

Engineer Ditch No. 48

J. E. Vail

The main line and its branches are all in T. 33, N. 34.

Sections 36, 37, and 38.

and running thence southerly and westerly into and through the N. 1/4 of

The Main Line Commencing at point in the SW. 1/4 of 2W. 1/4 of Sec. 32

Branch No. 8 in the NW. 1/4 of the N. 1/4 of Sec. 36

and the SW. 1/4 of 2W. 1/4 of Sec. 32 as Branch No. 1

through the N. 1/4 of the NE. 1/4 of Sec. 36; the SW. 1/4 of the SE. 1/4 of Sec. 32; ditch from the point in the SW. 1/4 of 2W. 1/4 of Sec. 32 and running thence

The survey as estimated by the new route considered the was less than the route as originally defined.

better drained by the new route, and that the cost of the new route

through a culvert in the railroad embankment, that the lands could be marsh land, that the ditch would follow a natural flow of water and

never, that the ditch could be constructed almost wholly through

the ditch by the ^{100.8} ~~100.8~~ course. I found that the fall of the land was

ditch to the ^{13th} ~~100.8~~ at their request surveyed, plotted and estimated

position. I called ^{13th} ~~100.8~~ of the owners and petitioners of the said

the ditch in a different direction and course than that called by the

by the petitioners the said ditch could be better drained by running

to be drained by the said ditch and did find that the country covered

commenced the survey of the said Ditch No. 48 I examined the country

for 42 in your said county would respectfully report that when I

honorable body to survey and superintend the construction of Ditch

I, the undersigned, Civil Engineer, appointed by your

Gentlemen:--

of Anoka County Minnesota.

To the Honorable Board of County Commissioners

Anoka, Minn. April 15, 1908.

Anoka, Minn. April 15, 1908.

To The Honorable Board of County Commissioners
of Anoka County Minnesota.

Gentlemen:-

I, the undersigned, Civil Engineer, appointed by your honorable body to survey and superintend the construction of Ditch No. 48 in your said county would respectfully report that when I commenced the survey of the said Ditch No. 48 I examined the country to be drained by the said ditch and did find that the country covered by the petition for the said ditch could be better drained by running the ditch in a different direction and course than that called by the petition. I called the of the bondsmen and petitioners of the said ditch to the fact and at their request surveyed, platted and estimated the ditch by the new course. I found that the fall of the land was greater, that the ditch could be constructed almost wholly through marsh land, that the ditch would follow a natural flow of water and through a culvert in the railroad embankment, that the lands could be better drained by the new route, and that the cost of the new route was less than the route as originally petitioned.

The survey as estimated by the new route considered the ditch from the point in the SE. $\frac{1}{4}$ of SE. $\frac{1}{4}$ of Sec. 25 and running thence through the N. $\frac{1}{2}$ of the NE. $\frac{1}{4}$ of Sec. 36; the SW. $\frac{1}{4}$ of the SE. $\frac{1}{4}$ of Sec. 25; and the SE. $\frac{1}{4}$ of SW. $\frac{1}{4}$ of Sec. 25 as Branch No. 1

Branch No, 2 in the NW. $\frac{1}{4}$ of the NE. $\frac{1}{4}$ of Sec. 36

The Main Line Commencing at a point in the SW. $\frac{1}{4}$ of SW. $\frac{1}{4}$ of Sec. 25 and running thence Southerly and westerly into and through the N. $\frac{1}{2}$ of Sections 36, 35, and 34.

The main line and its branches are all in T. 33, R. 24.

J. E. Hill
Engineer Ditch No. 48