

24



Please return to
Patton & Frank
Engineers
Duluth Minn.

1087 - 3
63380
5752
39111
1384

p44

7	10	9	8	7	6	5	4	3	2	1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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N. M. L. K. I. H. G. F. E. D. C. B. A.

Tuesday, June 24, 1890.

beginning at the S.E. corner of
 (looking N. toward a corner
 cut in the rock)
 sea level = A0
 + 100'
 + 836 1/2' to the line the line
 + 1312 1/2' to the corner (B)

Wednesday June 25, 1890

Set stakes on line A0 - A13
 B0 - B13
 C0 - C13
 D0 - D13
 E0 - E13
 F0 - F13
 G0 - G13
 H0 - H13
 I0 - I13
 J0 - J13

Mr. Smith 7 in
 Mr. Hall 7 in
 Mr. Miller 1 1/2
 Mr. Jones 1 1/2

Thursday June 26, 1890.

Set Stakes on line K0 - K13.

L0 - L13

M0 - M13

Sta. N13 + 15 3/4' stands 7' West of Mt.

Levels

Sta	Dist	B.S.	Hgt. I	E.S.	Elev.
					467.92
	6.59				474.51
A 13.			7.00		467.51
A 12.			3.13		471.38
⊙			1.12		473.29
	12.09				485.48 78
A 11			10.30		474.68
A 10			7.90		477.58
⊙			0.24		485.24
	10.21				495.45
A 9.			10.00		485.45

26780

136

Heyer S ~~12~~

7

Top NW 1/4 of NE 1/4 Sec
14 T 60 R 14

B.M.

B.M. Top of the NW Cor. of Tracer post

H. B. Sample

267.12
28.22
495.34
1.36
496.70

Sta.	Dist.	B.S.	H.I.	F.S.	Elev.
				495.45	
A. 8			4.60	490.85	
A. 7.			4.50	490.95	
A. 6.			2.60	492.85	
⊙			0.75	494.70	
	11.80	506.59			
A. 5			7.00	499.59	
A. 4			4.10	502.49	
A. 3			3.30	503.29	
A. 2			4.00	502.59	
⊙			2.49	504.10	
	5.41	509.51			
A. 1.			11.10	498.41	
B. 0.			13.00	496.51	
A. 0.			18.00	491.51	
B. 1			6.70	502.81	
B. 2			4.30	505.21	
B. 3			4.00	505.51	
B. 4.			6.20	503.31	
	17.20		3.24		

Sta.	Dist.	B.S.	H.I.	F.S.	Elev.
					509.51
⊙					11.12 498.39
				0.02	498.41
B. 5					1.40 497.01
B. 6.					5.30 493.11
S. 7	+ 50				4.20 494.21
B. 7.					6.60 491.81
B. 8.					10.10 488.31
⊙					10.16 488.25
				0.46	488.71
B. 9					6.20 481.91
B. 10					11.05 476.76
				1.43	478.19
B. 10					3.00 475.19
B. 11					6.50 471.69
B. 12					10.20 467.99
⊙					10.97 467.22
				5.48	472.70
	+ 20'				13.20 459.50
				7.39	

Sta.	Dist.	B.S.	H.I.	F.S.	Elev.
			495.45		
A. 8			4.60	492.85	
A. 7			4.50	492.95	
A. 6			2.60	492.85	
①			0.75	494.70	
	11.89	506.59			
A. 5			7.00	499.59	
A. 4			4.10	502.49	
A. 3			3.30	503.29	
A. 2			4.00	502.59	
①			2.49	504.10	
	5.41	509.51			
A. 1			11.10	498.41	
B. 0			13.00	496.51	
A. 0			18.00	491.51	
B. 1			6.70	502.81	
B. 2			4.30	505.21	
B. 3			4.00	505.51	
B. 4			6.20	503.31	
	17.20		3.24		

Sta.	Dist.	B.S.	H.I.	F.S.	Elev.
					509.51
①					11.12 498.39
				0.02	498.41
B. 5					1.40 497.01
B. 6					5.30 493.11
B. 7	+ 50				4.20 494.21
B. 7					6.60 491.81
B. 8					10.10 488.31
①					10.16 488.25
				0.46	488.71
B. 9					6.20 481.91
B. 10					11.95 476.76
				1.43	478.19
B. 10					3.00 475.19
B. 11					6.50 471.69
B. 12					10.20 467.99
①					10.97 467.22
				5.48	472.70
	+ 20'				13.20 459.50
				7.39	45.20

Sta	Dist	B.S.	H. of I.	F.S.	Elev.
			472.70		
	+40	Creek		16.20	456.50
B12	+40	75' E		13.80	458.90
"		85' E		6.70	466.00
B12	+90	Creek		16.10	456.60
B12	+90	+40 W.		14.90	457.80
B12				11.20	461.50
C13				10.90	461.80
B12	+21'			15.60	457.10
C12				9.00	463.70
C11	+85'			4.90	467.80
C11				2.80	469.90
⊙				1.22	471.42
			9.99		481.41
C10				8.40	473.01
C9				5.00	476.41
⊙				0.78	480.63
			11.26		491.89
C7				6.40	485.49
			21.25		
				2.06	

Creek

Creek

Creek

Road Bridge ^{long} 20' W. of B13

Road Bridge ^{long} 70' W. of C13

2 Creeks meet

495.45	11.12
17.28	10.16
512.75	11.05
3.20	10.07
509.51	44.20
2.35	
516.90	
48.20	
472.70	
21.25	
493.95	
2.96	
491.89	

Sta.	Dist.	B.S.	HI.	F. 5'	E. 20'
			491.89		
C7+50				3.10	488.79
⊙				0.84	491.05
		11.42	502.47		
C7				11.00	491.47
C6				8.30	494.17
C5				5.40	497.07
C4				2.80	499.67
⊙				1.33	501.14
		9.25	510.39		
C3				7.90	502.49
C2				4.20	506.19
C1				4.90	505.49
C0.				6.70	503.69
		20.67			

491.89
 20.67
 512.56
 2.17
 510.39

House 1 day
 McQuinn's table by in camp
 Anal 4 days

Friday, June 27, 1890.

4

467.92

B.M. Top of NW Cor. of Power-Plant of R.R. Camp

5.78 472.70

D. 13. 10.80 462.90 Road

D 12+90 13.60 460.10

D 12 14.80 458.90

D 12 20' E 17.80 455.90 Creek

D 11+30 17.00 456.70 Creek

D 11+30 25' W 13.60 468.10

D 11+30 50' W 6.60 467.10

D 11 13.90 459.80

D 10+70 13.40 460.30

D 10+30 4.60 469.10

D 10 6.80 466.90

0 0.50 473.20

11.84 485.04

D. 9 11.10 473.94

D. 8 6.80 478.24

D 7+85 5.50 479.54

17.62

0.50

467.92
17.62
485.54
0.50
485.04

Sta	Dist	B.S.	I.I.F.	F.S.	Lev.	Sta	Dist	B.S.	I.I.F.	F.S.	Lev.
			505.53					495.42			7
D1+40	40'E			3.90	501.63	H 0.3				11.90	483.52
D1+90	40'E			6.20	499.33	0				11.95	483.47
D1+90	50'W			8.00	497.53			3.81		487.28	
F1				12.70	492.83	H 3				8.20	479.08
F2				13.60	491.93	I 3	NW 1/4 of KE 1/4 Sec 14 T50 N 14			12.00	475.24
F1+90				11.30	494.23	I 2				8.90	478.38
0				11.95	493.58	I 1				7.40	479.88
		1.84	495.42			J. 1				5.80	481.48
F0				4.80	490.62	K 0				9.50	477.78
G 0				9.10	486.32	J. 0			7.00	480.28	
G 1				8.90	486.52	I 0			4.10	483.18	
G 2				7.30	488.12	0 B.M.Y			9.98	477.30	
G 3				11.30	484.12			0.08		477.38	
F 4				9.90	485.52	G 5			4.10	473.28	
F 5				14.90	480.52	G 6			7.90	469.48	
G 4				15.60	479.82	F 6			0.00	477.38	
H 2				15.90	481.52	F 7			3.90	473.48	
H 1				12.20	483.22	F 7	50'W		6.20	471.18	

507.37
11.95
495.42

495.42
3.89
499.31
21.93
477.38

21.93

Sta.	Dist.	B. S.	H. I.	F.S.	Elev.
					477.38
G 7				11.40	465.98
					477.94
		3.90			481.84
E 8				7.60	474.24
E 7				2.60	479.24
E 9				15.40	466.44
0				11.75	470.09
		3.15			473.24
E 10				7.60	465.64
E 10 + 20' W				14.80	458.44
E 10 + 50'				14.80	458.44
E 10 + 80'				10.10	463.14
E 11 + 50'				5.00	468.24
E 12				3.60	469.64
E 12 30' E				4.80	468.44
E 12 + 15 + 45' E				11.80	461.44
E 12 + 30 + 30' E				7.10	466.14
E 12 + 25'				10.10	463.14

7105

B.M. West of Road.

477.94
 7.05
 464.99
 11.75
 473.24

Sta	Dist.	B.S.	H.I.	F.S.	Elev.
					473.24
F12+50				4.70	468.54
F12+85				12.20	461.04
F13				9.40	463.84
F13				4.50	468.74
F12+85				1.30	471.94
F12+50				6.80	466.44
F12+20				1.90	471.34
F12				1.90	471.34
F11				3.10	470.14
F10+65				5.60	467.54
F10+65+50 E				10.70	462.54
F10				5.90	467.34
F10+25 25 E				6.30	466.94
F9+40				10.80	462.44
F9+20				8.30	464.94
F9				11.20	462.04
F9 15 E				9.00	464.24
F9 50 E				14.70	458.54

Sta	Dist.	B.S.	H.I.	F.S.	Elev.
					473.24
					9
F8					6.50 466.74
F8+65					14.00 459.24
B.M. West of Road					477.94
				2.59	480.53
⊙					6.21 474.32
				2.93	477.25
G' 13					4.70 472.55
G' 12+80					6.90 470.35
G' 12+60					3.80 473.45
G' 12					3.90 473.35
G' 11					5.10 472.15
G' 10					8.00 469.25
⊙					11.09 466.16
				8.44	474.60
G' 9					7.10 467.50
G' 8+60					10.60 464.00
G' 8					11.20 463.40
G' 8 - 70 E bank					13.20 461.40

13.96

Sta.	Dist.	B.S.	H. of I.	F.S.	Elev.
					474.60
H 4				1.20	473.40
H 5				8.10	466.50
H 6				12.20	462.40
H 6+70				6.90	467.70
H 7				9.90	464.70
H 8				6.10	468.50
H 9				3.60	471.00
H 10				2.30	472.30
⊙				2.18	472.42
		7.72			480.14
H 11				5.80	474.34
H 12				5.10	475.04
H 13				6.00	474.14
I 13				3.70	476.44
I 12				3.90	476.24
I 11				4.50	475.64
I 10				6.30	473.84
I 9				10.10	470.04

Sta.	Dist.	B.S.	H. of I.	F.S.	Elev.
					10

Crack

477.94
 13.96
 491.90
 17.30
 474.60
 7.72
 482.32
 2.18
 480.14

Sta.	Dist	B.S.	I	F.S.	Elev.	Sta.	Dist	B.S.	I	F.S.	Elev.
					480.14						473.81
											12.25
											7.32
											12.63
I 8				7.80	472.34			3.60		477.41	11
I 7				8.70	471.44	F13 0				1.20	476.21
0				7.35	472.79			12.63		488.84	
		2.71			475.50	J. 13				11.60	477.24
I 6				6.30	469.20	K 13				7.40	481.44
I 5				9.30	466.20	K 13 + 40 W				4.60	484.24
I 4				7.80	467.70	L 13				5.50	483.34
I 4 + 35	back			11.40	464.10	M. 13 back				3.40	485.44
J 2				3.30	472.20	N 13				3.70	485.14
J 3				6.50	469.00	0	level			2.91	485.93
J 3 + 50				10.50	465.00	N 12				5.40	483.44
J 4				7.80	467.70	M 12				3.80	485.04
	+ 20			8.70	466.80	L 12				3.20	485.64
	+ 60			4.30	471.20	K 12				11.10	477.74
J 5				3.70	471.80	J 12				11.90	476.94
	5 + 85			7.70	467.80						
J 6				5.10	470.40	J. 11				13.50	475.34
J 7				3.30	472.20	J 10.				14.70	474.14
J 0				1.60	473.81	J. 9				16.40	472.44

Sta	Dist.	B. S.	H. of I	F. S.	Elev
			488.84		
J. 8				17.20	471.62
K 11				11.90	476.94
L 11				7.20	481.64
M 11				6.00	482.84
N 11				6.40	482.44

Saturday, June 28, 1890

					485.93
		2.41	488.34		
N 10				6.80	481.54
M 10				4.90	483.44
L 10				11.30	477.04
K 10				14.20	474.14
K 9				15.60	472.74
L 9				11.80	476.54
M 9				7.80	480.54
N 9				5.80	482.54

Height	1 day	Height	1 "
480.14			
2.71			
482.85			
7.35			
475.50			
16.23			
491.73		491.73	
5.80		2.89	
485.93		488.84	

12

B. M.

Sta	Dist.	B.S.	M.I	F.S.	Elev.
				488.34	
N. 8			7.50		480.84
M. 8			11.80		476.54
L. 8			12.90		475.44
K 8			15.30		473.04
K 7			16.10		472.24
L 7			12.60		475.74
M 7			11.90		476.44
N 7			11.90		476.44
⊙			11. ³⁴ 97		477.00
		2.98			479.98
N 6	Crnk		10.20		469.78
N 5+80+25' E			10.20		469.78
N 5+50			10.30		469.78
N 5			8.30		471.68
N 4+70			10.80		469.18
M 6			5.10		474.28
L 6			7.30		472.68
K 6			11.70		468.28

NW 1/4 NE 1/4
 Sec 14 T 500R 14

Sta.	Dist.	B. G.	H. of I	F. S.	Elev.
					479.98
K5				7.40	472.58
L5				9.00	470.98
M5				9.70	470.28
M5+30				5.00	474.98
N4				8.20	471.78
N4	50' E			13.20	466.78
M4				10.10	469.88
M4+10				10.10	469.88
L4				15.20	464.78
L4	50' E			6.50	473.48
K4				8.20	471.78
K3+20				14.60	465.38
K3				12.10	467.88
K2				10.20	469.78
K1				7.50	472.48
⊙				3.55	476.48
				2.22	478.65
L0				2.20	476.45

62a Dist. B. S. H. J. F. F. S. E. S. E. S.

478.65

L1	6.90	471.75
L2	9.20	469.45
L2+40	9.00	469.65
L3	4.00	474.65
L3+60 bank	12.00	466.65
M3	6.80	471.85
N3	6.30	472.25
N2	4.60	474.05
N1	4.80	473.85
N0 Mt.	2.70	475.95
M0	2.40	476.25
M1	5.50	473.15
M2	7.50	471.15

Top NW 1/4 of NE 1/4
 Sec 14-50-14

Frank
 McMillan
 McQuinn

July 14/90 18

NW 1/4 Sec 5

True lines NW 1/4 Sec 5 T49

95 (2644.77) survey 499
 90 1/2 89 1/2 95 1/4

2638.20 55
 87 1/2

90 1/2

87 1/2

2626.26

90 1/2
 87 1/2

Hazlewood Survey

NW 1/4 Sec 5 T49
 914

Fairfield McPherson
L 30° 40' N 120° W Millau. July 90

50.2 South
12.92 = North side

42.9 Cor from Mon.

Bearing trees SW Cor Sec 13

W Pine 12" N 26° E 21 Links

Y. Birch 10" S 17° W 19 Links
could find no trees within 1/2 mile

Bearing trees N.C. E side Sec 23

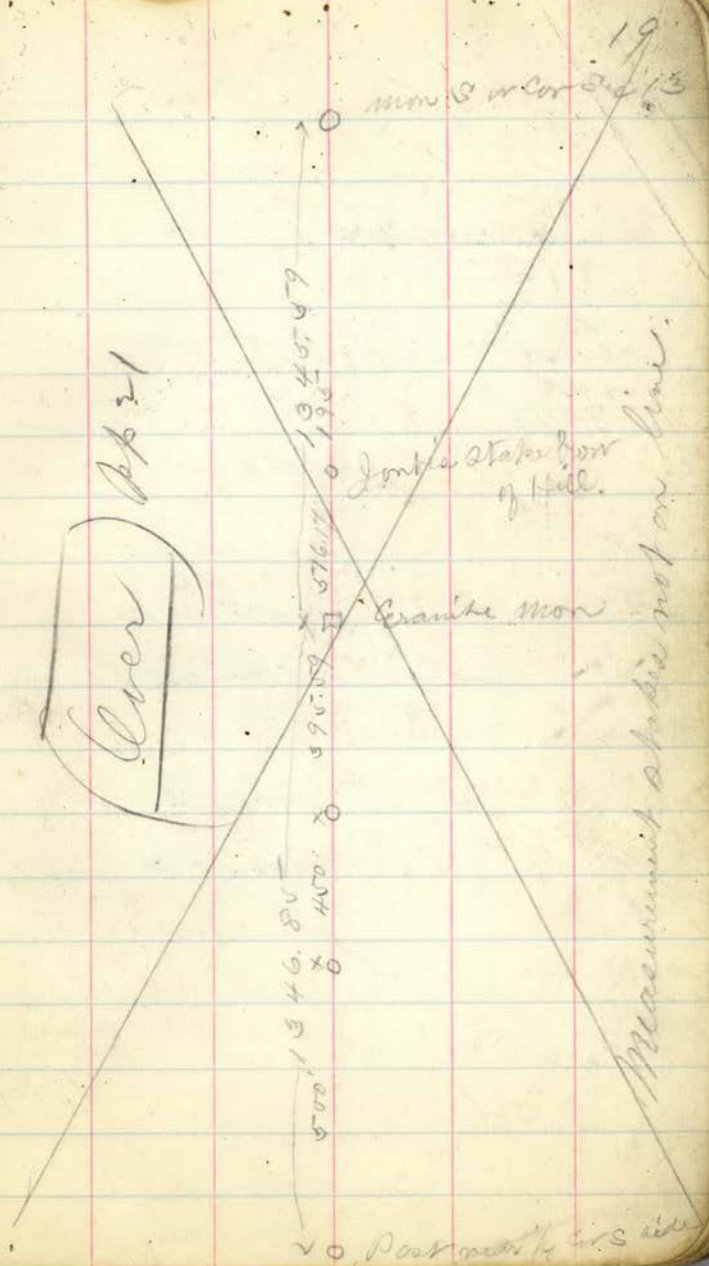
Billed 8" S 76° W 25 | 25.1 chs.

W Pine 12" N 32° E 194

B.T.S. at N.C. S side Sec 23

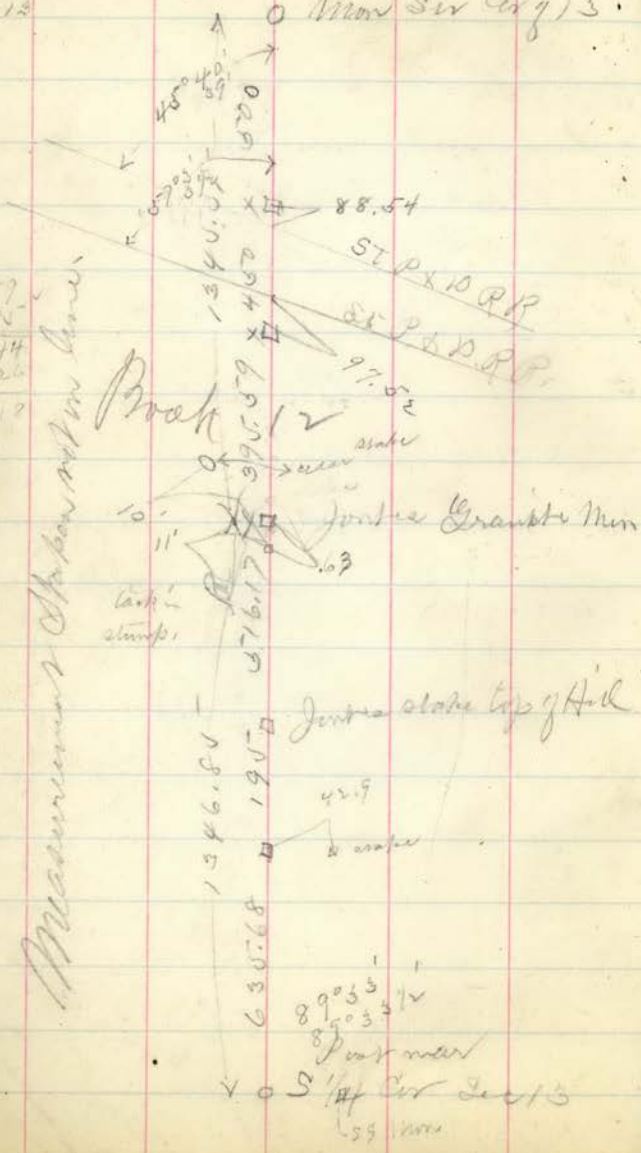
Set post in wet miry marsh

Over



1538.12

55
Mon Sec Cor 13



1345.57
1346.50
2692.44
26.26

Measurements taken on line

Brook

Joint in Granite Men

Joint above top of Hill

S 1/4 Cor Sec 13
55

37° 5' 21"

(approximate angles)
long hand 435.86
1789.44

90° 2 1/2
e 8.58
St. Smith gully on the N 44.95
124.49 W from a black corner
43° 57' P.P. Street
45° 52'
99.65 - center
496.36 = center of Sec

Line South from SW Cor of Sec 13

561. hub near N side of track

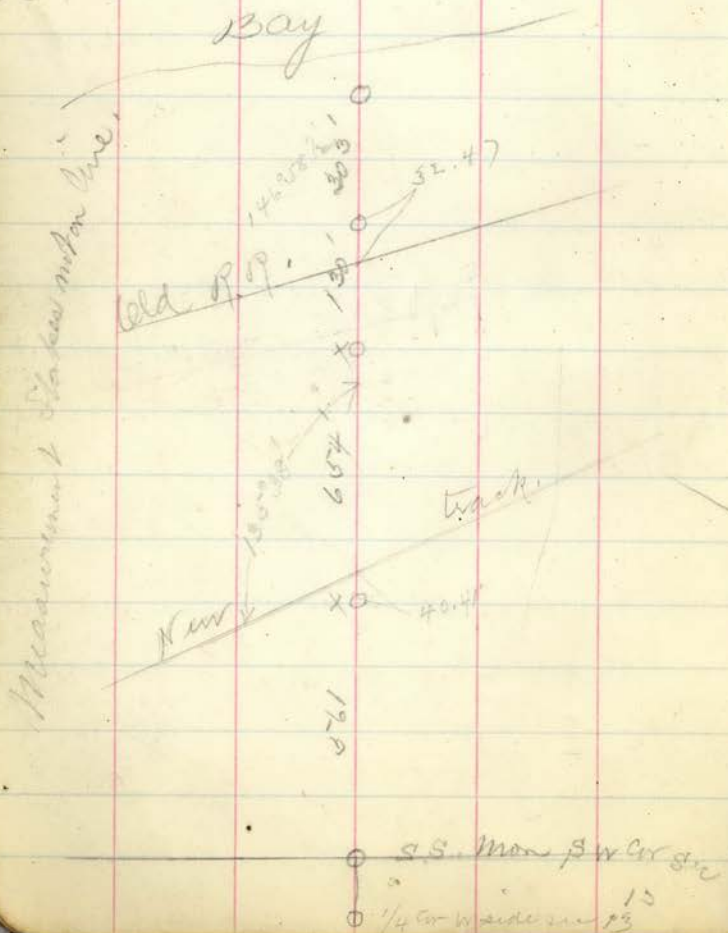
654. N of old track

130. S " " "

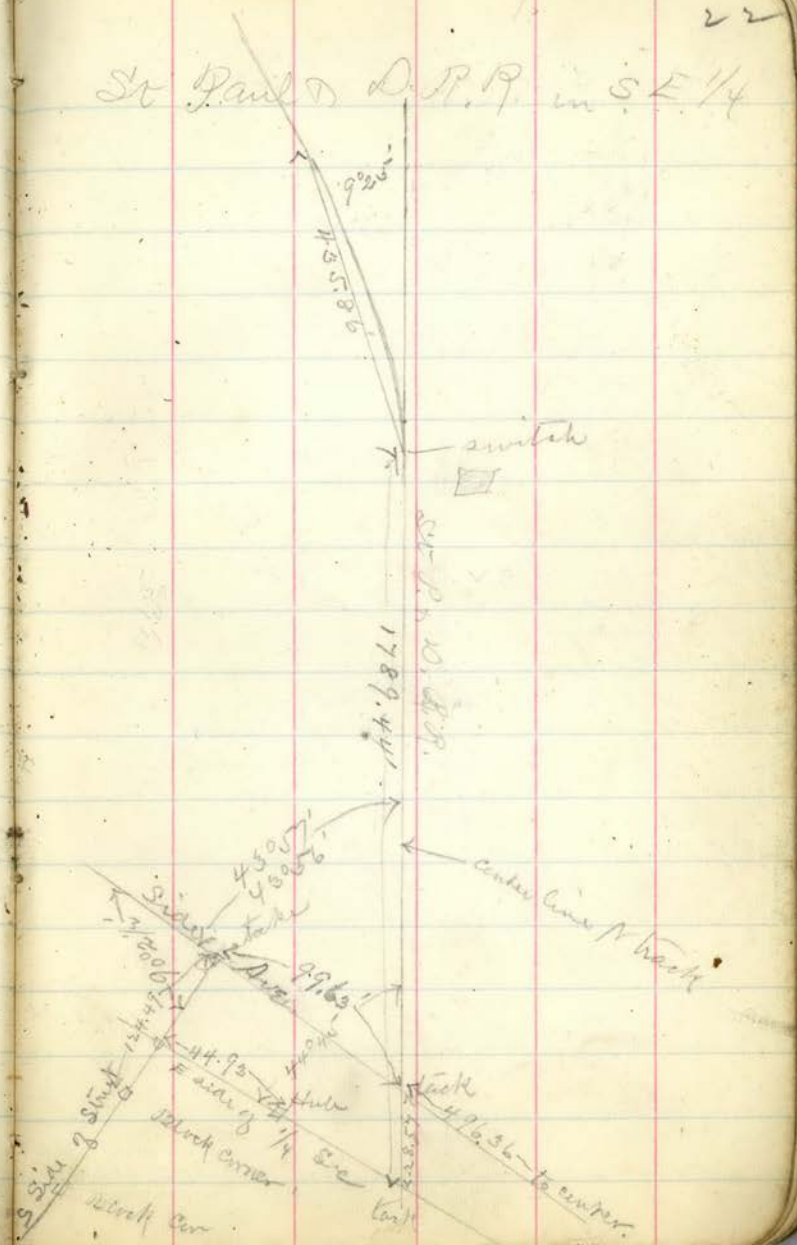
303 stakes on show.

1648'

Bay



22
St Paul D. P. R. in S.E. 1/4



Reference points out by ground
in survey of boundary for Sec 13

90°14' →
□ 1/4 cor wide sec 13

→ st
□ 270°

133813 to center 11m

20 m center of sec 13

True corner mark SW cor
of 11m
35 mm set of jacks

20 1074 23
SW 1/4 Sec 13 T 49 R 15

2677.12

90°12'

Capitol on 1/2

SW 1/4 Sec 13

True Line

2678.67

2618.57

90°9'

2692.44

2660.10

89°21'15"

~~True line
SE 1/4 Sec 14
T 49 R 15~~

90°34'

2659.63

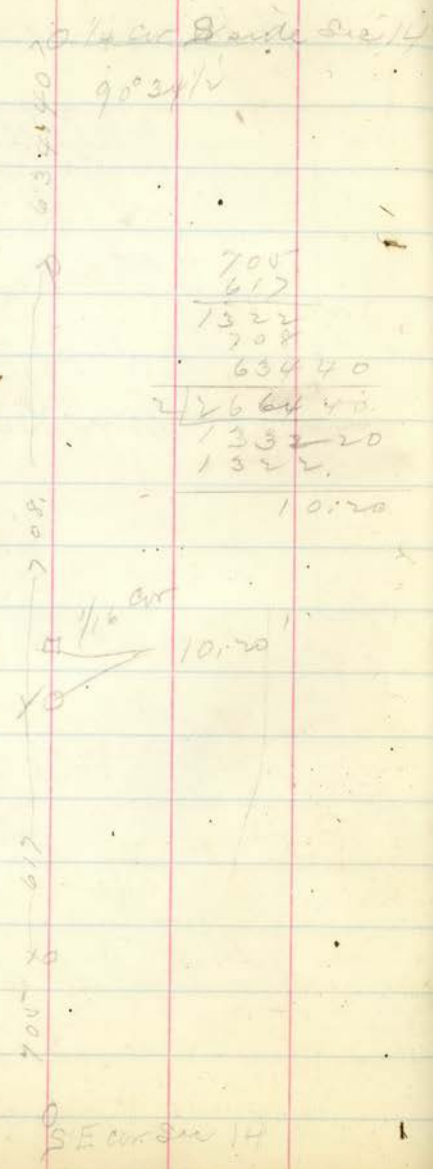
90°24'

2670.17

89°20'

Measurements not taken on this

Plan line air



700
 617
 1322
 708
 63440
 2/266440
 133220
 1322
 10:20

89° 30' at NE cor for 25
 90° 34 1/2 Lat 2 W Cor 3 W to 5 1/2 Sec 14
 3247 1/2 slope to southeast
 146° 58 1/2
 40.41 New A H
 135' 34
 37' 2

T 49 R 15

14, 15, 22, 23 y Birch 15 S 58° W 16
 Sugar 10 N 72° E —
 22, 23, 26, 27 Aspen 5 S 70° W 60
 Fir 8 S 40° E 40
 K-W, 2 W Cedar 8 N 20° W 6
 W Pine 10 S 15° E 25
 L.V., 2 Aspen 9 N 55° W 72
 Bark. 6 S 80° W 70
 P-E, 3 Bark 20 N 35° E 12
 Sugar 10 S 85° W 29

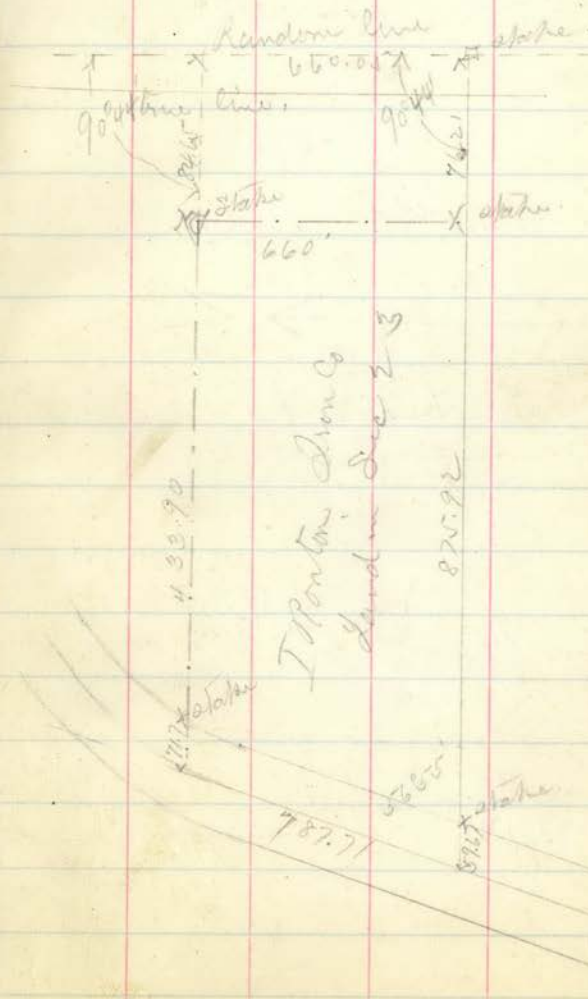
w/4 cor

s/4 cor

w/4 cor

11/12/13
 14/15/16

57.6
 12.1



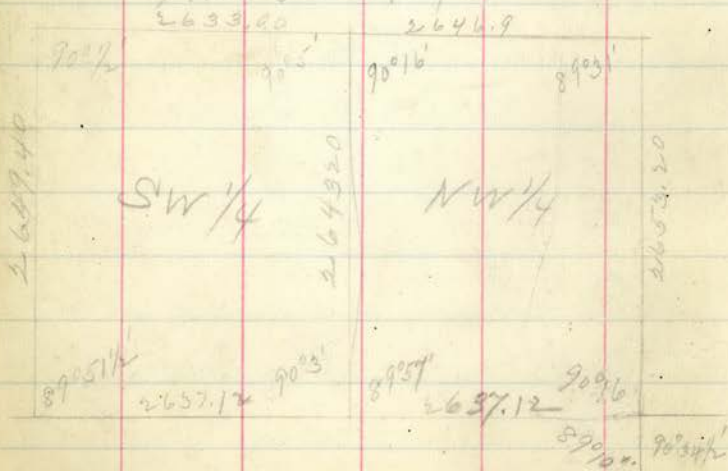
875.92
 37.6
 566.1
 430.90

Sec 2 Aug 1890

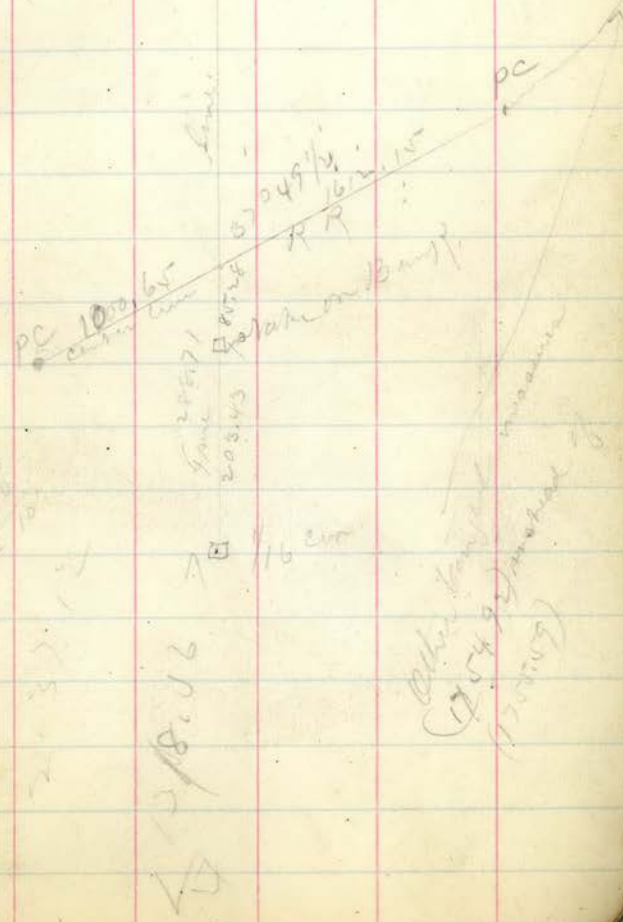
Random Line W 1/2 Sec 23



True Line W 1/2 Sec 23



containing Sec 23



Sec. 23, Sept 29/90
Topography Granton

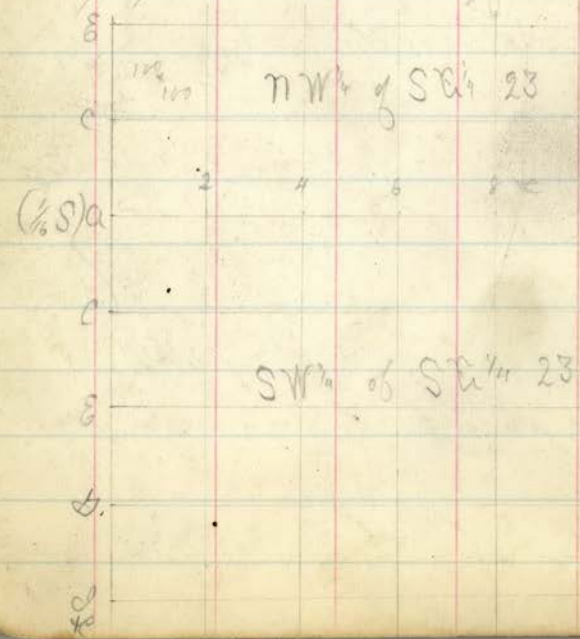
McLean H
M Miller
Sept 29/90
1 day

Party (Brown 3 ds
McLean 2 ds
Cook 2 ds)

Levels in SW 1/4 SE 23

Sta	R.S. - BS + Inst	Elev.	Rem.
Water (No 1)	12.230	12.330	Level well
B M	0.144		12.786 ul post
17 12 + 55	1.9		10.4
18 + 70	12.2		0.1 bank
19	9.3		5.0
20 + 25	9.6		2.9 bank
21 13	2.4		9.9
22 8 + 70	10.3		2.0
23 8	10.6		7.7 On track
T.P.			on B.M.
24 12	12.9	11.084 13.270	11.1 12.186
25 16	15.0		8.3
26 + 15	—		— bank
27 12	9.1		14.2
28 12	6.5		16.8
29 8	7.1		16.2
30 6	10.0		13.3

Lines laid out for 50 ft square
Stakes put in every 100 ft each way
Each 40 (acres) given separately
dating from 1/4 cor on q line.



No	F.S	B.S	Ino	Elev	R	F.S	B.S	Inst	Elev	
Q 4	4.9		33270	18.4		JO 1	12.6	48.71	36.1	
Q 6	2.6			20.7		TP	335	12.87	58.23	45.36
R 6	12.4			9.9		JO 0	12.1		46.1	
R 5	11.3			13.0		N + 25	16.0		42.2 on & line	
TP	0.01	12.80	36.06	23.26		N 0	10.7		47.5	
M 8	8.6			27.8		M + 15	5.7		53.1	
K 10	6.2			29.9		M 1	3.7		54.5	
M 6	3.2			33.1		L 0	3.4		54.8	
TP	0.07	12.72	48.71	35.99		M =	9.1		49.1	
JO 4	12.1			36.6		K 4	15.7		42.5	
K 8	14.1			34.6		K 2	7.7		50.5	
L 10	15.8			33.7		K 1	2.7		53.5	
JO 8	9.7			39.8		K 0	3.6		54.6	
K 6	9.6			37.1		L 0	2.9		55.3 on ground	
M 4	4.9			43.8		TP				
JO 2	9.7			39.0		L 1	2.29	2.18	58.12	55.94 on knob
P 2	18.5			30.2		L 2	7.6		50.5	
						JO 3	9.2		48.9	

Sta	FS	B.S.	Inst	Elev	Rem
↓ D 4	9.0		56.12	49.1	
TP	11.98	0.63	46.77	46.14	
↓ D 6	2.5			44.3	
↓ D 8	7.8			39.0	
TP	12.19	1.68	36.26	34.58	
↓ D 11	9.2			29.1	
TP	11.82	0.65	25.05	24.40	
↓ D 12	6.7			18.3	
TP	11.56	1.62	15.11	13.49	
↓ D 13	3.9			11.2	
↓ D 13+25	9.3			5.8	
↓ D 14	6.0			9.1	
↓ " + 60	10.2			4.9	+65 ft water
TP	5.43	5.36	15.24	9.68	
check on B.M. 70.1	3.03			12.21	Elev - 12.19
B.M. 70.2	5.35	(for check) (at close)		9.89	On spikes of rail, inst.
↓ D 16 + 35	12.0			3.2	+38 ft water

35

Sta	FS	B.S.	Inst	Elev.
↓ D 16	7.0		15.24	8.2
↓ B 14 + 60	5.8			9.4
↓ B 14 + 40	2.4			12.8
↓ B 14	5.0			10.2
TP	0.78	12.11	26.57	14.46
↓ H 17 + 25	2.6			24.0
↓ D 12	1.8			24.8
↓ H 12	15.0			11.6
↓ H 13	10.1			16.5
↓ B 10 + 35	4.1			22.5
↓ " + 20	7.2			19.4
↓ B 10	3.8			22.8
TP	0.16	12.05	38.46	26.41
↓ H 10	10.0			29.5
↓ H 11 + 25	2.7			35.8
↓ B 9	9.7			28.8
TP	0.19	12.25	50.52	38.27

Sta.	T.S.	B.S.	Inst	Elev		St	F.S.	B.S.	Inst	Elev
✓ B 8	11.1		50.52	39.4		✓ F 4	10.0		60.93 51.93	50.9 41.9
✓ B 7	6.0			44.5		✓ E 4	8.0			52.2 43.2
✓ B 6	3.4			47.1		✓ E 4 + 20	9.5			51.4 42.4
TP	0.12	11.90	62.30	52.40		✓ F 6	12.5			48.4 39.4
✓ B 4	11.0			37.3		TP	12.26	1.84	50.51 41.51	47.64 39.67
✓ B 3	7.0			58.1		✓ B 6	3.9			46.6 37.6
✓ B 2	8.5			53.8		✓ E 5 + 25	9.8			40.7 31.7
✓ B 0	1.0			61.0	ground	✓ E 6	10.1			40.4 31.4
TP	0.59	9.01	70 61.72	61.71	On Rod	✓ F 7	10.0			40.5 31.5
✓ F 0	7.8			62.9 52.9	↑	✓ F 8	20.0			30.5 21.5
✓ E 0	4.7			66 57.0		✓ F 9	16.0			34.5 25.5
✓ D 0	2.2			68.5 59.5		✓ E 7	12.5			38.0 29.0
✓ C 0	3.8			66.9 57.9		✓ E 8	6.6			43.9 34.9
✓ B 0	1.2			69.5 60.5		✓ E 9	9.1			47.4 38.4
TP	11.73	2.94	60.73 51.93	57.99 48.99		✓ E 9 + 40	19.5			33.0
✓ E 1	3.7			57.2 48.2		✓ E 10	15.0			35.5
✓ F 2	4.4			56.5 47.5		✓ E 10 + 25	10.9			39.6

Sta	F.S.	B.S.	Inst	Elev
✓ E 11	11.8		53.51 41.52	38.7 29.7
TP	12.71	1.72	39.52 38.32	37.80 28.80
✓ A 9+15	5.0			34.5 25.5
✓ A 10	9.9			29.6 29.5
✓ A 10+8	13.0			26.5 17.5
✓ A 11+30	5.3			34.2 25.2
✓ A 11+25	5.0			34.5 25.5
✓ A 12	7.3			32.3 23.3
✓ A 13-10	21.0			18.5 9.5
✓ A 14	17.0			22.5 13.5
✓ E 12	5.3			34.2 25.2
✓ E 13	16.5			23.0 14.0
✓ E 14	9.8			29.7 20.7
TP	12.65	0.30	27.17 18.17	26.87 17.87
TP	12.59	0.10	14.69	14.59
✓ E 16	6.7			8.0
✓ E 16+35	5.2			9.5

37

	F.S.	B.S.	Inst.		
✓ E 17+45	10.8		14.69	3.9	5.12 at water
TP	4.82	9.46	19.33	9.87	
✓ C 18+70	17.0			2.3	+15' water
✓ C 18	10.			9.2	
✓ C 17+25	2.5			10.8	
TP	0.32	11.99	31.0	19.01	
✓ C 16	9.2			21.6	
✓ C 15+25	8.0			23.0	
TP	0.16	11.08	41.92	30.84	
✓ C 15	10.5			31.4	
✓ C 14	5.7			36.2	
✓ C 13	5.3			36.6	
✓ C 12	13.1			31.8	
✓ C 11	3.2			38.7	
TP	0.11	10.72	52.53	41.81	
✓ C 10	9.9			42.6	
✓ C 8	6.5			46.0	

	FS-	BS+	Incl	
C. 6	3.0		52.53	49.5
TP	0.11	12.59	65.01	52.42
C. 4	9.5			55.5
C. 5	13.8			51.2
C. 2	3.8			61.2
20' N 4 C. 2	10.			55.0
TP	0.90	0.98	65.29	64.31
A 3	5.6			59.7
A 4	6.1			59.2
A 6	13.0			52.3
(The following belong to north forty)				
C 6	10.3		65.29	55.0
C 4	5.6			59.7
TP	0.98	12.73	72.04	64.31
A 2	10.1			66.9
A 1	8.7			68.3
A 0 + 25	12.8			64.2

	FS-	BS	Incl	Elev
A 0	8.8		77.04	68.2
12.5' N 4 A 0	11.5			66.5
B 0	2.4			74.6
C 2	9.7			67.3
TP	2.16	8.16	83.04	74.88
C 0	5.5			77.5
20' N 4 D 0	6.1			76.9
E 0	1.2			81.8
E 0 + 20	7.3			75.7
F 1	5.6			77.4
F 0 + 20	2.9			80.1
G 1	12.0			71.0
G 1 + 25	10.0			73.0
I 1	10.2			72.8
H 2	15.3			67.7
J 2	11.8			71.2
K 2	12.0			71.0

Sta	FS-	BS+	Instr	Elev
			83.04	
T P	12.61	2.40	72.13	70.43
V 8 4	12.0			60.8
V 9 4	12.4			60.4
V 10 4	6.1			66.7
V 11 4	12.8			70.0
V 12 4	7.2			65.6
V 13 3	4.6			69.2
V K 4+30	8.0			64.8
V K 6	11.7			61.1
V M 6	8.6			64.2
T P	10.81	1.87	63.89	62.02
V K 8	4.9			59.0
V M 8	2.5			61.4
V M 10	7.5			56.4
V K 10	7.9			56.0
V K 14	12.1			51.8
V 2 8	16.0			52.9

Sta	FS-	BS+	Instr	Elev
V 2 8	8.4		63.89	55.5
V 9 9	9.0			54.9
V 10 9	9.0			54.9
V 11 10	9.6			54.3
V 12 4	6.0			57.9
V 13 6	9.0			57.9
V 14 5	2.2			61.5
V 15 7+10	13.2			52.7
V 16 8	14.5			49.4
V 17 8	9.3			54.6
V 18 6	4.3			59.6
V 19 8	11.2			52.6
V 20 8	15.5			48.9
V 21 10	14.7			49.2
V 22 10	12.7			51.2
T P	12.50	9.25	60.64	51.39
V 23 10	16.8			43.8

Sta	FIS-	BS+	Inst	Elev	Rem
V 10+15	11.7		60.64	48.9	
V 11	18.6			42.0	
V 12	14.2			48.4	
V 12+15	10.4			50.2	
V 12	9.6			57.0	
V 13	13.8			46.8	
V B 13	14.8			45.8	
V E 12	10.7			49.9	
V D 6	-1.2			61.8	
V O 8	14.0			46.6	←
V D 10	18.0			42.6	
V D 11	13.8			46.8	
V D 14	12.3			47.3	
V D 15	12.4			48.2	
V D 16	15.1			45.2	
TP	12.57	1.36	49.49	48.13	
V D 13	14.8			34.7	

40

Sta	FIS-	BS+	Inst	Elev
V 12 3	17.8		49.49	31.7
V D 12	9.5			40.0
V 11+15	10.2			39.3
V H 11	12.5			37.0
V H 12	3.5			46.0
V F 15	7.7			41.8
V C 14	7.0			42.5
V a 14	10.1			39.4
V 11+20	11.0			38.5
V C 16	12.8			36.7
V G 14	11.3			38.2
V G 15	18.0			31.5
V B 18	11.2			39.3
TP	12.69			36.80 (of rem file 4949)
TP	12.74	7.57	55.12	47.55 (" ")
V C 12	8.6			46.5
V a 10	10.8			44.3
V a 12	13.0			42.1
	6.00	42.80		

Stn	F.S.	B.S.	Instr	Elev.
√B 14	17.0		42.80	25.8
√Y 16	16.0			26.8
√B 16+25	14.2			28.6
√B 17	10.3			32.5
√G 16	17.2			25.5
√E 16	11.6			31.2
√E 15	3.7			39.1
C 16	6.0			36.8
√A 16	12.4			30.4
TP	12.55			30.28
(TP)	4.96	7.55	45.39	37.84
√E 14	3.7			41.7
√A 16	1.7	1.78	32.06	31.4
√A 17	11.2			20.9
√A 18	18.5			13.6
√B 18	9.1			23.0
√B 17	1.8			30.3

→

(From
H.S. 42.80)

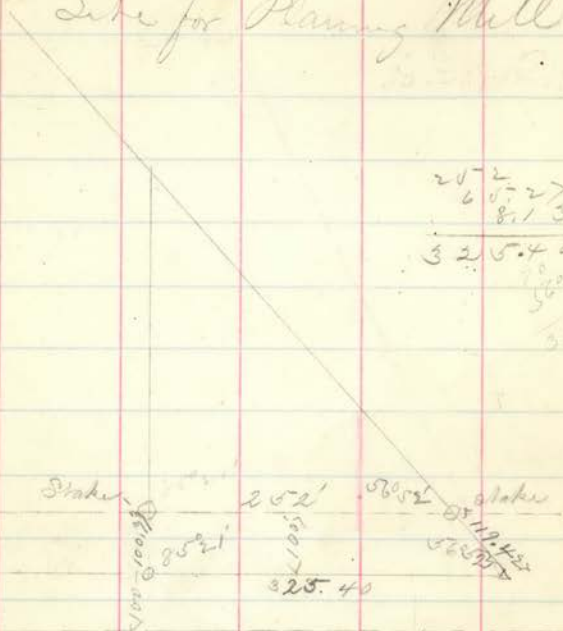
(" ")

41

Stn	F.S.	B.S.	Instr	Elev.
√C 18	11.6		32.06	21.5
√B 19	17.8			14.3
√E 17	11.2			20.9
√E 17+30	19.0			13.1
√E 18	15.2			16.9
√E 19+25	2.6			29.5
√E 20	8.4			23.7
√E 20+25	19.0			13.1
√F 20	15.2			16.9
√F 19	11.2			32.1
√F 19+35	11.2			32.1
√F 18	4.7			27.4
√F 17	11.2			20.4
√F 15+35	14.8			17.3
√ ²⁵ M 16	12.2			19.9
TP	12.23	4.23	24.06	19.83
√ ²⁵ M 16 C 17	17.3			6.8

Frank Nov 7/90
 Site for Planning Mill

80.



20-2
 60-27
 813
 325.40
 565
 550

see Cor
 27
 0

418.05-26

1/4 Cor
 1360.340
 904 1/2
 899 8 1/2
 443.57
 44

252
 6027
 813
 325.40

47

Stake 1000 ft
 252' 852' stake
 505' 565'
 325.40

418.05
 590
 4000 / 2800 = .00701
 2800
 0.00

1 1/2
 2 1/2
 1 1/2

123.79

7
7.7+60

8
8.4+25

8.8

9

J.P. 0.28 2.90 123.41 123.51
11.75 50

10

10.2+50

11

12

Vat 7.40

13

J.F. 11.75 3.15 117.81 124.66

13+40

13+50

14

Side

Side 49

40
8.7
115.1

40
7.4
114.4

40
12.3
111.5

40
9.8
114.0

40
9.0
120.8

40
1.4
122.4

40
7.0
117.4

40
5.7
121.0

40
7.4
119.0

40
4.2
122.2

40
5.1
121.3

40
10.2
116.2

40
8.7
109.2

40
11.3
106.4

40
5.4
111.0

40
2.7
116.8

40
3.1
120.7

40
4.9
118.8

40
7.4
114.4

40
1.2
122.6

40
1.4
122.4

40
7.0
121.9

40
3.6
122.8

40
6.8
119.6

40
4.0
122.4

40
4.5
121.4

40
2.4
117.1

40
9.0
113.4

40
10.8
108.8

40
11.0
103.6

40
3.2
120.6

40
0.8
123.0

40
3.0
120.8

40
5.9
117.9

40
5.0
123.8

40
0.0
123.8

40
2.8
123.6

40
4.1
121.9

40
3.3
123.1

40
4.0
122.4

40
2.9
123.5

40
5.3
121.1

40
2.0
111.9

40
7.4
108.5

40
0.7
117.2

Clavation 10 m long

147.81

13

T.P. 0.50 5.15 122.47 147.46

16

107.5

16+60

17

T.P. 4.74 9.46 127.13 147.67

19

20

21

T.P. 4.43 1.20 123.90 122.70

22+75

23

23+20

23+40

24

24+35

S side

N side

50

40.50
113.00
2.8
119.8240
122.5

Ride 2.0 at 40' north Sta N

40
2.8
114.70
2.8
119.440
2.0
122.5

Ride on Bank opposite Hotel 15.0

40
1.5
121.0
4.0
30.5
92.00
1.5
118.1
2.0
20.8
107.740
1.5
111.5
4.0
17.0
107.740
14.4
112.6
40
9.0
118.10
14.4
116.7
0
5.7
122.040
5.6
121.0
4.0
4.3
123.140
7.3
119.8
40
118.10
7.3
121.8
0
5.8
124.340
5.8
124.3
4.0
124.340
4.9
116.9
40
10.5
113.60
4.9
122.2
0
4.5
119.440
4.9
122.4
4.0
5.6
118.340
7.4
116.4
4.0
3.8
120.10
7.4
115.1
0
4.2
121.740
6.1
117.8
4.0
0.8
123.940
13.4
110.5
4.0
17.8
106.10
13.4
113.3
0
14.0
109.940
8.3
115.9
4.0
10.6
113.3

Elevation 10' mm

123.9

24+65				
F.P.	3.25	7.46	128.11	120.65
25				
25+50				
26				
26+60				
27			128.11	
B.M.	11.86	0.58	146.83	146.25
T.P.	10.77	2.70	108.76	106.06
T.P.	7.50	1.35	102.61	101.26
17+80				
18				
T.P.	7.43	1.00	96.18	93.78
T.P.	8.10	7.95	96.03	88.08
B.M.	5.55			80.48

773

Wade 57

40 5.0 118.9	0 1.4 122.4	40 1.0 123.9
40 17.0 11.1 28.0 100.1	9 18.2 11.9 24.0 104.1	40 18.2 11.9 20.0 108.1
43 6.4 12.6 4.0 3.0 12.1 4.0 2.0 126.1	9 17 12.3.4 5.0 129.1 5.0 130.7	40 2.6 125.5 4.0 -3.0 131.1 4.0 -4.0 132.1

B.M. on Pine stump ^{100'} South of Sta 26
on rail at P.C. at sea line

40 35.0 69.6 40 2.5 67.6	0 30.0 72.0 3.0 72.6	40 29.0 74.6 4.0 27.0 75.6
---	----------------------------------	---

62' Rod in chain 17 + 90 = 37.0

Starting Point

Grades Grand Ave 1st Div.

Sta	MM			
0	80.5	14	69.44	0
1	78.42	15	67.80	
2	76.34	16	66.15	
3	74.26	17	64.51	
4	72.18	18	62.87	
5	70.10	19	61.23	
6	68.02	19+75	60.0	
6+75	66.5			
7	66.71			
8	67.54			
9	68.37			
10	69.20			
11	70.03			
12	70.86			
12+75	71.5			
13	71.04			

Piers at Linton

$$6.5 \times 6.5 \times 5.66$$

$$6.5 \times 6.5 \times 6.5$$

Handwritten calculations for pier volumes:

$$6.5 \times 6.5 \times 5.66 = 243.50$$

$$6.5 \times 6.5 \times 6.5 = 274.625$$

$$274.625 - 243.50 = 31.125$$

Additional calculations shown:

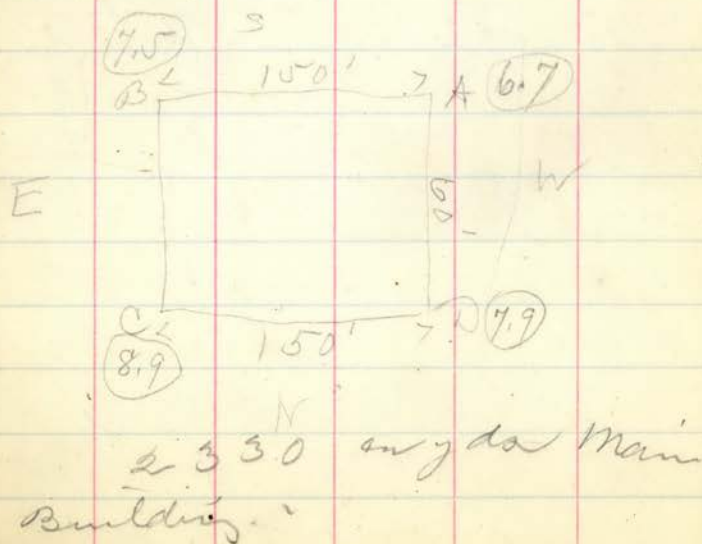
$$27 \mid 513.75$$

$$27 \mid 513.75$$

$$27 \mid 513.75$$

19 cu yds piers.

	FS	BS	Hgt. Elev.
		255	102.55/100
T.P.	1.04	11.01	112.52/101.57
BM	6.76		105.76 <i>Balson</i>
C.	3.6		108.9 <i>at.</i>
B.	5.0		107.5
D.	4.6		107.9
A.	3.8		106.7



T.P. 1.04

54

105.76
80
106.56

1'
1 1/2'
5'
7'

152
80
1.20

Borrow Pit on P.P. = 330 cu yds
 $1 \times 180 \times 100 = 1666$
 One man = 986 "
 Total in main sold = 2330
 less taken out by other cont. = 666
 Taken out of sold box was = 1664 cu yds
 3224 "
 to be taken out in spring = 1160

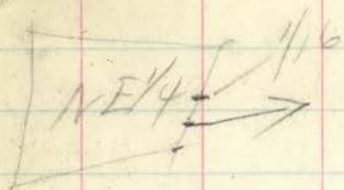
> this does not include any slope, only straight down right around the building.

Stake		cut,	
#1	5.13	0.04	4.90
#2	5.12	0.05	4.89
#3	5.11	0.06	4.88
#4	5.12	0.05	4.90
#5	5.08	.09	4.85
#6	5.08	.09	-
#7	5.10	.07	-
#8	5.09	.08	4.86
#9	5.07	.10	4.84
#10	5.09	.08	4.86
#11	5.11	.06	4.88
#12	5.12	.05	4.89
#13	5.17	.00	4.95
^{mean} #13	5.13	.04	4.91
12	5.09	.08	4.87
11	5.09	.08	4.87
10	5.14	.03	4.93

9	5.16	.07	4.88
8	5.13	.04	4.91
7	5.14	.03	4.92
6	5.12	.05	4.90
5	4.98	.19	4.75
4	4.94	.23	4.71
3	4.91	.26	4.68
2	4.94	.23	4.71
1	4.89	.28	4.66

11
07

1300.31'



Elements of Curve No 1

Total Def = $43^{\circ} 00'$

Deg. = 3°

Rad. = 1910 feet.

Tangent = 792.77 feet

Length of Curve = 1502.75 feet

En. Surrounded by musg from Vertex to Curve
By Computation
between Rails = 1579.07 Ex. Sur = 1578 ft.

Elements of Curve No 2

Total Def. = $7^{\circ} 32'$

Deg. = 1°

Length of Curve = 753.33 feet

Rad. = 5724 feet

Tangent = 377.24

Feb 27 28

Thomas + Hugh McLean

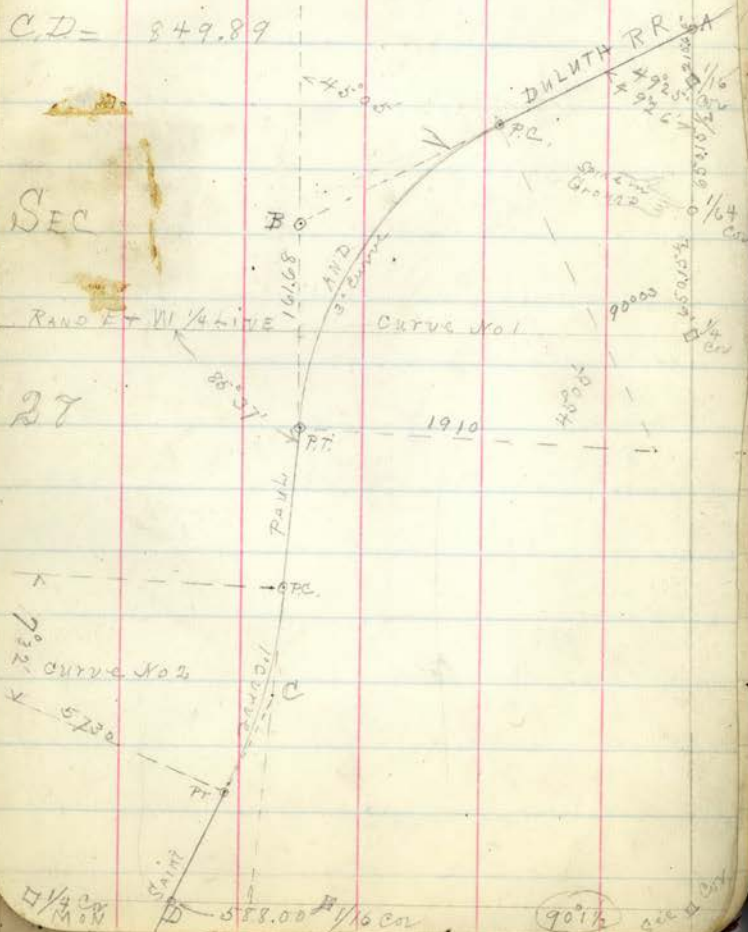
8753

see	col
22	23
27	16

AB = 2084.25

BC = 1966.53

CD = 849.89



11/6 car

Continued from page

16100
351.1
1974.4
291.5

1436.8
of 500 34

S line

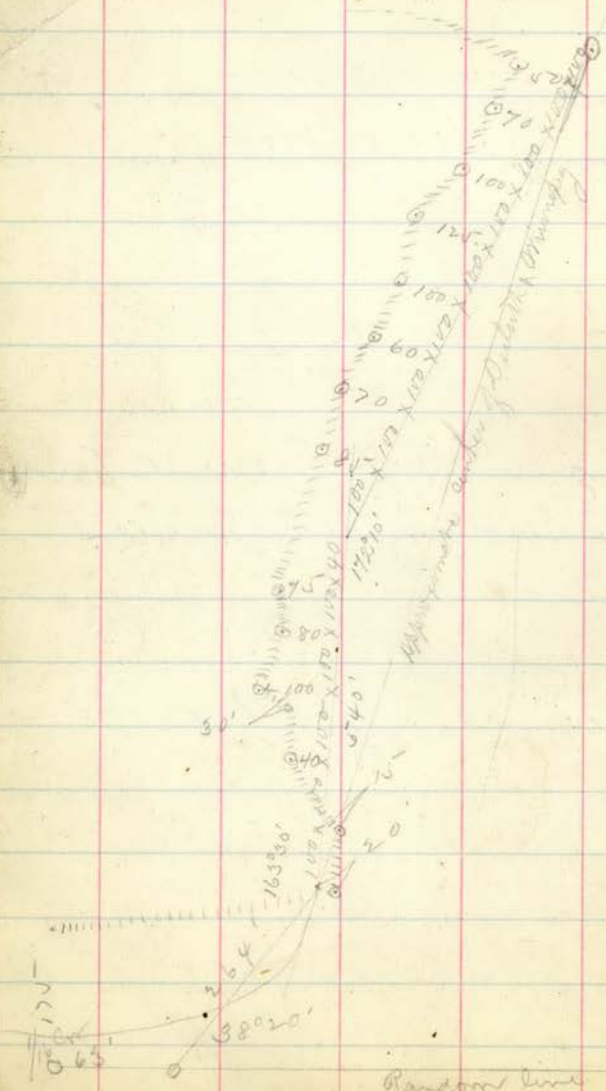
MS

Location of Cont. through the SW 1/4 of

150
11906
6844

Final page Apr 2/91

Location of Bluff line in SE 1/4 Sec 34

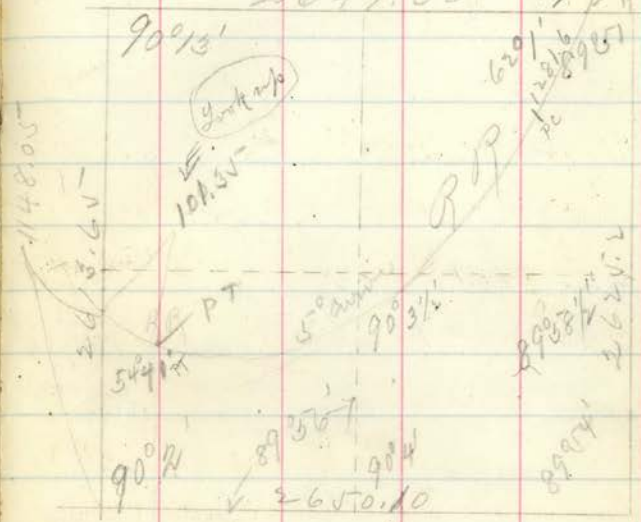


Random line

27.86

True Line S W 1/4 Sec 34

2647.00 T 49 1/2



90° 08

4.48

Sta	B.S.	H.I.	on T.P.		40' N.		Centre		40'S		Remarks E. Subsequent
			F.S.	Elev	F.S.	Elev	F.S.	Elev	F.S.	Elev	
9		72.26			0.5	71.8	4.0	68.3 <small>cut 0.9</small>	1.8	70.5	67.37
10			<small>cut 10-40'S</small> 1.05	71.21	5.7	71.9	2.6	69.7 <small>cut 1.5</small>	1.05	71.21	68.20
* 11	6.40	77.61			1.7	75.9	5.4	72.2 <small>cut 3.2</small>	5.3	72.3	69.03
* 12					2.3	75.3	5.5	72.1 <small>cut 2.2</small>	6.7	70.9	69.76
12680	<i>center line</i>		4.3	73.81							70.44
* 13	4.0	77.31			3.2	74.1	3.1	74.2 <small>cut 4.2</small>	3.3	74.0	70.04
* 14					2.5	74.8	4.3	73.0 <small>cut 4.6</small>	6.5	70.8	68.44
15					4.7	72.6	7.8	69.5 <small>cut 2.7</small>	7.3	70.0	66.80
16					6.9	70.4	9.8	67.5 <small>cut 2.4</small>	9.0	68.3	65.15
		1.65									69.96
17					0.8	69.2	5.1	64.9 <small>cut 1.4</small>	2.0	68.0	63.51
18					9.2	60.8	7.2	61.8 <small>cut 10.</small>	8.5	61.5	61.87
19			1.05	68.91							
		10.25									79.16
			4.46	74.70							
		9.4									84.1
			4.97	79.13							
		5.20	84.33	4.28	80.05						

69.96
 67.26
 61.96
 79.16
 61.87

should be 6.2.8
 and fill 1.0

Sta	FS	BS	Hyd Lev.	Grade
Bm				
0		-0.05	80.05	80.07
1	5.2		78.57	79.5
2			76.57	77.42
3			74.64	75.54
4			72.71	73.26
5	10.7	1.60	70.92	69.32
6			66.92	67.02
7				65.71
8				66.54
9				67.37
10	2.85	7.4	75.52	68.12
11				69.03
12				69.36
13				70.04
14				68.44
15				66.80
16				65.15
17				63.57
18				61.87
19				

Station	Instrument	Reading	Height	Grade
Bm				
0		0.85		
1		1.67	80.07	79.17
2		4.0	76.82	76.02
3		5.75	74.43	74.27
4		8.30	72.00	72.72
5		10.40	70.37	69.62
6		11.20	68.57	68.97
7		2.0	67.32	67.42
8		6.05	66.42	65.87
9		4.0	67.62	66.92
10		5.3	67.42	67.62
11		5.3	69.52	70.22
12		4.6	70.92	69.36
13	Bm	4.70	70.95	70.04
14	T.P.	8.10	69.95	68.44
15	T.P.	0.20	80.25	66.80
16		0.75		65.15
17				63.57
18				61.87
19				

Thomas. Hugh Mc Lain
Sandy Mc Millan

Dist AB = 934.40
 " BC = 589.80
 " CD = 668.60
 " DE = 7.00
 " GH = 4.60
 " DG = 431.40

The point "D" is located in
 length F.E. produced.

Distances from Center of RR to Middle Co Road

Sta 675 - 70 ft to right

" 676 - 40 ft to right } at 677 + 25 on line of C.P.

" 678 - 50 ft to left

" 679 - 95 ft to left

" 681 - 123 ft to left

" 682 - 112 ft to left

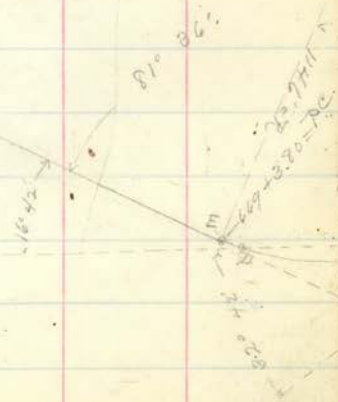
" 684 - 77 ft to left

" 686 + 70 - 28 ft to left

" 689 - 15 ft to left

" 690 - 28 ft to left

" 691 - 65 ft to left

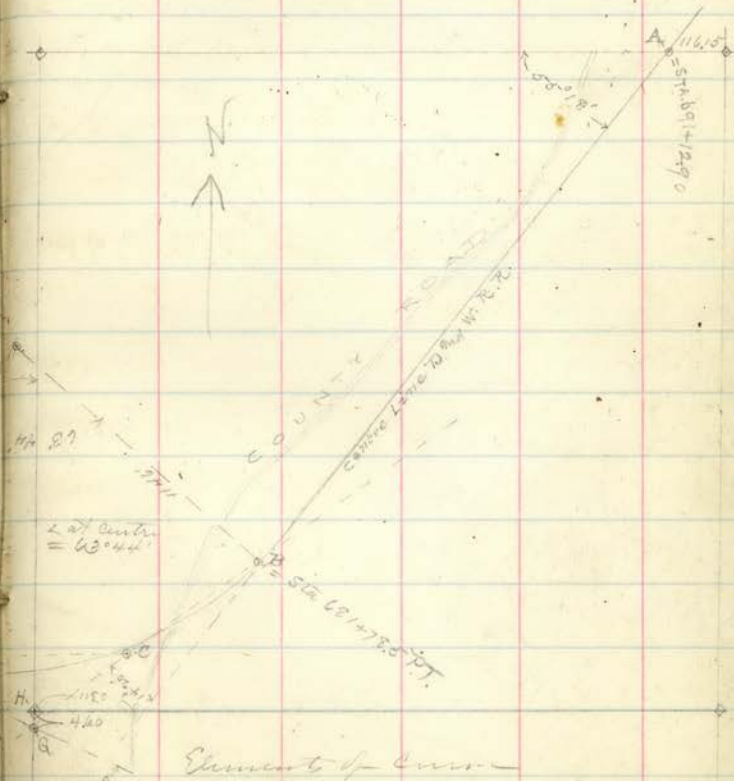


5/25/91

66

S.E. 1/4 x S.W. 1/4 Sec. 34

(Brace's Addition)



Elements of Curve
 Central angle = $63^{\circ} 44' - 5^{\circ}$ curve to left - Rad.
 = 1146 ft - Length of Curve 1274.67 ft - Tangent =
 Sta 669 + 3.80 = P.C. Sta 681 + 78.0 = P.T.

FS 'S
2.90 70.85 70.95

11	70.85	70.95	71.05
12			71.26
13			72.04
14			68.44
15			66.80
16			65.17
17			63.57
18			61.87
19			

2	Subst	22 west	
			70.0
			71.5
			72.6
			75
			77.25
			65
			64.60
			63.5

(2.7)
(2.8)
(2.7)
(2.7)
(2.7)

111

4
4
4
18

4
9
10
180
111
180
180
180

19680
204
1996

190
363

Balancing sheet

4" x 4" sheets 11" long -
24" paper 11" long

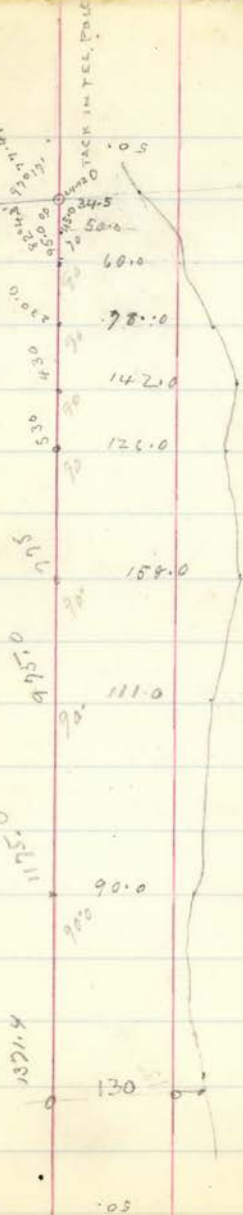
SURVEY OF SHORE LINE

FRONTON 4th DIV.

McIlhenny, McLean, Horn. Feb 10th 92.

1892
1891
1890
1889
1888
1887
1886
1885
1884
1883
1882
1881
1880

TRACK IN
TEL POLE



ST LOUIS RIVER

267
273

Thu B S JS HS E

0'0 .75 180.75 100. ON RRR Train 300 of Rail

1100	2.70	98.05	Rail
B side	10.70	90.05	ground
200 S side	21.00	79.75	ground
200	5.00	95.95	Rail
300	6.80	94.00	Rail
370	8.00	92.75	Rail
370	41.00	59.75	ground
400	8.60	92.15	Rail
450	10.50	90.25	Rail
500	33.50	67.25	ground
⊙	12.20	88.55	
	1.76	90.31	
76.00	1.70	88.61	Rail
46.00	18.70	71.61	ground
700	4.20	86.11	Rail
700	20.00	70.31	ground
750	27.00	63.31	ground
800	5.60	84.71	Rail
800	29.60	60.71	ground
900	7.40	82.91	Rail
900	15.00	75.31	ground
⊙ and 1000	9.20	81.11	Rail
1.58		82.69	
1100	14.00	68.69	ground
1100	14.00	68.69	ground
1100	3.00	79.69	Rail
12.50	6.40	72.29	Rail
12.50	29.00	53.69	ground

Notes of Survey of ^{5th} ~~1st~~ 1892
 Canton 2^d Division

References of Monuments

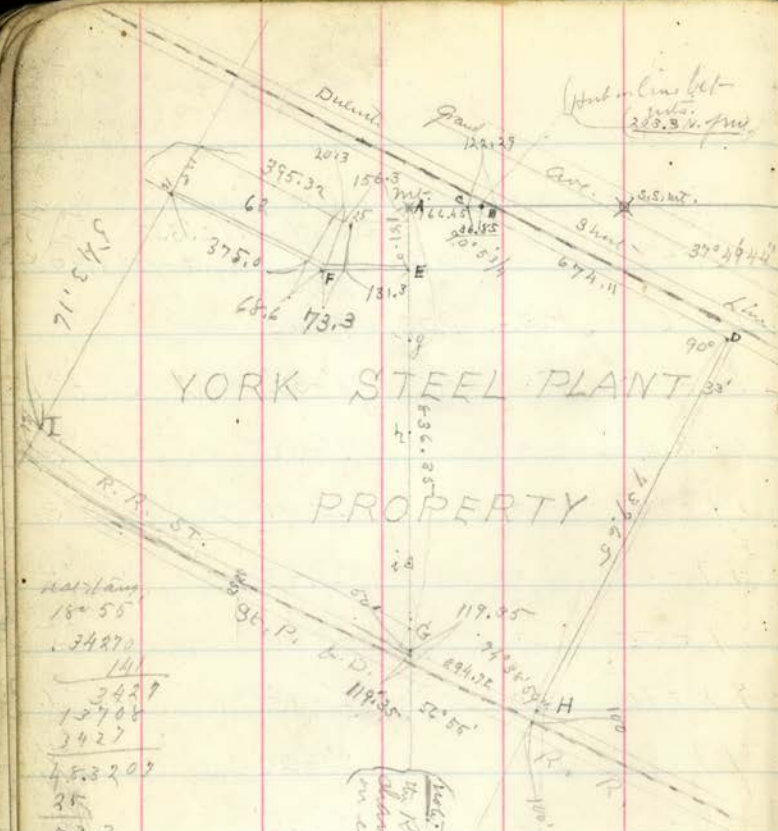
Center line Grand Avenue
 { 76.55 - S.E. - Pine tree
 with E. line { 74.06 N.E. - Pine stump
 { 69.03 - N - blaze on birch
 at P.C. by block 50 - { 72.70 - S.E. - top of Poplar stp.
 { 76.50 - N - Root of birch tree
 " P.C. " " 46 { 97.28 - S.E. - Maple stump.
 { 69.06 - S - Pine stump
 with South line { 71.18 - SW. - hut -

Center line Commonwealth Ave.
 { 113.52 - S - Root of maple.
 P.C. by block 44 { 103.18 - W - " " Pine.
 P.C. " " 40-49 {

72

Location of Bridge on
 Grand av. (center line
 Sta 13+40 P.C. - 103' Curve Right - 112°39'46"
 length 112'35"
 Def. 12°43'

16+65	o	P.O.C.	1°-43'	
16+95	o		1°-52'	End *1
17+10	o		1°-56'	*2
17+25	o		2°-01'	*3
17+40	o		2°-5'	*4
17+55	o		2°-10'	*5
17+70	o		2°-15'	*6
17+85	o		2°-20'	*7
18-	o		2°-24'	*8
18+15	o		2°-29'	*9
18+30	o		2-34	*10
18+45	o		2-39	*11
18+60	o		2-43	*12
18+75	o		2-48	End *13
21+52.35	o	P.O.C.	4-15	
24+52.35	o	P.T.	5°-49'53"	end of curve



180.55
 34270
 141
 3429
 12708
 3427
 453209
 35
 73.3
 46.3
 20.3
 68.6

Points that are in are A, B, C, D, E, F, G, H

Note: Upon this line
 the Right of Way
 changes from 100 ft to 50 ft
 on each side of St. P. & N.W. R.R.

The Iron Law Standard Steel Cor.



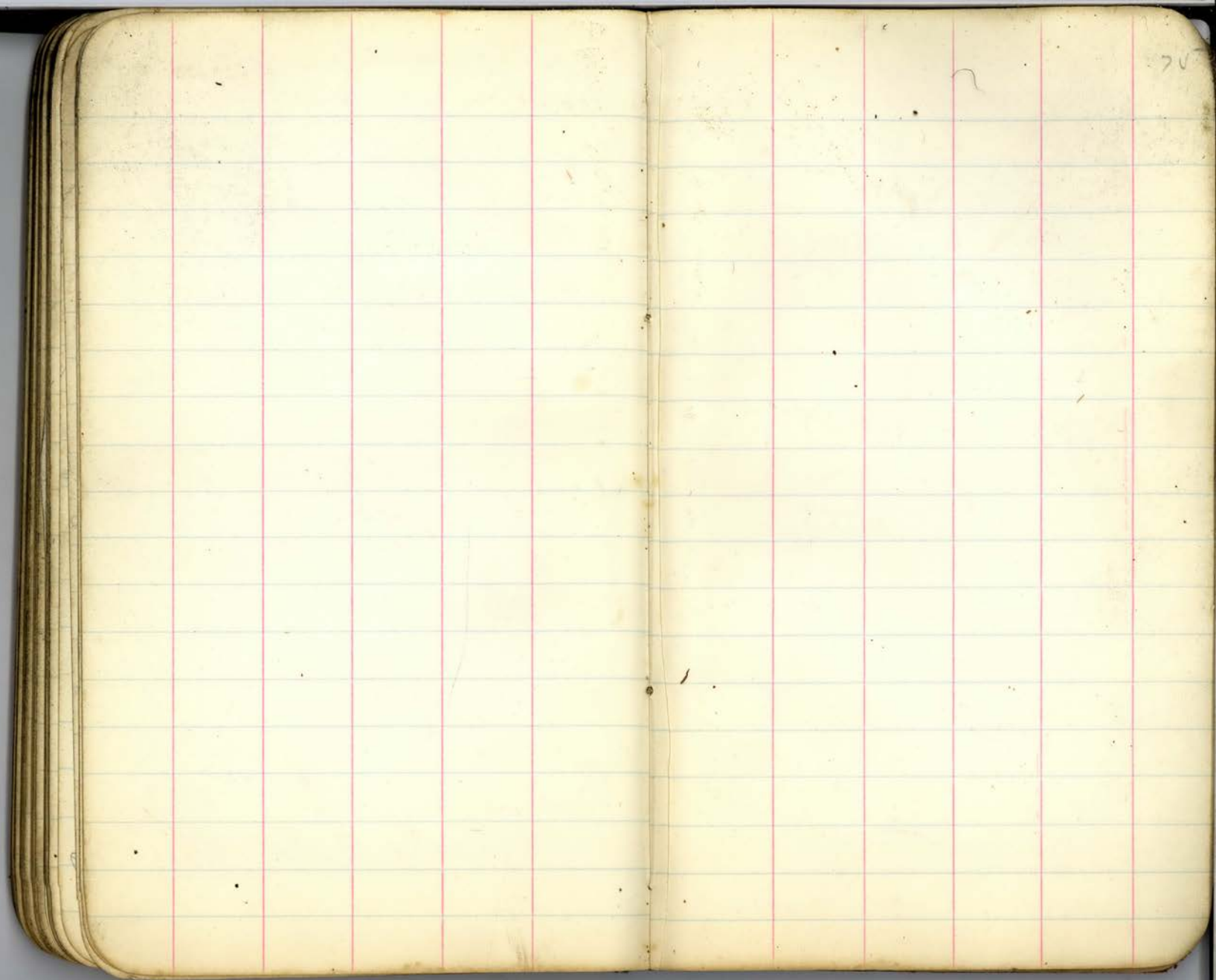
119.35
 19.09
 138.44
 836.35
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 817.26
 181.1
 636.26

33788
 162120
 33788
 753320
 654092
 592280
 251364
 409120

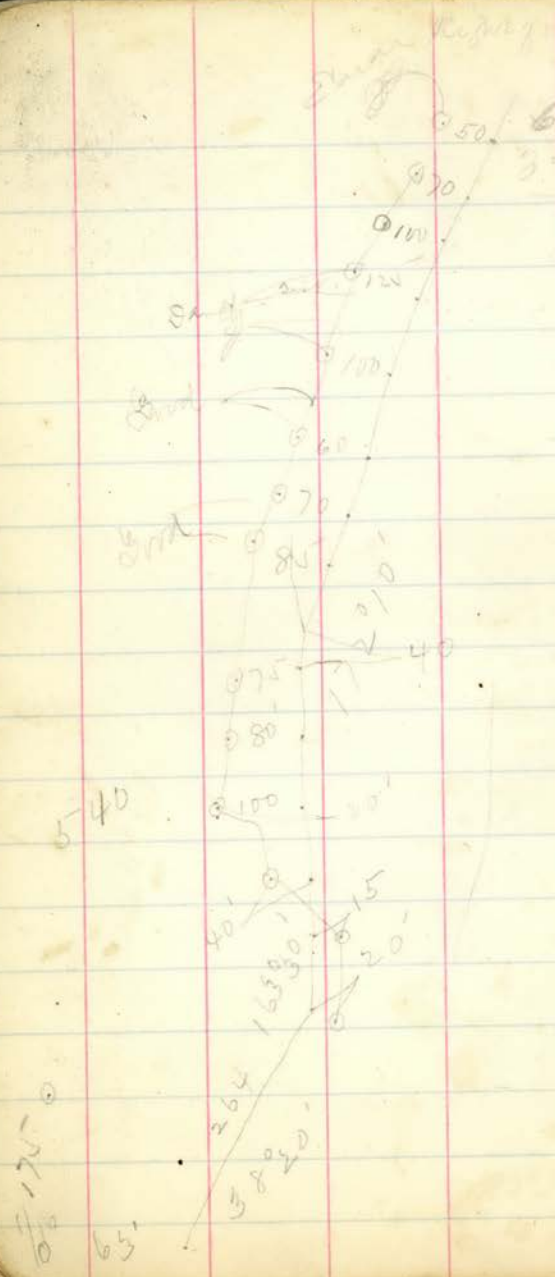
4.856 - Pbk. Cor. ac - I

193
 16
 177
 543.16
 402.16

131.3
 73.3
 204.6
 375.0
 68.6
 443.6



70

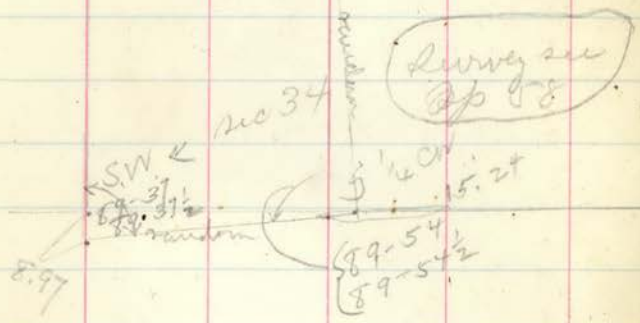


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630
632

14
12
10
8
80

3⁴ tent section



set up 0.75 south of big hut,
which is 15.24 East of South
by corner monument.
running thence West on a line
making an angle of $\left. \begin{matrix} 89-54 \\ 89-5 \end{matrix} \right\}$
with the random line.
came out 8.97 South of S.W.
corner monument. thence N on a
line with an angle of

89-37,
89-37 1/2

1530

76.3

~~10.8~~

65.8

13 - 73.9 - 68.4 70.0 - 3.9

14 - 70.6 - ~~68.8~~ 68.4 - 2.2

15 - 65.6 66.8 F1.2

16 - 66.1 65.2 F0.9

65.5

50	6
50	6
2500	36
36	
2464	

49.63
50
49.64

4	24.64	49.63
2	11	
89	864	
	801	
980	6300	
2	5916	
9923	38400	
	29769	
	863100	

49.64
49.64
19856
29784
44676
19856
2464.1316

9095
5181

79



Haysler Roger Blue
 Giddan Red
 Tennis Black
 Haysler Green

169.6 21.63 76
 15.04
 76.57
 930
 37.8
 57.9

$$\begin{array}{r} 1750 \\ 1268 \\ \hline 482 \end{array}$$

$$\begin{array}{r} 2 \\ 128 \\ 390 \\ \hline 1146 \\ 2440 \\ \hline 2298 \\ 148 \end{array}$$

$$\begin{array}{r} 128 \\ 36 \\ \hline 768 \\ 84 \\ \hline 4608 \end{array}$$

$$\begin{array}{r} 1850 \\ 1218 \\ \hline 552 \end{array}$$

$$\begin{array}{r} 1560 \\ 1164 \\ \hline 3960 \\ 3492 \\ \hline 4680 \end{array}$$

$$\begin{array}{r} 128 \\ 27 \\ \hline 896 \\ 56 \\ \hline 3456 \end{array}$$

$$\begin{array}{r} 582 \\ 1650 \\ \hline 1164 \\ 4860 \\ \hline 4856 \\ 2040 \end{array}$$

$$\begin{array}{r} 28 \\ 36 \\ \hline 54 \\ 896 \end{array}$$

$$\begin{array}{r} 283 \\ 1864 \\ 566 \\ \hline 283 \\ 35824 \end{array}$$

$$\begin{array}{r} 9 \\ 37 \\ \hline 133 \\ 282 \\ \hline 245 \end{array}$$

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