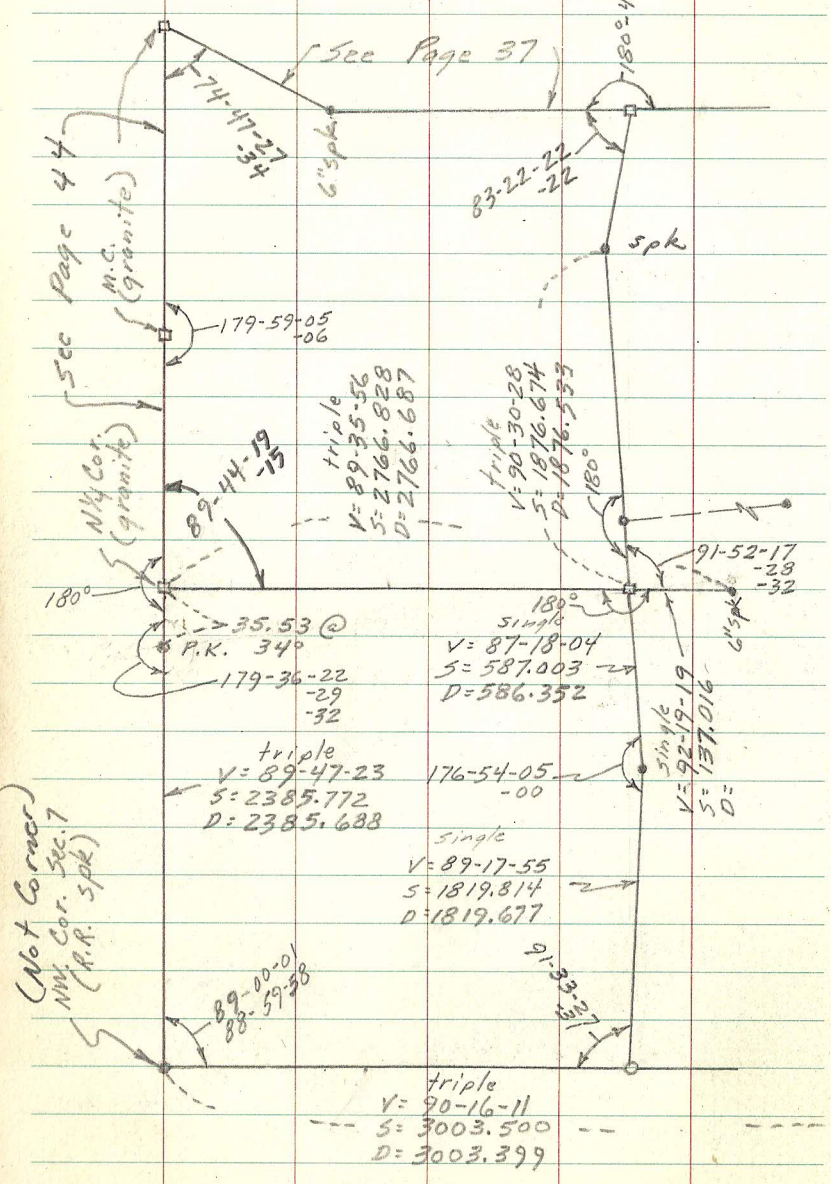
(See "Little Canada & McLean," pg. 5)



(See "Little Canada & McLean," pg. 5)

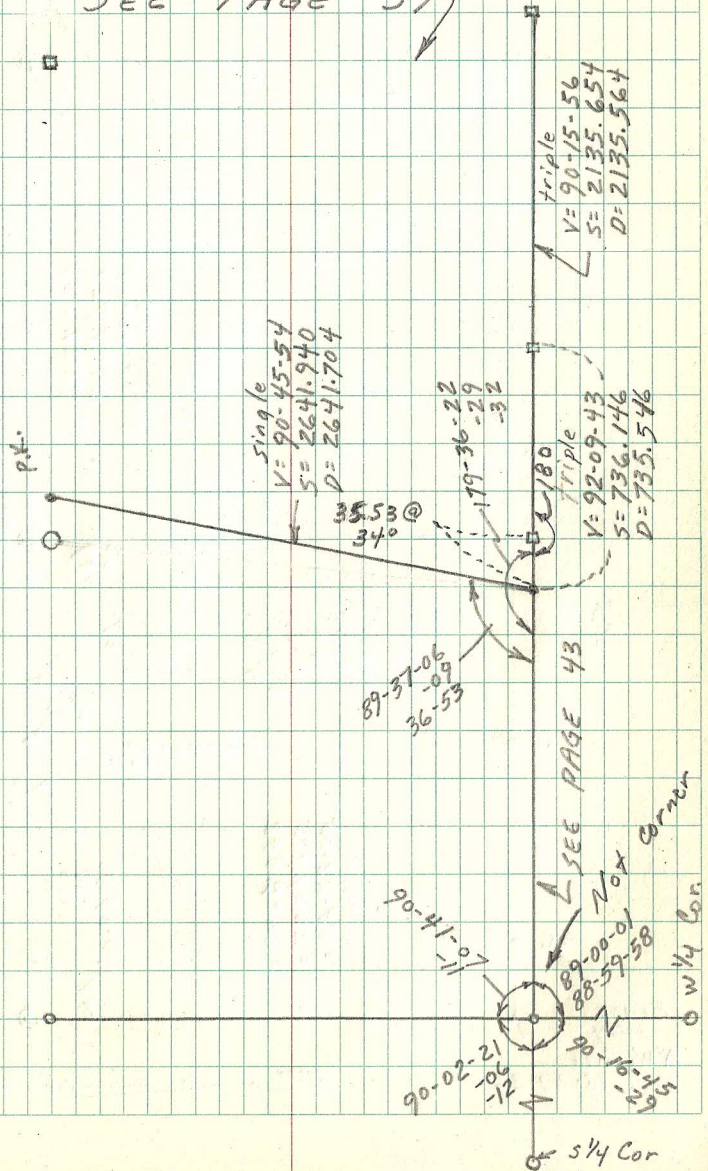


SECTION 7, T29, R22.



SECTION 6, T29, R22.

SEE PAGE 397



SECTION 18, T29, R22

(MEASURING)

See Page 40

See Page 37

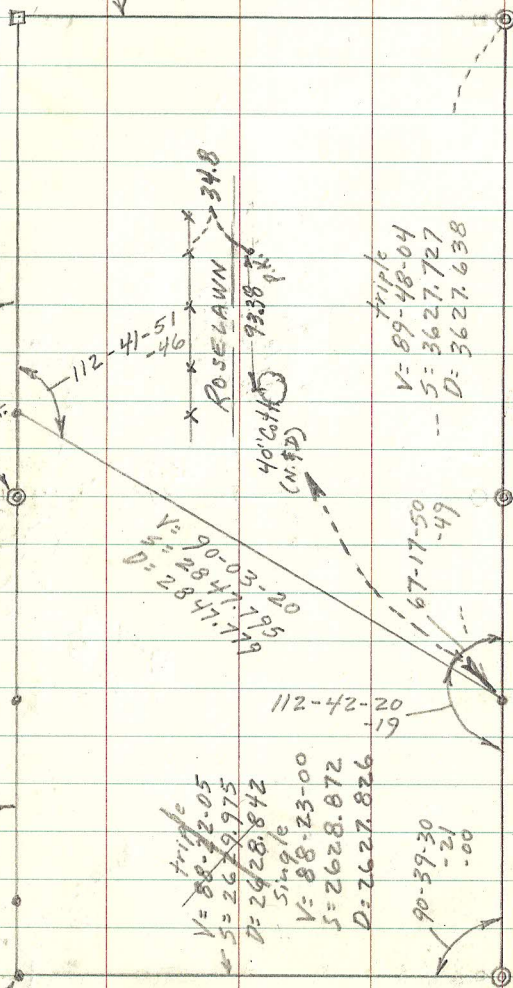
N 1/4 Cor  
(C.I.)

See Page 43

P.K.

P.K.

Brass  
Plug  
N.W. Cor.  
Sec. 18-29-22



triple  
V= 89-48-04  
S= 3627.727  
D= 3627.638

V= 90-03-20  
S= 2847.795  
D= 2847.799

triple  
V= 88-32-05  
S= 2629.975  
D= 2628.842

single  
V= 88-23-00  
S= 2628.872  
D= 2627.826

90-39-30  
-21  
-00

112-42-20  
-19

67-17-50  
-49

40' (N. 1/2)

ROSELAWN

34.8

41-51  
-46

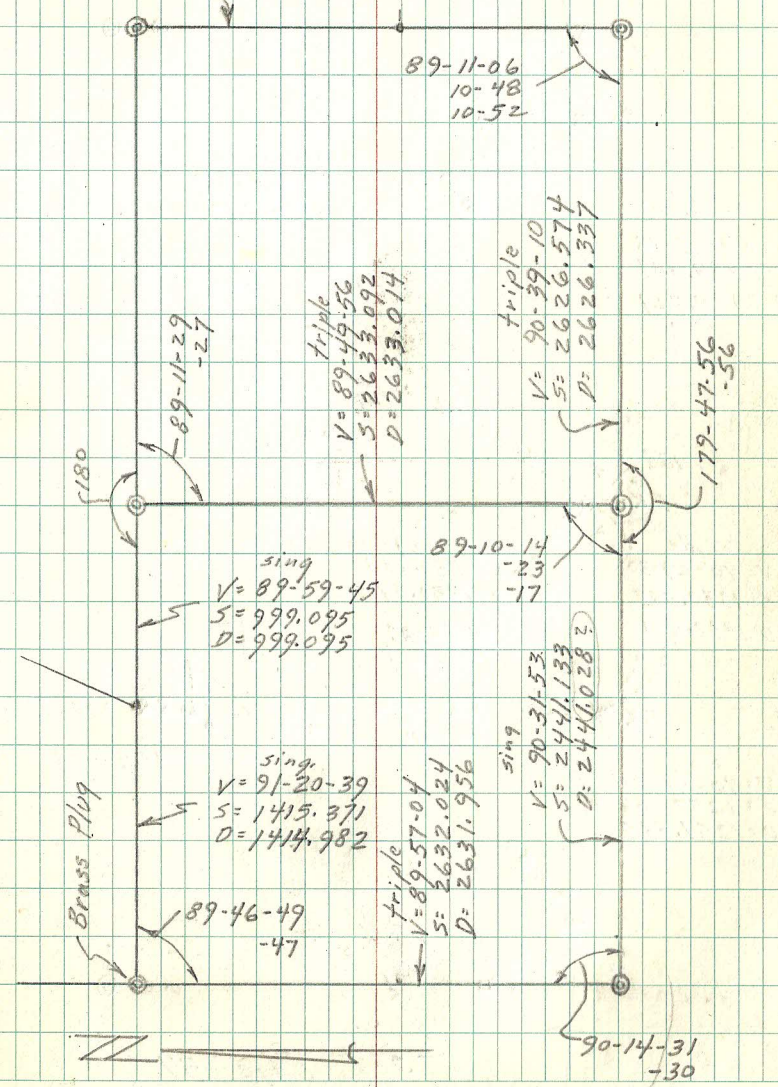
112

P.K.

See Page 40

(180)

Brass Plug



triple  
V= 89-49-56  
S= 2635.092  
D= 2633.014

single  
V= 89-59-45  
S= 999.095  
D= 999.095

single  
V= 91-20-39  
S= 1415.371  
D= 1414.982

triple  
V= 89-57-04  
S= 2632.024  
D= 2631.956

single  
V= 90-31-53  
S= 2441.133  
D= 2441.028

triple  
V= 90-39-10  
S= 2626.574  
D= 2626.337

89-11-06  
10-48  
10-52

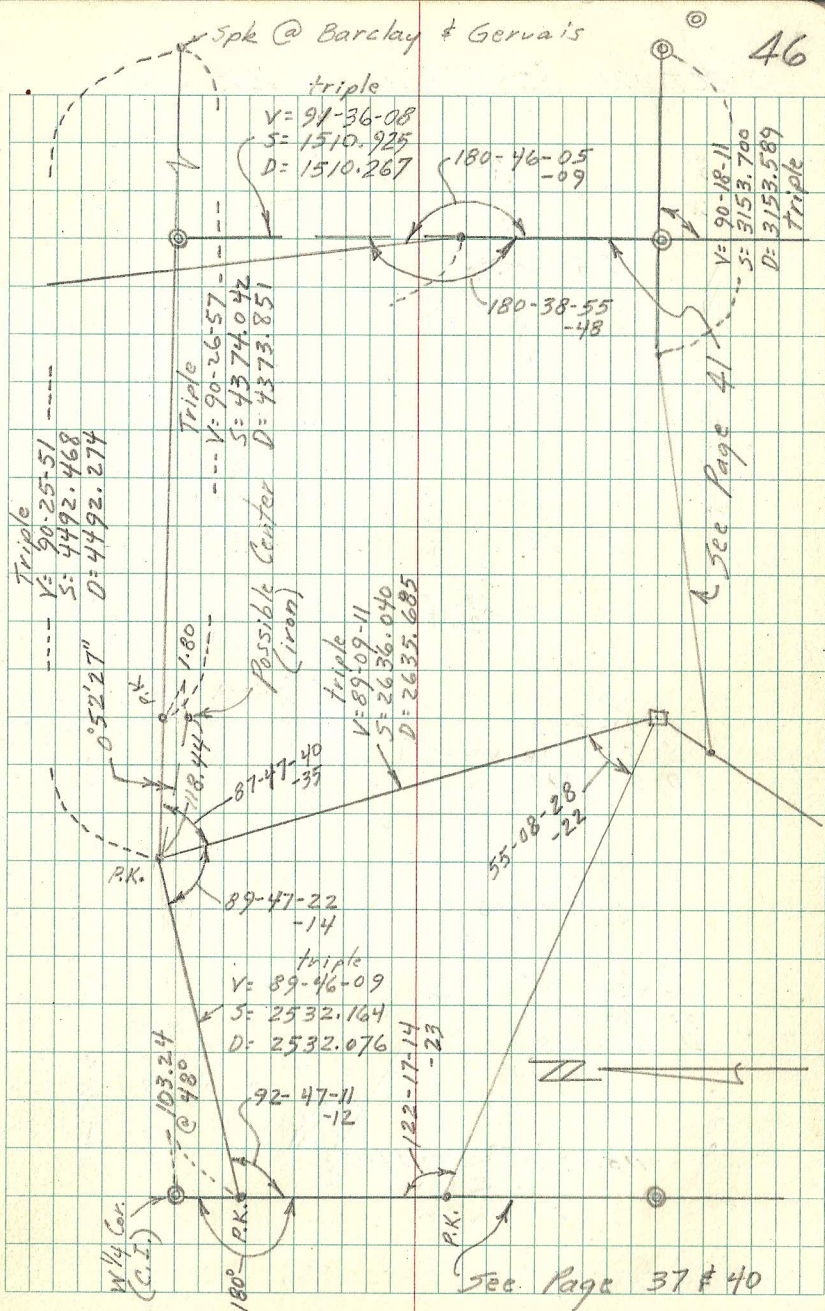
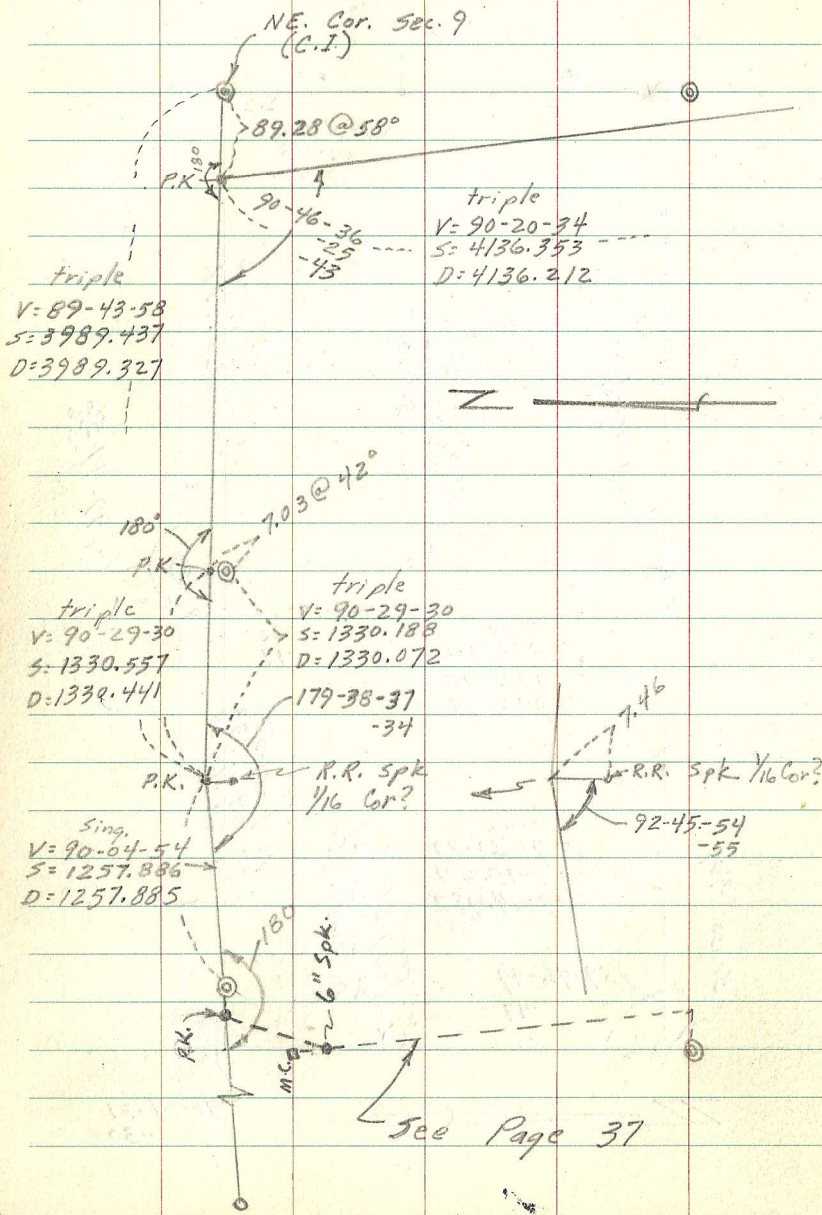
89-10-14  
-23  
-17

90-14-31  
-30

179-47-56  
-56

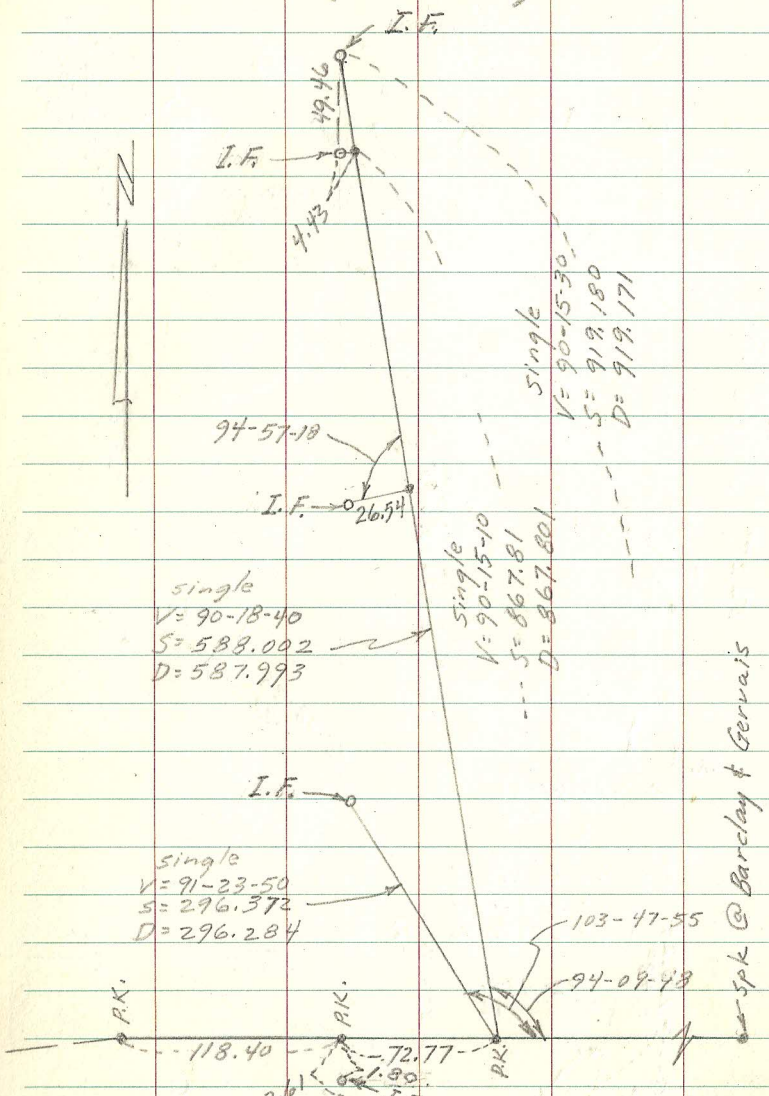
89-11-29  
-27

# SECTION 9, T29, R22.



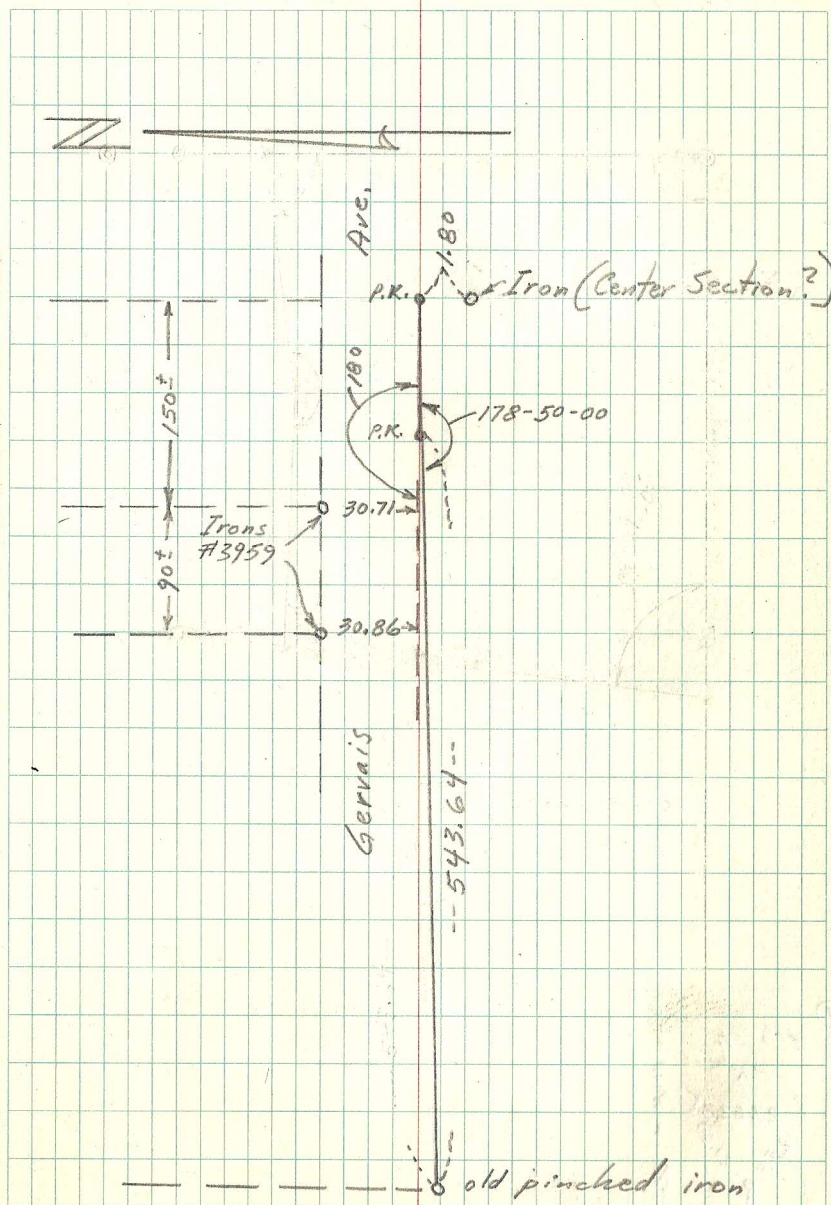


Sec. 9-29-22 (Relocating center)



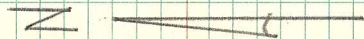
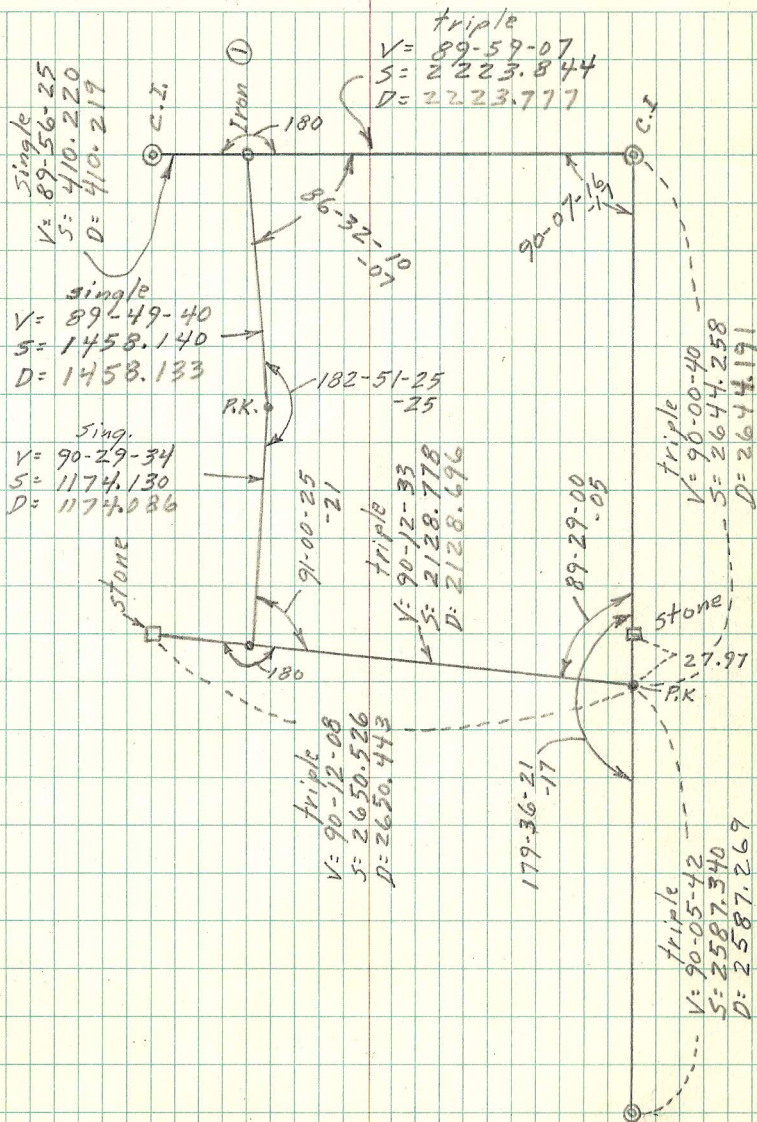
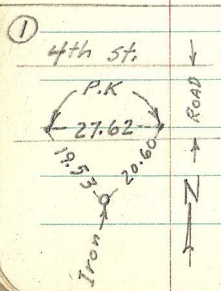
I.F. = Iron Found

John Turpin Center  
of Section 9-29-22



old pinched iron

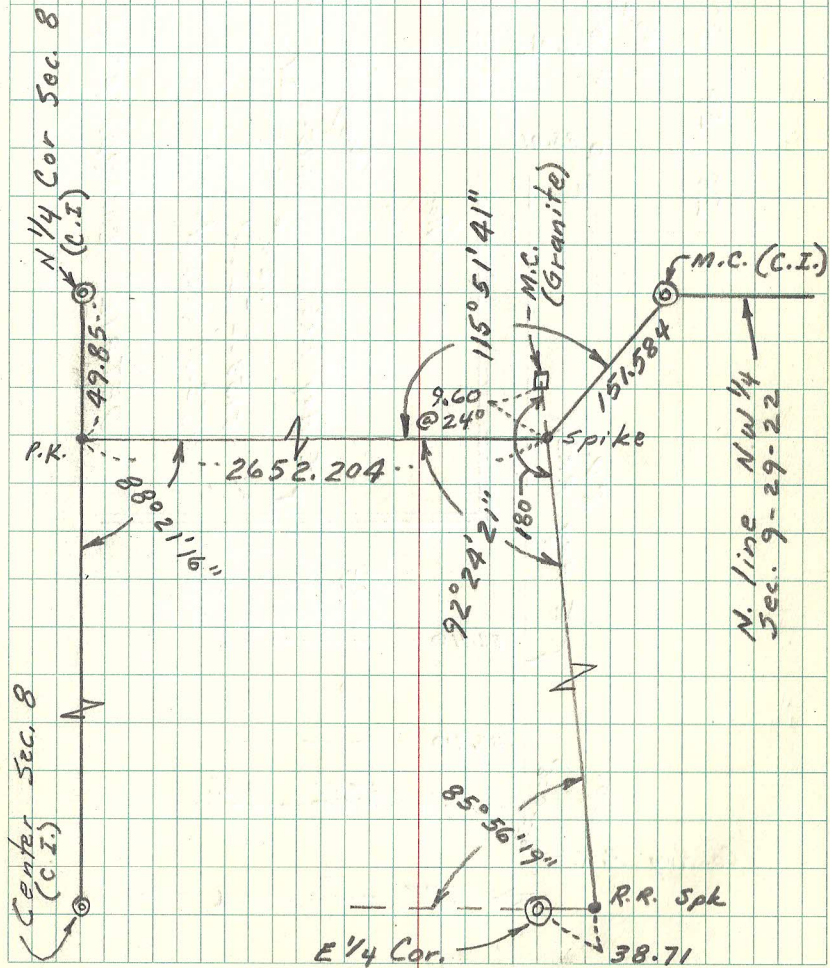
SECTION 15, T30, R22.



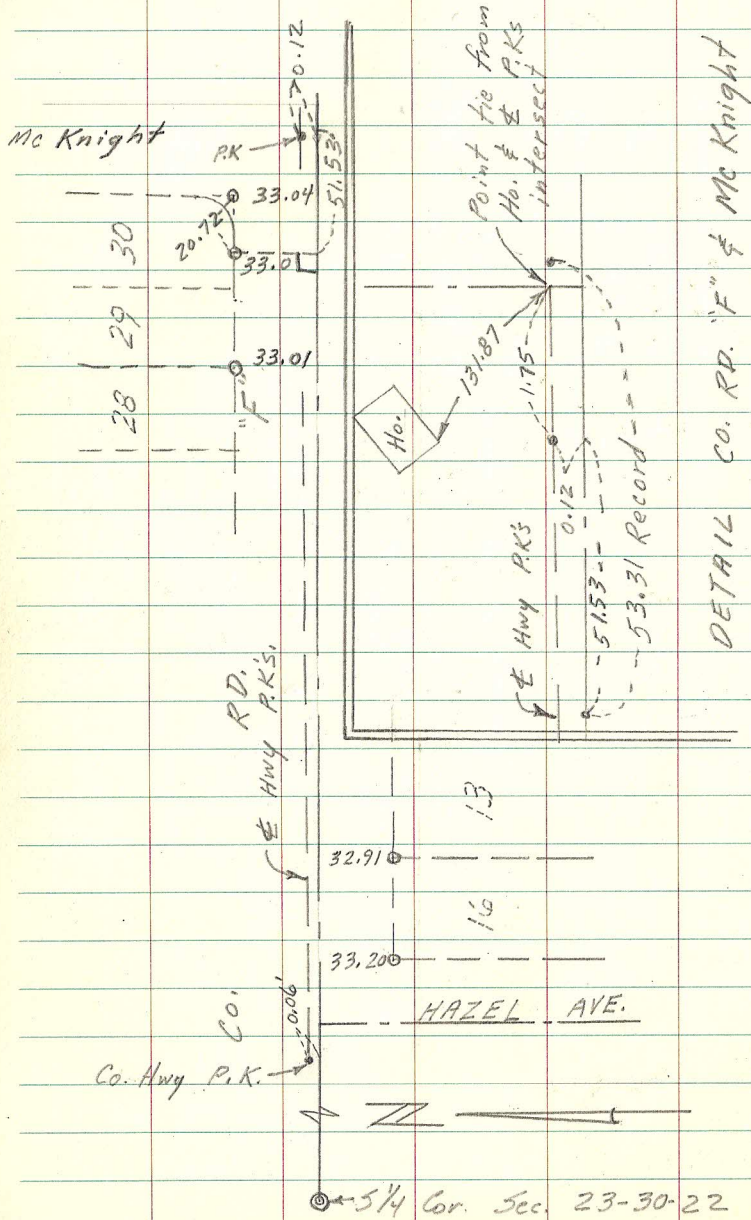
SECTION 8 T29, R22

Aug 19, 1983

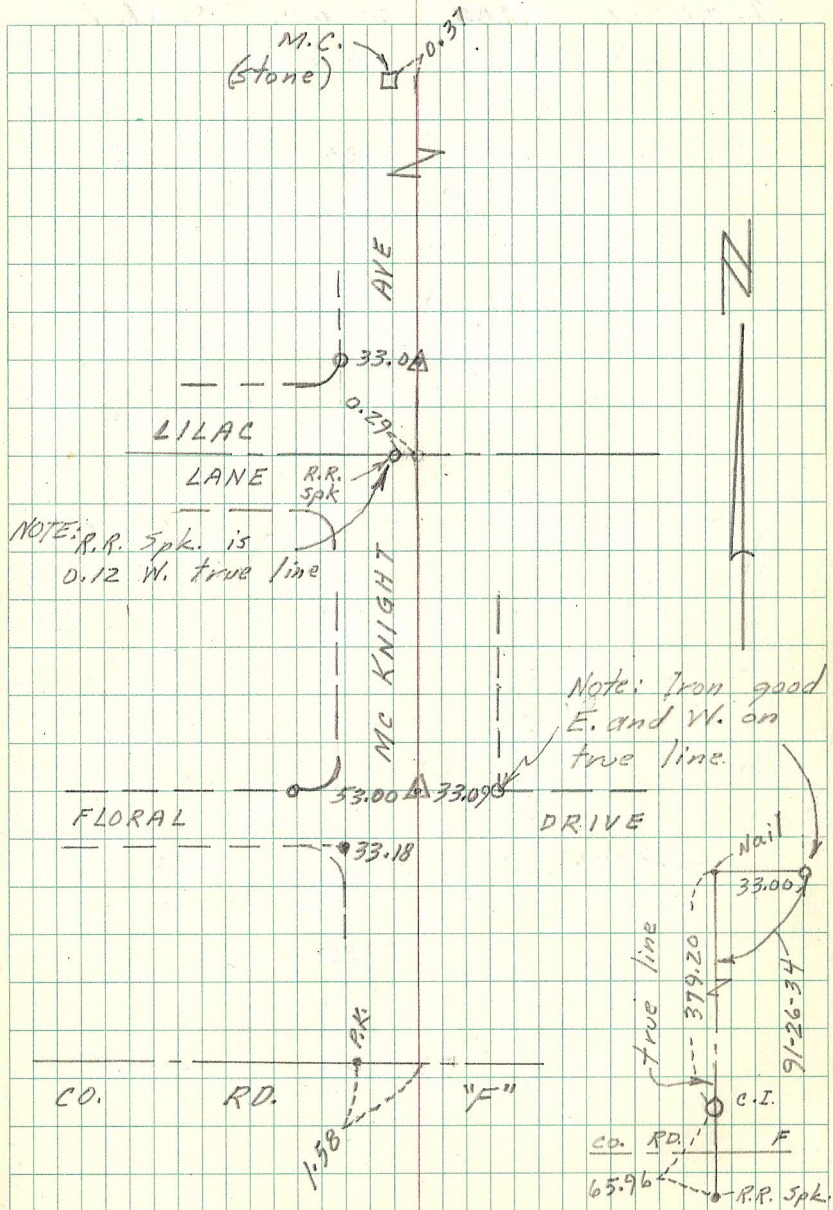
49



SE 1/4  
South & East Line<sup>SE 1/4</sup> Sec. 23, T30, R22.

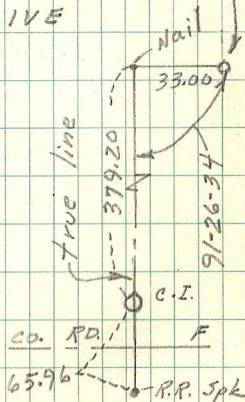


SE 1/4 Cor. Sec. 23-30-22

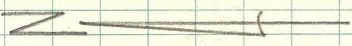
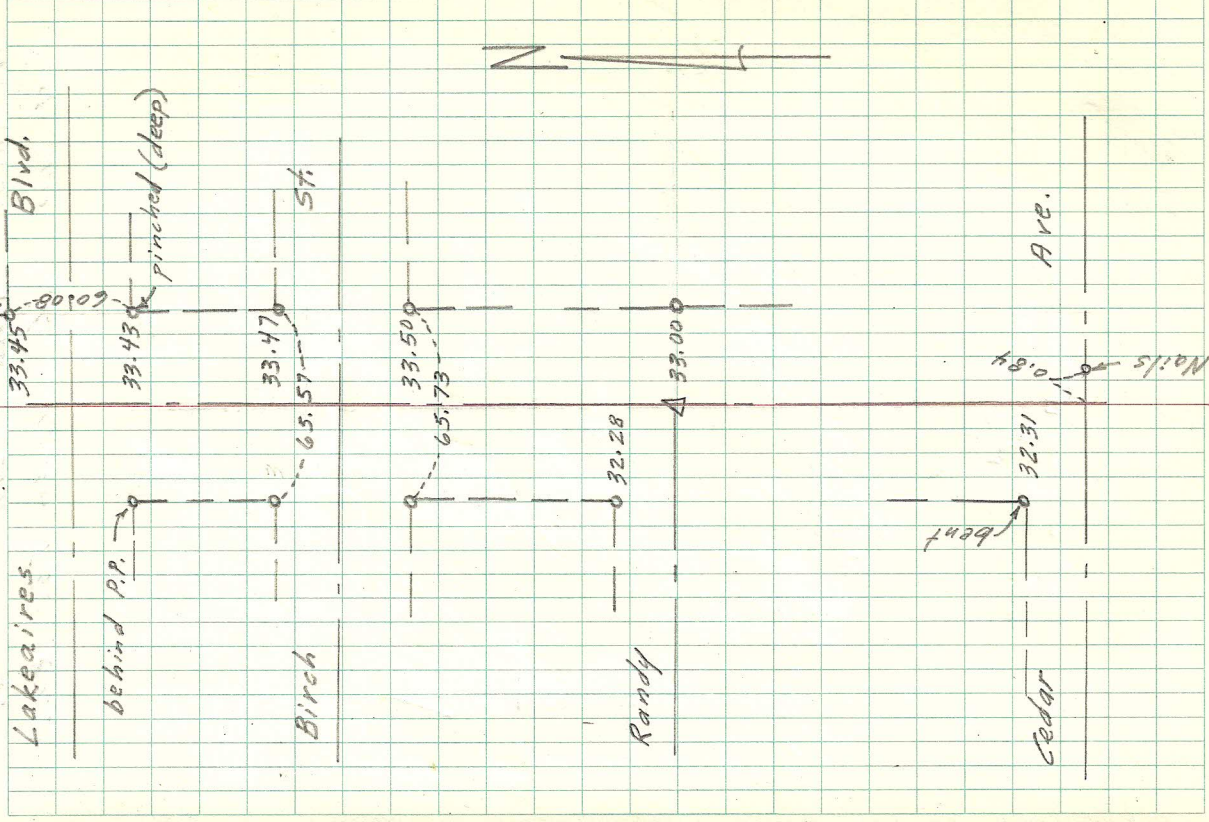
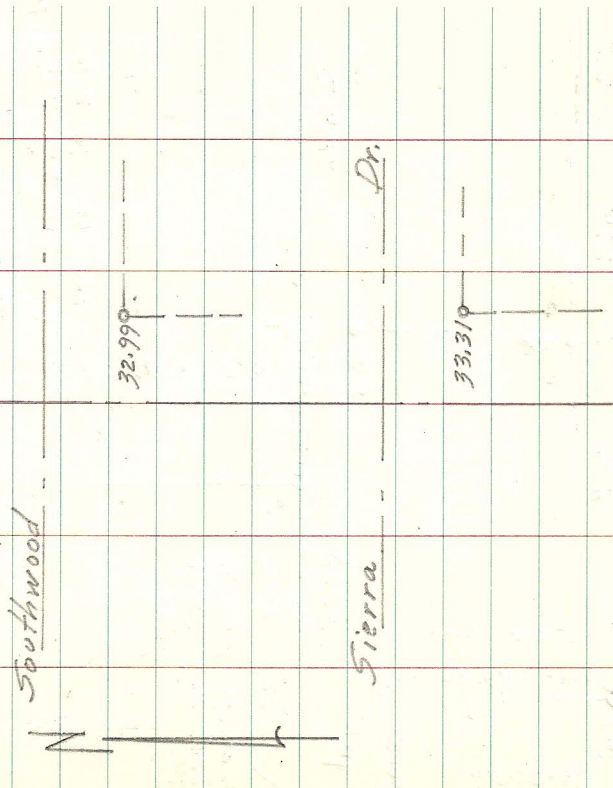


NOTE: R.R. Spk. is 0.12 W. true line

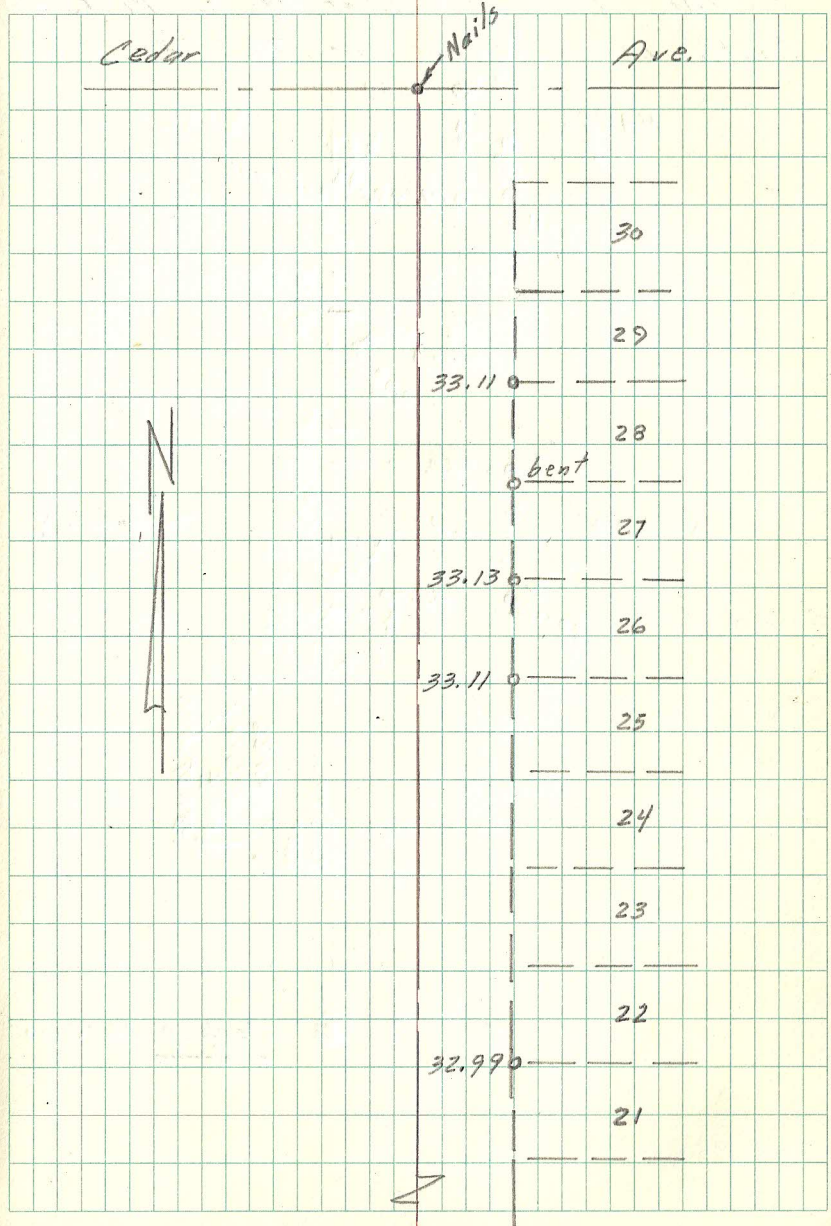
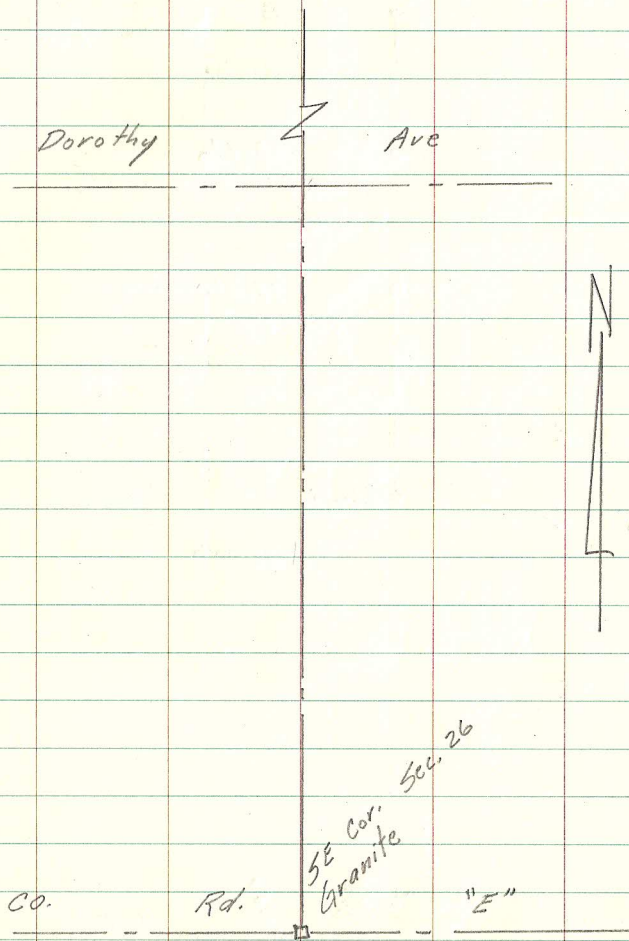
Note: Iron good E. and W. on true line



Mc KNIGHT ROAD (Cedar to Co. Rd. "F")  
East Line NE 1/4 Section 26, T30, R22.

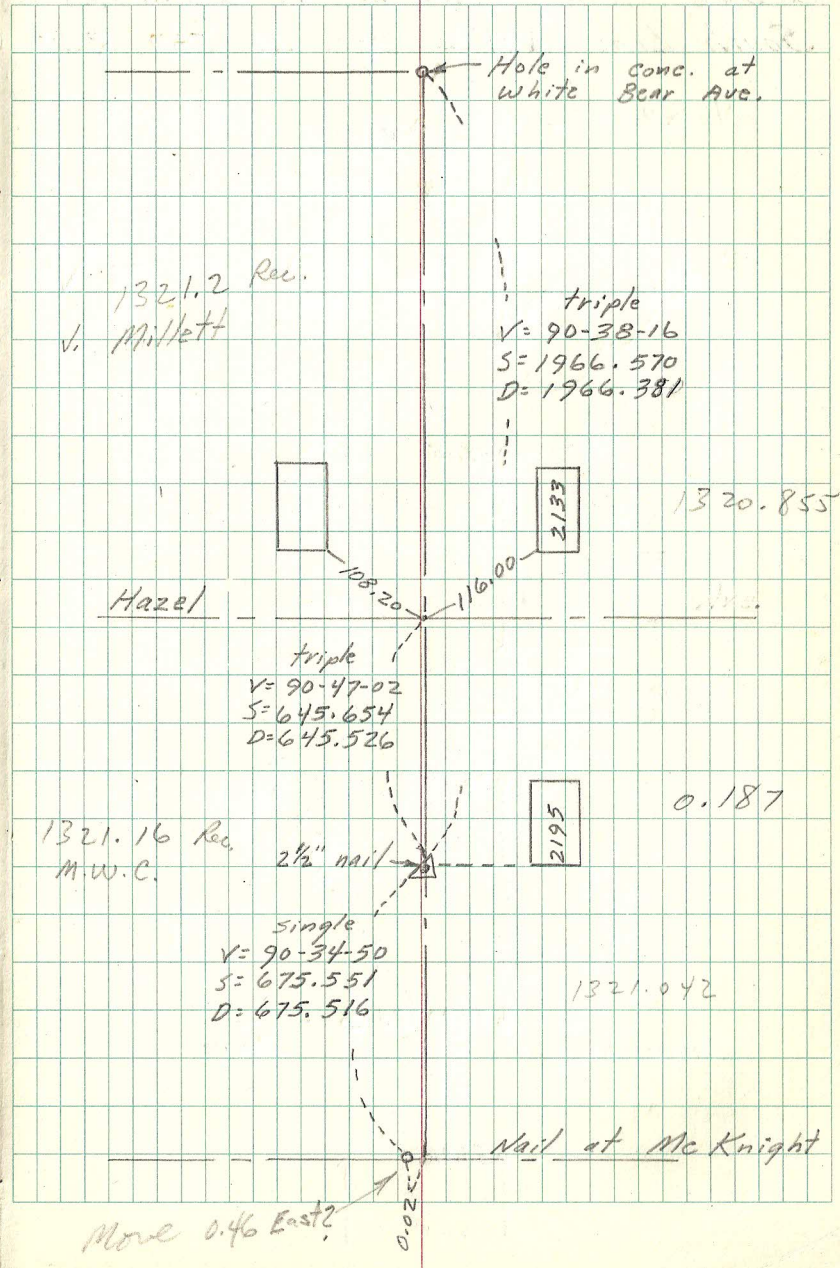
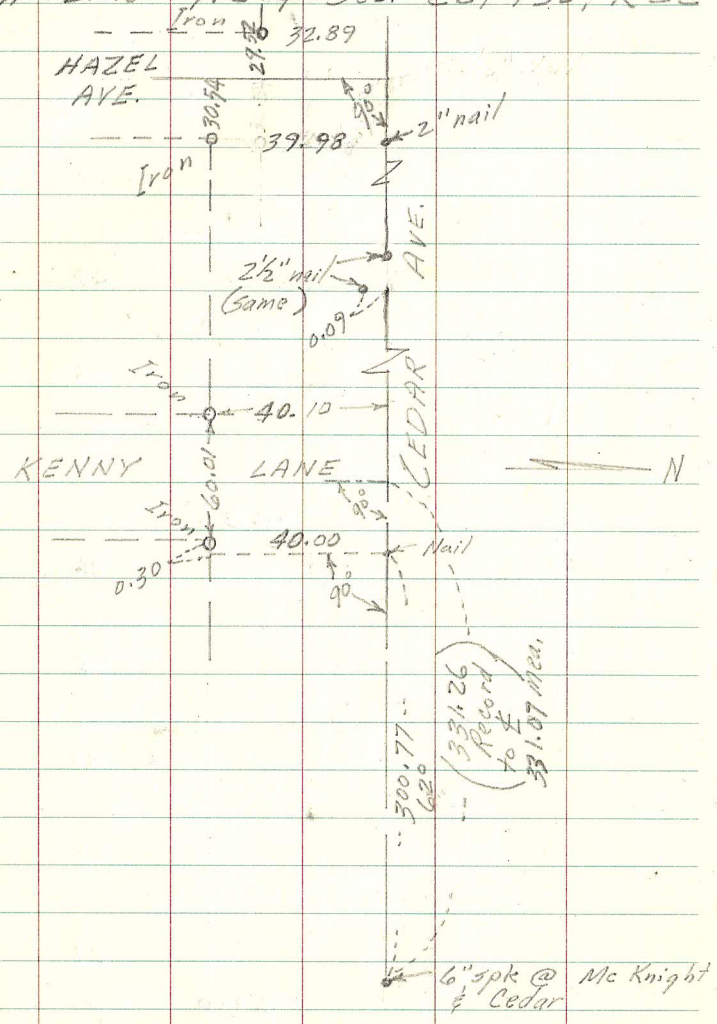


MC KNIGHT ROAD (Cedar to Co. Rd "E")  
 East Line SE 1/4 Sec. 26, T30, R22



CEDAR AVE. (W. Bear Ave. to Mc Knight)

South Line NE 1/4 Sec. 26, T30, R22



CEDAR AVE. (McKNIGHT to BELLAIRE)  
 South Line NW 1/4 Sec. 25, T30, R22

McKNIGHT

AVE.

Nail

St. Regis Dr.

33.15

Circle Dr.

33.16

Cranbrook

33.00

33.07

Drive

33.01

Instrument at



Prairie Road

Road

GREEN ACRES

3

2

Oak

bent

33.03

Bellaire

Ave.

Jay Lane

33.24

33.08

32.98

Terrace

bent





SECTION 26, T30, R22.

N 1/4 Cor. Sec. 26-30-22  
2.00

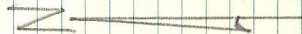


Center Section  
drill hole @ Cedar Ave.  
2.00

5/4 Cor.  
1.95

55

E 1/4 Cor. Sec. 26-30-22  
(C.T.)



#2195  
P.K.

Center Section  
drill hole @ Cedar A.  
& W. B. Ave.

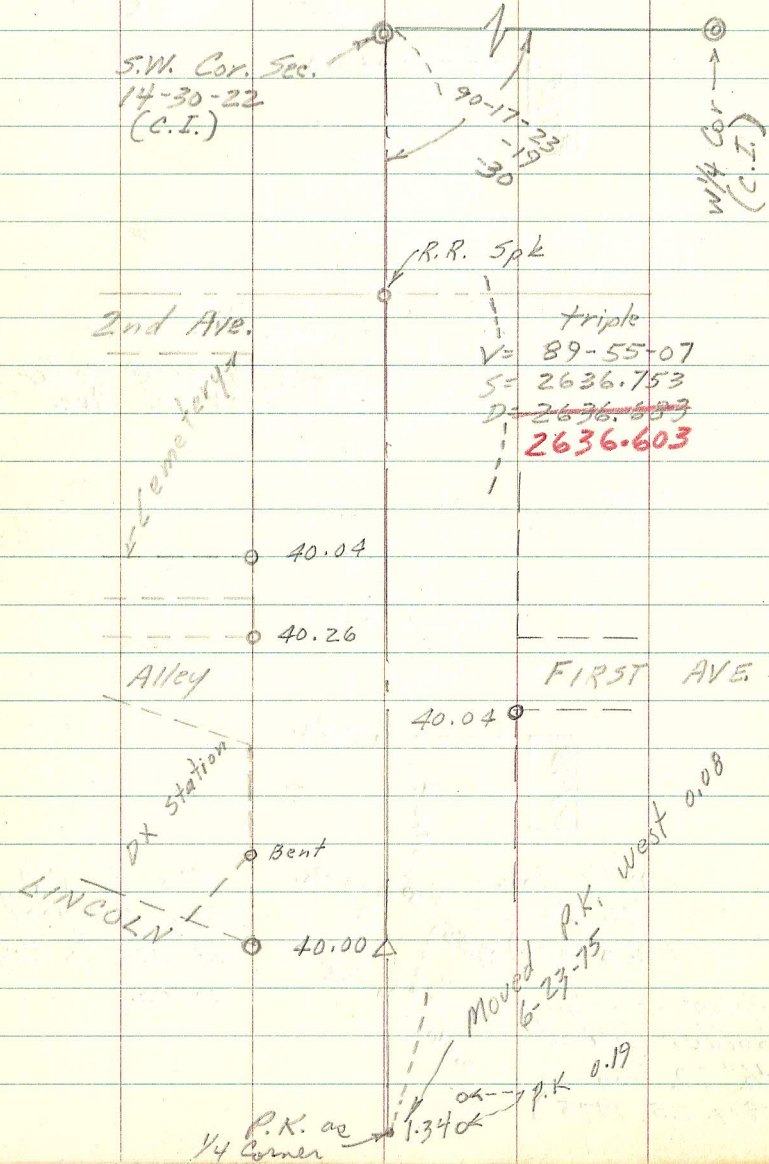
#1893  
P.K.

W 1/4 Cor.  
Sec. 26  
(R. R. spk) 39.55  
P.K.

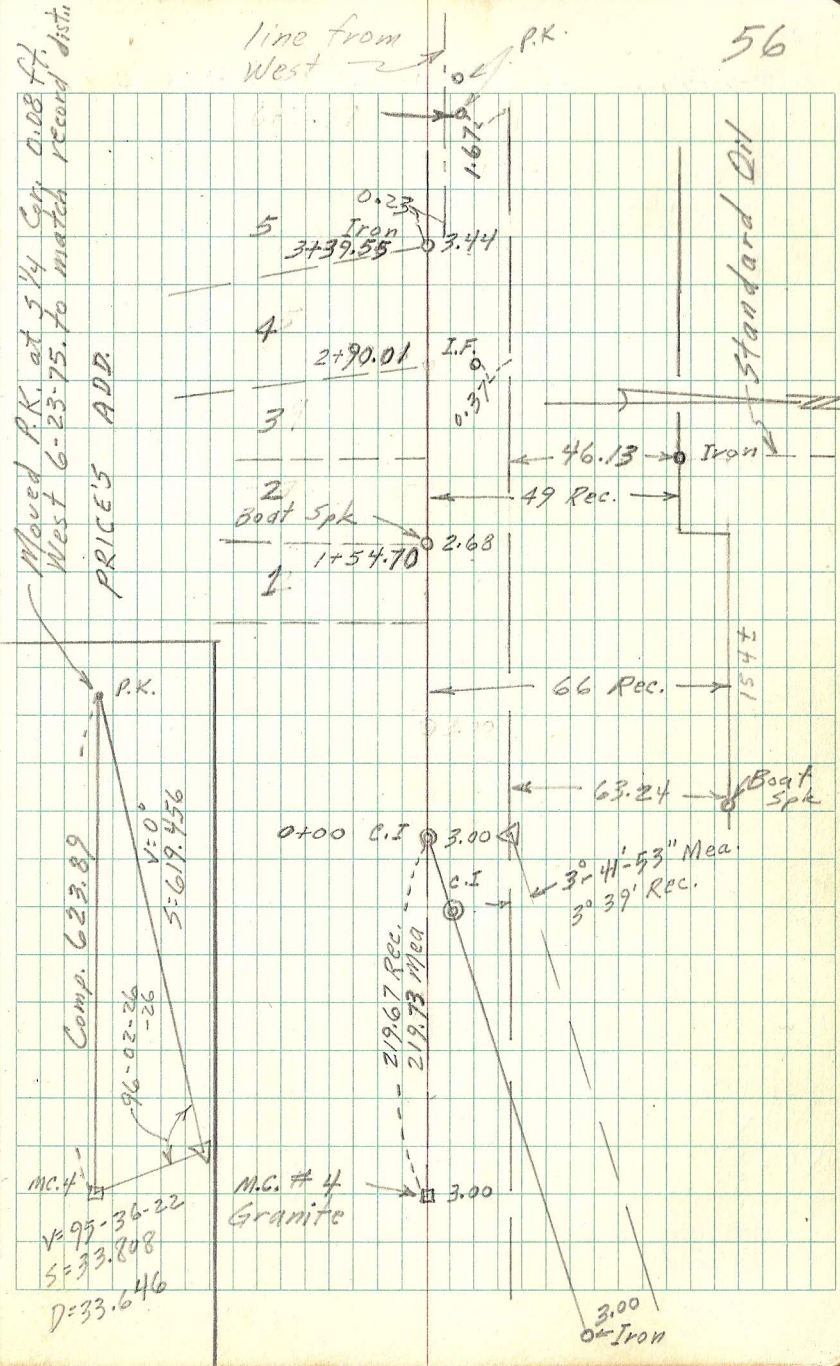
Ties to R.R.  
Spk. are good  
as per Co. Hwy.  
notes.

Point of original  
bolder (placed  
1/2" I.D. iron on  
Aug. 25, 1975)  
0.06  
P.K.

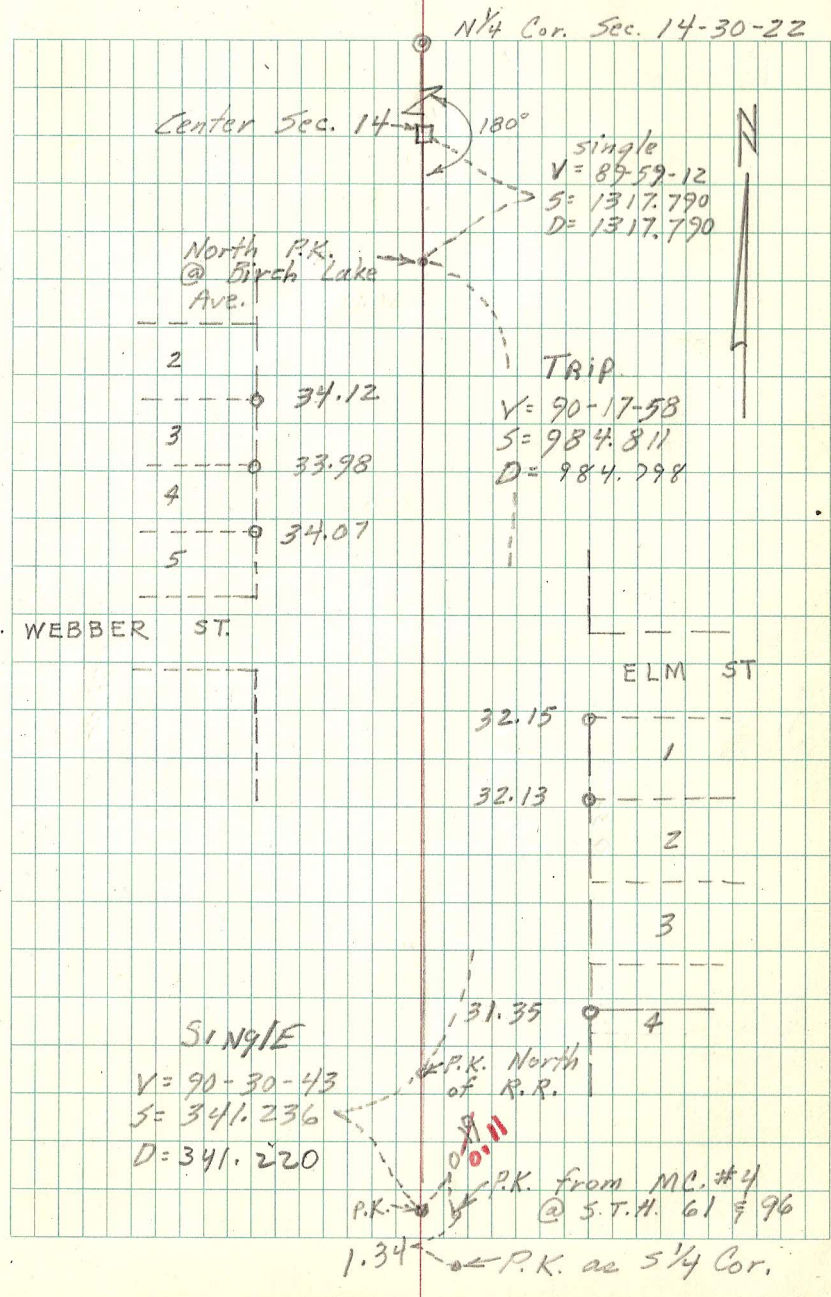
Section 14, T30, R22 (South Line)



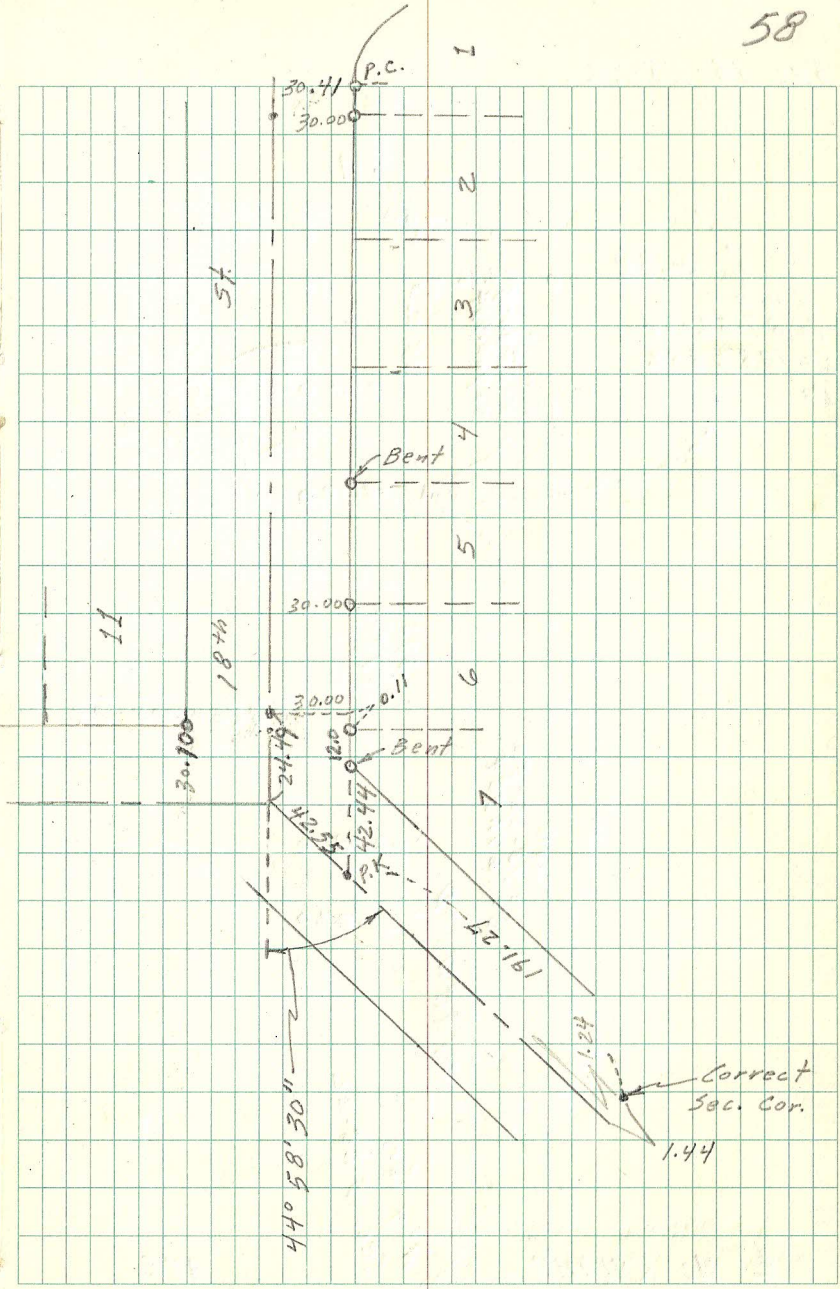
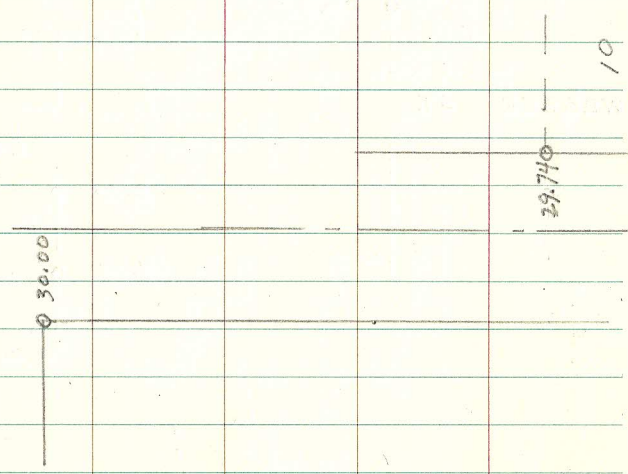
line from West → P.K.



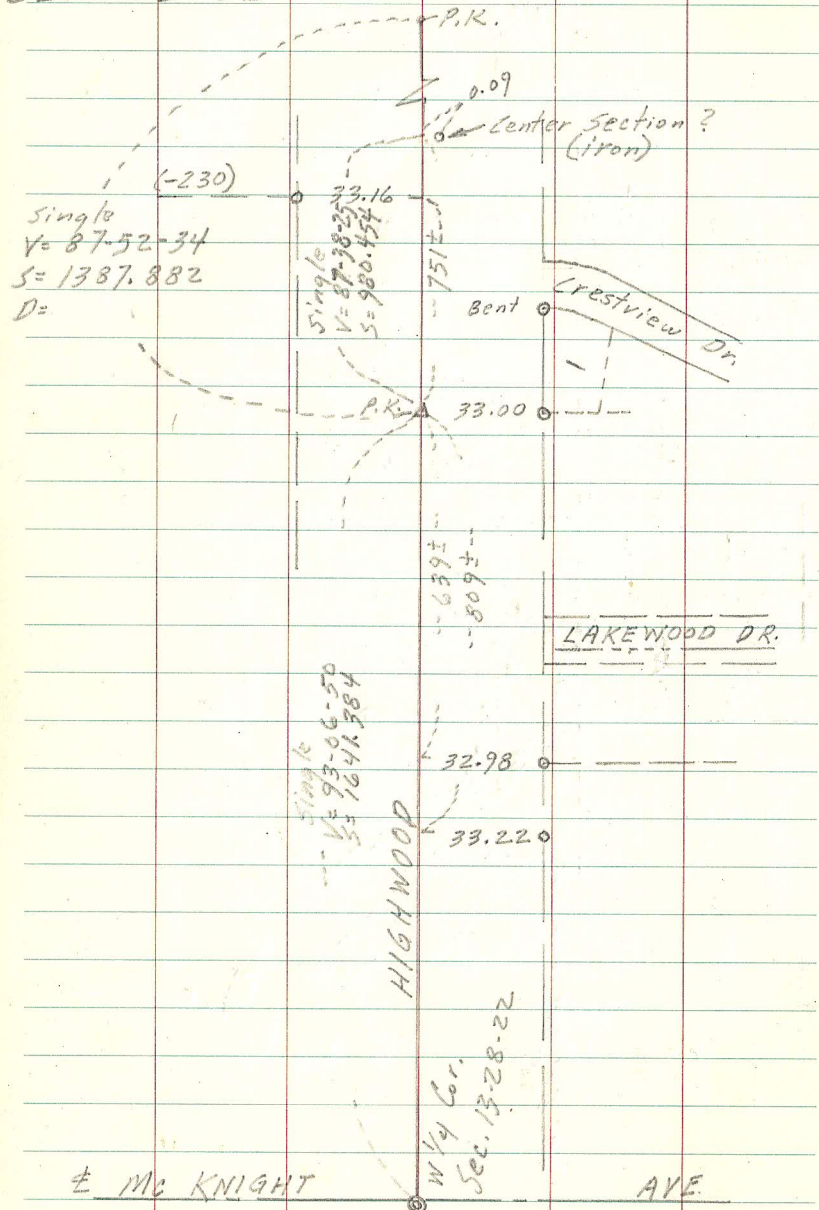
Section 14, T30, R22 (N. & S. 1/4 Line)



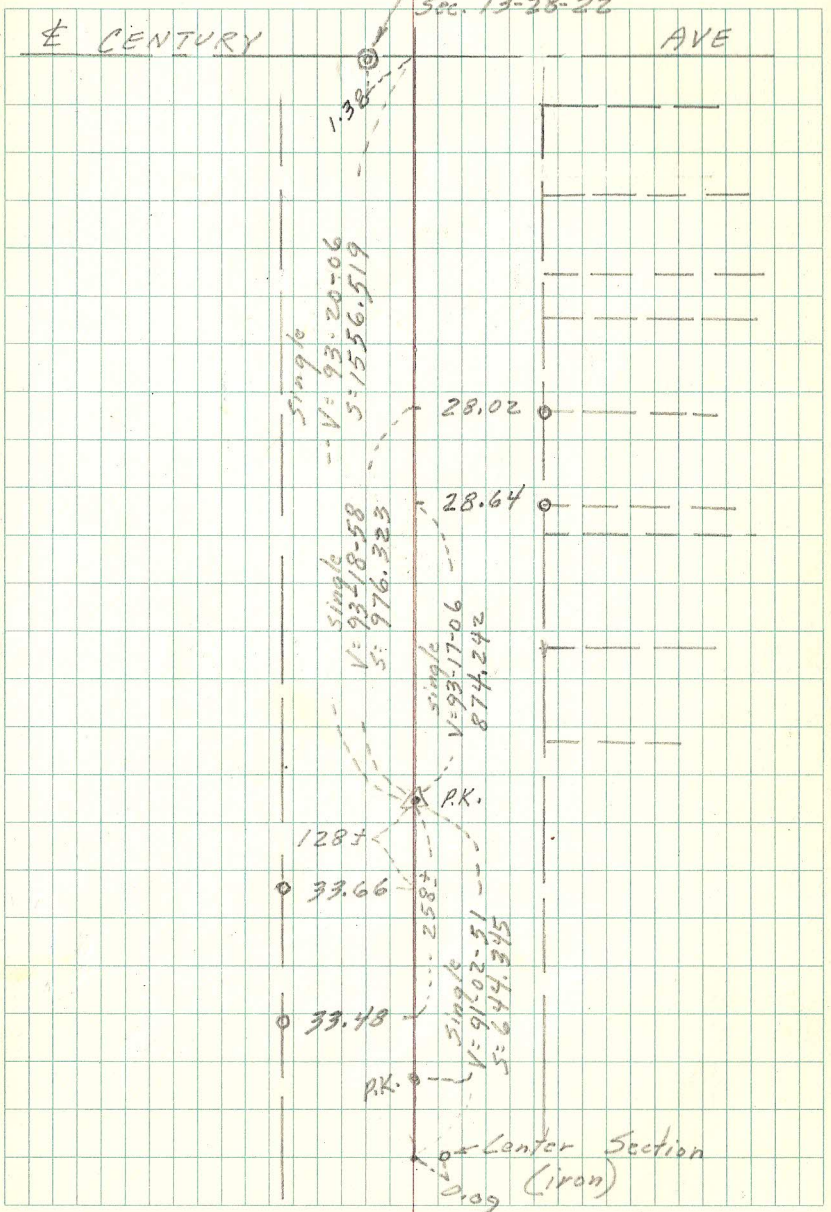
SECTION 17, T30, R23  
(SW. Cor. Section)



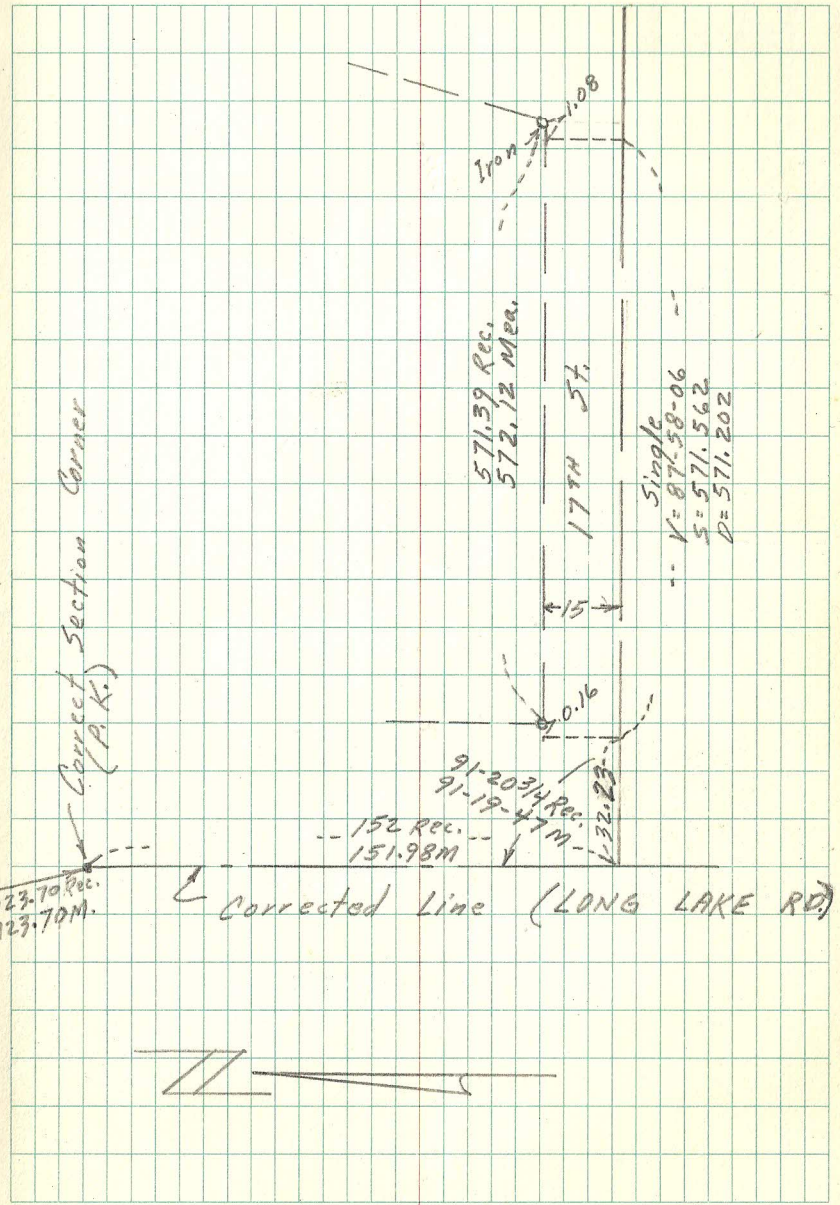
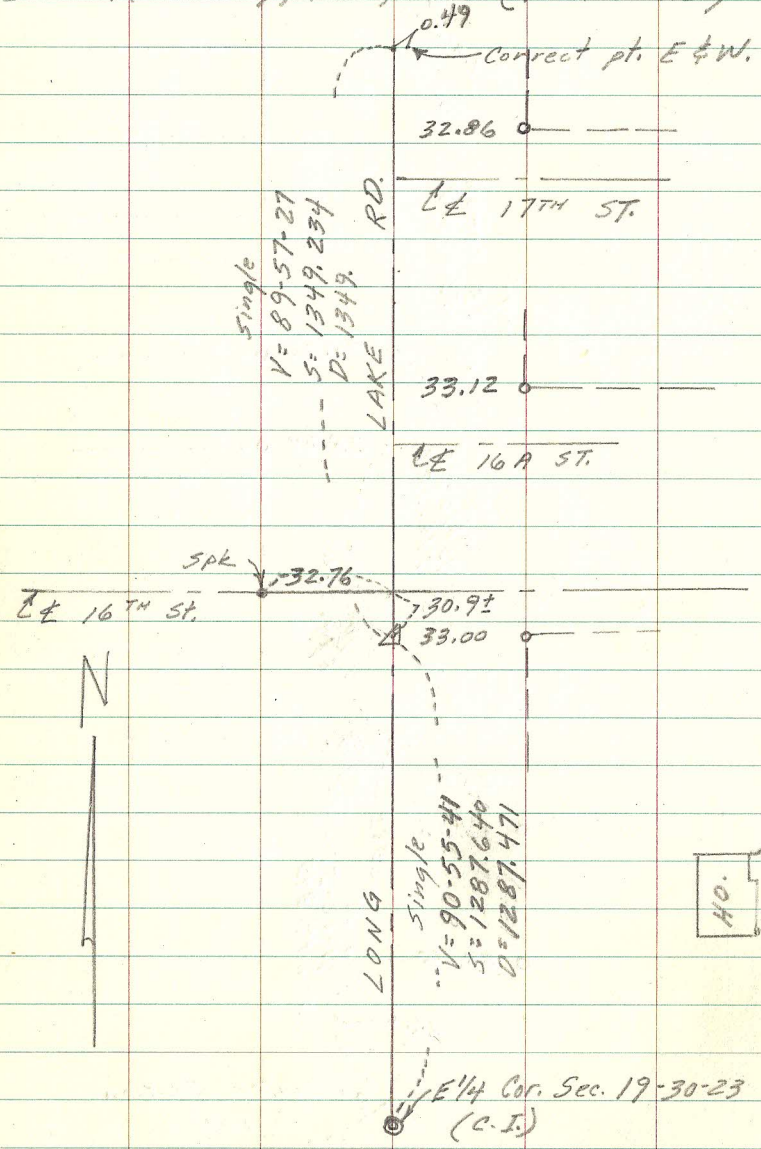
SEC. 13-28-22



E. 1/4 Cor. Sec. 13-28-22

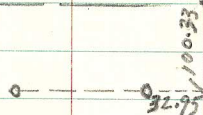


# SECTION 19, T30, R23 (NE. Corner)



SECTION 19-30-23 (CONT.)

Correct location for NE. Cor. Sec. 19-30-23



18th A.



20th A.

8.00

N<sup>1</sup>/<sub>4</sub> Cor. Sec. 19



NE Cor.?  
punch mark

Final location 61

0.33

single  
V=90-43-45  
S=657.763  
D=657.710

179-26-23  
-24

spt.

00-31-15  
-16

single  
V=88-28-46  
S=657.796  
D=657.564

spt.

triple  
V=88-14-10  
S=875.795  
D=875.313

179-28-16  
-12

triple  
V=90-10-57  
S=983.763  
D=983.691

175-40-56  
-57

single  
V=95-33-19  
S=115.066  
D=114.526

N<sup>1</sup>/<sub>4</sub> Cor. Sec. 19-30-23  
(C.I.)

657.71

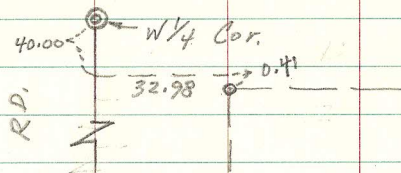
657.56

1315.60

2630.5 Acc.  
2630.88M

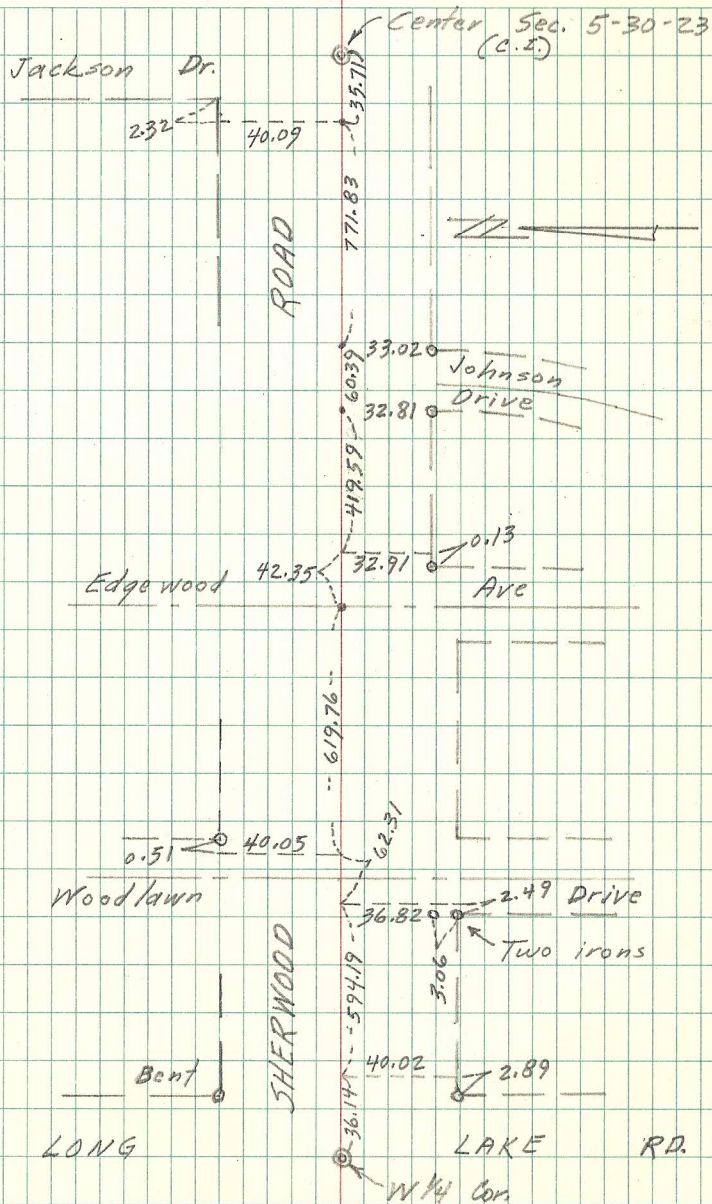
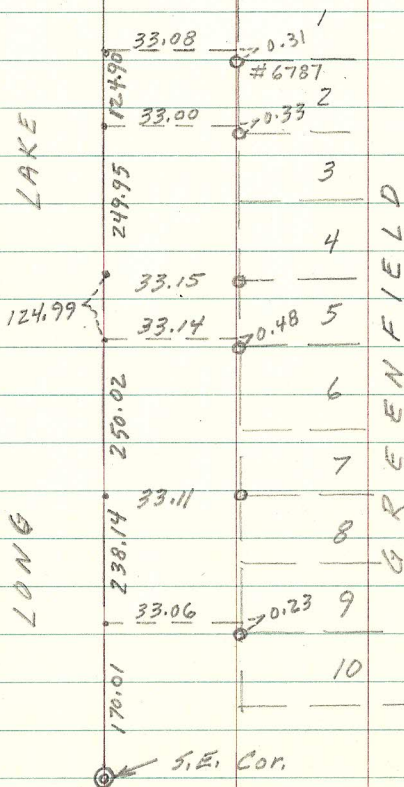
SECTION 5, T30, R23 (W<sup>1</sup>/<sub>4</sub> CORNER)

VERIFY LOCATION



HILLVIEW

ROAD

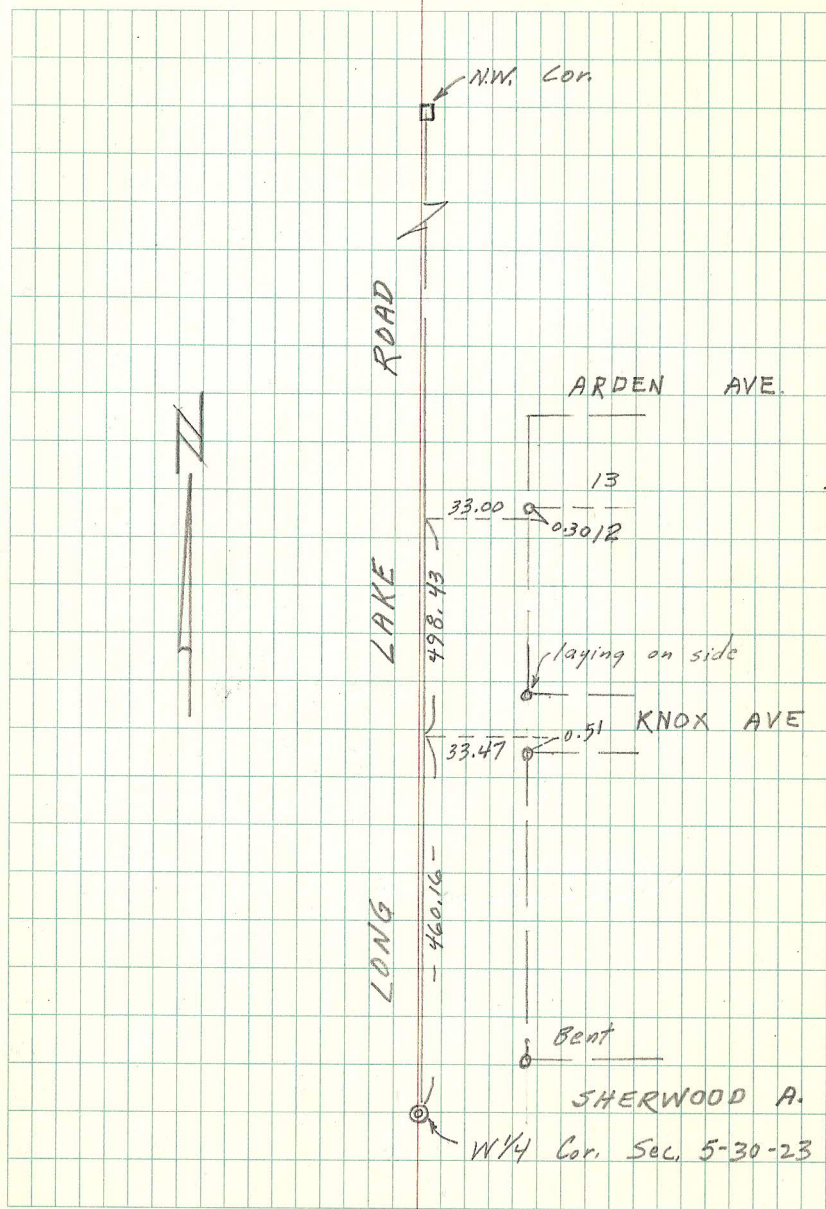




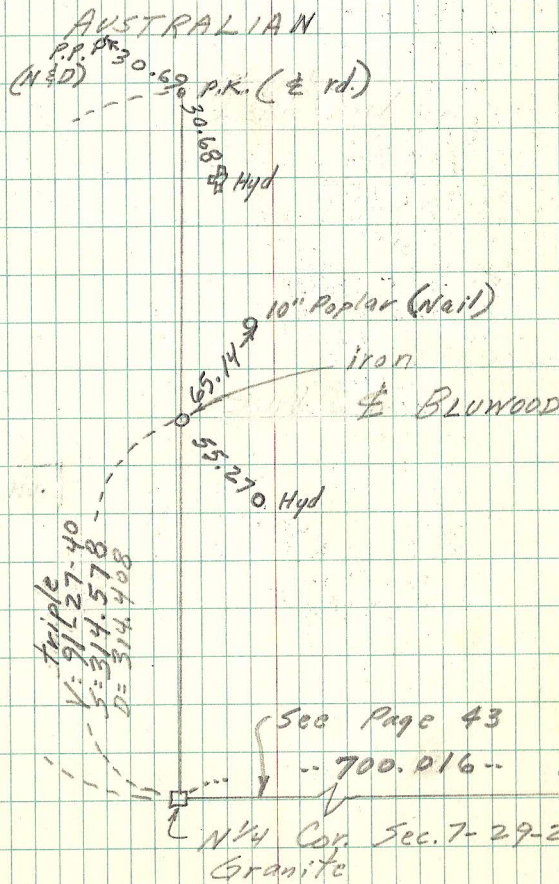
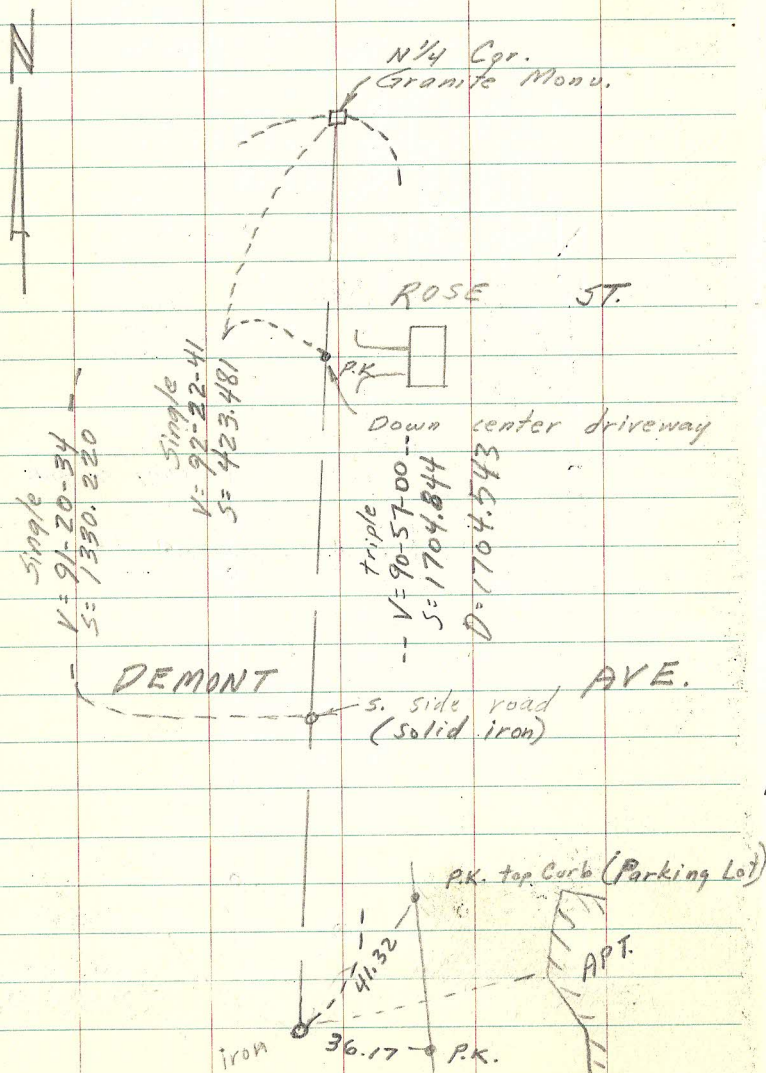
SECTION 5, T30, R 23 (Continued)

VERIFY W<sup>1</sup>/<sub>4</sub> CORNER

63

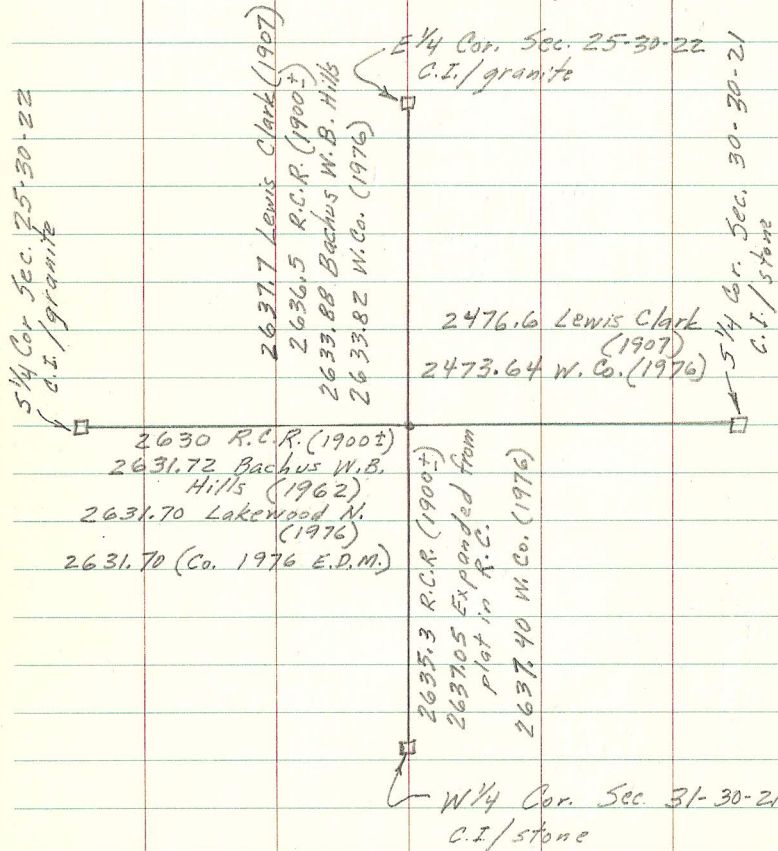


SECTION 7, T29, R22  
 REFERENCING N<sup>1</sup>/<sub>4</sub> CORNER



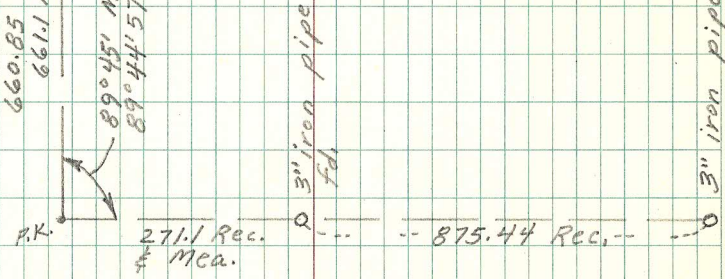
SECTION 25, T30, R22  
(Checking Location SE. corner)

December, 1976

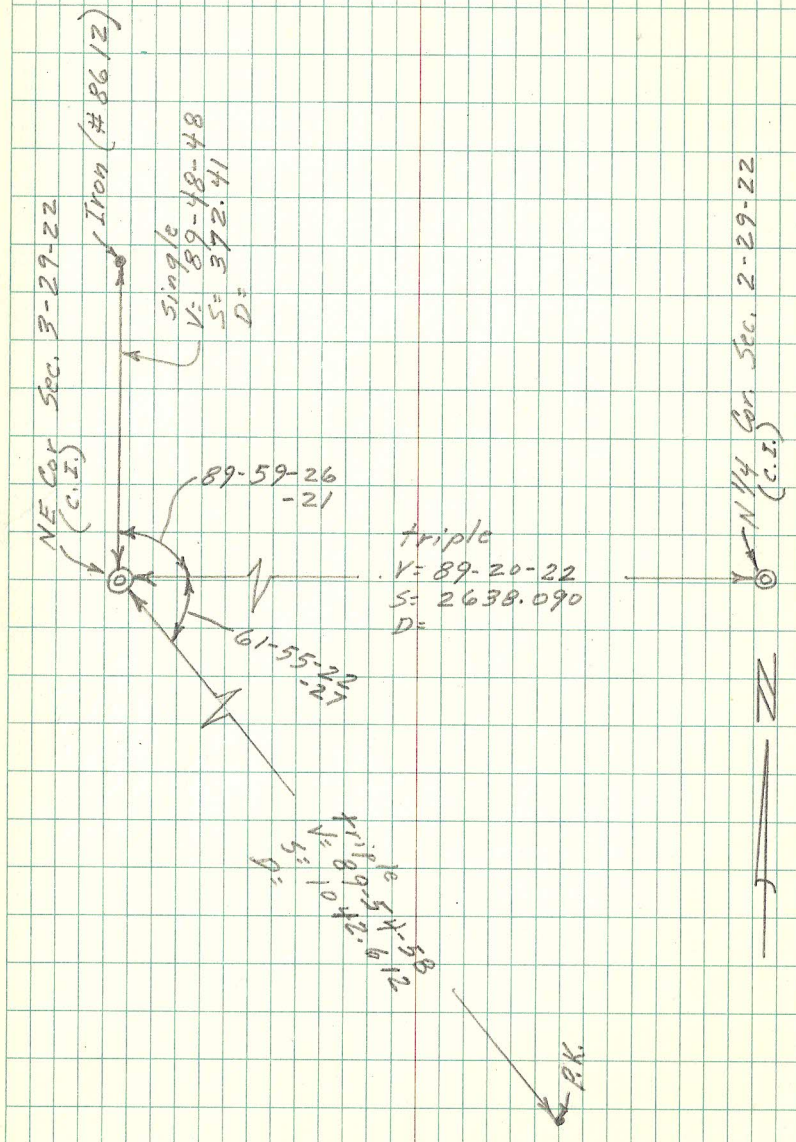
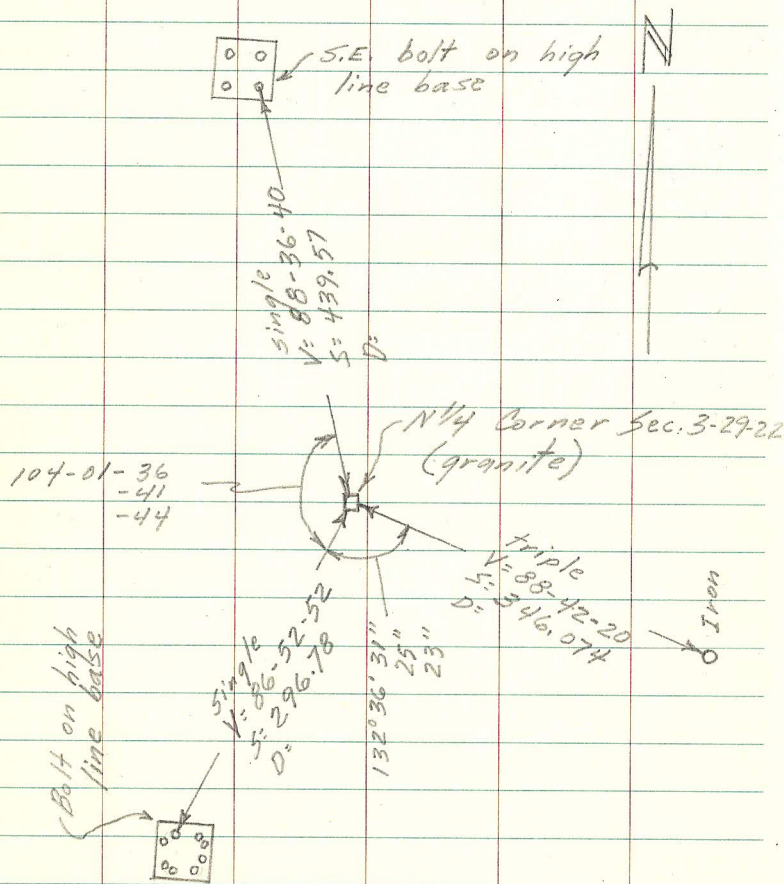


660.85 handchained (1976)  
661.1 Mc Gills Corner  
89°45' Mc Gills Cor.  
89°44'57" (1976) R.C. 7<sup>2</sup>

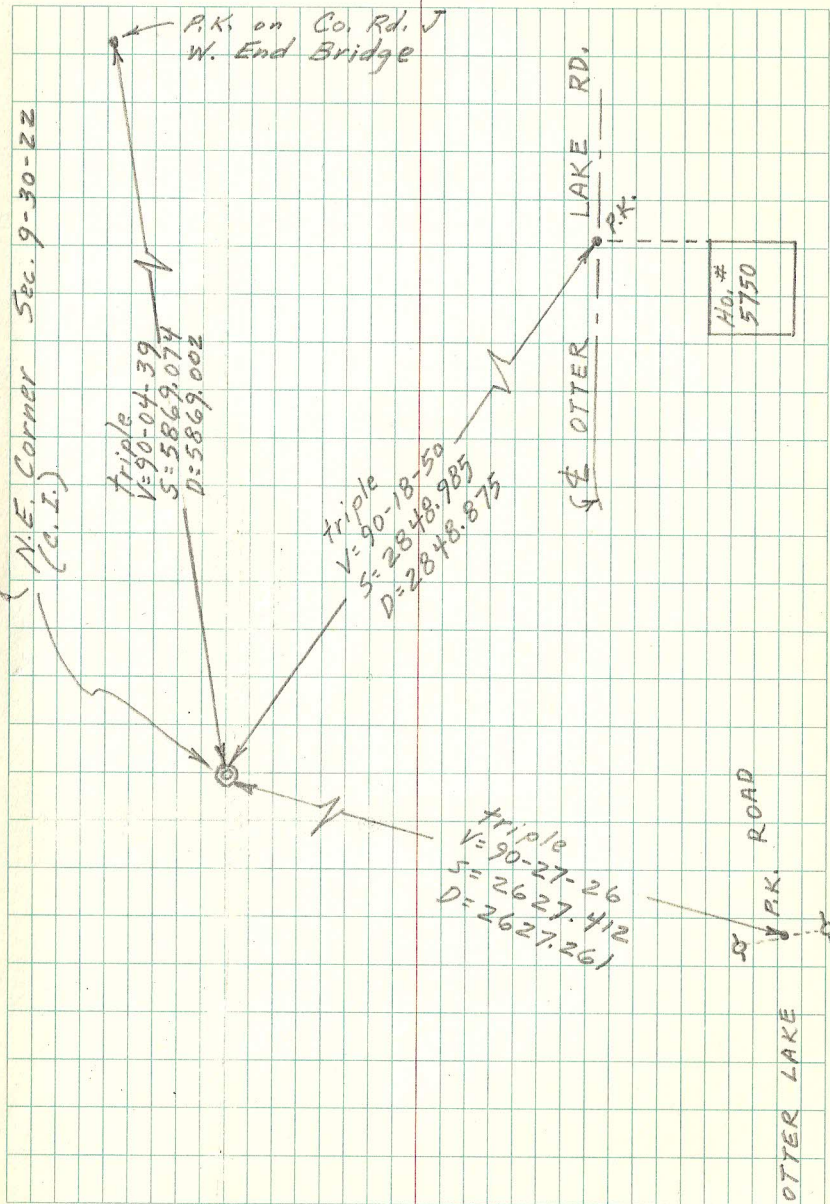
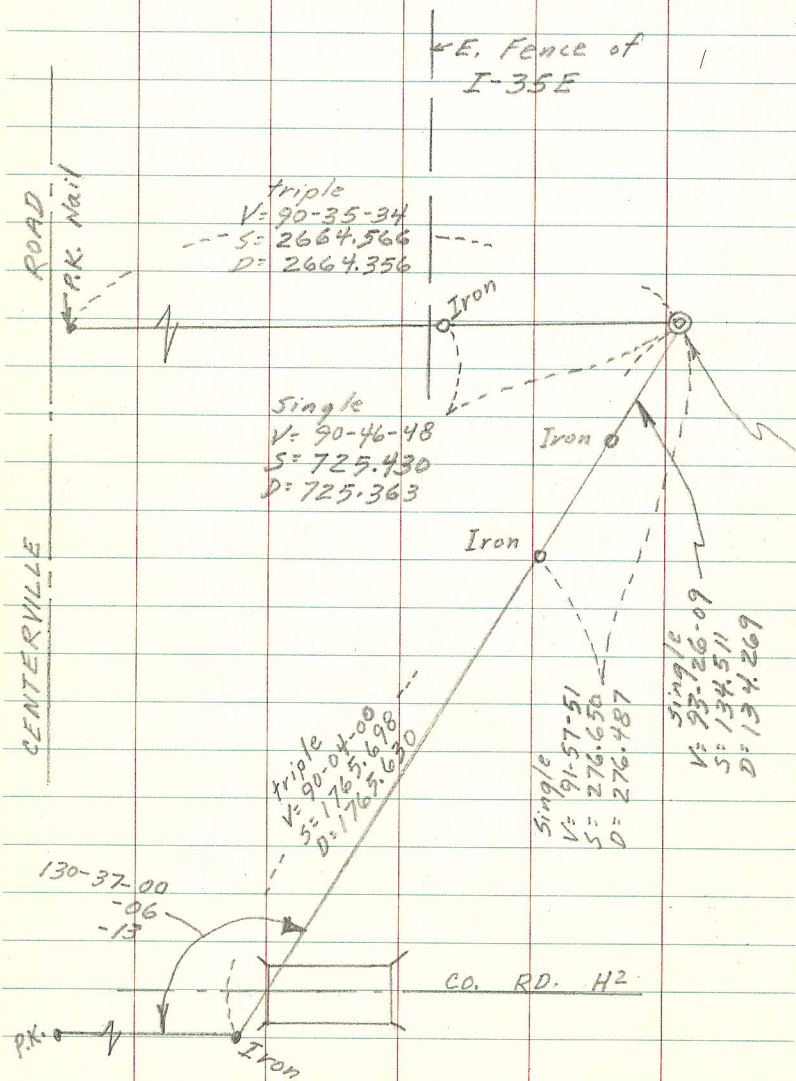
Mc GILL'S CORNER  
by James Simonet (1938)



SECTION 3, T29, R22 (Tying out  
N<sup>1</sup>/<sub>4</sub> Cor. and NE Corner)

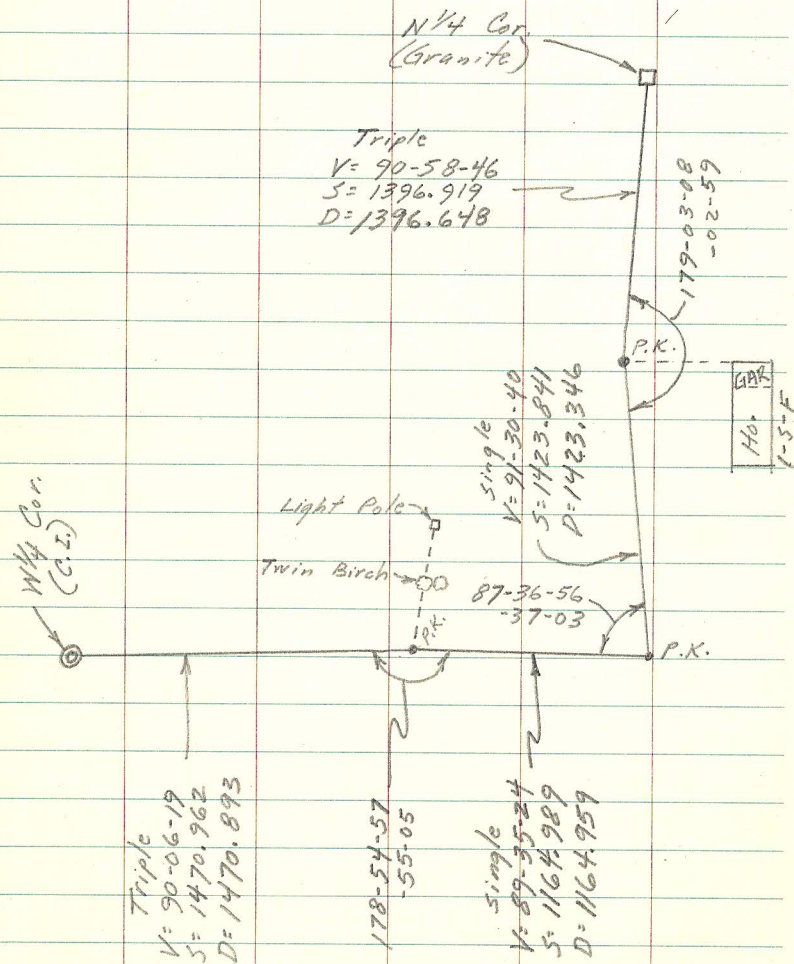


SECTION 9, T30, R22  
(NE Corner Ties)



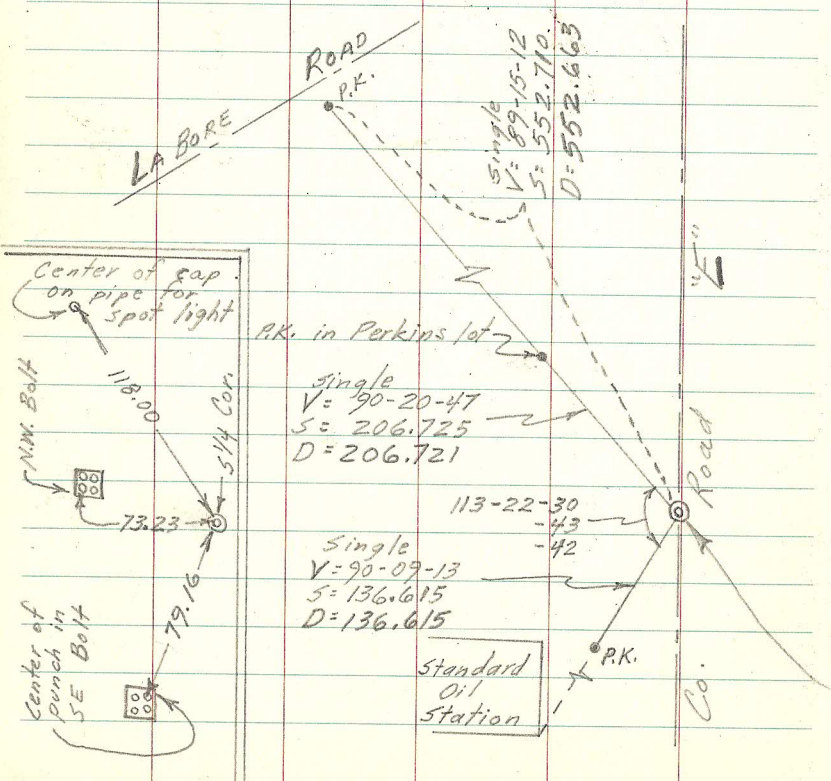
## SECTION 3, T29, R22.

(Checking location of re-established center of section)



SECTION 28, T30, R22

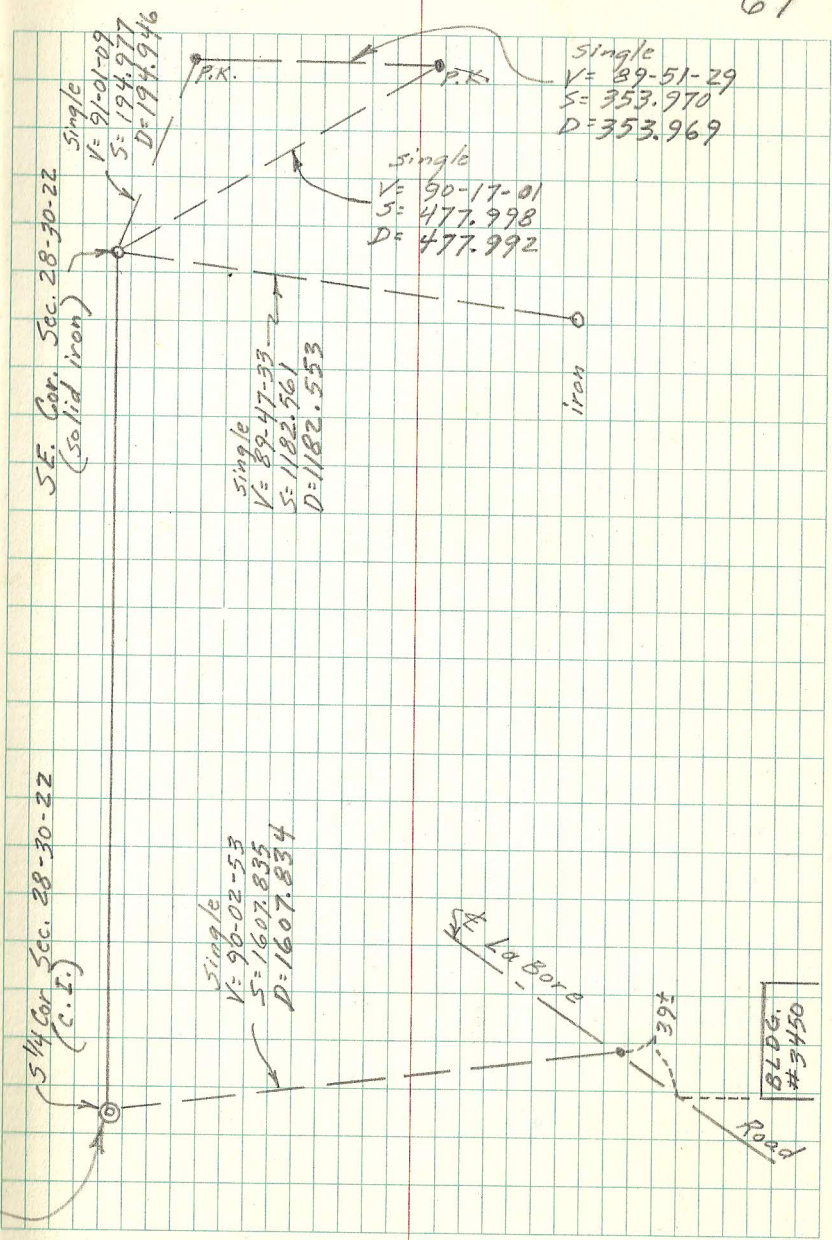
(Tie out 5/4 corner and SE corner)



single  
V=89-15-12  
S=552.710  
D=552.663

single  
V=90-20-47  
S=206.725  
D=206.721

single  
V=90-09-13  
S=136.615  
D=136.615



single  
V=91-01-09  
S=194.977  
D=194.946

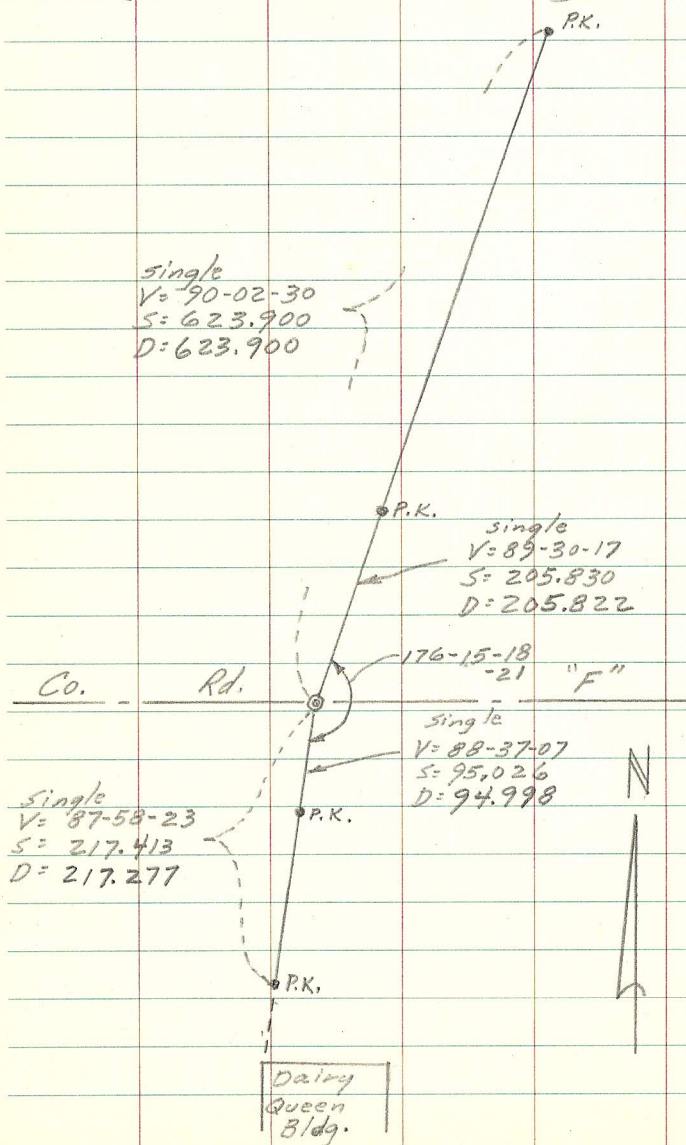
single  
V=90-17-01  
S=477.998  
D=477.992

single  
V=89-47-33  
S=182.561  
D=182.553

single  
V=89-51-29  
S=353.970  
D=353.969

single  
V=90-02-53  
S=1607.835  
D=1607.834

SECTION 26, T30, R22  
 (Tie out S.E. Corner)

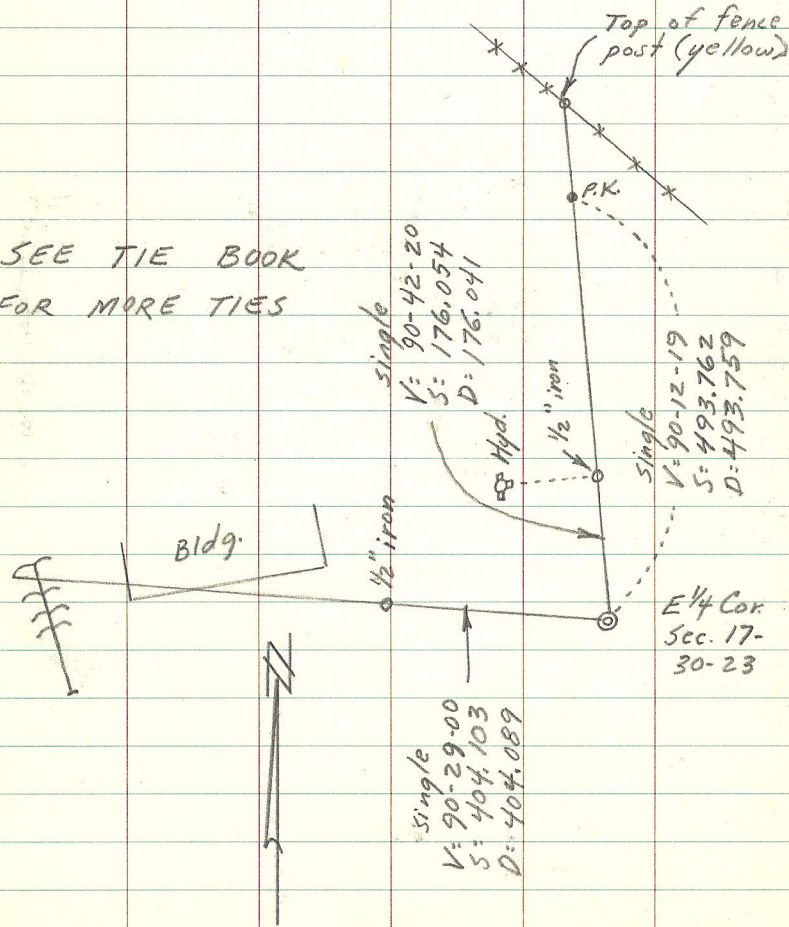




SECTION 17, T30, R23

(Ties to E 1/4 Corner & SE. Corner)

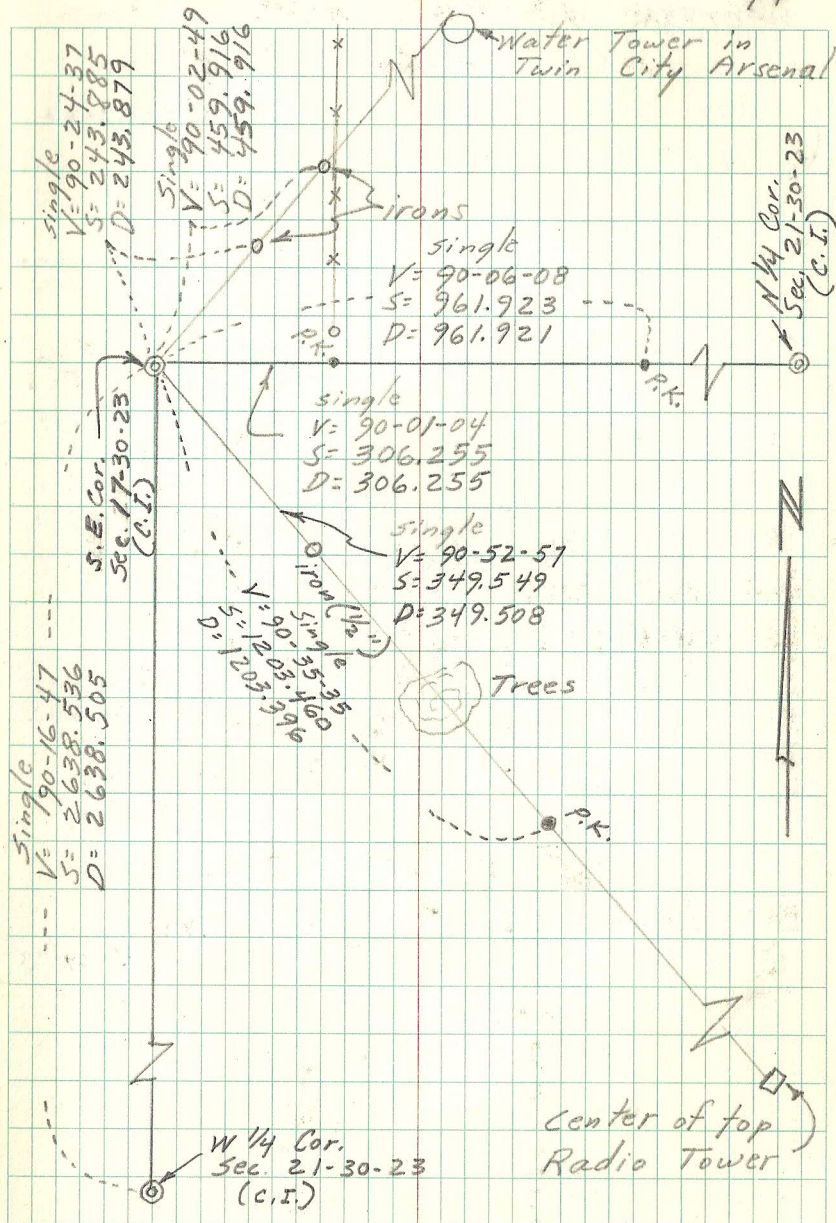
SEE TIE BOOK  
FOR MORE TIES



March 21, 1978

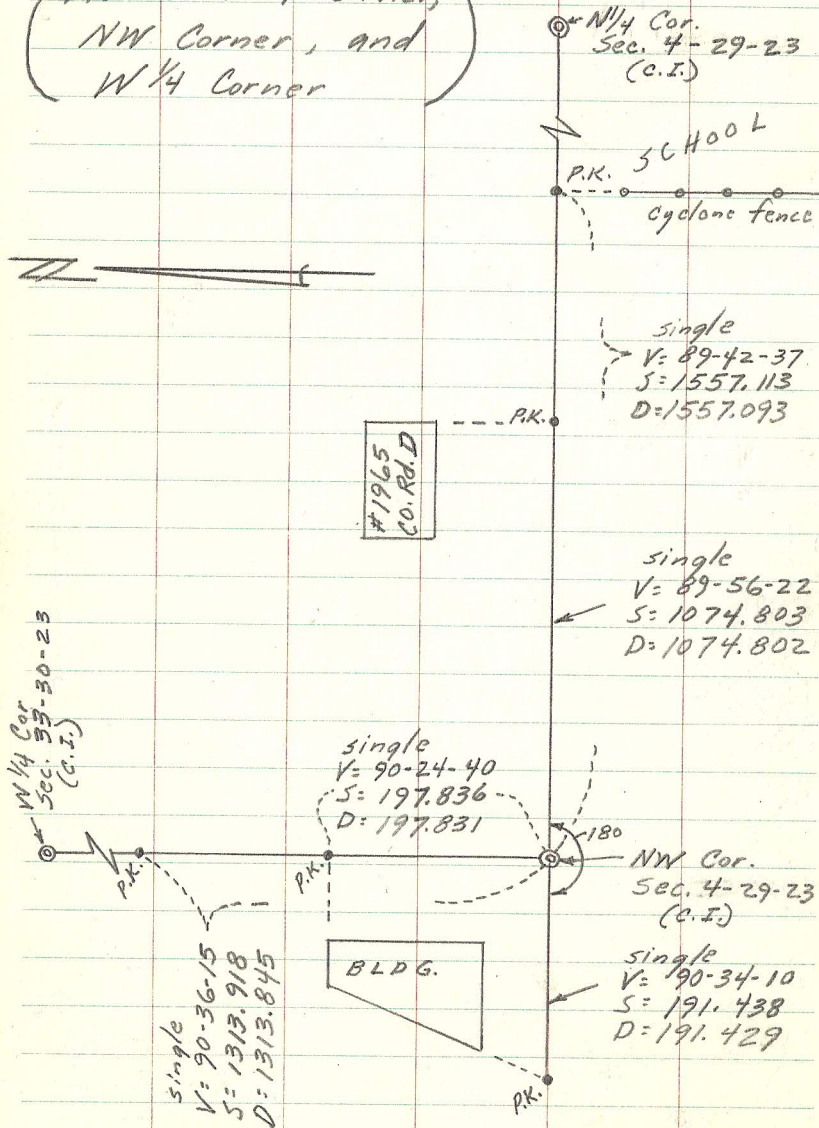
R.M. - M.F. - P.K.

71



SECTION 4, T29, R23

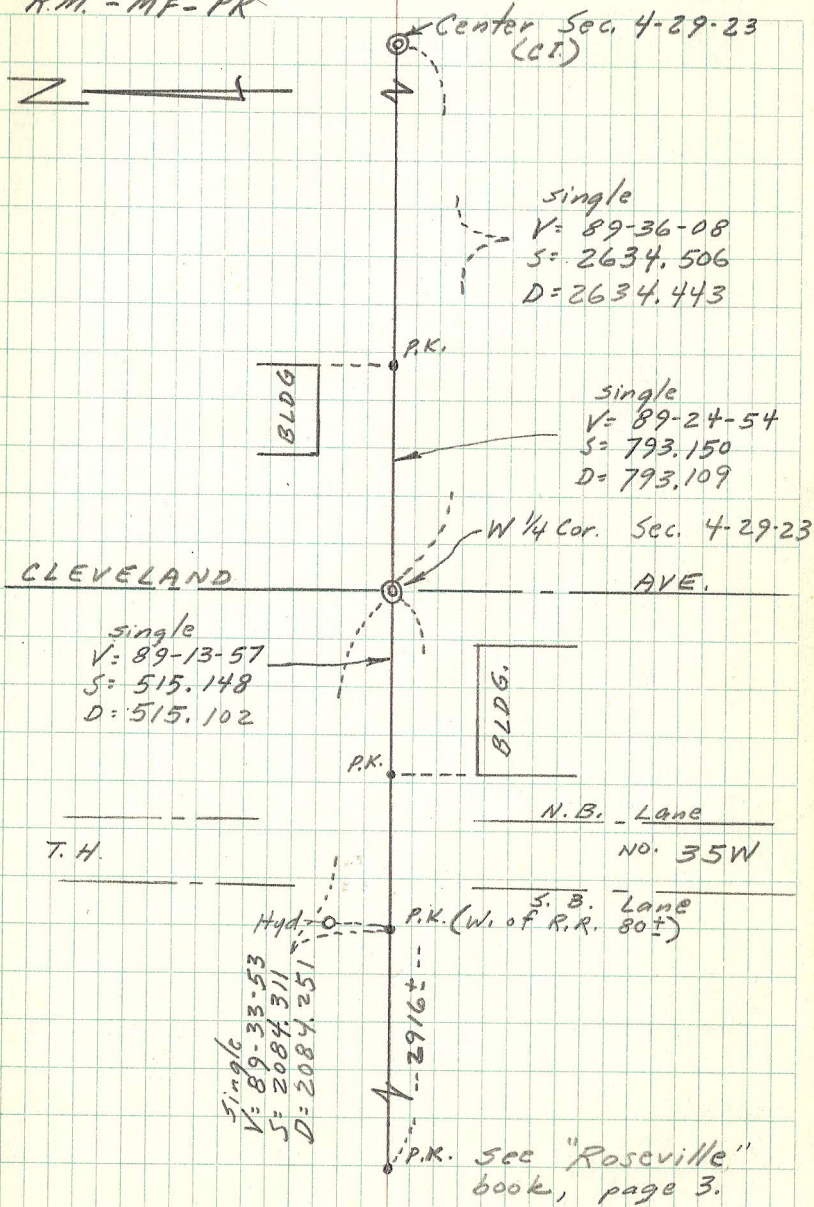
(Ties to N<sup>1</sup>/<sub>4</sub> Corner,  
NW Corner, and  
W<sup>1</sup>/<sub>4</sub> Corner)



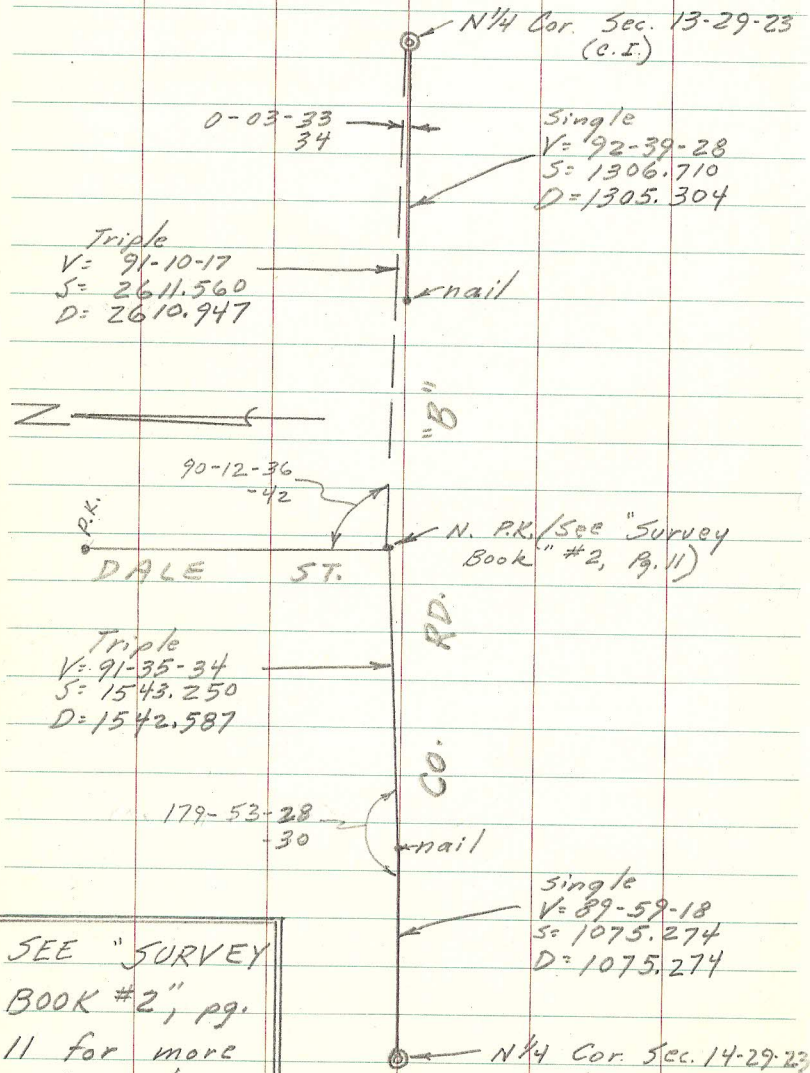
March 17, 20, 1978

72

R.M. - MF - PK



SECTION 11, T29, R23  
(Locating SE Corner)

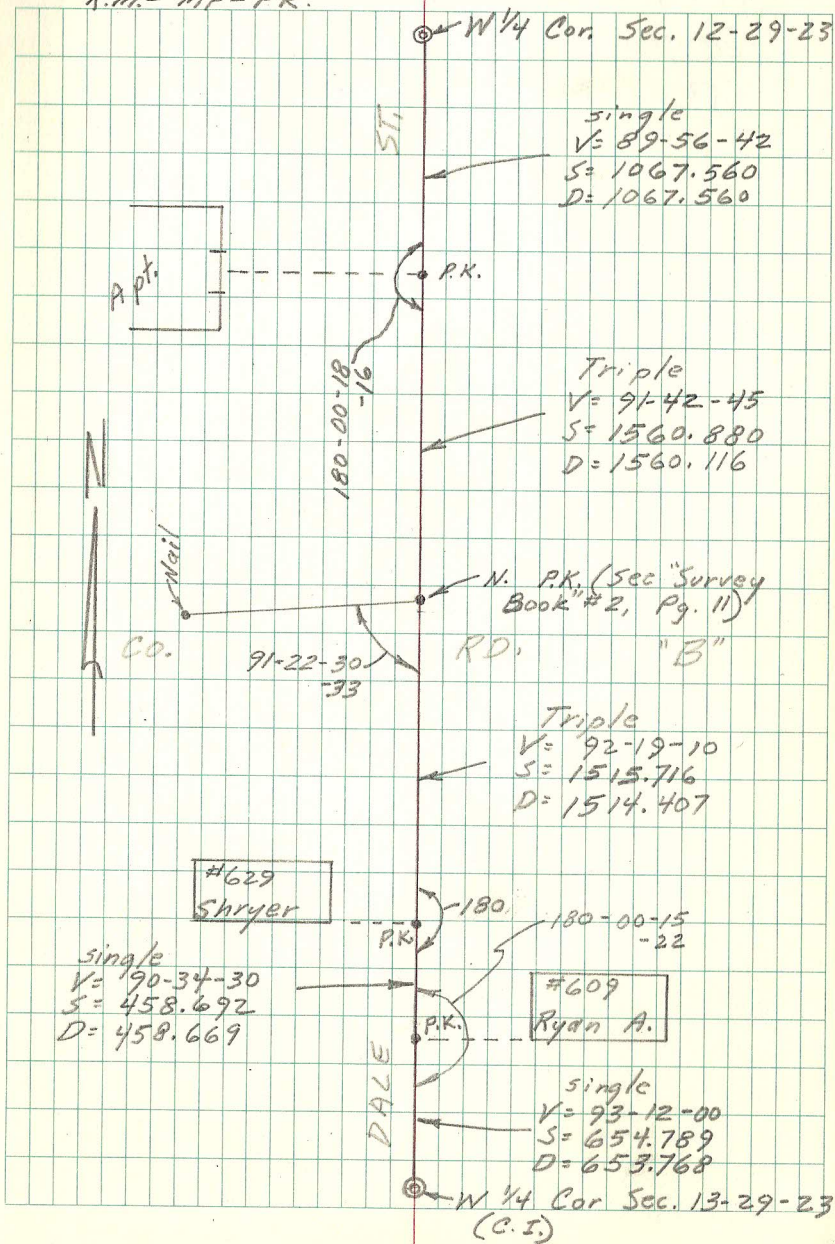


SEE "SURVEY BOOK #2", pg. 11 for more information.

March 22, 1978

73

R.M. - MF - P.K.

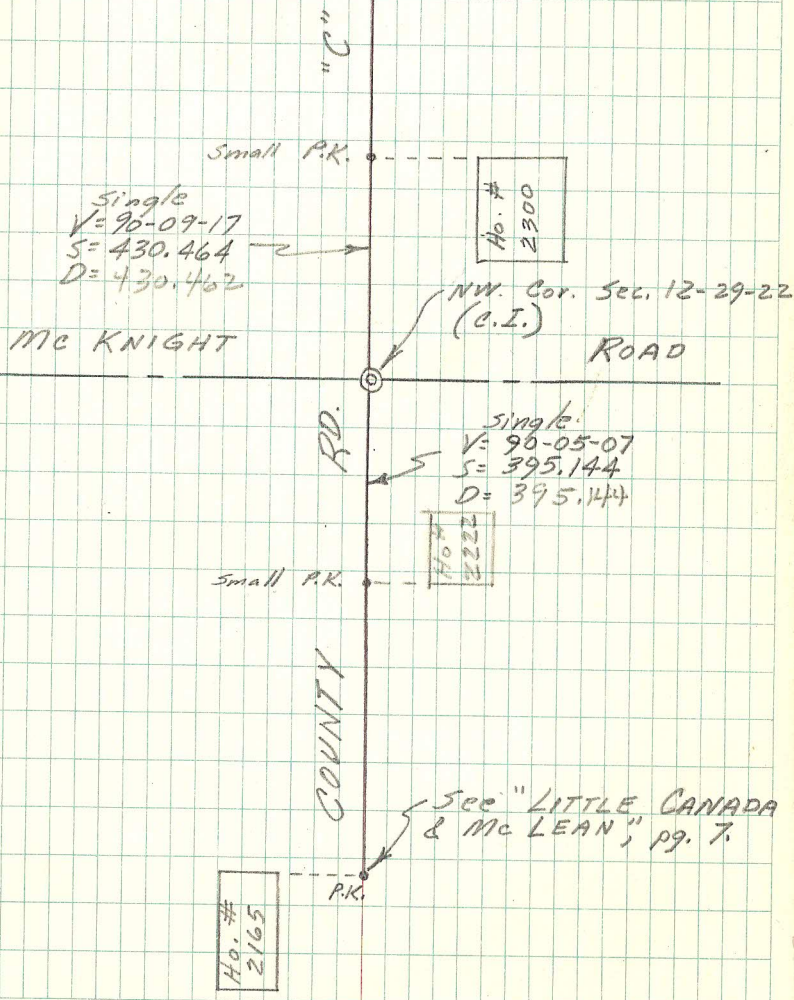


SECTION 12, T29, R22  
(REFERENCING N.W. CORNER)

P.K. Jr. April 10, 1978  
P.D.

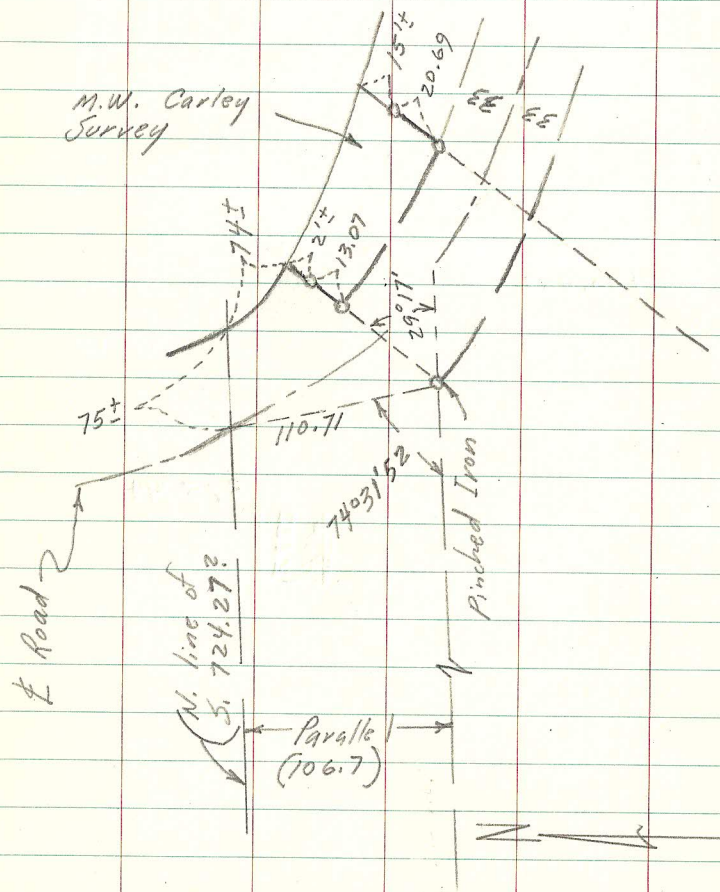
74

N<sup>1</sup>/<sub>4</sub> Cor. Sec. 12-29-22  
(C.I./Granite)



# OPEN SPACE

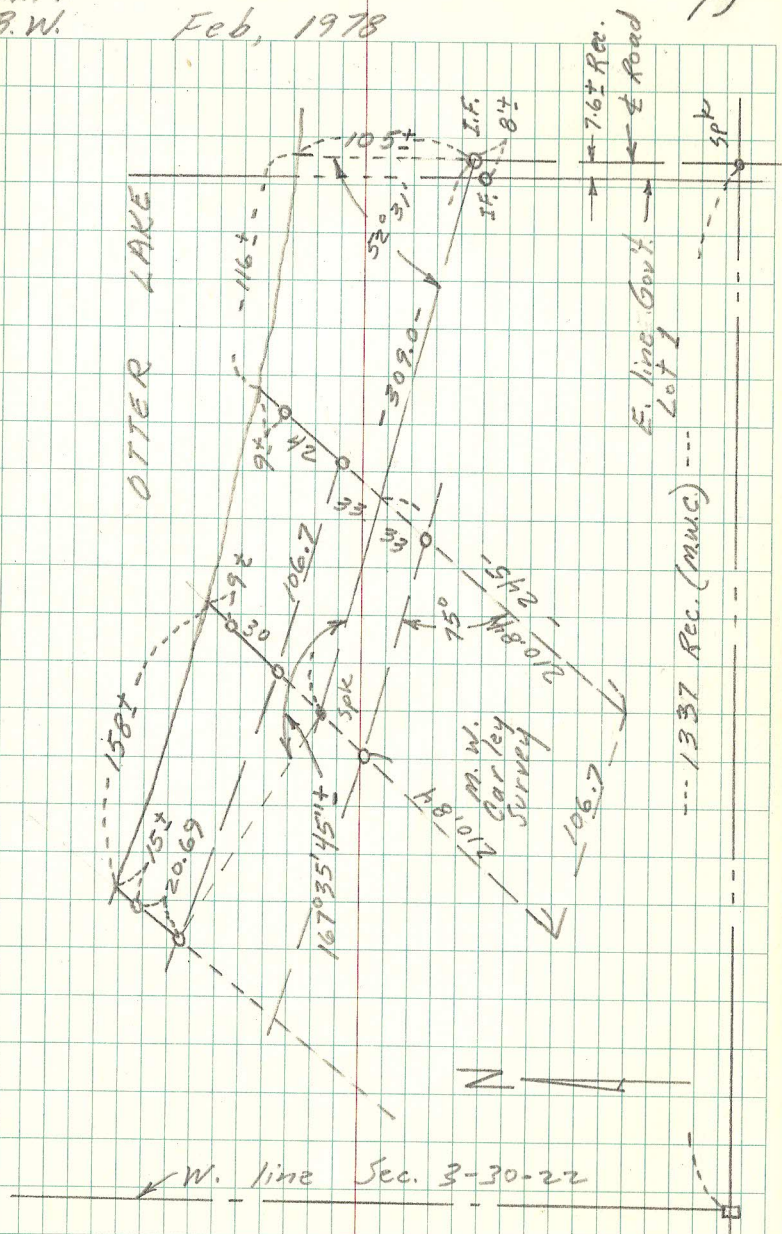
(Part of Gov't. Lot 1, Sec. 3,  
T30, R22 NEly of road)



R.M.  
M.F.  
B.W.

Feb, 1978

75



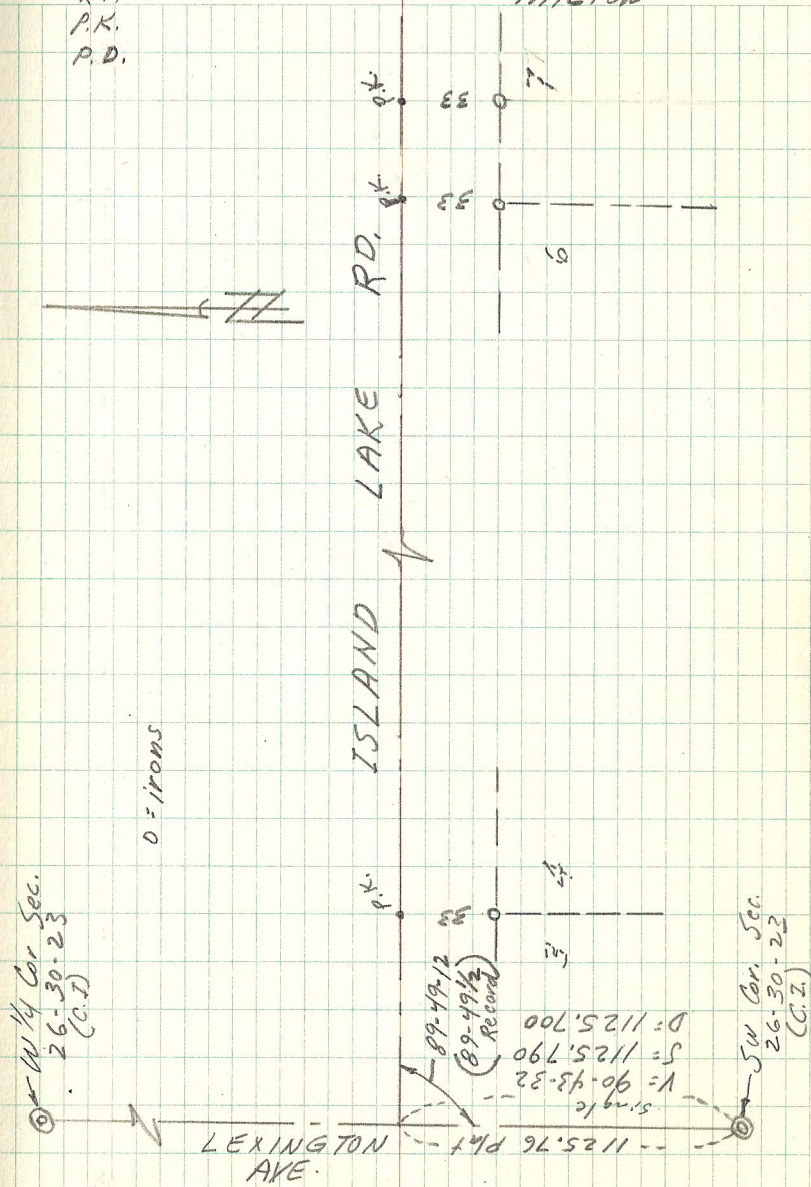
ISLAND LAKE HTS.  
 CENTER LINE ISLAND LAKE RD.  
 & LEXINGTON AVE.

4-20-78

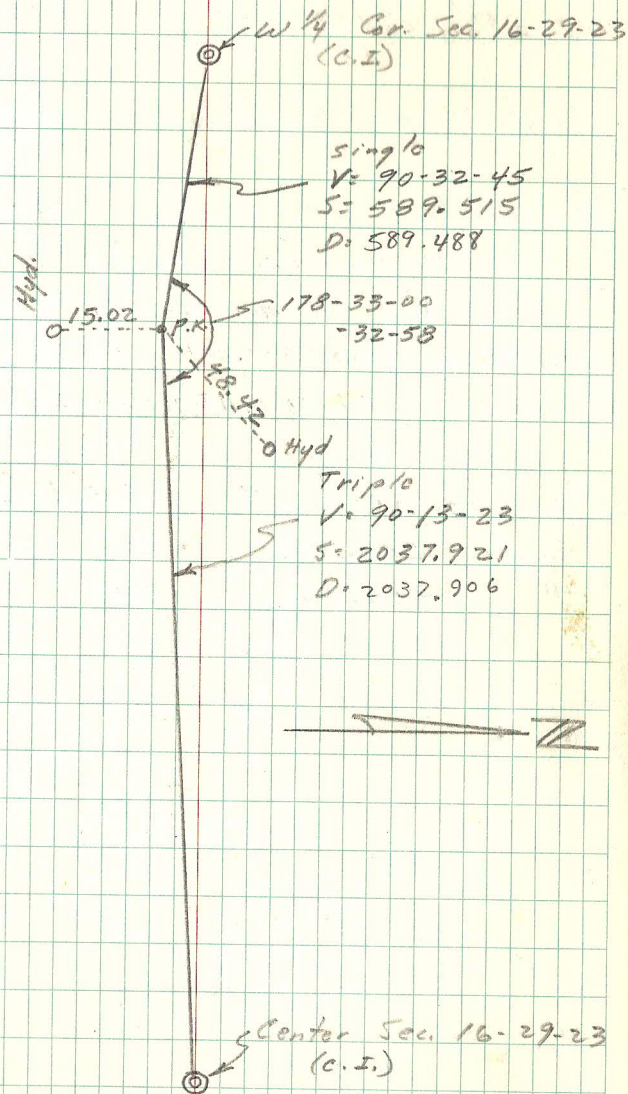
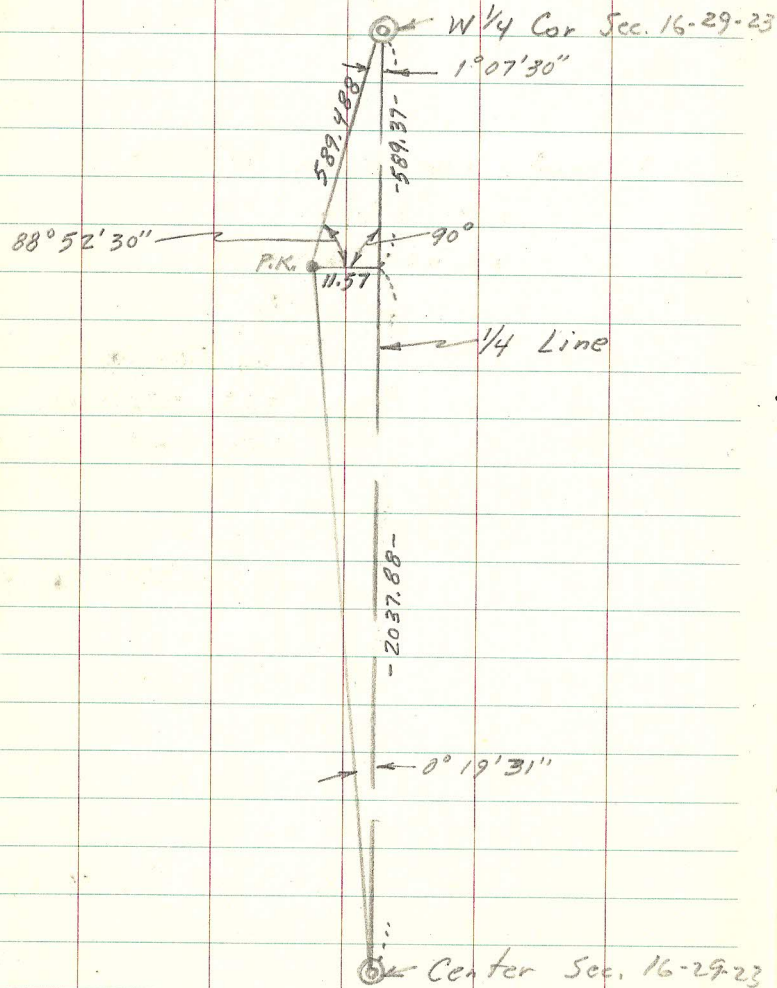
76

R.M.  
 P.K.  
 P.D.

MILTON



SECTION 16, T29, R23



March 17, 1975

Checking New Single Lens. 3-17-75

triple lens with filter 1000.193

single lens without filter 1000.108

CHECKING H.P. 4-6-79

Single prism	S. Dist.	V.A.	H. mea	MHD Mea.	diff.
500.076	90-18-00		500.069	500.076	-0.007
2000.428	90-13-57		2000.412	2000.443	-0.031

Checking Geod. 140 6-24-87

single 200.207  
 " 500.066