Resurvey of portion of subdivision of T. 32.N., R. 59.E.

Charles Control of the last	Chains	P 12 143
The section of the se	<u>.</u> # *	From the cor. of secs. 23, 24, 25 and 26.
The second second		North, bet. secs. 23 and 24.
	40.00	No evidence of the original & sec. cor. can be found.
	- 48 - 43	Leave temp. point.
The state of the s	80.02	Fall 7 lks. E. of the original cor. of secs. 12, 14,
		23 and 24, hereinafter described.
		The bearing of this mile therefore is N. 0°03 W., and
		the proportional distance of each half mile is 40.01
		chs.
		the seal seat the first treatment of the contract
		West, bet. secs. 14 and 23.
	40.00	No evidence of the original 4 sec. cor. can be found.
	4	Leave temp. point.
	_ =	
		From the cor. of secs. 13, 14, 23 and 24.
	0.00	North, bet. secs. 13 and 14.
	40.00	No evidence of the original & sec. cor. can be found.
	e de, e s	Leave temp, point.
	80.03	Fall 35 lks. W. of the cor. of secs. 11, 12, 13 and 14,
		hereinafter described.
The second second		The bearing of this mile therefore is N. 0°15' E., and
		the proportional distance of each half mile is
		40.012 chs.
		West, bet. secs. 11 and 14.
	40.00	No evidence of the original \(\frac{1}{2} \) sec. cor. can be found.
	10.00	Leave temp. point.
		#6.00
		TRUE RESURVEY LINES:
	p v -	From the cor. of secs. 1, 2, 35 and 36 on S. bdy. of
		T. 32 N., R. 59 E., reconstructed by C.S. Swanholm,
		U.S.Surveyor, in 1922, which is an iron post, 2 ins.
	1	