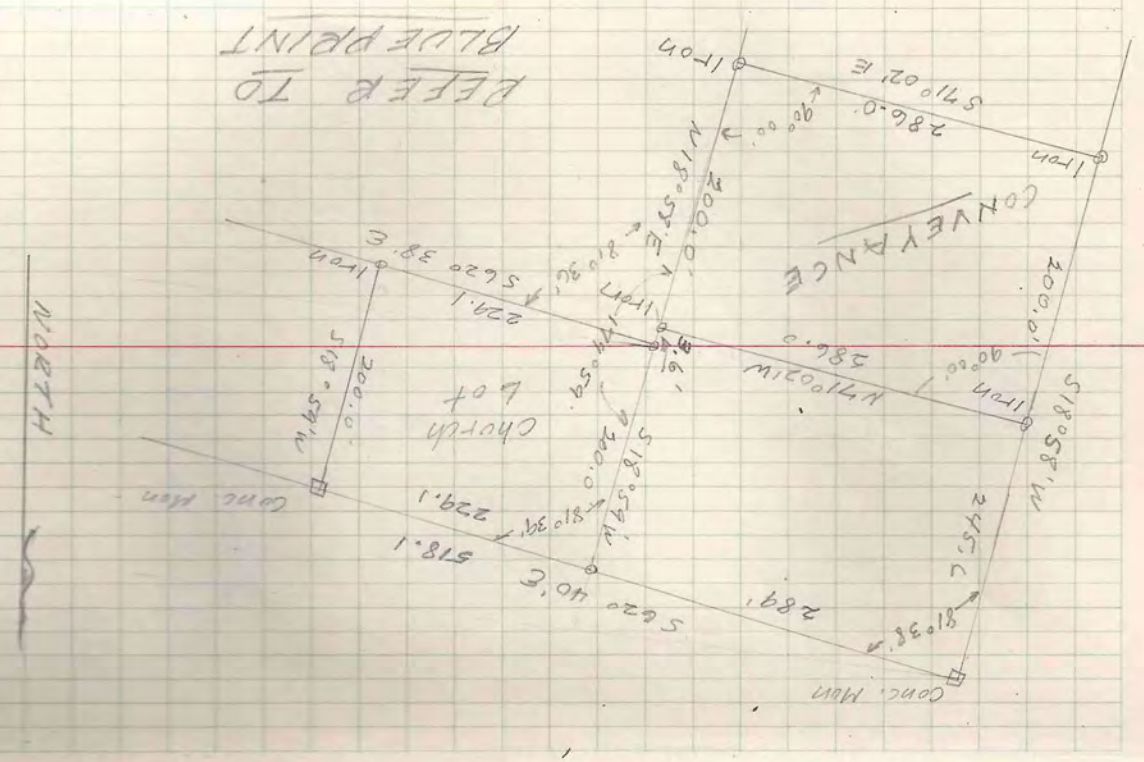




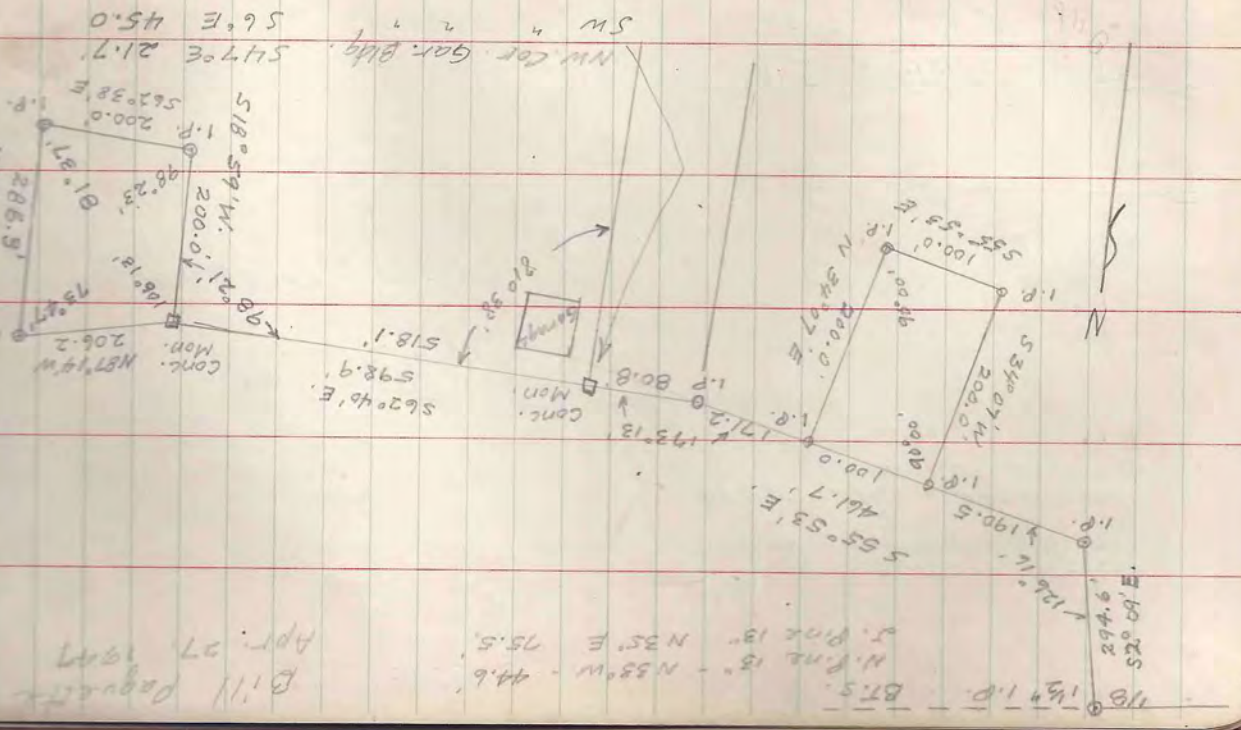


SEC. 20, T42N-R7E  
 Gunt Lot 1 (NE/NE) BILL PAROETTE  
 MARCH - 1948



REFER TO  
 BLUEPRINT

SEC. 20, T42N-R7E  
 Gunt Lot 1 (NE/NE)



Bill Paroette  
 Apr. 27, 1947

BT.5.  
 N. P. 15' - N33°W - 44.6'  
 J. P. 15' - N35°E - 75.5'



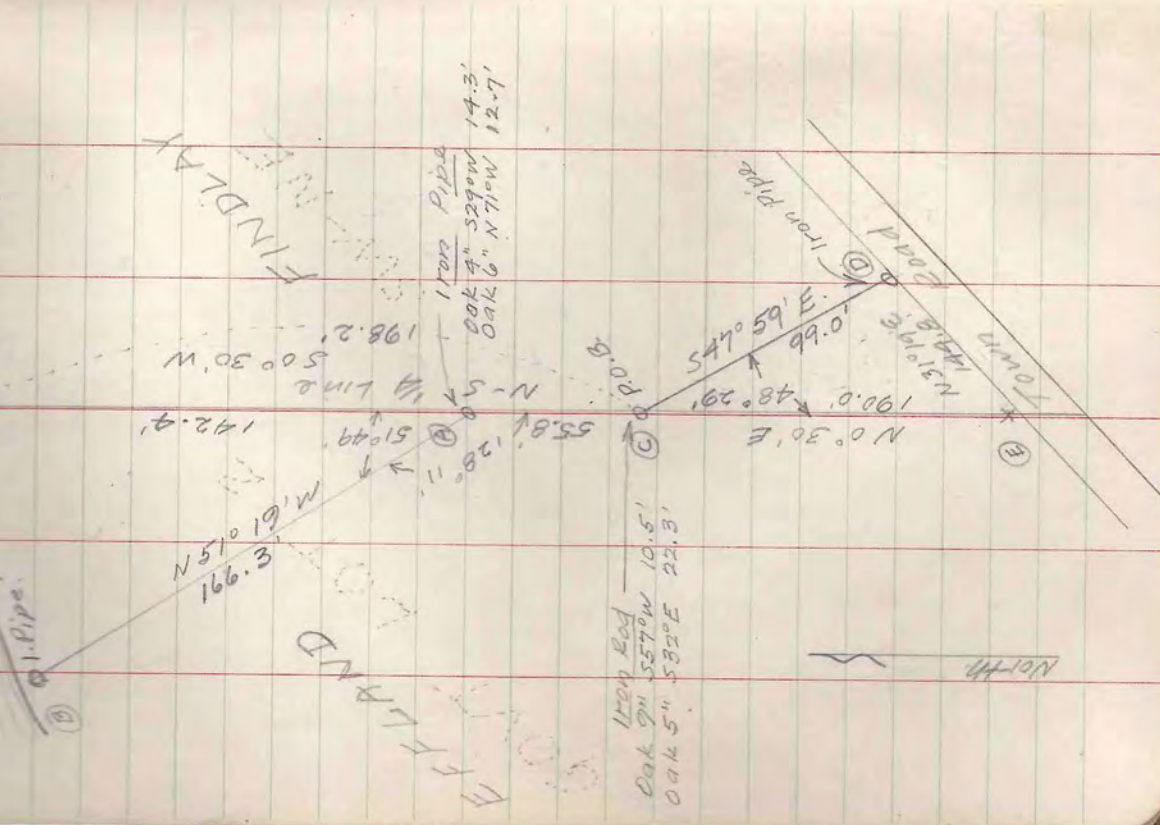
Paul Effland + Tom Findlay  
May 1947

Part of SW-NE + Govt. Lot 2,  
Sec. 23, T39N-R6E.

Sta	MC	B	C	D
50°30'W 190.0	50°30'W 190.0	50°30'W 190.0	50°30'W 190.0	50°30'W 190.0
N31°19'E 144.8	N31°19'E 144.8	N31°19'E 144.8	N31°19'E 144.8	N31°19'E 144.8
N47°54'W 99.0	N47°54'W 99.0	N47°54'W 99.0	N47°54'W 99.0	N47°54'W 99.0
190.00	190.00	190.00	190.00	190.00
75.26	75.26	75.26	75.26	75.26
1.64	1.64	1.64	1.64	1.64
73.55	73.55	73.55	73.55	73.55
66.80	66.80	66.80	66.80	66.80
73.60	73.60	73.60	73.60	73.60
1.66	1.66	1.66	1.66	1.66

Exchange of property between Findlay and Effland. To clear road entry into Effland property to provide sufficient fringe for Findlay house.

MINOQUA LAKE  
SEC. 23, T39N-R6E  
G.D. Vaughan's  
MC + 1/2 Cor.  
Aspen 11" N45°W 2.7'  
White 10" N76°E 17.5'  
(Haines)



Line	Bearing	Distance
1	N 0° 30' E	190.0'
2	N 31° 19' E	144.8'
3	N 47° 54' W	99.0'
4	N 57° 01' W	166.3'
5	S 60° 30' W	142.4'
6	N 73° 37' E	136.5'
7	N 93° 37' E	38.150'
8	N 57° 01' W	103.90'
9	N 31° 19' E	144.8'
10	N 47° 54' W	99.0'
11	N 31° 19' E	144.8'
12	N 47° 54' W	99.0'
13	N 31° 19' E	144.8'
14	N 47° 54' W	99.0'
15	N 31° 19' E	144.8'
16	N 47° 54' W	99.0'
17	N 31° 19' E	144.8'
18	N 47° 54' W	99.0'
19	N 31° 19' E	144.8'
20	N 47° 54' W	99.0'
21	N 31° 19' E	144.8'
22	N 47° 54' W	99.0'
23	N 31° 19' E	144.8'
24	N 47° 54' W	99.0'
25	N 31° 19' E	144.8'
26	N 47° 54' W	99.0'
27	N 31° 19' E	144.8'
28	N 47° 54' W	99.0'
29	N 31° 19' E	144.8'
30	N 47° 54' W	99.0'
31	N 31° 19' E	144.8'
32	N 47° 54' W	99.0'
33	N 31° 19' E	144.8'
34	N 47° 54' W	99.0'
35	N 31° 19' E	144.8'
36	N 47° 54' W	99.0'
37	N 31° 19' E	144.8'
38	N 47° 54' W	99.0'
39	N 31° 19' E	144.8'
40	N 47° 54' W	99.0'
41	N 31° 19' E	144.8'
42	N 47° 54' W	99.0'
43	N 31° 19' E	144.8'
44	N 47° 54' W	99.0'
45	N 31° 19' E	144.8'
46	N 47° 54' W	99.0'
47	N 31° 19' E	144.8'
48	N 47° 54' W	99.0'
49	N 31° 19' E	144.8'
50	N 47° 54' W	99.0'
51	N 31° 19' E	144.8'
52	N 47° 54' W	99.0'
53	N 31° 19' E	144.8'
54	N 47° 54' W	99.0'
55	N 31° 19' E	144.8'
56	N 47° 54' W	99.0'
57	N 31° 19' E	144.8'
58	N 47° 54' W	99.0'
59	N 31° 19' E	144.8'
60	N 47° 54' W	99.0'
61	N 31° 19' E	144.8'
62	N 47° 54' W	99.0'
63	N 31° 19' E	144.8'
64	N 47° 54' W	99.0'
65	N 31° 19' E	144.8'
66	N 47° 54' W	99.0'
67	N 31° 19' E	144.8'
68	N 47° 54' W	99.0'
69	N 31° 19' E	144.8'
70	N 47° 54' W	99.0'
71	N 31° 19' E	144.8'
72	N 47° 54' W	99.0'
73	N 31° 19' E	144.8'
74	N 47° 54' W	99.0'
75	N 31° 19' E	144.8'
76	N 47° 54' W	99.0'
77	N 31° 19' E	144.8'
78	N 47° 54' W	99.0'
79	N 31° 19' E	144.8'
80	N 47° 54' W	99.0'
81	N 31° 19' E	144.8'
82	N 47° 54' W	99.0'
83	N 31° 19' E	144.8'
84	N 47° 54' W	99.0'
85	N 31° 19' E	144.8'
86	N 47° 54' W	99.0'
87	N 31° 19' E	144.8'
88	N 47° 54' W	99.0'
89	N 31° 19' E	144.8'
90	N 47° 54' W	99.0'
91	N 31° 19' E	144.8'
92	N 47° 54' W	99.0'
93	N 31° 19' E	144.8'
94	N 47° 54' W	99.0'
95	N 31° 19' E	144.8'
96	N 47° 54' W	99.0'
97	N 31° 19' E	144.8'
98	N 47° 54' W	99.0'
99	N 31° 19' E	144.8'
100	N 47° 54' W	99.0'



SEC 14 Tom Bulger T 39N-R 6E August 6, 1947

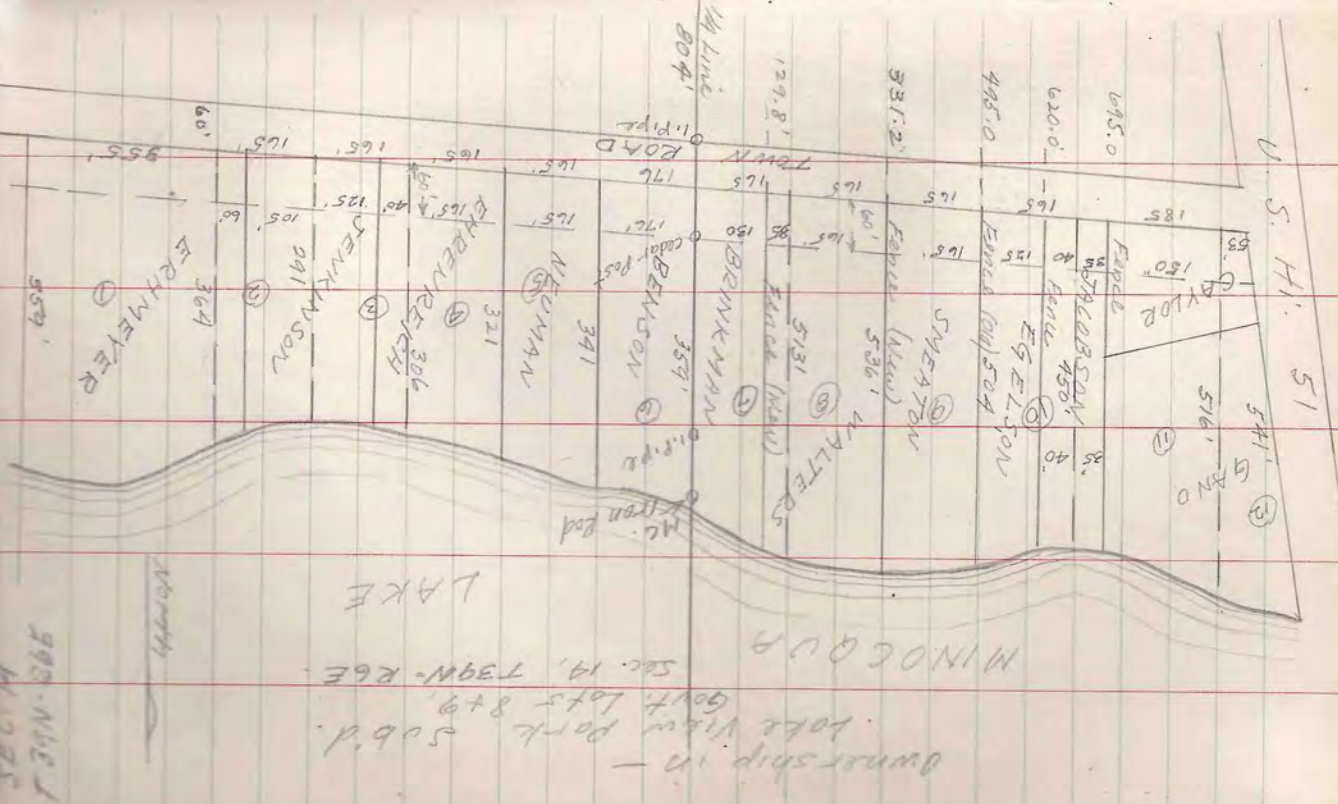
Part 130 Ft of Lot 7 - Lake View Park Subdivision and Strip 60 Ft x 130 Ft along South line of Lot 7

Measured from N-S 1/4 line West to East Plat.

- 129.8 - New Fence - Walter's East Line
- 131.1 - same man - West Line
- 221.4 - New Fence - Walter's West Line
- 225.0 - Walter's Prop. 1.9 over record.
- 231.2 - Old Fence Line - Smothers West part
- 266.0 - Old Fence Line - Smothers West part
- 267.0 - Prop. 1.2' short of record
- 270.0 - Old Fence line - same
- 270.0 - Old Fence line - Check record
- 275.0 - Old Fence line - same
- 275.0 - Old Fence line - same
- 275.0 - Old Fence line - same

No serious discrepancies in Plat Record indicate balance of lot 11 - 101' 10" - and 130' to be 150' Measurements indicate that it should be 150'

Walter's West Line may have been established by measuring distance at right angle to East line. This would not bear with intention and would cause property to the West to be shorted.



SEC 14 T 39N-R 6E

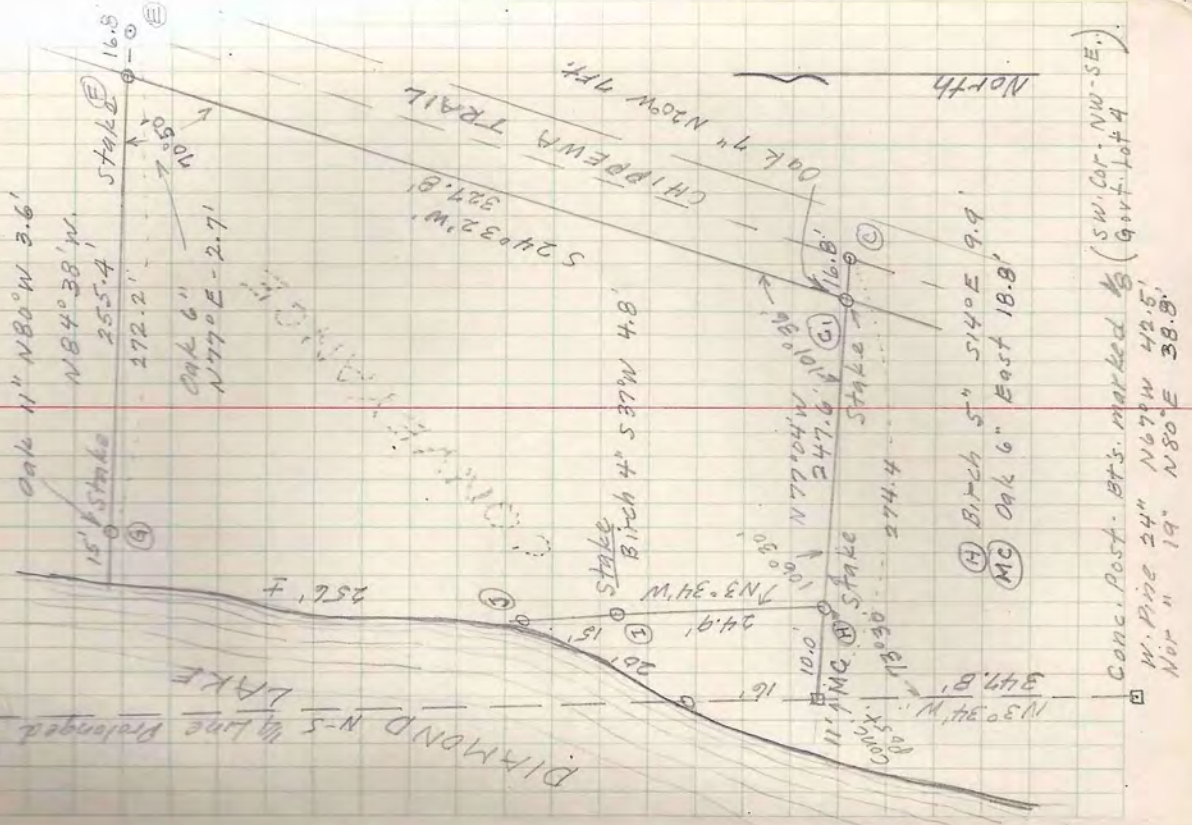






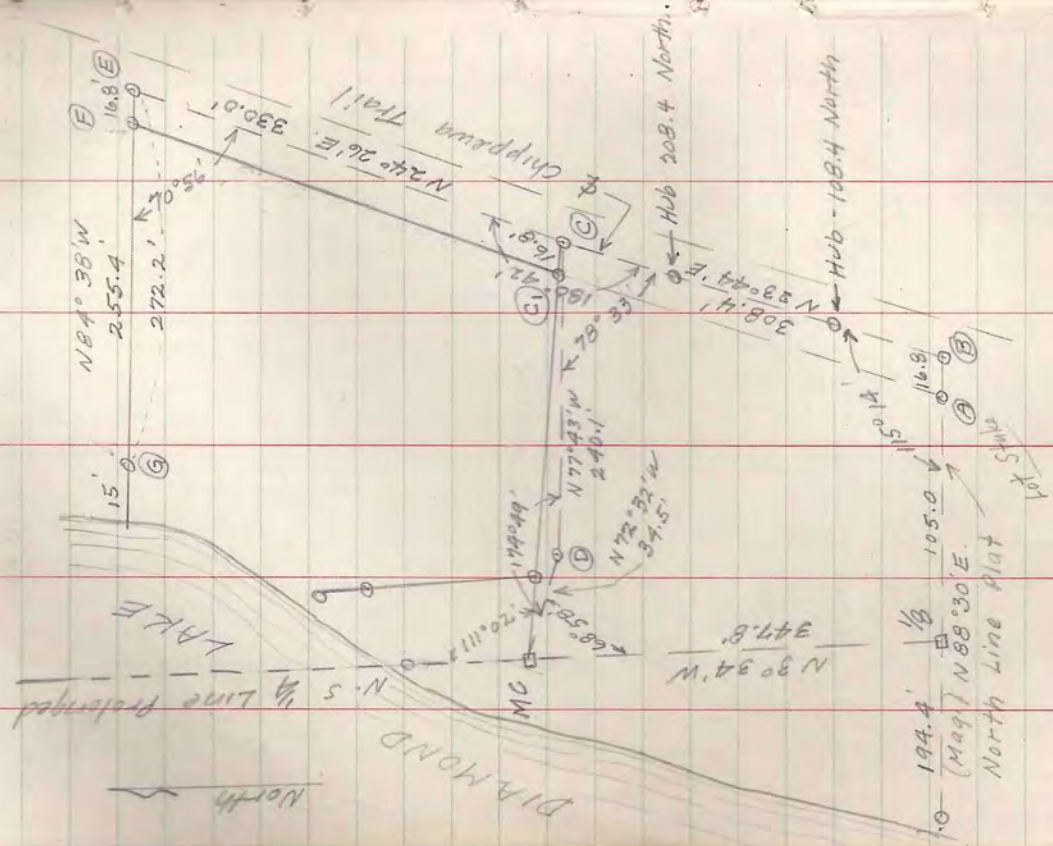
SEC 11, T41N-R6E LOT 4

MC Concrete Post  
Oak 8" N85°E 1.9'



SEC 11, T41N-R6E LOT 4

Herman A. Brandt - Oct. 3-13-14 '47  
Part of Sect. Lot 4 -





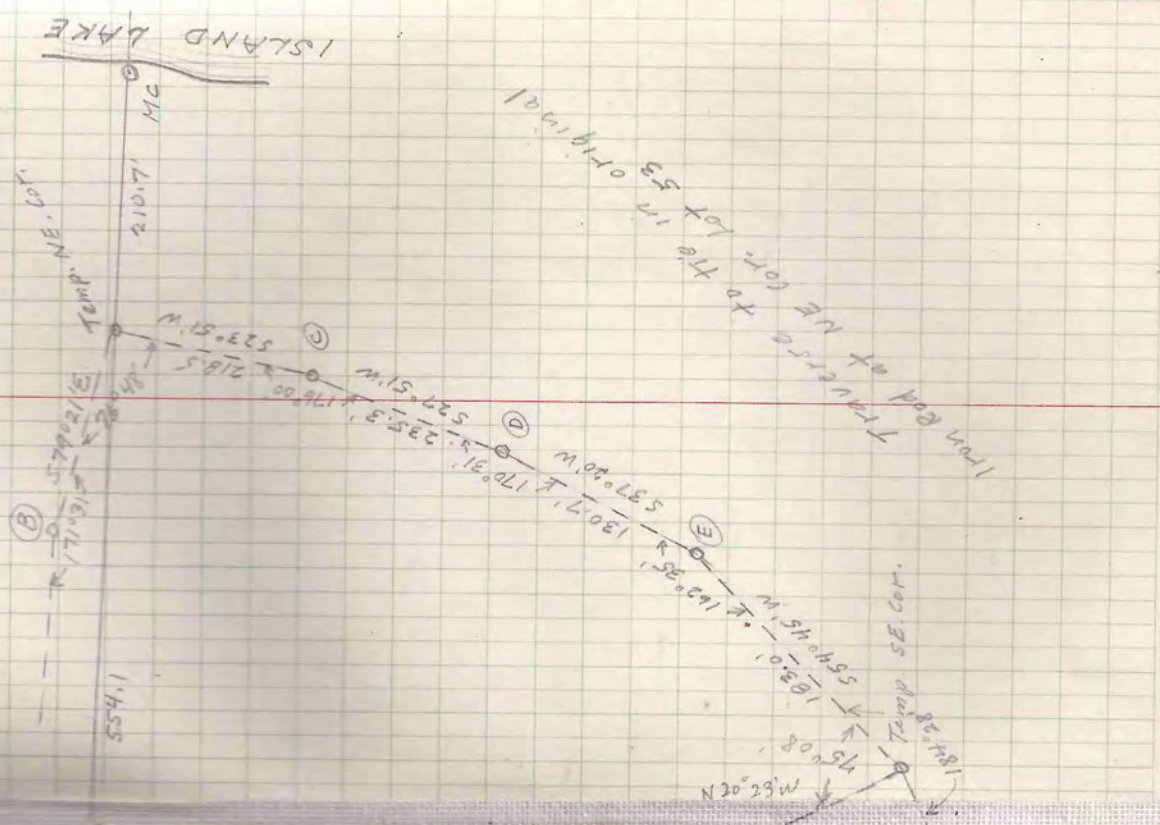




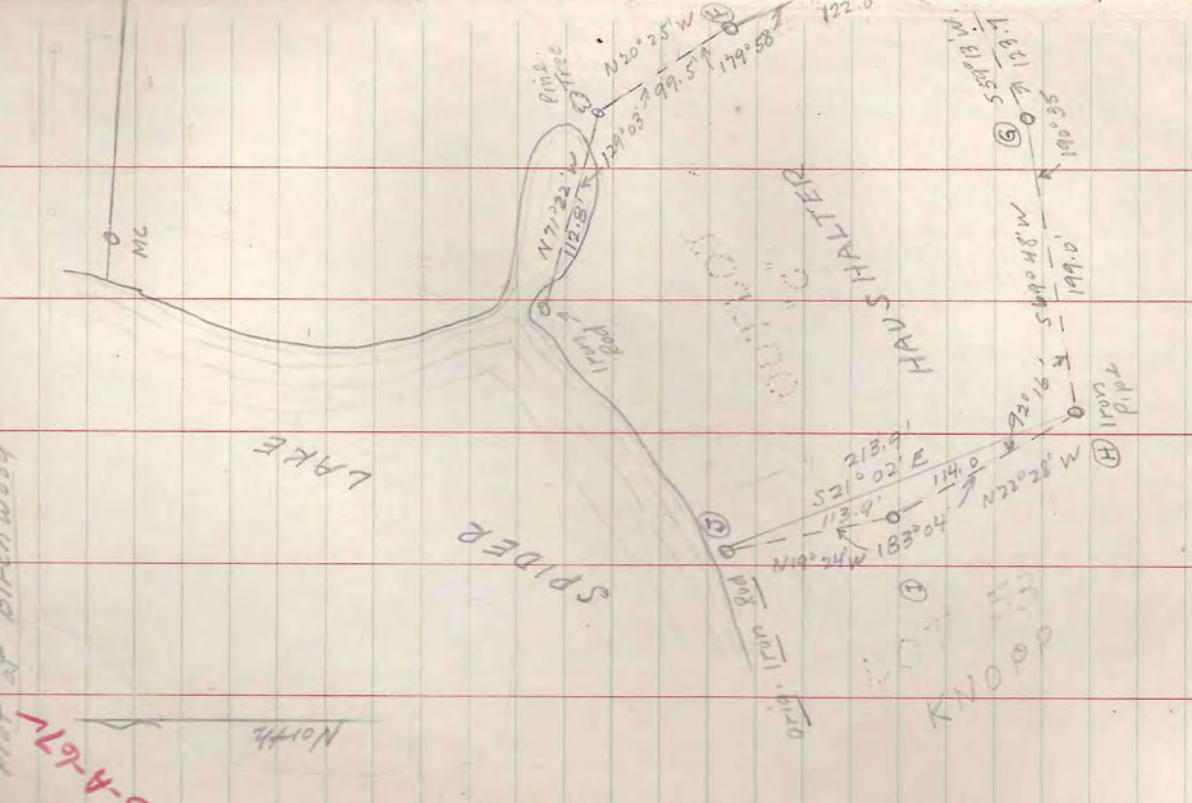




SEC. 13 T42N-R25E  
 Govt. Lot 3 June 1947



SEC. 13 T42N-R25E  
 Govt. Lot 3 June 1947  
 Plot of Birchwood



8-A-67v  
 North

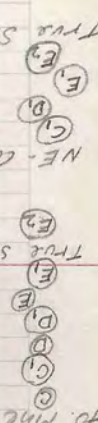


SEC 13 T42N-R5E O.E. Ruth

Ran offsets from road traverse stations to road R.E.W. line. Computed true road courses. Retraced what to lot 49 - could not find any reliable stakes. Found a big line cut at NE Cor. lot 53 - Between Knapp and Hausbalter. Retraced from this point and found Iron Rod pointed out as SW. Cor. Lot 54 to be incorrect. Rod has been moved approx. 10ft. South. Apparently was moved when opening was dredged between lake and swamp. Set angle iron below surface of water in true location. Hausbalter lake frontage (205') and Ruth lake frontage (410') check to this location. Found chain fence along West line co. Hausbalter property. Hausbalter about 9ft. along road. Set tree sw. for Ruth property 4ft. East of chain fence leaving 5ft. short tag for Hausbalter (Cond 330) Actual 325'

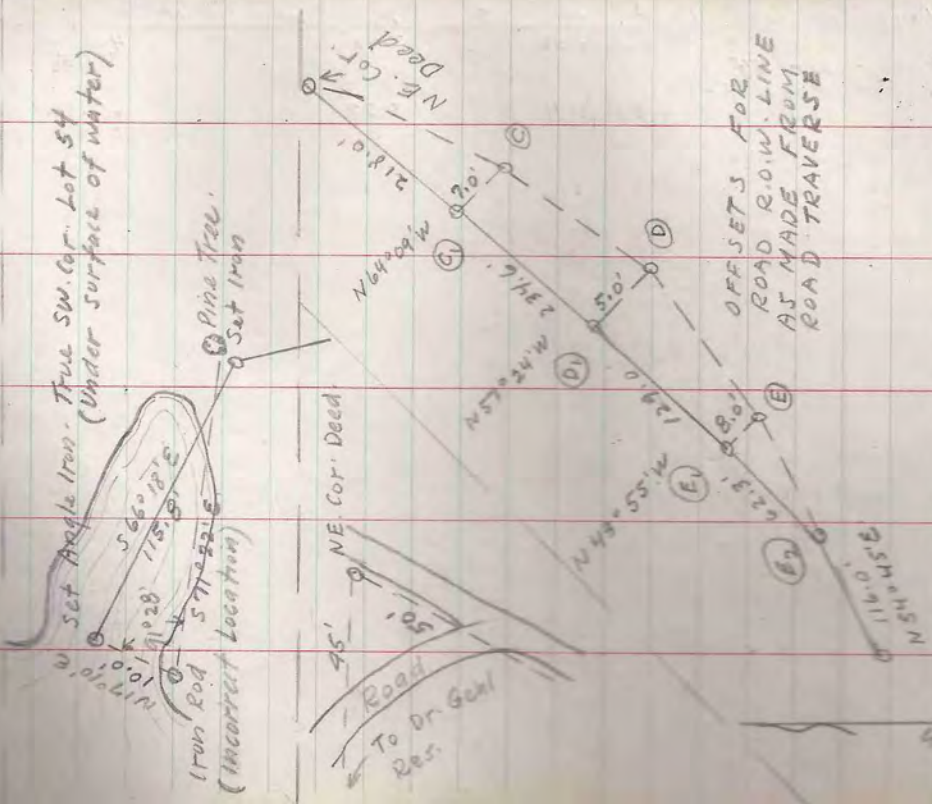
SEC 13 T42N-R5E O.E. Ruth  
Govt. Lot 3 - Plat of Birchwood June 1947

Sta.	Angle	Bearing	Dist	N	S	Light	Dept	N	E	W
Iron Rod		N17°16'E	10.0	9.52			2.95			
True SW. Cor. Lot 54										
True Cor. at Pine Tree										
Temp. SE. Cor.		N54°45'E	4.0	2.31			3.27			
True SE. Cor.										
True Line SW. Cor. Lot 54										
True Line SW. Cor. Lot 54		S66°18'E	115.8	46.53	106.05					
True Line SE. Cor. Road		N20°59'W	218.9	204.97						
to Pine Tree										
N64°09'W		7.0	3.05							
N59°24'W		5.0	2.69							
N43°55'W		8.0	5.76							
True SE. Cor.		N54°45'E	116.00	66.95	94.73					
NE. Cor. Road		S25°44'W	218.0	196.36						
True SE. Cor.										
S27°21'W		234.6	107.81							
S38°38'W		129.0	80.54							
S47°28'W		62.3	45.90							
S54°45'W		116.0	66.95							
True SE. Cor.										
True Road Line										
94.65										
107.81										
80.54										
45.90										
94.73										
34.80										
547.0										
231.16										
452.35										
492.21										
494.54										
549.52										
546.11										
549.35										
549.40										
572.45										
234.21										
458.65										
449.40										
651.71										
120.09										
649.40										
44.98										
445.03										
398.50										
408.06										
64.02										
61.07										
CD-ORDS										
5										
E										
W										





31741  
 3840021E  
 189.570 Temp. NE Cor.  
 TRUE NE. COR.  
 TRUE LINE BRUNN  
 189.570  
 MC.



Estimated Cost \$80.00  
 Actual Cost \$130.00  
 J. J. Gerhardt \$40.00 - Paid  
 O. E. Ruth \$90.00

Had considerable difficulty on this job because of misleading information. Estimate was based on routine work in accordance with Ruth's request. After starting survey Ruth informed me that there had been a dispute on North Line. Found this line to be correct.  
 On South line I found Iron Rod had been moved. Although this was first indicated to me as a reliable corner it was later admitted that the Iron Rod could have been moved.

J. J. Gerhardt, Pres.  
 Theo. Kupper Edry & Iron Workers

O. E. Ruth, Rep.

See File for deeds - Plot of Birchwood - Misc. Notes.  
 BLUE PRINT















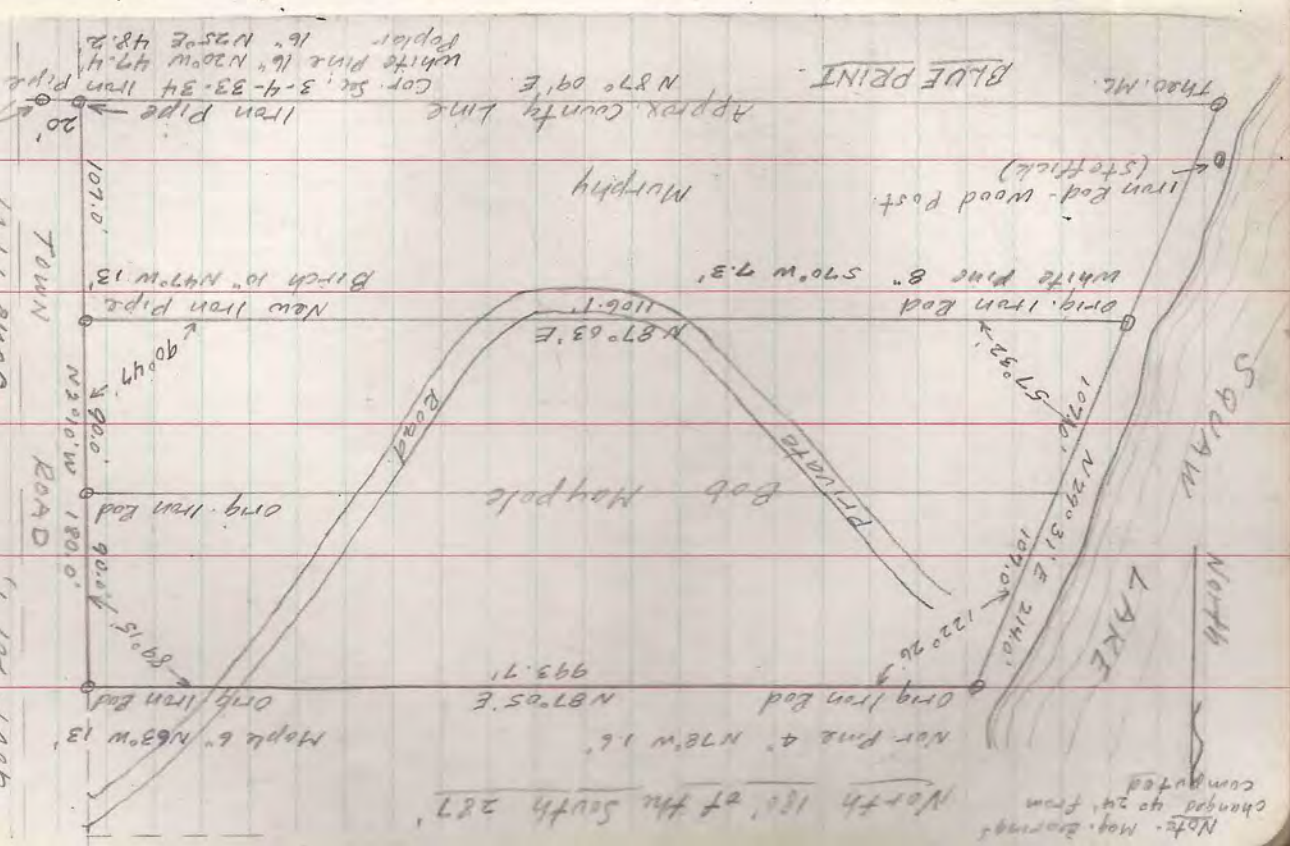




SEC. 33, T40N-R4E  
 Govt. Lot 1, June 1947  
 Bob Maypole

Bob Maypole  
 June 1947

Angle	Bearing	Dist.	Lat	Dept	CO-ORDS
89°15'	S 20°14' W	180.0	179.90	N	1103.04
93°14'	N 89°15' E	65.0	179.90	0	1103.04
178°36'	N 89°00' W	825.8	5.77	1.13	1103.04
108°03'	N 82°03' W	100.0	13.83	0	1103.04
183°14'	N 85°17' W	113.6	9.34	0	1103.04
61°20'	N 33°17' E	212.7	177.80	0	1103.04
123°04'	S 89°47' E	100.0	.38	0	1103.04
177°28'	S 87°15' E	100.0	4.80	0	1103.04
181°16'	S 88°31' E	398.8	10.32	0	1103.04
176°00'	S 84°31' E	100.0	9.56	0	1103.04
188°00'	N 87°29' E	100.0	4.39	0	1103.04
176°00'	S 88°31' E	195.4	5.06	0	1103.04
176°00'	S 88°31' E	195.4	5.06	0	1103.04
99°17'	S 88°31' E	999.7	25.71	0	1103.04
121°48'	N 85°17' W	2.7	.22	0	1103.04
180°00'	N 85°17' W	2.7	.22	0	1103.04
107°N-Lake	S 88°53' E	1106.1	28.03	0	1103.04
" "	N 33°55' E	214.00	177.58	0	1103.04
" "	S 33°55' W	128.94	107.0	0	1103.04
Thro. Mc. County line	S 34°57' W	130.3	106.73	0	1103.04
(E) to Tho. Mc. County line	S 34°57' W	130.3	106.73	0	1103.04
Thro. Mc. County line	S 38°52' W	108.5	84.48	0	1103.04
Stack 1. Rod + Wood Post	S 38°52' W	108.5	84.48	0	1103.04
90°41'	N 79°14' E	180.0	179.90	1	112.79
89°15'	N 88°31' W	993.7	25.71	1	112.79
122°26'	S 33°55' W	214.0	177.58	1	112.79
57°32'	S 88°33' E	1106.1	28.03	1	112.79

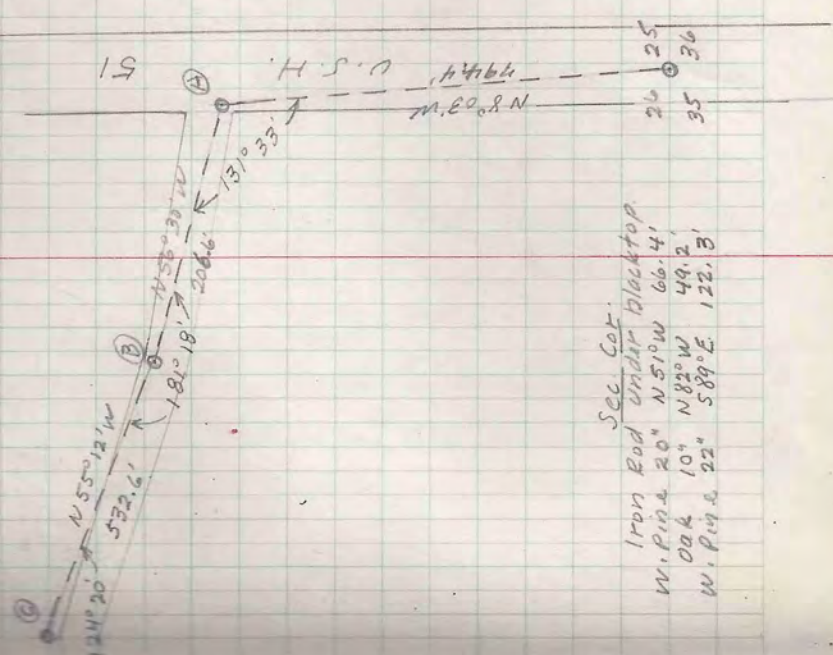


Note: Map bearings changed to 24' from computed

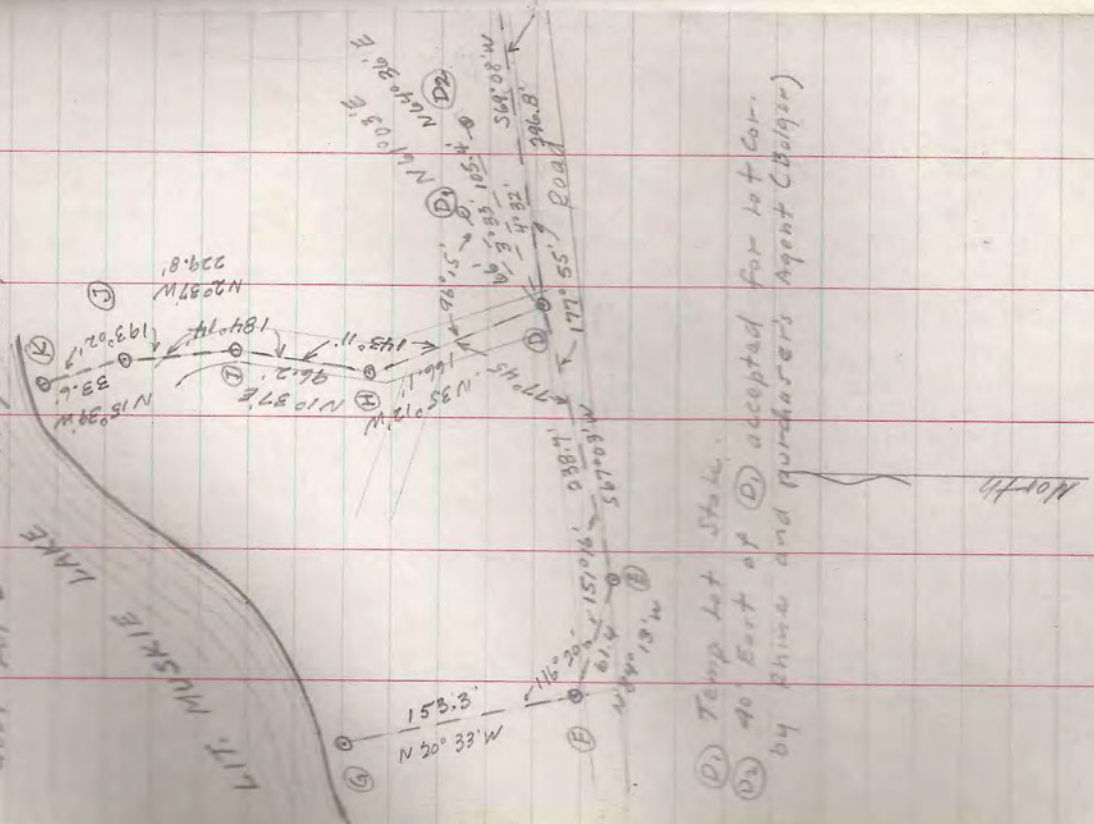


SEC 26, T40N-R6E  
 Bert Rhine  
 Govt. Lot 6 Aug. 1947

Traverse



SEC 26, T40N-R6E  
 Govt. Lot 6 Aug. 1947



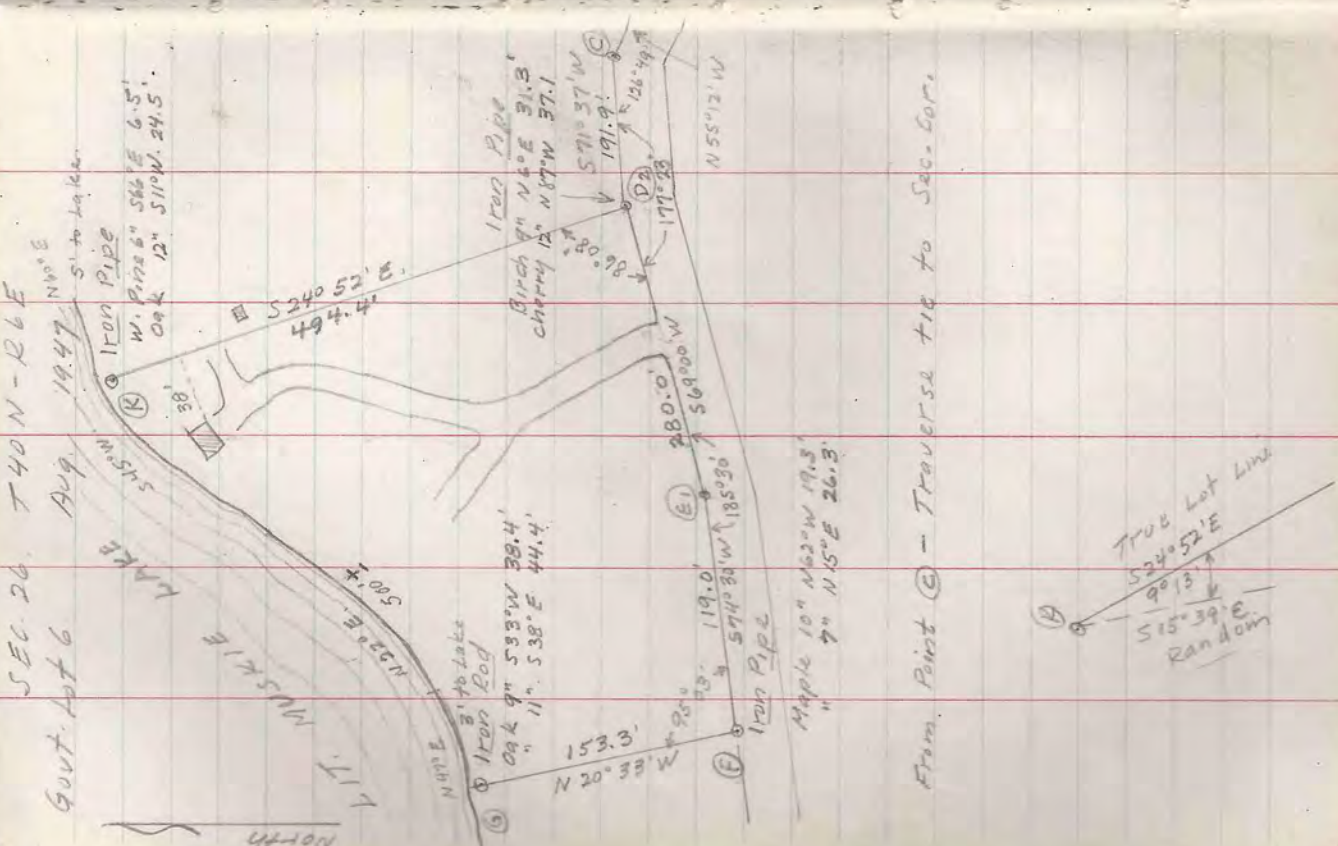
(D) Temp Lot Stake.  
 (D) to East of (D) accepted for lot Cor.  
 by Rhine and purchaser's Agent (Bolger)



SEC. 26, T40N-R6E  
 Govt. Lot 6  
 Aug. 1947  
 Bert Rhine

SEC. 26, T40N-R6E  
 Govt. Lot 6  
 Aug. 1947  
 W. Pines 56'E 6.5'  
 Oak 12" S110W 24.5'

Dist.	Bearing	Dist.	Bearing	Dist.	Bearing	Dist.	Bearing
130.33	N56°30'W	206.6	114.03	786.60	111.24	0	0
181°18'	N53°12'W	532.6	304.00	900.63	786.60	111.24	0
124°26'	S69°08'W	246.8	105.70	1204.63	786.60	111.24	0
177°55'	S67°03'W	338.7	93.07	1098.93	786.60	111.24	0
80°5'	N61°03'E	66.0	31.95	1005.6	786.60	111.24	0
40°32'	N44°36'E	105.4	57.75	1130.88	786.60	111.24	0
96°15'	N35°12'W	166.1	95.75	1144.14	786.60	111.24	0
143°11'	N1°31'E	96.2	95.75	1098.93	786.60	111.24	0
184°14'	N2°37'W	229.8	10.49	1098.93	786.60	111.24	0
193°02'	N15°39'W	33.6	10.49	1098.93	786.60	111.24	0
157°16'	N84°13'W	61.4	9.044	1098.93	786.60	111.24	0
116°20'	N26°33'W	153.3	9.044	1098.93	786.60	111.24	0
177°23'	S69°00'W	280.0	10.49	1098.93	786.60	111.24	0
185°30'	S74°30'W	119.0	10.49	1098.93	786.60	111.24	0
86°06'	N24°52'W	448.52	10.49	1098.93	786.60	111.24	0







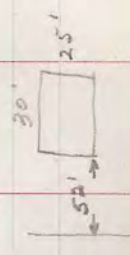


SEC. 34-35 - T39N-R6E  
SW 1/4 - SE/SE

1/2 Rod - 1/4 Bldg. 34-35 - S50°34'E 787.5  
 (A) BS. 1/4 - 18°38' Rt. to (B) S40°56'E 584.8'

SW Cor. Bldg. 60'5" Rt.  
 SE Cor. " 10'40" Rt.  
 SW Cor. Gar. 12'05"  
 SW Cor. Barn 13'03"  
 SE Cor. " 18'10"  
 Tall Maple 25'00"  
 (At edge of Woods)  
 Wind Sock 38'05"  
 Gas Pump 48'10"  
 Fence Corner 52'05"  
 NW Cor. Hanger 54'05"  
 SW " " 57'35"  
 SE " " 58'23"  
 Flag (Woods Runway) 59'41"  
 Flag (NE Runway) 75'13"  
 Corner, Woods 113'43"  
 Flag Runway 118'48"  
 SE Runway 122'20"  
 Corner, Woods 140'25"  
 Fence Corner 140'25"  
 Flag (South Runway) 141'03"  
 & Gravel Road 8 FT. West of Hub (A)  
 At 506 FT. South - Fence Line.  
 extends West  
 60'08" Rt. to (H) N54°34'E 300'

(B) BS. (A) 180°14' Rt. to (C) S40°37'E 1201.2'  
 At 274 FT. - Fence Corner 10 FT.  
 East of Line - Fence extends  
 South & East.  
 At 870 FT. South Mail of Residence  
 is 52 FT. East of Line



SEC. 34-35 - T39N-R6E  
SW 1/4 - SE/SE

(B) At 907 FT. - Driveway  
 extends East to Residence  
 12'33" Rt.  
 Tall Maple (At edge of Woods) 14'05"  
 Wind Sock 17'02"  
 Gas Pump 30'54"  
 Fence Cor. 42'09"  
 Flag - North Runway 54'35"  
 Corner - Woods 88'05"  
 Flag - East Runway 93'44"  
 Flag - SE Runway 105'55"  
 Cor. Woods 107'37"  
 Fence Corner 109'47"  
 Flag - South Runway 125'30"  
 Pine (Near Edge of Woods) 85'38" Left.  
 Flag - West Runway 91'05"  
 " SW Runway 130'10"  
 Norway Pine (South of Fence line towards Norway Pine) 74'03"  
 Fence Corner (Norway Pine) 78'55"  
 1320'34" Left to (D) 23'42" 90 FT.  
 105'52" Rt. to (E) S42°30'W 1657.3  
 S79°04'E 800'

(C) BS. (B) 149°56' Left to 1 1/2" Iron Pipe  
 S 25°27'W 18.9'  
 Fence Cor. 6 FT. South & 12 FT. East  
 of Hub (C) - Extends North & East.  
 Pine (D) 43'59" Left.  
 Flag - West Runway 46'35"  
 " SW " 80'12"

LEE AIRPORT

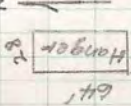


LEE  
AIRPORT

(H) BS (A) 179° 27' Rt. N54° 01' E 900'  
Wind Sock 102° 54' Rt. 136'  
Gas Pump 118° 45' " 82'  
Maple Edge Woods 120° 05' "  
Fence Cor. 168° 00' "  
Flag - E-Runway 199° 05' "  
Pine (D) 7° 16' Left.  
At 380' & Road - E-W.  
At 1000' - in line with E-W Fence.

(I) BS (H) 179° 44' Rt. N53° 45' E - 167.2'  
to Flag - North Runway  
111° 07' Left 557° 06' E 399.4'  
to Flag NE. Runway  
Pine (D) 5° 02' Rt.  
Fence Cor. 16° 30' "  
SE Cor. Hanger 20° 53' " 76'  
NE Cor. Hanger 65° 39' " 89'  
5 26° 30' W 307' to Road

North Runway  
Edge of Field 40' North of Flag  
180' East " "  
100' Base - 20° 42' Vert. Angle  
Aspen & Scattered Pine.  
30-40' High



(D) BS (B) 162° 19' Left 56° 11' W 126.5'  
to 1. Pipe 1/8  
Hub (D) at SW cor. of field  
Norway Pine (D) 10° 42' Left  
Norway Pine (D) 15° 32' "  
Flag - SW Runway 27° 58' " 137.3'  
Flag - East Runway 28° 30' Rt.

(E) BS (B) 180° 24' Rt. 578° 40' E 600'  
At 560' - Rough Ground.  
Flag - North Runway 89° 10' Rt.  
Flag NE Runway 100° 17' "  
Corner Woods 137° 47' "  
Maple Edge Woods 152° 28' "  
Flag - East Runway 162° 32' "  
Int. E.W. Fence + Edge 6rd. 240° 43' Left 69.3'  
Fence Corner 48° 09' "  
Flag - South Runway 138° 38' "

(F) BS (E) 179° 33' Rt. 579° 07' E 1009.2'  
At 300' - Pine Woods 75' South.  
At 500' - Pine Woods 60' South  
Maple - Edge Woods 67° 11' Rt.  
Flag - East Runway 126° 12' "  
Flag South 153° 40' "  
Flag South " 83° 52' Left.

(G) BS (E) 177° 50' Rt. 581° 17' E 17.3'  
to Flag - SE Runway  
130° 52' Left 529° 59' E 725.2'  
to 1. Pipe - 1/4  
Maple - Edge Woods 39° 40' Rt.  
Flag - East Runway 101° 46' "



SEC. 34-35, T39N-R6E  
SW 1/4 - SE/SE

NE - Runway

100' Base - 19°17' Vert. Angle  
Aspen-oak. Pine - 30-40' high

East Runway

100' Base - 22°06' Vert. Angle  
Aspen-oak - 30-50' high

SE Runway

100' Base - 27°35' Vert. Angle  
Aspen-oak - Maple - 30-50' high

South Runway

100' Base - 32°38' Vert. Angle  
Aspen-oak - 35-55' high

SW Runway

100' Base - 28°21' Vert. Angle  
" " 26°24' "  
Pine 50' high  
Aspen 30-40' high

West Runway

100' Base - 29°47' Vert. Angle  
61' " 34°26' "  
Aspen - 30-40' high.

Flag 160 ft. South of Fence.

SEC. 34-35, T39N-R6E  
SW 1/4 - SE/SE

LEE  
AIRPORT

From 1/4 Betw. 34-35 -  
West

375' Tree Plantation  
1318.8' Iron in Blacktop (1/8)  
1320' Fence extends North  
1544' ± U.S. 51  
2637.6' 1. Pipe - Center Sec. 34.

Angle 92°29' RT. from  
Cor. 2-3-34-35 to 1/8

Cor. 2-3-34-35

Found remains of  
NW. Gout, Stump.

Could not determine condition  
of runway because of deep  
snow - West end of E-W  
runway appeared slightly  
rough and grassy.



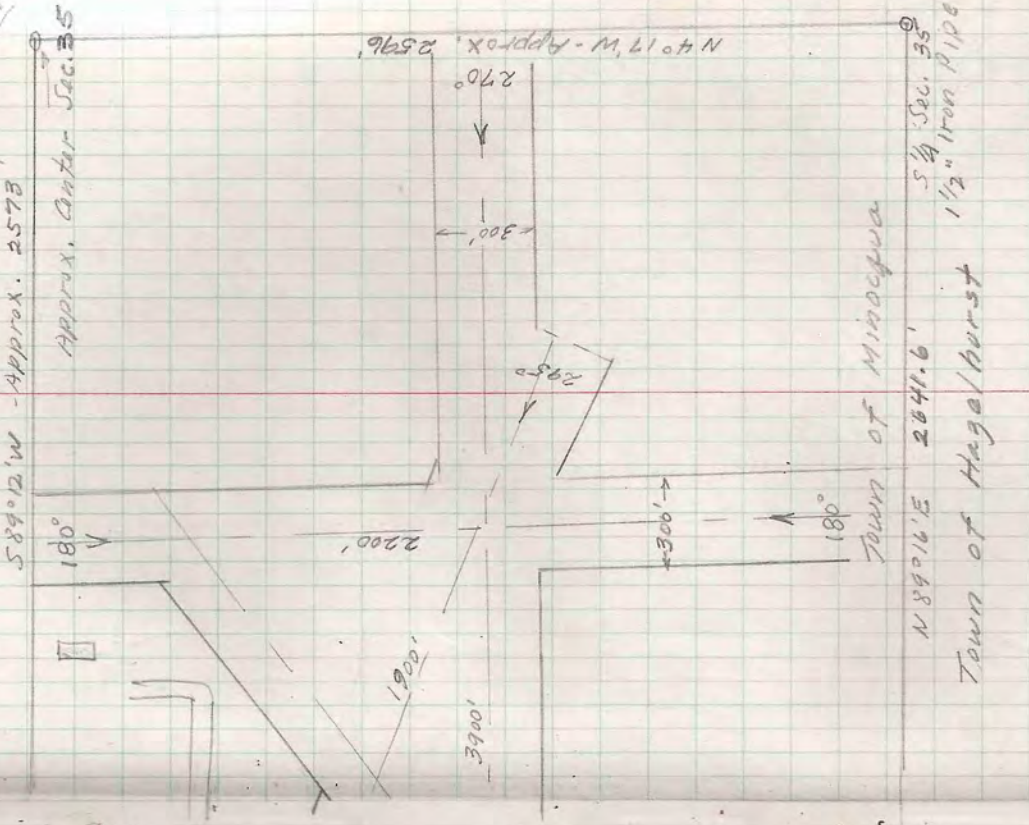
SEC. 34-35, T39N R6E 23  
 SW 1/4 - SE/SE Feb. 1948 LEE AIRPORT

SEC. 34-35, T39N R6E  
 SW 1/4 - SE/SE

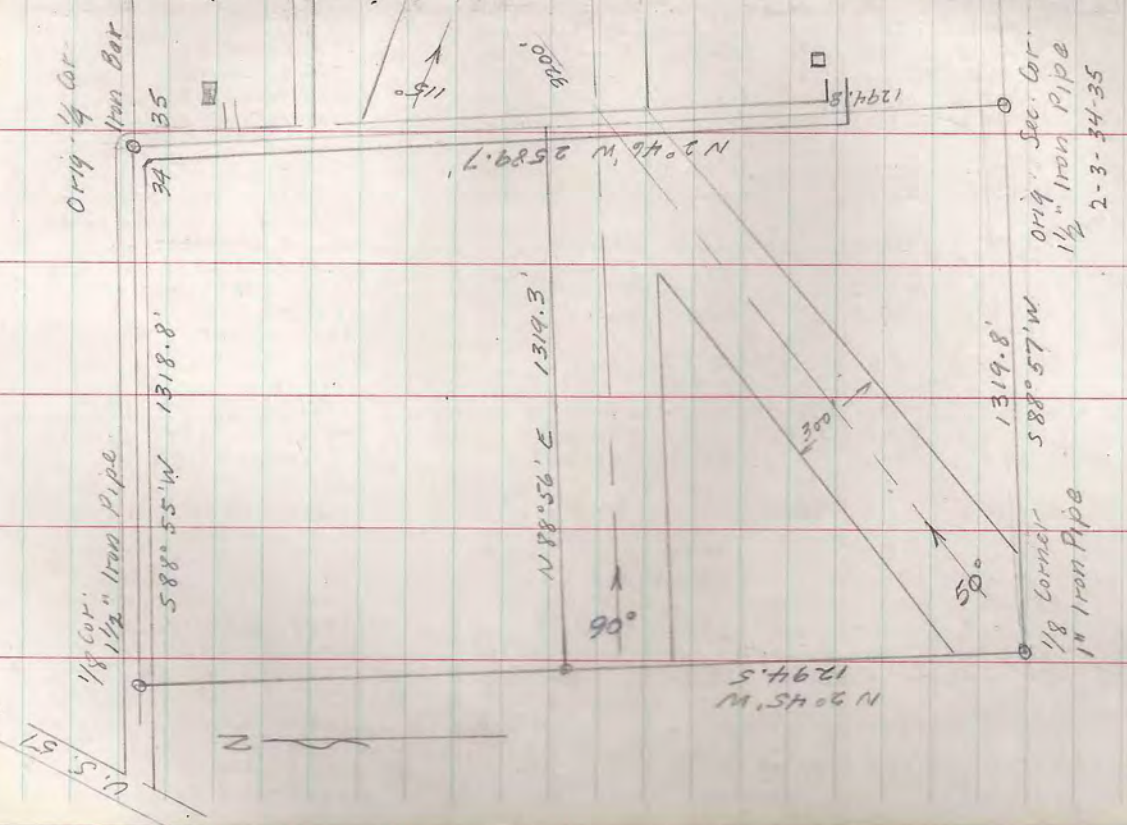
Sta	Angle Bearing	Dist.	Lat.	Dept.	CO-ORDS.
1/4 34-35	55°34'E	787.5	783.8	76.39	783.8 76.39
A	54°56'E	584.8	582.6	50.29	1366.4 126.68
B	54°34'E	1201.2	1197.3	96.68	1366.4 126.68
C	54°34'W	18.9	17.07	8.12	2580.71 215.24
Cor. 2-3-34-35	N 40°46'W	2589.7	2580.77	215.24	2580.71 215.24
1/4 34-35	542°30'W	167.3	1221.9	119.60	1366.4 126.68
D	56°12'W	126.5	62.87	109.80	2588.30
E 1/2 - S. 1/4, 34	579°04'E	800.0	151.70	785.50	2651.17
F	578°40'E	600.0	117.90	588.30	1366.4 126.68
G	579°07'E	1009.2	190.50	991.00	1518.10 912.18
H	529°59'E	725.2	628.20	362.40	1656.00 1500.48
1/4 - 2-35	581°17'E	17.3	2.62	17.10	1826.50 2491.48
SE. Flag	N 54°34'E	800.0	173.90	244.4	2454.70 2853.88
A	N 54°01'E	900.0	728.30	244.4	1829.12 2508.58
H	179°27'	900.0	728.30	244.4	783.8 76.39
I	557°06'E	399.4	217.0	335.30	609.90 320.74
NE. Flag	N 53°45'E	167.2	98.87	134.90	81.10 1049.09
I	179°44'	167.2	98.87	134.90	298.10 1384.59
North Flag	S 86°55'W	1318.8	70.94	1316.90	21.10 1049.09
1/4 34-35	54°45'E	2589.1	2580.23	214.2	118.8 99
1/2 Both E 1/2 S 34	N 86°57'E	1319.8	1317.96	2638.44	0
Cor. 2-3-34-35	N 87°16'E	2641.6	126.07	2638.44	0
Approx. C/D 35	N 6°17'W	2596.0	2580.4	284.3	2454.70 2853.88
1/4 34-35	587°12'W	2572.7	125.7	2569.6	2454.70 2853.88
H	N 22°32'W	136.0	125.60	9.54	0
Wind sock	N 6°41'W	82.0	81.44	9.54	0
H	118°45'	118.45	81.44	9.54	0
Gas pump					528.47 311.25



SEC. 34-35, T39N. R6E 24  
 SW 1/4 - SE/SE  
 Feb. 1948  
 LEE AIRPORT



Town of Minocqua  
 Town of Hage/Hurst  
 REFER TO BLUEPRINT



True Bearings





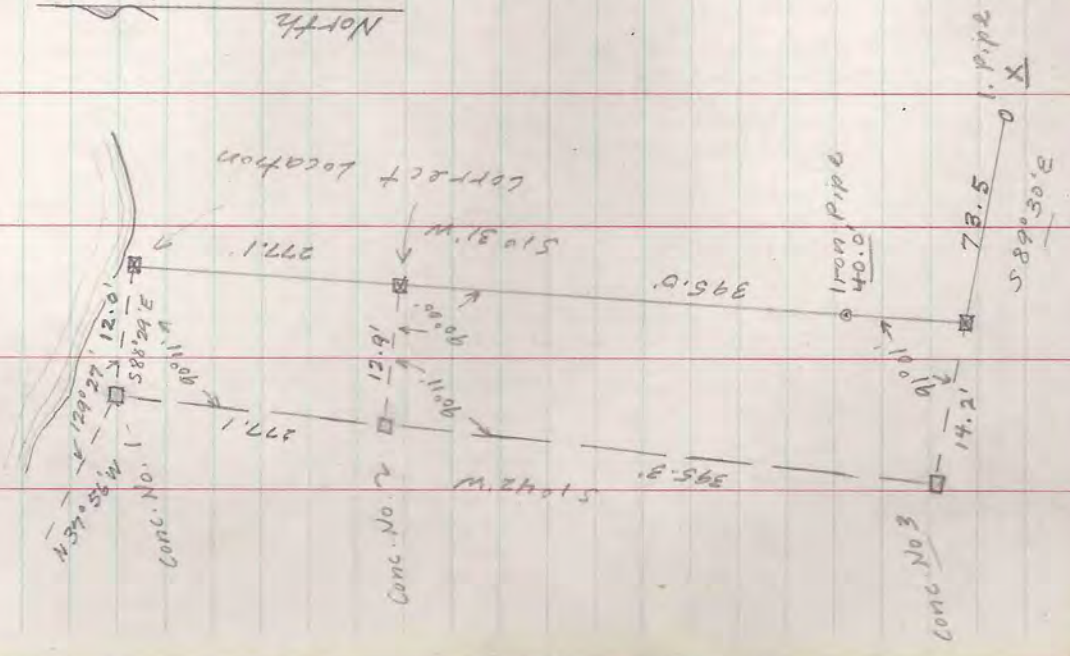






SEC. 23, T. 39N. R. 6E  
Govt. Lot 2

Correction of Existing Concrete  
Monuments to conform with calls  
of recorded deeds -



SEC. 23, T. 39N. R. 6E  
Govt. Lot 2  
27  
Brunock

Sta.	Angle	Dist.	Lat.	Dept.	CO-ORDS
g	Conc. Mon. No. 1	575° 07' E	940.3	241.50	908.80
b	Conc. Mon. No. 6	518° 41' W	341.4	323.40	109.40
k	54° 32' W	141.0	140.60	11.15	
9	N 79° 39' E	169.6	30.47	166.80	
h	N 43° 30' E	107.7	78.12	44.14	
Conc. Mon. No. 3	N 1° 42' E	672.4	672.11	19.96	
Conc. Mon. No. 1	574° 48' E	353.8	92.80	341.40	
Conc. Mon. No. 4	N 26° 03' E	12.0	10.78	54.37	
Conc. Mon. No. 5	529° 45' E	108.9	94.55	54.04	
Vaughan Iron Pipe No. 1	N 26° 03' E	227.1	204.0	99.73	
Hub X <sub>2</sub>	N 77° 55' E	156.0	32.66	152.50	
Vaughan Iron No. 2	N 25° 34' W	156.5	141.20	67.57	
Conc. Mon. No. 6	N 26° 03' E	193.4	173.80	84.93	
Vaughan Iron No. 2	S 90° 34' W	886.0	381.2	198.2	
Iron No. 1	529° 30' E	87.7	.76	87.70	
X 1. Pipe	589° 30' E	14.2	.12	14.2	
Conc. Mon. No. 3	588° 29' E	12.0	.32	12.0	
Conc. Mon. No. 1	588° 29' E	12.9	.32	12.90	
Correct Loc. of No. 2	N 1° 42' E	395.3	395.1	11.73	
Old Loc. No. 2					
1121.13					
1132.86					
1108.23					
1121.13					
1180.90					
1112.90					
1118.66					
1132.86					
1045.16					
1132.86					
1999.91					
1999.15					
1999.15					
2064.55					
677.78					
479.59					
1733.34					
547.16					
1592.20					
1766.00					
1733.34					
1592.15					
632.09					
479.59					
1731.82					
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2064.55					
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1207.00					
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437.70					
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1112.90					
1346.50					
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1999.15					
1604.05					

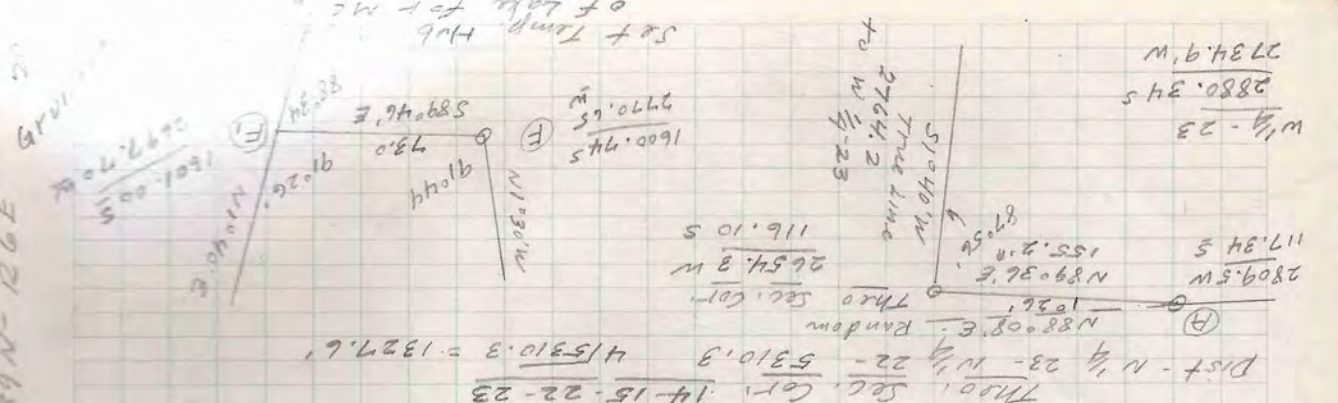




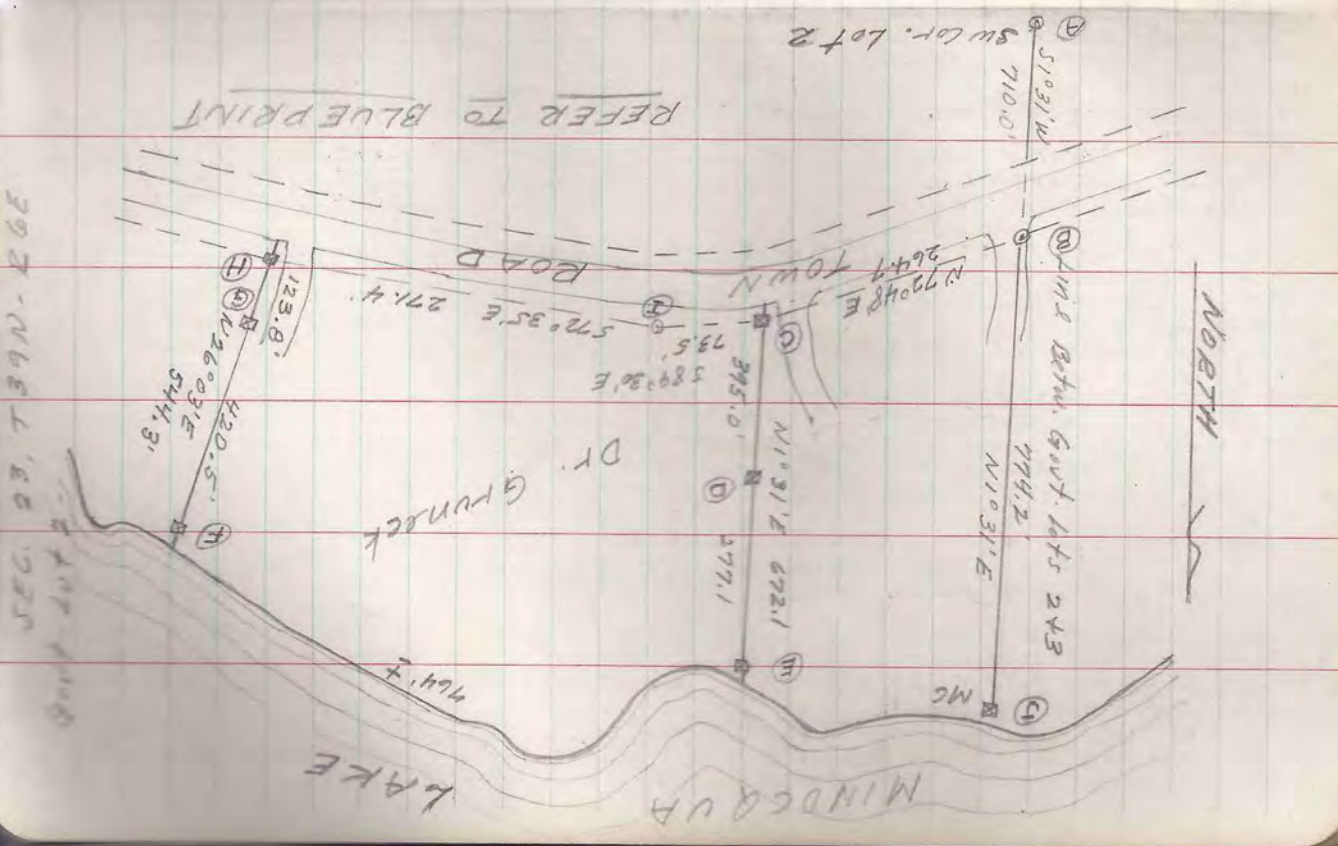


SEC. 23, T. 39N. R. 6E  
Govt. Lot 2

SEC. 23, T. 39N. R. 6E  
Govt. Lot 2



- Corner Distances
- A - Iron Pipe + Oak 3" N 80° W 5.5'
  - H - Conc. Mon. Aspm 7" N 92° E 4.1'
  - B - Iron Pipe + Oak 5" N 62° W 16.1'
  - I - Iron Pipe + Tel. Pole 59° W 2.3'
  - C - Conc. Mon. Nor. Pipe 10" N 61° W 28.6'
  - J - Iron Pipe + Alom. Pipe Oak 4" N 20° W 8.0'
  - D - Conc. Mon. -
  - E - Conc. Mon. - Oak 5" S 66° W 15.7'
  - F - Conc. Mon. - Oak 5" N 70° E 8.7'
  - G - Conc. Mon. - Birch 6" N 70° E 4.3'









SEC. 23, T39N-R6E  
 31  
 Thursday, Jan. 1948  
 Thruwaiker

A.M. TEIERWEILER  
 PROP. & GEN. MANAGER  
 NU-TREED TIRE CO  
 316 2ND ST.  
 WAUSAU, WIS.

Sta.	Angle	Bearing	Dist.	Lat	Dep.	CO-ORDS
I		S 60° 34' W	15.0	55.95	100.46	1309.54
M1		S 1° 31' W	750.1	449.8	19.87	1359.49
M1 SW. Cor.		N 72° 35' E	104.9	100.0	20.50	1371.44
I		N 1° 31' E	744.2	774.0		1371.44
K1		To Close				1350.94
K2		S 88° 24' E	99.13	2.61	99.10	1471.44
K1		N 1° 31' E	155.6	4.12	4.12	1471.44
K1		N 27° 46' W	12.2	10.80	5.68	1471.44
9 SE Cor.		N 4° 37' E	110.8	110.40	8.93	1471.44
SW. Lot Cor.		N 4° 19' E	30.2	30.12	2.27	1471.44
M1 I.Pipe		N 89° 05' E	97.7	1.57	97.70	1471.44
I-1 Pipe LMC		S 1° 31' W	750.1	449.80	14.87	1471.44
Stn. Apple Bearing Dist.		S 60° 33' W	73.9	36.33	64.35	1471.44
		S 61° 29' W	41.1	19.62	36.11	1471.44
		N 1° 02' E	383.0	6.91	4.66	1471.44
		N 0° 57' E	280.7	4.66	4.66	1471.44
		To Close				1471.44
		N 1° 02' E	383.0	6.91	4.66	1471.44
		N 0° 57' E	280.7	4.66	4.66	1471.44
		To Close				1471.44
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		To Close				1471.44
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		N 0° 57' E	280.7	4.66	4.66	1471.44
		To Close				1471.44
		N 1° 02' E	383.0	6.91	4.66	1471.44
		N 0° 57' E	280.7	4.66	4.66	1471.44
		To Close				1471.44
		N 1° 02' E	383.0	6.91	4.66	1471.44
		N 0° 57' E	280.7	4.		





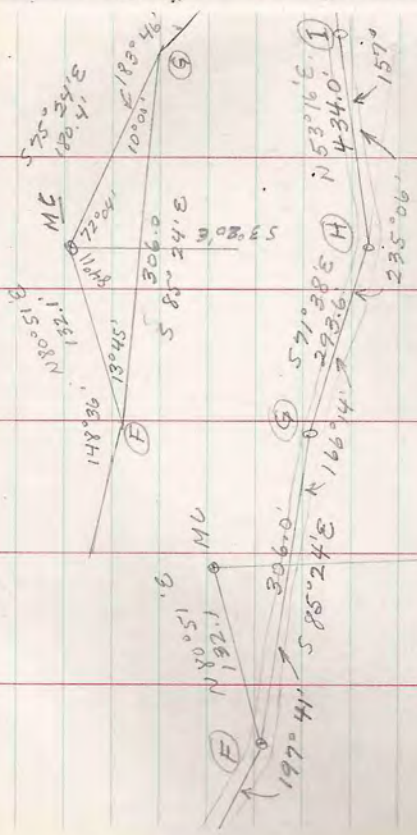
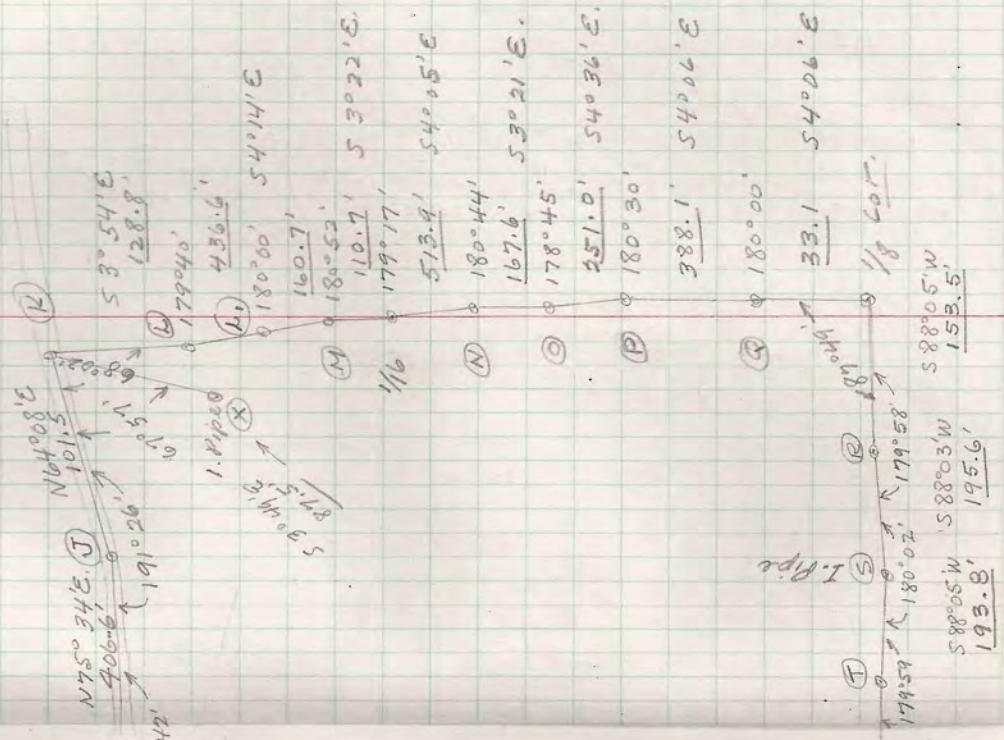




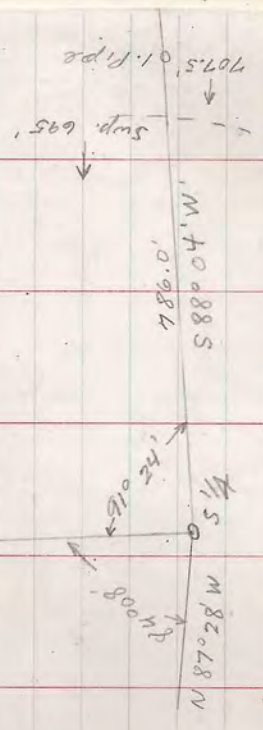


SEC. 19 - T 34N - R 7E  
Oct. 1947 George B. Hulett

TRAVERSE



NORTH













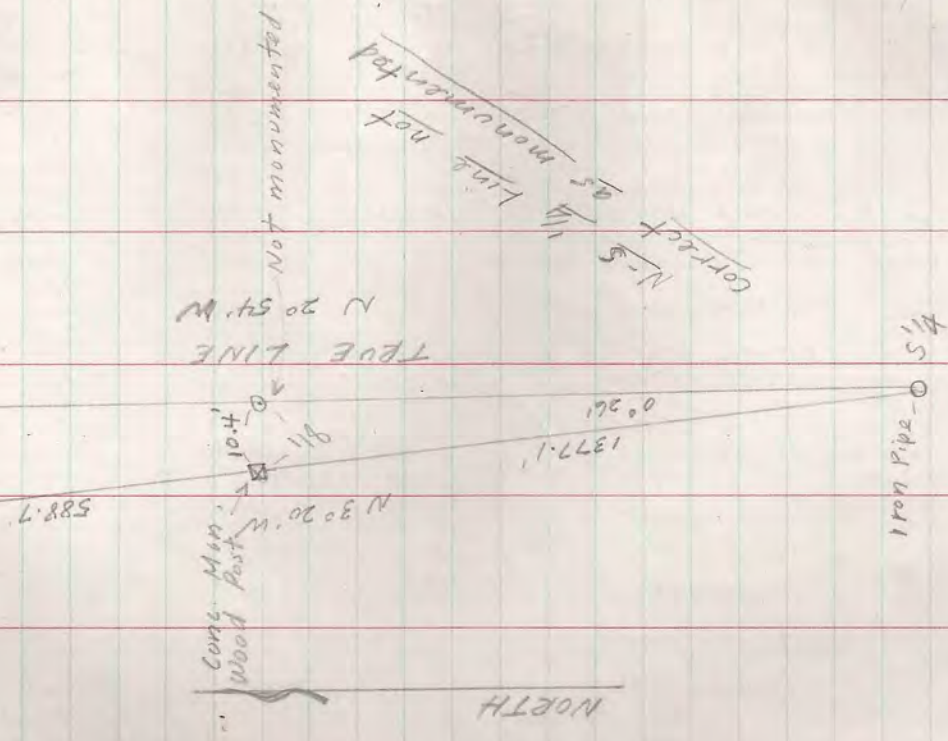




SEC 19. T 39N - R7E 38  
 George B. Hullett  
 Oct. 1947

MID LAKE

Conc. Mon. 15' Not monumented



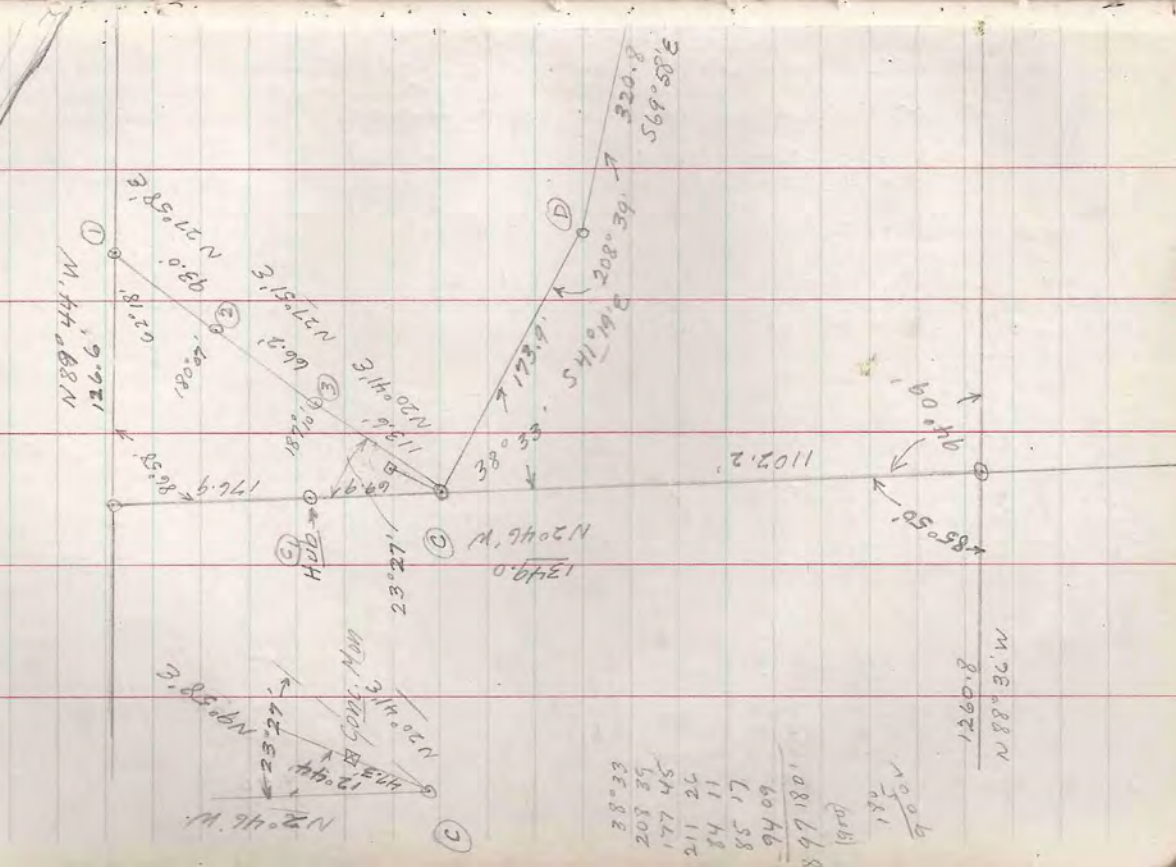
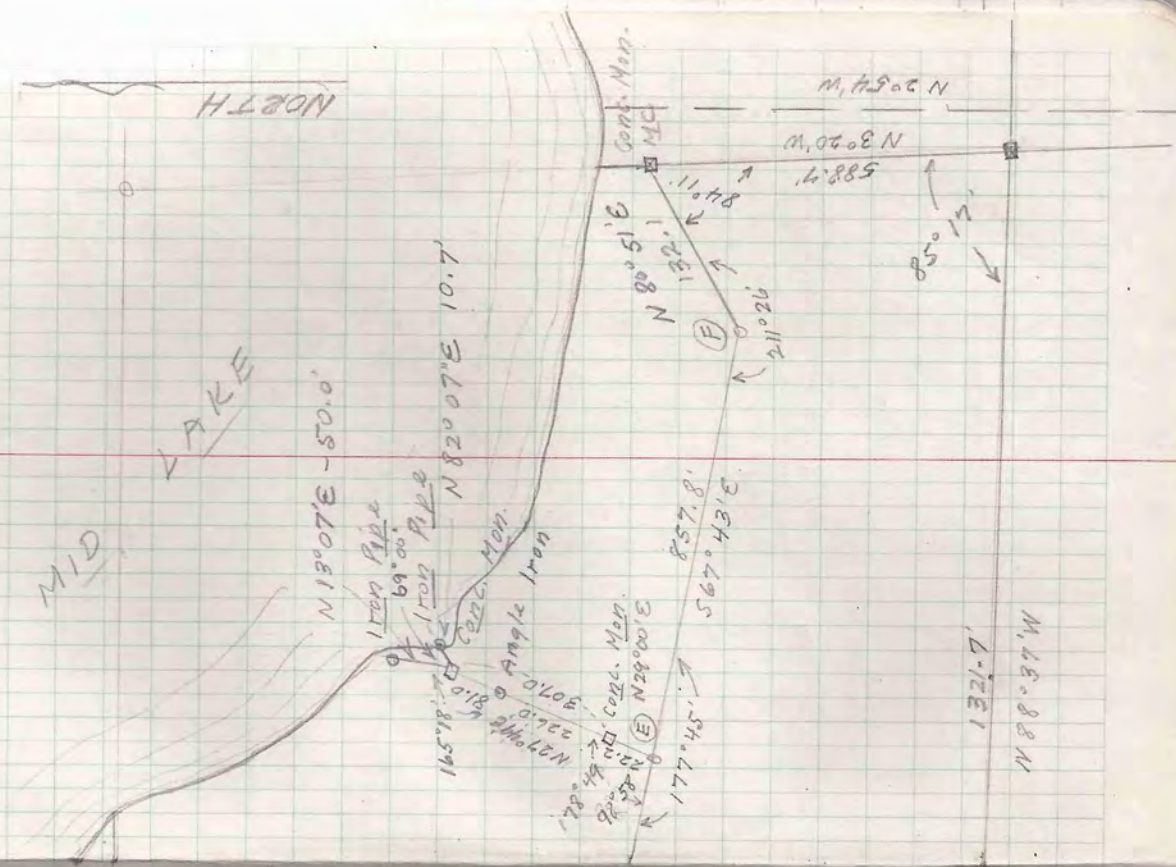
Angle bearing Dist. N S E W  
 Correct lines in 5th Sec. 19 - N-S line as previously described and monumented is not correct. The true location of N-S line is not monumented.

Sta.	Angle	Bearing	Dist.	Notes
1				Conc. Mon. 15' Not monumented
2				Conc. Mon. Wood Post
3				Iron Pipe - 0 5 1/4"
4				Tree Line
5				Conc. Mon. Wood Post
6				Conc. Mon. 15' Not monumented
7				Conc. Mon. Wood Post
8				Iron Pipe - 0 5 1/4"
9				Tree Line
10				Conc. Mon. Wood Post
11				Conc. Mon. 15' Not monumented
12				Conc. Mon. Wood Post
13				Iron Pipe - 0 5 1/4"
14				Tree Line
15				Conc. Mon. Wood Post
16				Conc. Mon. 15' Not monumented
17				Conc. Mon. Wood Post
18				Iron Pipe - 0 5 1/4"
19				Tree Line
20				Conc. Mon. Wood Post
21				Conc. Mon. 15' Not monumented
22				Conc. Mon. Wood Post
23				Iron Pipe - 0 5 1/4"
24				Tree Line
25				Conc. Mon. Wood Post
26				Conc. Mon. 15' Not monumented
27				Conc. Mon. Wood Post
28				Iron Pipe - 0 5 1/4"
29				Tree Line
30				Conc. Mon. Wood Post
31				Conc. Mon. 15' Not monumented
32				Conc. Mon. Wood Post
33				Iron Pipe - 0 5 1/4"
34				Tree Line
35				Conc. Mon. Wood Post
36				Conc. Mon. 15' Not monumented
37				Conc. Mon. Wood Post
38				Iron Pipe - 0 5 1/4"
39				Tree Line
40				Conc. Mon. Wood Post
41				Conc. Mon. 15' Not monumented
42				Conc. Mon. Wood Post
43				Iron Pipe - 0 5 1/4"
44				Tree Line
45				Conc. Mon. Wood Post
46				Conc. Mon. 15' Not monumented
47				Conc. Mon. Wood Post
48				Iron Pipe - 0 5 1/4"
49				Tree Line
50				Conc. Mon. Wood Post
51				Conc. Mon. 15' Not monumented
52				Conc. Mon. Wood Post
53				Iron Pipe - 0 5 1/4"
54				Tree Line
55				Conc. Mon. Wood Post
56				Conc. Mon. 15' Not monumented
57				Conc. Mon. Wood Post
58				Iron Pipe - 0 5 1/4"
59				Tree Line
60				Conc. Mon. Wood Post
61				Conc. Mon. 15' Not monumented
62				Conc. Mon. Wood Post
63				Iron Pipe - 0 5 1/4"
64				Tree Line
65				Conc. Mon. Wood Post
66				Conc. Mon. 15' Not monumented
67				Conc. Mon. Wood Post
68				Iron Pipe - 0 5 1/4"
69				Tree Line
70				Conc. Mon. Wood Post
71				Conc. Mon. 15' Not monumented
72				Conc. Mon. Wood Post
73				Iron Pipe - 0 5 1/4"
74				Tree Line
75				Conc. Mon. Wood Post
76				Conc. Mon. 15' Not monumented
77				Conc. Mon. Wood Post
78				Iron Pipe - 0 5 1/4"
79				Tree Line
80				Conc. Mon. Wood Post
81				Conc. Mon. 15' Not monumented
82				Conc. Mon. Wood Post
83				Iron Pipe - 0 5 1/4"
84				Tree Line
85				Conc. Mon. Wood Post
86				Conc. Mon. 15' Not monumented
87				Conc. Mon. Wood Post
88				Iron Pipe - 0 5 1/4"
89				Tree Line
90				Conc. Mon. Wood Post
91				Conc. Mon. 15' Not monumented
92				Conc. Mon. Wood Post
93				Iron Pipe - 0 5 1/4"
94				Tree Line
95				Conc. Mon. Wood Post
96				Conc. Mon. 15' Not monumented
97				Conc. Mon. Wood Post
98				Iron Pipe - 0 5 1/4"
99				Tree Line
100				Conc. Mon. Wood Post



SEC. 19, T39N-R7E  
 Oct. 1947 George B. Huleth

B-A-54



38°33'
208°35'
177°45'
211°26'
58°11'
60°46'
94°09'
108°18'01"
89°18'01"
180°
90°

1260.8  
 M. 28°36' N

1321.7  
 M. 48°51' N

588.7  
 N 3°20' W  
 M. 75°00' N





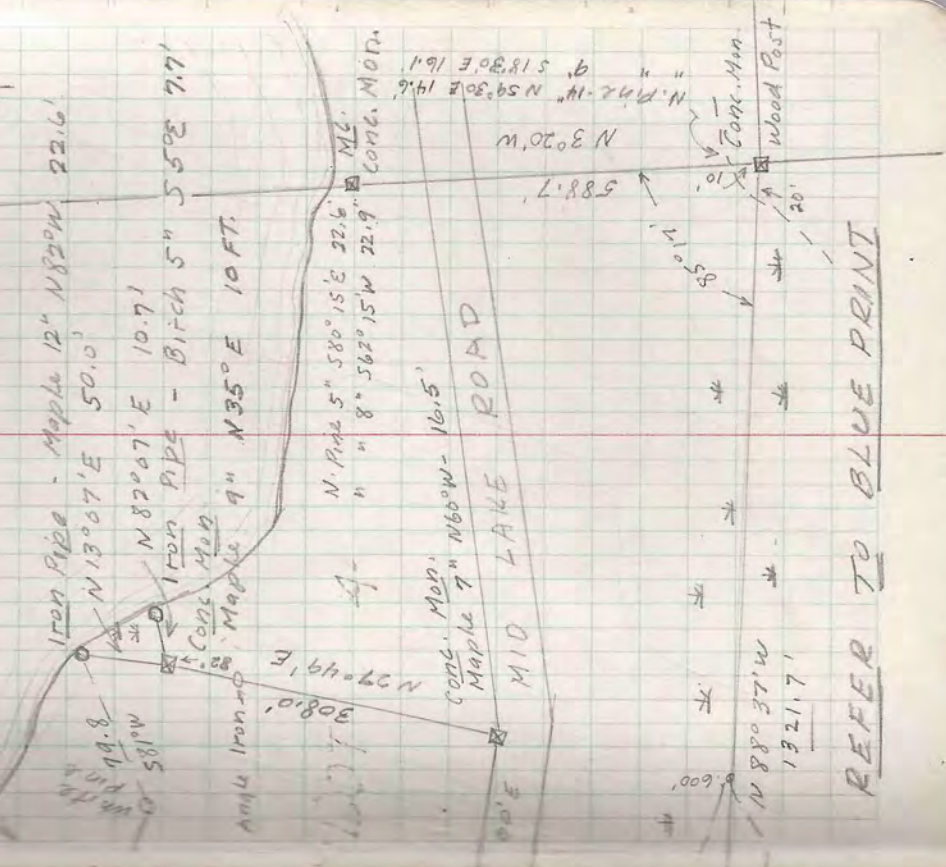


41  
 SEC. 19. T 39N-R7E  
 Cont. Lot 4 George B Hulett

MID LAKE

Did not survey Vaughan's original description.

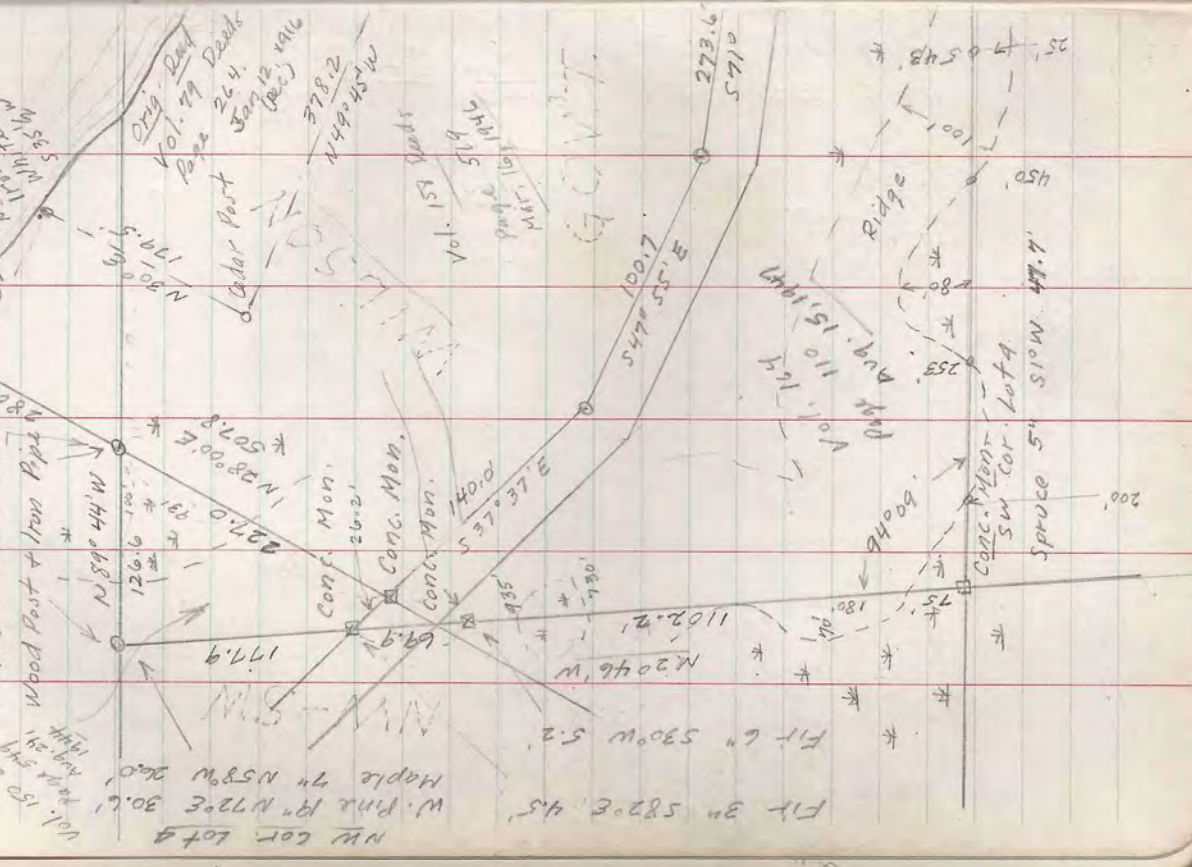
NORTH



REFER TO BLUE PRINT

Oct. 1947

GOVT LOT 5

















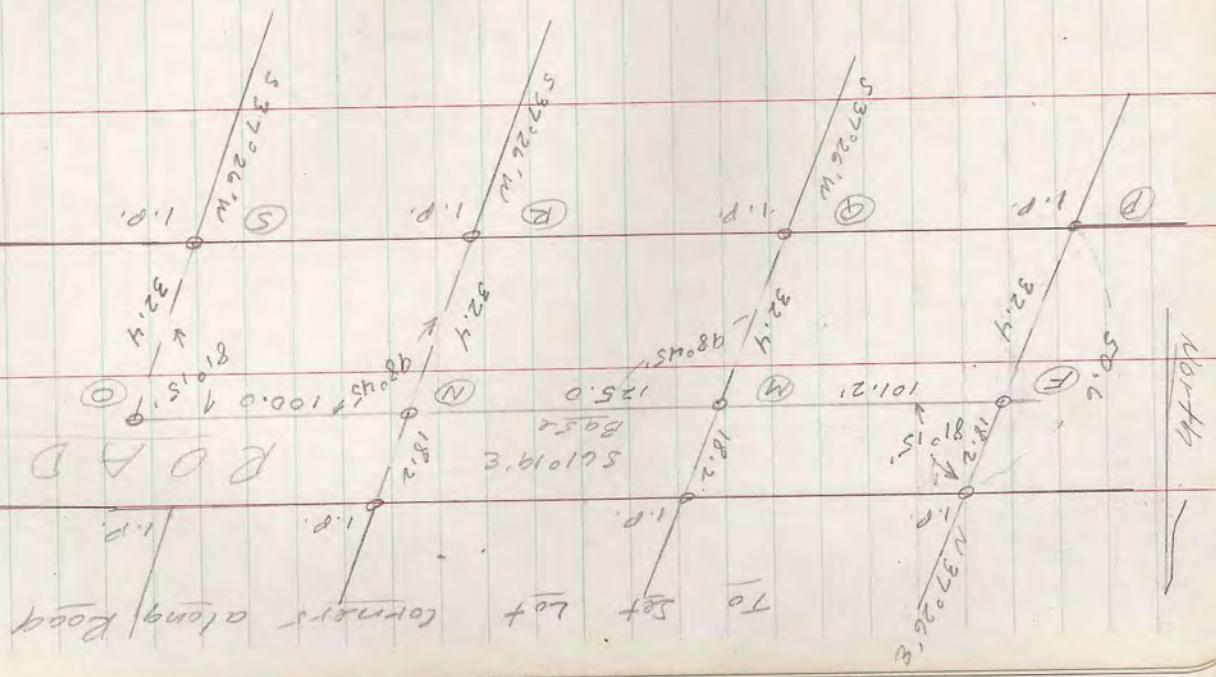








SEC. 30, T 40N - R 5E  
May - 1948



SEC. 30, T 40N - R 5E

Govt. Lot 1 Sturzh

Station	Bearing	Distance	Station	Bearing	Distance
1	N 37° 26' E	32.2	2	S 37° 26' W	32.4
2	N 37° 26' E	32.2	3	S 37° 26' W	32.4
3	N 37° 26' E	32.2	4	S 37° 26' W	32.4
4	N 37° 26' E	32.2	5	S 37° 26' W	32.4
5	N 37° 26' E	32.2	6	S 37° 26' W	32.4
6	N 37° 26' E	32.2	7	S 37° 26' W	32.4
7	N 37° 26' E	32.2	8	S 37° 26' W	32.4
8	N 37° 26' E	32.2	9	S 37° 26' W	32.4
9	N 37° 26' E	32.2	10	S 37° 26' W	32.4
10	N 37° 26' E	32.2	11	S 37° 26' W	32.4
11	N 37° 26' E	32.2	12	S 37° 26' W	32.4
12	N 37° 26' E	32.2	13	S 37° 26' W	32.4
13	N 37° 26' E	32.2	14	S 37° 26' W	32.4
14	N 37° 26' E	32.2	15	S 37° 26' W	32.4
15	N 37° 26' E	32.2	16	S 37° 26' W	32.4
16	N 37° 26' E	32.2	17	S 37° 26' W	32.4
17	N 37° 26' E	32.2	18	S 37° 26' W	32.4
18	N 37° 26' E	32.2	19	S 37° 26' W	32.4
19	N 37° 26' E	32.2	20	S 37° 26' W	32.4
20	N 37° 26' E	32.2	21	S 37° 26' W	32.4
21	N 37° 26' E	32.2	22	S 37° 26' W	32.4
22	N 37° 26' E	32.2	23	S 37° 26' W	32.4
23	N 37° 26' E	32.2	24	S 37° 26' W	32.4
24	N 37° 26' E	32.2	25	S 37° 26' W	32.4
25	N 37° 26' E	32.2	26	S 37° 26' W	32.4
26	N 37° 26' E	32.2	27	S 37° 26' W	32.4
27	N 37° 26' E	32.2	28	S 37° 26' W	32.4
28	N 37° 26' E	32.2	29	S 37° 26' W	32.4
29	N 37° 26' E	32.2	30	S 37° 26' W	32.4
30	N 37° 26' E	32.2	31	S 37° 26' W	32.4
31	N 37° 26' E	32.2	32	S 37° 26' W	32.4
32	N 37° 26' E	32.2	33	S 37° 26' W	32.4
33	N 37° 26' E	32.2	34	S 37° 26' W	32.4
34	N 37° 26' E	32.2	35	S 37° 26' W	32.4
35	N 37° 26' E	32.2	36	S 37° 26' W	32.4
36	N 37° 26' E	32.2	37	S 37° 26' W	32.4
37	N 37° 26' E	32.2	38	S 37° 26' W	32.4
38	N 37° 26' E	32.2	39	S 37° 26' W	32.4
39	N 37° 26' E	32.2	40	S 37° 26' W	32.4
40	N 37° 26' E	32.2	41	S 37° 26' W	32.4
41	N 37° 26' E	32.2	42	S 37° 26' W	32.4
42	N 37° 26' E	32.2	43	S 37° 26' W	32.4
43	N 37° 26' E	32.2	44	S 37° 26' W	32.4
44	N 37° 26' E	32.2	45	S 37° 26' W	32.4
45	N 37° 26' E	32.2	46	S 37° 26' W	32.4
46	N 37° 26' E	32.2	47	S 37° 26' W	32.4
47	N 37° 26' E	32.2	48	S 37° 26' W	32.4
48	N 37° 26' E	32.2	49	S 37° 26' W	32.4
49	N 37° 26' E	32.2	50	S 37° 26' W	32.4
50	N 37° 26' E	32.2	51	S 37° 26' W	32.4
51	N 37° 26' E	32.2	52	S 37° 26' W	32.4
52	N 37° 26' E	32.2	53	S 37° 26' W	32.4
53	N 37° 26' E	32.2	54	S 37° 26' W	32.4
54	N 37° 26' E	32.2	55	S 37° 26' W	32.4
55	N 37° 26' E	32.2	56	S 37° 26' W	32.4
56	N 37° 26' E	32.2	57	S 37° 26' W	32.4
57	N 37° 26' E	32.2	58	S 37° 26' W	32.4
58	N 37° 26' E	32.2	59	S 37° 26' W	32.4
59	N 37° 26' E	32.2	60	S 37° 26' W	32.4
60	N 37° 26' E	32.2	61	S 37° 26' W	32.4
61	N 37° 26' E	32.2	62	S 37° 26' W	32.4
62	N 37° 26' E	32.2	63	S 37° 26' W	32.4
63	N 37° 26' E	32.2	64	S 37° 26' W	32.4
64	N 37° 26' E	32.2	65	S 37° 26' W	32.4
65	N 37° 26' E	32.2	66	S 37° 26' W	32.4
66	N 37° 26' E	32.2	67	S 37° 26' W	32.4
67	N 37° 26' E	32.2	68	S 37° 26' W	32.4
68	N 37° 26' E	32.2	69	S 37° 26' W	32.4
69	N 37° 26' E	32.2	70	S 37° 26' W	32.4
70	N 37° 26' E	32.2	71	S 37° 26' W	32.4
71	N 37° 26' E	32.2	72	S 37° 26' W	32.4
72	N 37° 26' E	32.2	73	S 37° 26' W	32.4
73	N 37° 26' E	32.2	74	S 37° 26' W	32.4
74	N 37° 26' E	32.2	75	S 37° 26' W	32.4
75	N 37° 26' E	32.2	76	S 37° 26' W	32.4
76	N 37° 26' E	32.2	77	S 37° 26' W	32.4
77	N 37° 26' E	32.2	78	S 37° 26' W	32.4
78	N 37° 26' E	32.2	79	S 37° 26' W	32.4
79	N 37° 26' E	32.2	80	S 37° 26' W	32.4
80	N 37° 26' E	32.2	81	S 37° 26' W	32.4
81	N 37° 26' E	32.2	82	S 37° 26' W	32.4
82	N 37° 26' E	32.2	83	S 37° 26' W	32.4
83	N 37° 26' E	32.2	84	S 37° 26' W	32.4
84	N 37° 26' E	32.2	85	S 37° 26' W	32.4
85	N 37° 26' E	32.2	86	S 37° 26' W	32.4
86	N 37° 26' E	32.2	87	S 37° 26' W	32.4
87	N 37° 26' E	32.2	88	S 37° 26' W	32.4
88	N 37° 26' E	32.2	89	S 37° 26' W	32.4
89	N 37° 26' E	32.2	90	S 37° 26' W	32.4
90	N 37° 26' E	32.2	91	S 37° 26' W	32.4
91	N 37° 26' E	32.2	92	S 37° 26' W	32.4
92	N 37° 26' E	32.2	93	S 37° 26' W	32.4
93	N 37° 26' E	32.2	94	S 37° 26' W	32.4
94	N 37° 26' E	32.2	95	S 37° 26' W	32.4
95	N 37° 26' E	32.2	96	S 37° 26' W	32.4
96	N 37° 26' E	32.2	97	S 37° 26' W	32.4
97	N 37° 26' E	32.2	98	S 37° 26' W	32.4
98	N 37° 26' E	32.2	99	S 37° 26' W	32.4
99	N 37° 26' E	32.2	100	S 37° 26' W	32.4

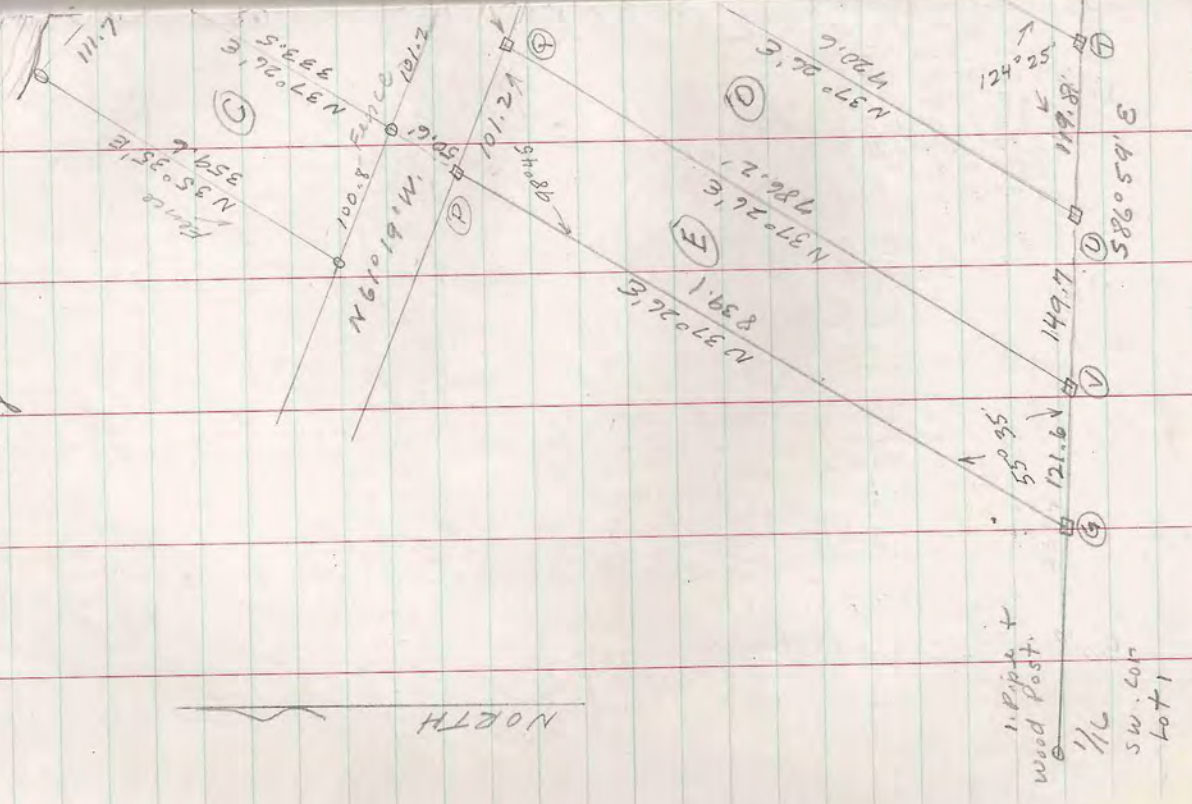
W  
H  
K  
R  
H  
E  
W  
F  
G  
T  
S  
P  
F  
D  
E  
K  
E  
I  
H-1. Pipe  
G  
H  
D  
C  
I  
1. Pipe

TRIPLE LINES



SEC. 30, T40N - R5E  
May - 1948

NORTH



1. Pipe +  
wood post.  
1/16  
sw. cor  
lot 1

SEC 30, T40N - R5E  
Govt. Lot 1  
Storch

KIT. CRAWLING  
STONE

- Iron Pipe
- Iron Pipe + Wood Stake
- Bearing References
- Oak 8" N36°W 3 FT.
- Birch 6" N60°E 7.7'
- J. Pine 8" S58°W 12'
- Nor. Pine 3" S77°E 9.4'
- Oak 6" S58°E 2.2'
- Oak 9" N70°E 10.2'
- W. Pine 4" S19°W 9.8'
- Oak 5" N75°E 7.5'

S. Ln. Gov't. Lot 1  
REFER TO BLUEPRINT







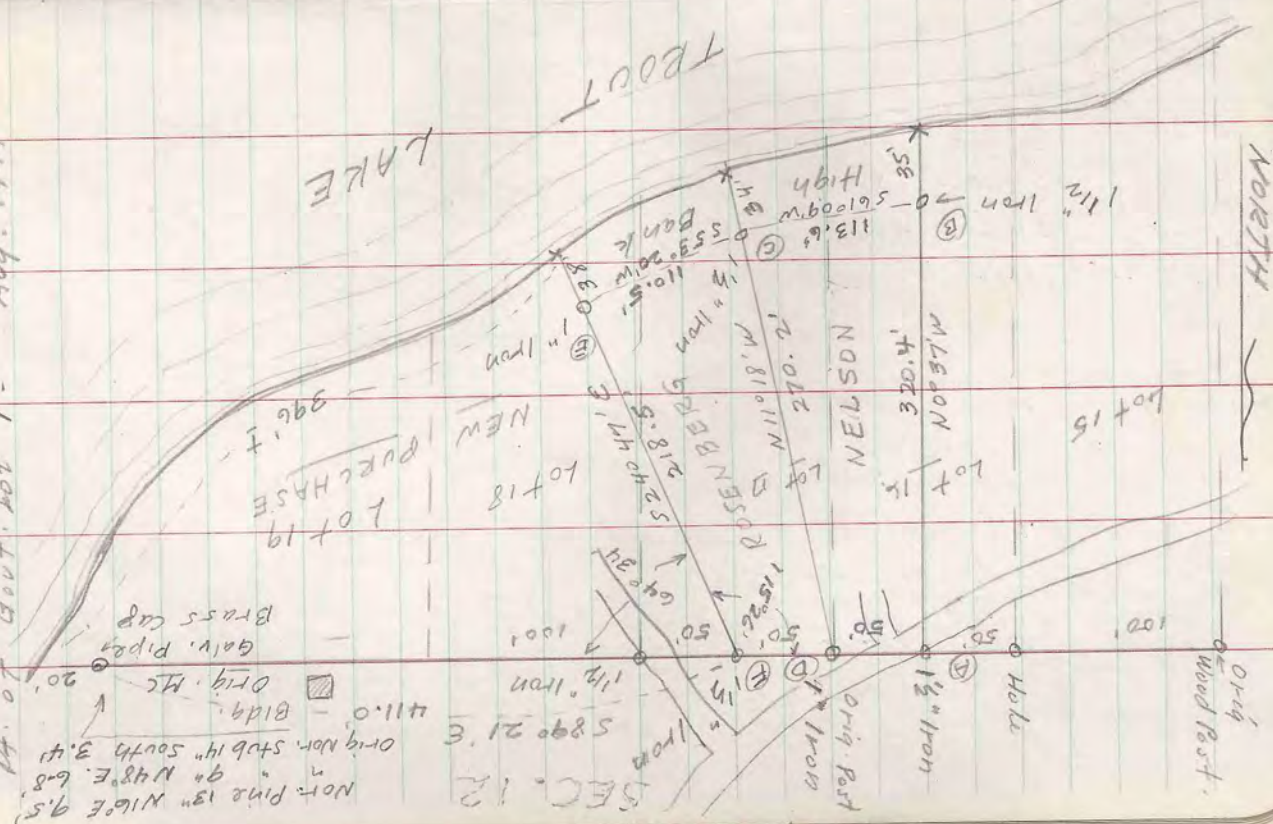
SEC. 13, T. 41N-R6E  
Pt. of Govt. Lot 1 Rosenberg

SEC. 13, T. 41N-R6E  
Pt. of Govt. Lot 1 - Aug. 1947

~~Survey to draw description of property in lots - 17-18-19~~

320.36	320.4	320.4	320.4	320.4	320.4
54.81	99.50	99.50	99.50	99.50	99.50
113.5	3.45	3.45	3.45	3.45	3.45
500.87 E	100.0	100.0	100.0	100.0	100.0
N89°21'W	1.16	1.16	1.16	1.16	1.16
N24°47'W	218.5	198.40	198.40	198.40	198.40
N53°20'E	110.5	65.99	65.99	65.99	65.99
320.34	320.4	320.4	320.4	320.4	320.4
57	102.95	102.95	102.95	102.95	102.95
N89°21'W	50.0	50.0	50.0	50.0	50.0
N110°18'W	270.2	264.97	264.97	264.97	264.97
N61°09'E	113.5	54.81	54.81	54.81	54.81
320.4	320.4	320.4	320.4	320.4	320.4
500.87 E	3.45	3.45	3.45	3.45	3.45
113.5	99.50	99.50	99.50	99.50	99.50
500.87 E	100.0	100.0	100.0	100.0	100.0
N89°21'W	1.16	1.16	1.16	1.16	1.16
N24°47'W	218.5	198.40	198.40	198.40	198.40
N53°20'E	110.5	65.99	65.99	65.99	65.99
320.34	320.4	320.4	320.4	320.4	320.4
57	102.95	102.95	102.95	102.95	102.95
N89°21'W	50.0	50.0	50.0	50.0	50.0
N110°18'W	270.2	264.97	264.97	264.97	264.97
N61°09'E	113.5	54.81	54.81	54.81	54.81
320.4	320.4	320.4	320.4	320.4	320.4
500.87 E	3.45	3.45	3.45	3.45	3.45
113.5	99.50	99.50	99.50	99.50	99.50
500.87 E	100.0	100.0	100.0	100.0	100.0
N89°21'W	1.16	1.16	1.16	1.16	1.16
N24°47'W	218.5	198.40	198.40	198.40	198.40
N53°20'E	110.5	65.99	65.99	65.99	65.99
320.34	320.4	320.4	320.4	320.4	320.4
57	102.95	102.95	102.95	102.95	102.95
N89°21'W	50.0	50.0	50.0	50.0	50.0
N110°18'W	270.2	264.97	264.97	264.97	264.97
N61°09'E	113.5	54.81	54.81	54.81	54.81

- (A)
- (B)
- (C)
- (D)
- (E)
- (F)
- (G)





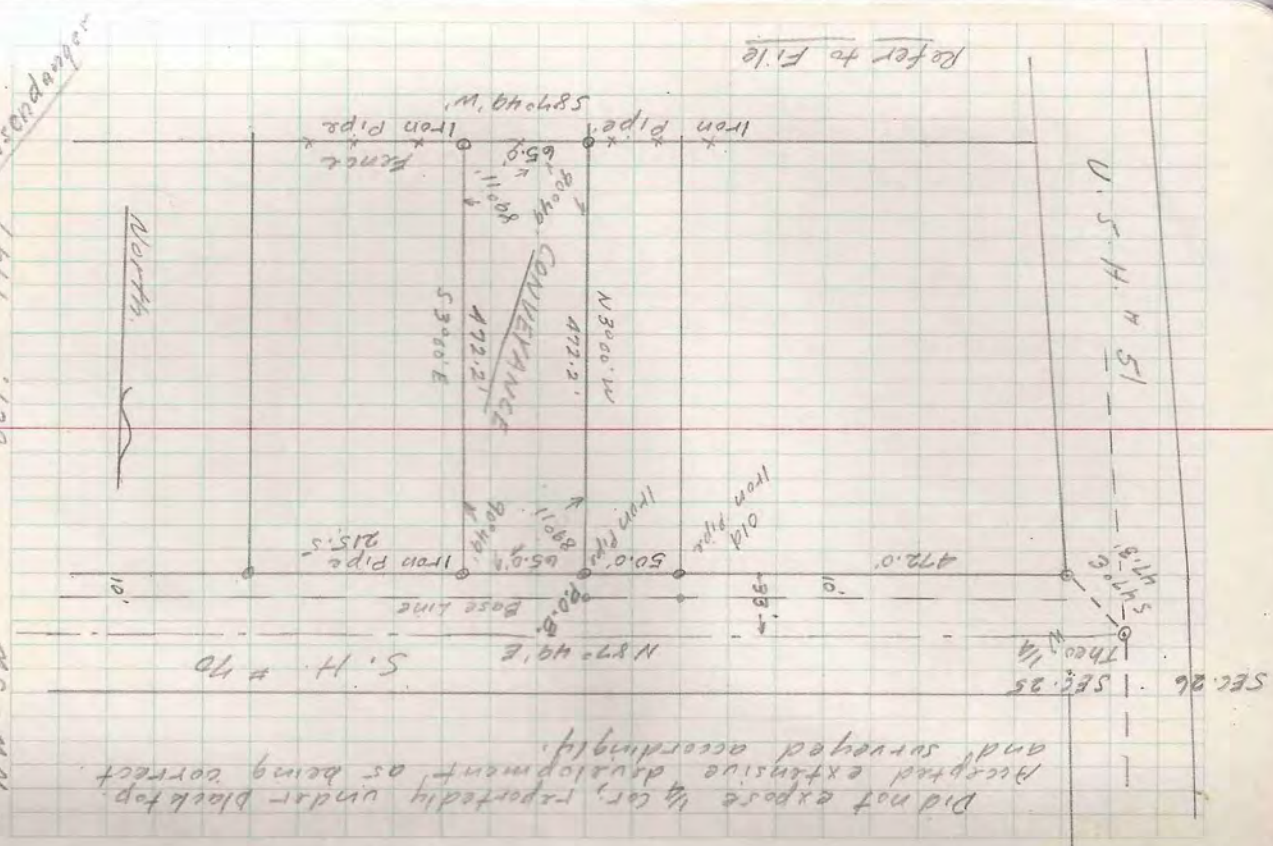




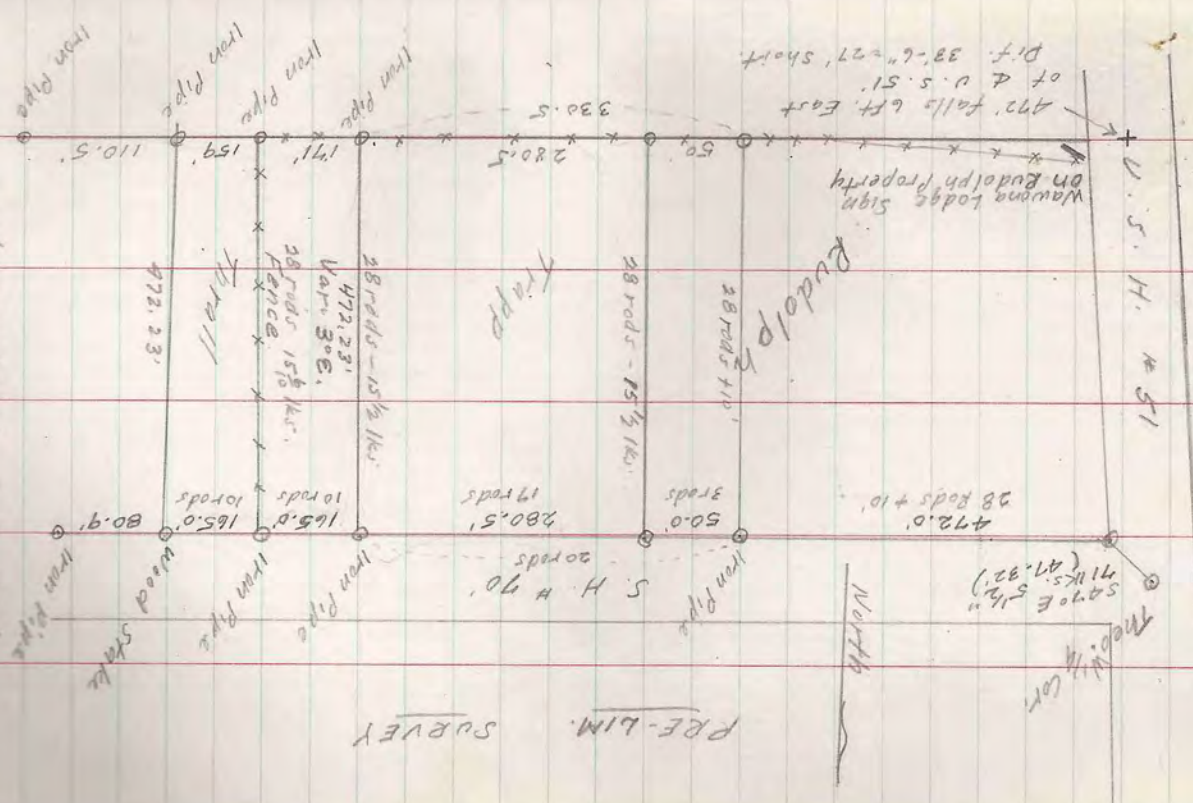




SEC. 25, T40N-R6E  
NW-SW  
Oct. 1947  
63



SEC. 25, T40N-R6E  
NW-SW  
Oct. 1947  
For C. S. Wisendanger







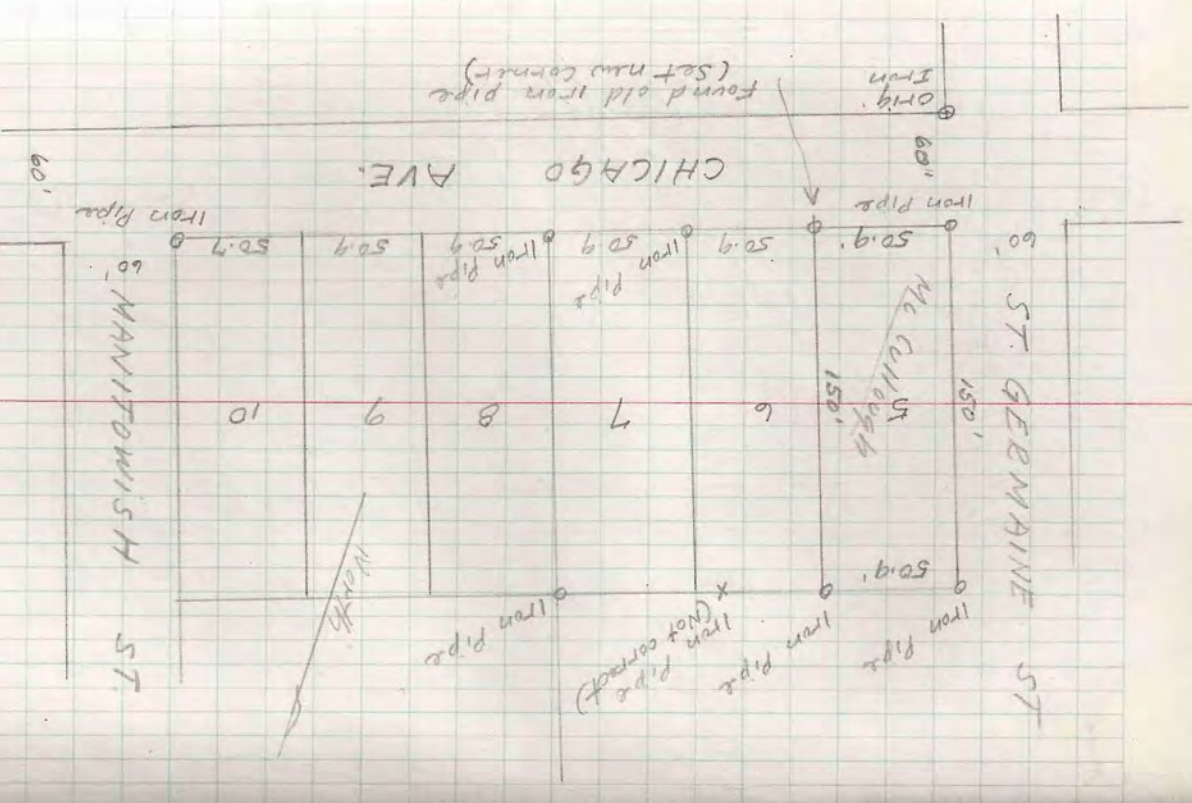






Frank McCullough

Lot 5, Block 7, Hazelhurst Land Co 1st. Add'n. to the Village of Chicago October 16, 1947



Harlan Bosacki  
 Description as shown on deed originating in Hunter's Office - Recorded July 29, 1946 10:55 AM, Vol. 152 - Page 369  
 No revenue stamps attached - Notary - Hunter - witness Collins  
 Starting at a point that intersects the south west corner of lot (3) in Block (3) where same intersects with lot 2, plot of E-Wau-Na, all part of Govt. Lot 1, and 6, Sec. 14, T39N-R6E, there in a North westerly direction along the westerly line of said Block 3 a distance of 16 ft. to the point of beginning of the land hereinafter conveyed; there in a North westerly direction a distance of 50 ft to a stake, there in a due Easterly direction a distance of 209 ft. to the Easterly boundary of lot 3 Block 3, there in a southeasterly direction a distance of 50 ft. to a stake; there in a westerly direction 209 ft. to the P.O.B.  
 Correct Description  
 Part of lot 9, Block 3, plot of E-Wau-Na being a part of Govt. Lots 1 & 6, Section 14, T39N-R6E, Onida County, Wis. described as follows:  
 The North 50 ft. of the South 66 ft. lot 3, Block 3, plot of E-Wau-Na, said parcel lying 209 ft. in length parallel to the South line of lot 3 and 50 ft. in width at right angle to the South line of lot 3



Sec. 11, T 42N - R 6E  
Oct - 26-31, 1947 (Rain)

Cruised Section 11 and found following.

① SE Cor. Wood post on East side of road - App. post to have been moved from road-bed. Did not find Govt. BT's. - Fisher's references to telephone poles do not fit for intersection at given bearings & distances. Telephone line may have been moved from original position.

E 1/4 - ② Found Fisher's concrete approx. 30 Ft. East of road and orig. SE Govt. BT.

③ NE Cor. Wood Post in Swamp. Orig. SW Govt. Tam. BT.

④ N 1/4 Could not find Brushed refuge line several hundred feet East of approx. 1/4

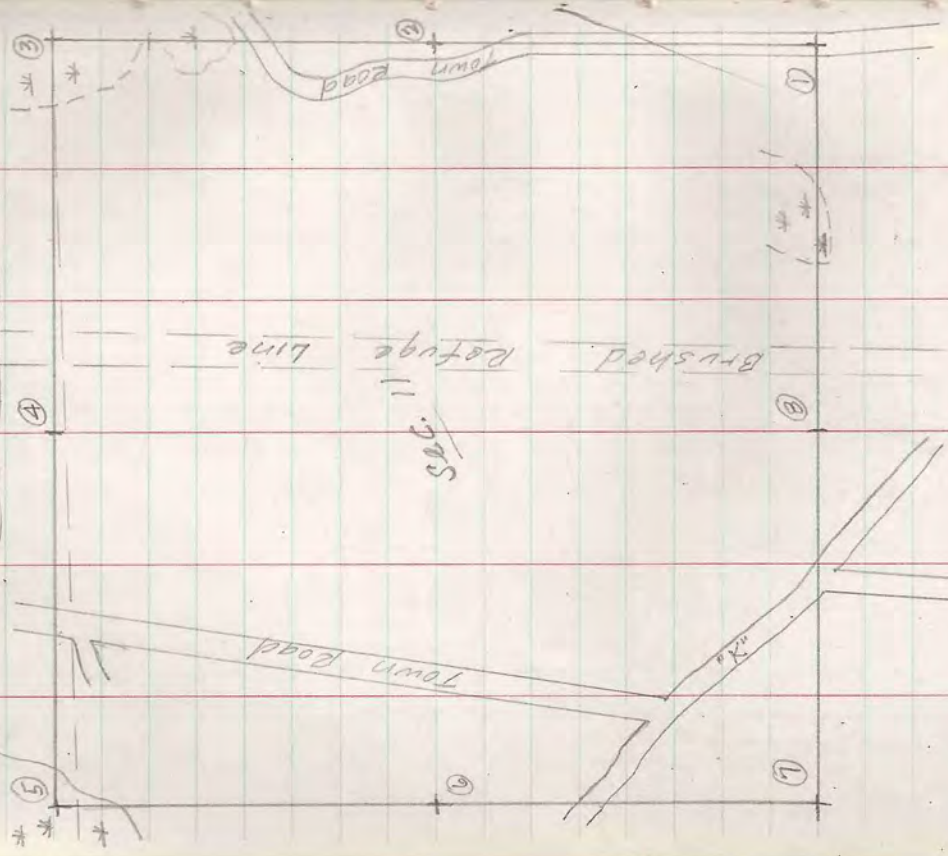
⑤ NW Cor. Could not find Brushed line. Indicate search was made for corner. Nothing reliable established. North line - Sec. 11 appears to run at

⑥ W 1/4 Old scribed stake - post - and Iron Pipe - No visible BT's.

⑦ SW Cor. Did not make thorough search.

⑧ S 1/4 Found remains of old stake-down. Orig. SE Govt. BT. Approx. 240 West of refuge line.

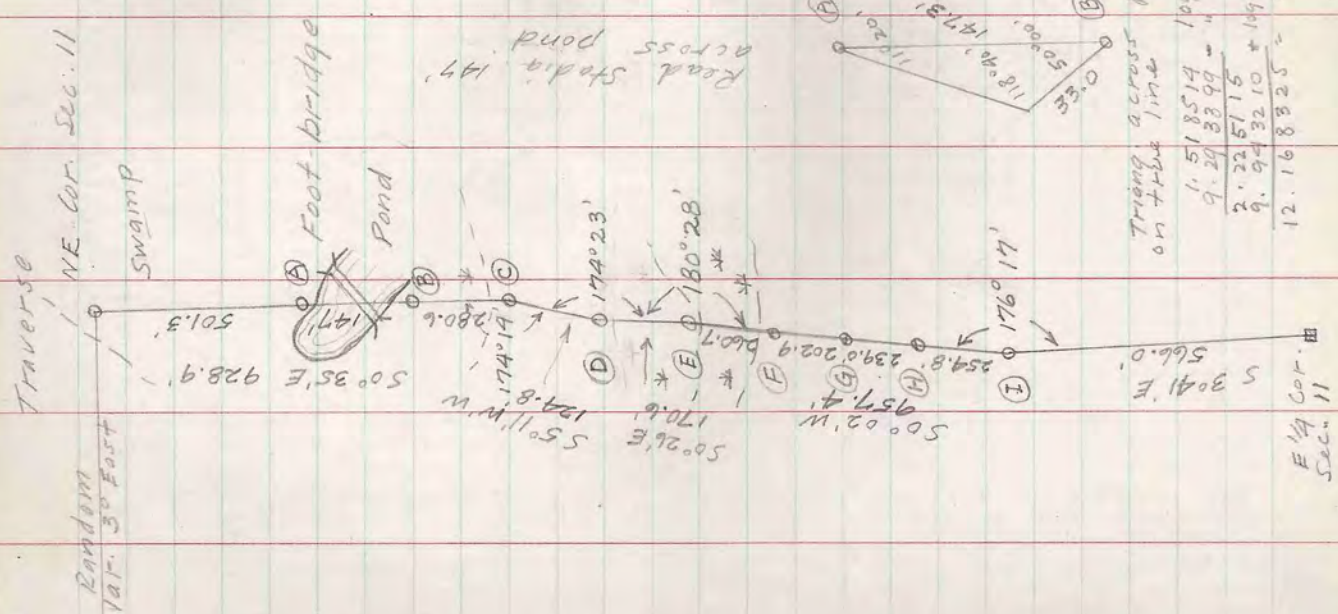
Note - Govt. Record does not agree as to natural calls in Section 11.  
(Refer to Blueprint)



① Fisher's BT's.  
Tel. Pole 555°E 9.0 Ft.  
" " N 15°E 83.9 Ft.  
(BT's do not coincide)



E. R. STEVENSON 69  
 Sec. 11, T42N-R6E, Oct 26. 31. 4



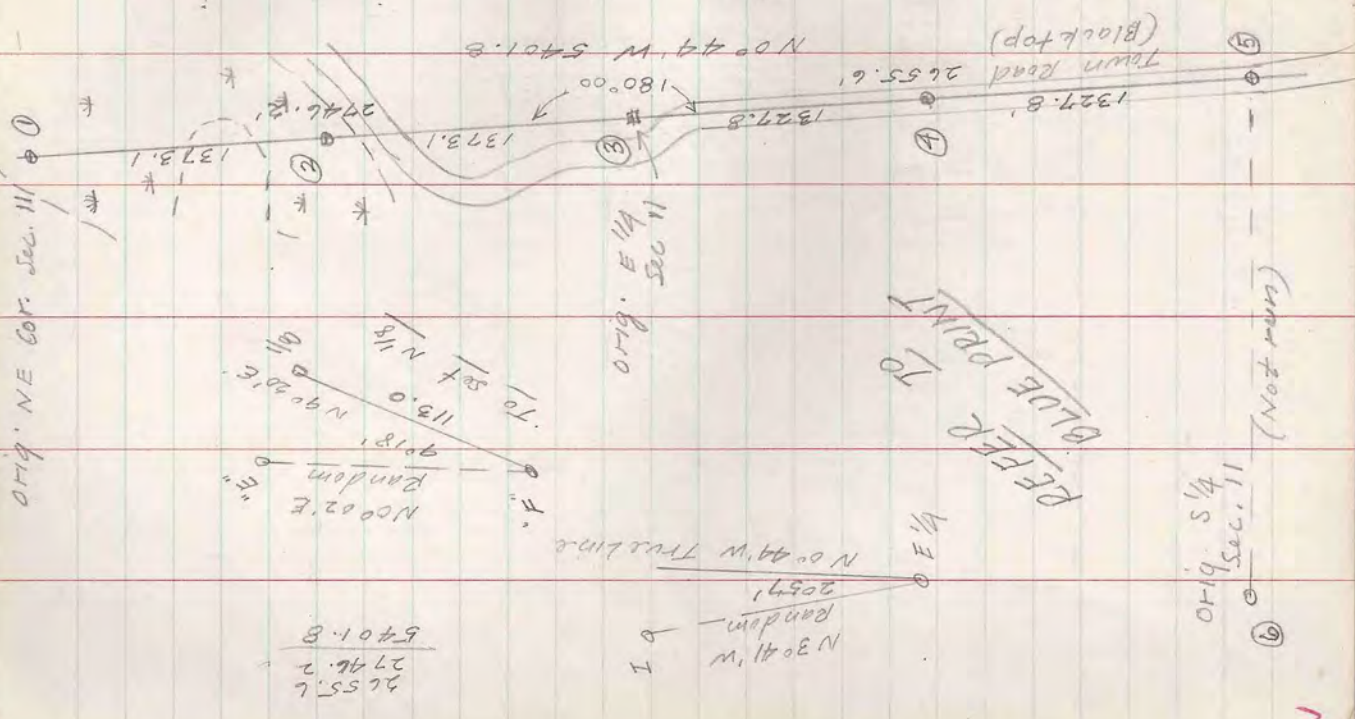
Sta.	Angle	Bearing	Dist.	Lat.	Dept.	Co-ords
N 1/4 Cor. 11	50° 35' E	928.9'	928.9	928.90	0	0
C	55° 11' W	124.8	124.8	124.80	9.46	1.81
D	50° 26' E	170.6	170.6	170.60	1.29	0.52
E	50° 02' W	239.0	239.0	239.00	35.28	1.08
F	50° 26' E	170.6	170.6	170.60	1.29	0.52
G	50° 02' W	239.0	239.0	239.00	35.28	1.08
H	50° 02' W	239.0	239.0	239.00	35.28	1.08
I	50° 02' W	239.0	239.0	239.00	35.28	1.08
J	50° 02' W	239.0	239.0	239.00	35.28	1.08
NE. Cor. 11 to E 1/4 - 11	50° 41' E	2796.2	2796.2	2796.00	11.83	0
E 1/4 - 11	50° 41' E	2796.2	2796.2	2796.00	11.83	0
E	50° 02' W	260.70	260.70	260.70	.15	0
F	50° 02' W	260.70	260.70	260.70	.15	0
Sec. 11 E. 1/4	118.0'	111.5	118.0	111.5	18.31	0
F to N 1/4 - E. 1/4	N 92° 20' E	113.0'	113.0	111.5	18.31	0
N 1/4 - E. 1/4	N 118.0'	111.5	118.0	111.5	18.31	0
14845		1373.0	14845	1373.0	17.64	0
1373.0		17.64	1373.0	17.64	0	0



E. R. STEVENSON  
Sec. 11, T42N-R6E  
Oct. 26-31, 1997

CORNER REFERENCES

- ① NE. Cor. Sec. 11 (1-2-11-12)  
ORIG. BT. TAM. 8" 5520W 91K5  
Set new Cedar Post & Iron Pipe  
NEW BT'S  
W. Pine 8" 530°E 24.9'  
Spruce 5" 579°E 15.4'
  - ② N 1/8 - E. 1/4 Sec. 11  
Set Cedar Post  
Spruce 10" N 16°W 21.8'  
" 7" N 60°E 16.2'
  - ③ E 1/4 Cor. Sec. 11 (11-12)  
CONCRETE MONUMENT  
ORIG. BT. W. PINE 10" 575°E 131K5  
NEW BT'S  
Aspen 6" N 75°E 22.6'  
" 7" N 8°E 26.2'
  - ④ S 1/8 E. 1/4 Sec. 11  
Set 3/4" Iron Rod  
in Blacktop Road  
Aspen 6" West 45.1'
  - ⑤ SE Cor. Sec. 11 (11-12-13-14)  
Set 3/4" Iron Rod in Blacktop  
Road. NEW BT'S  
Telephone Pole N 10°E 83.9'  
" 5.20°E 67.9'  
Aspen 5" S 80°W 20.9'
- Note: This corner set on straight  
line with NE. Sec. Cor. and E 1/4 Cor.  
Falls in approx. center of  
Blacktop Road.
- ⑥ S 1/4 Cor. Sec. 11 (11-14)  
ORIG. B.T. W. PINE 10" 520°E 261K5  
NEW BT'S  
Maple 11" S 40°W 14.8'  
" 10" S 76°E 33.2'
- Indication of remains of Orig. Bitch.





Lot 3, Archie Walk  
 Nov. 1, 1947

Preliminary survey lots 1-10  
 to determine cause of discrepancy  
 in occupation.

From intersection of Alley  
 and North side Milw. St. measured  
 to center section of Alley with  
 South side Front St. Distance  
 check record - 250.0'. Measured  
 Walk Lot (3) - turned 90° from  
 Alley to North line Lot 3 -  
 fell 6" North of North wall  
 Walk Bldg. (Into Schilling Bldg.).

Measured North on West side  
 Oneida St. from SE corner Block 2  
 50.0' South wall A.P. Bldg.  
 75.0' North " " " " " "

99.5' North wall Swope Bldg.  
 From this Bldg. wall North all  
 Bldgs are 6" South of proper lot  
 location.

Swope Bldg. measures only 24.5'.  
 Does not occupy full 25' lot.

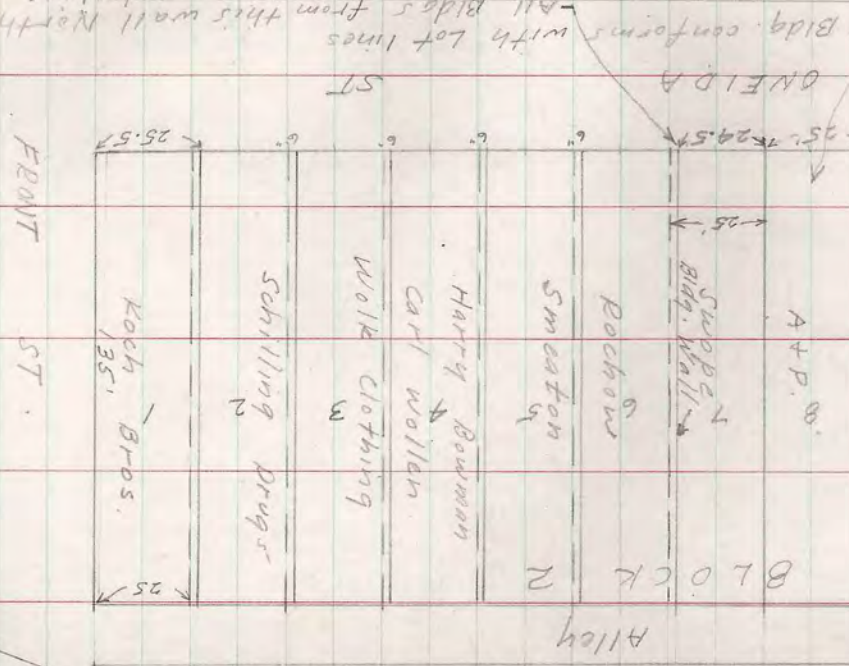
Apparently, after fire, Bldgs  
 were constructed North from  
 North wall Swope Bldg., not recognizing  
 the fact that the Bldg. did not  
 occupy full lot.

Suggested that walk recognize  
 the record lot lines for new construction  
 or reach an agreement with other  
 owners affected by this situation,  
 before constructing new  
 improvements.

Did not set any permanent  
 corners at date of this survey.

May 1948 Found that buildings  
 were measured in at 150 Ft. South  
 of C.M. St. P. & P.R. (Main track)  
 According to Village monuments -  
 this distance should be 149.5 -  
 1/2 Ft. shortage.

All Bldgs from this wall North  
 are 6" South of proper lot line



lot lines  
 occupation by Bldgs.

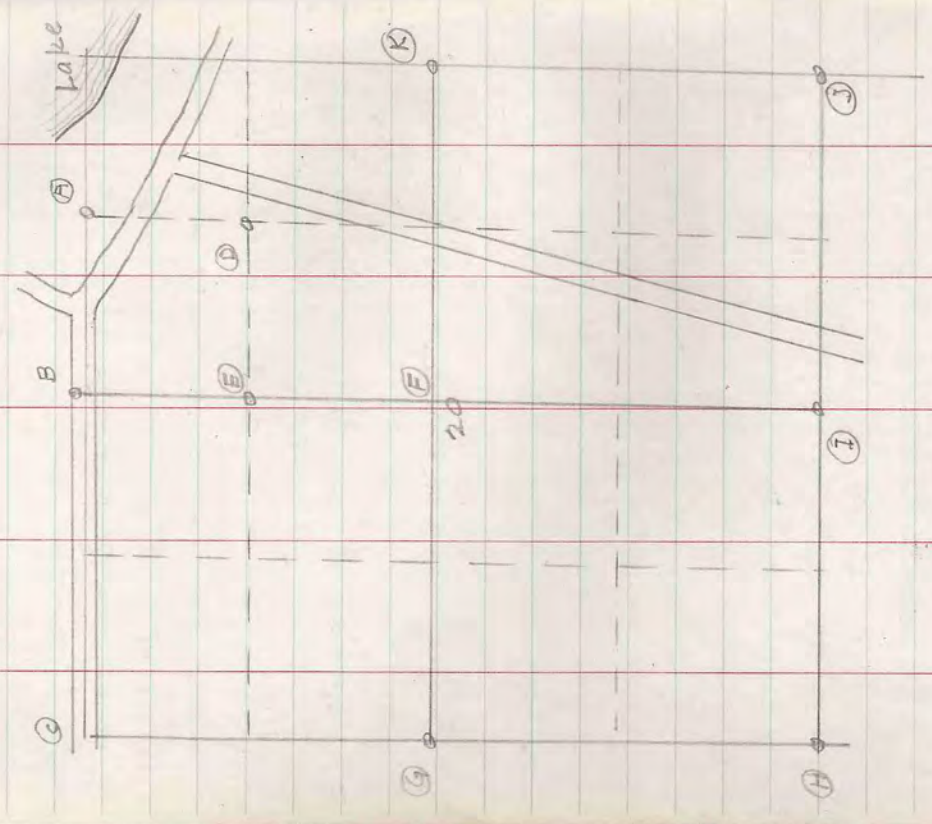


October 24, 1947

Cruised for evidence of

- corners. N-1/4. Iron pipe set by  
 Fisher - BT's.  
 N 1/4 (A) Cong. Mon. on North side road  
 BT's. (B) Palmer's corner - should be  
 NW 1/4 road - Fisher's cor.  
 NW cor. (C) Did not find - corner must  
 be under Black top  
 (D) Pine stake - No BT's.  
 (E) Pine stake - No BT's.  
 (F) Approx. 1/4 Pine stake - No BT's.  
 Several other pickets, considerably  
 west of this location - This point  
 appears questionable.  
 (G) W 1/4. Concrete Post - BT's.  
 (H) SW cor. Sec. Concrete Post - BT's  
 (I) S 1/4 - Concrete Post - BT's.  
 (J) SE cor. Sec. Concrete Post - BT's.  
 (K) East 1/4 Concrete Post - BT's.  
 Several stakes and pickets  
 nearby.

This section in good order  
 so far as Govt Points are  
 concerned. Submitted  
 estimate for subdivision of  
 the NE 1/4.





SEC. 7-B T. 39N. R. 6E.

Mrs. Walsh Sec. 8. Oct 1947

Mr. Marquette Sec. 7

Cruised above sections to determine extent of work necessary to survey Govt lots. Entire section must be surveyed in each case, in order to produce a good survey. Several new points set on line between sections 7 & 8. Could not determine at this date whether, or not these points are reliable.

Suggested that Mrs. Walsh have a Harney draw temporary description pending survey of Section 8.

Letter to Marguerite of estimated cost for work in Section 7.

73

SEC. 5, T. 39N. R. 6E.

B. H. Dooley. Nov. 3, 1947

Preliminary survey for proposed road location.

Cor. 4-5-8-9 Conc. Mon. Brass Plate (U.S.I.S.) -

1/4 Cor. between Sec. 4-5

Conc. Mon. Brass Plate (U.S.I.S.)

Cor. 4-5-22-33 -

Conc. Mon. Brass Plate (U.S.I.S.)

Note 1/4 Cor. does not appear to be in exactly correct location Orig. ST. Stn. indicates corner should be approx 8 FT North of present location. - Check!

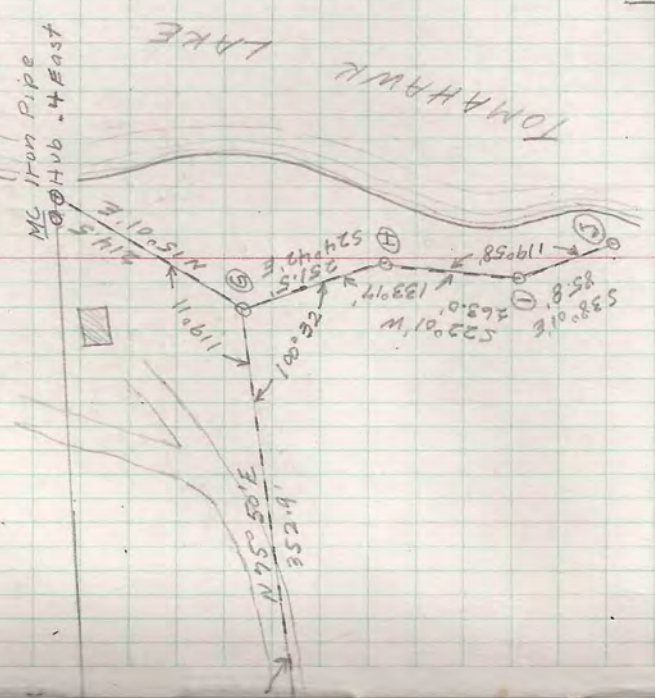
North Meander-Corner. on line Betw. 4+5 - at winter with Crescent Lake - Wood Post - B.T.'s.

Found proposed road would cross N.M. Coe property. Contact Coe and found permission had not been granted. If property is to be condemned Town should order survey. Actual work delayed pending decision and new orders.

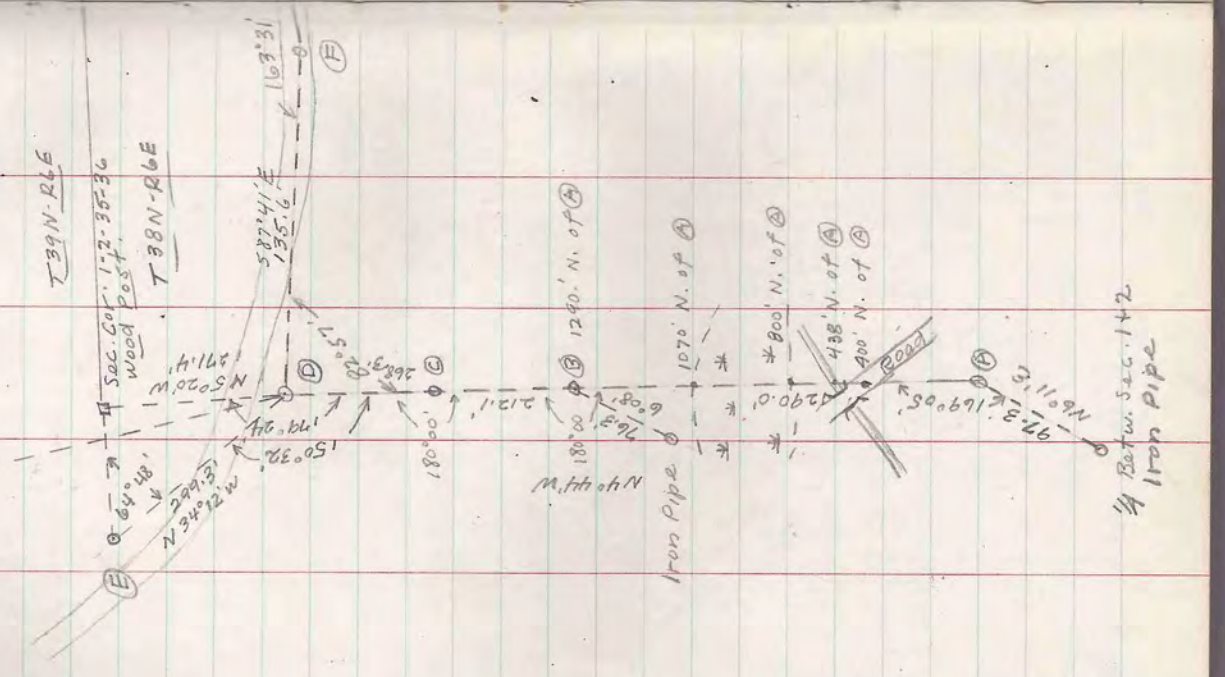


74  
Dutch Hook  
(Cont. 156)

SEC. 1, T38N-R6E  
Govt Lot 4, Nov. 1947



SEC. 1, T38N-R6E  
Govt Lot 4, Nov. 1947



10-A-6  
8-A-53

1/4 Betw. Sec. 1 & 2  
Iron Pipe









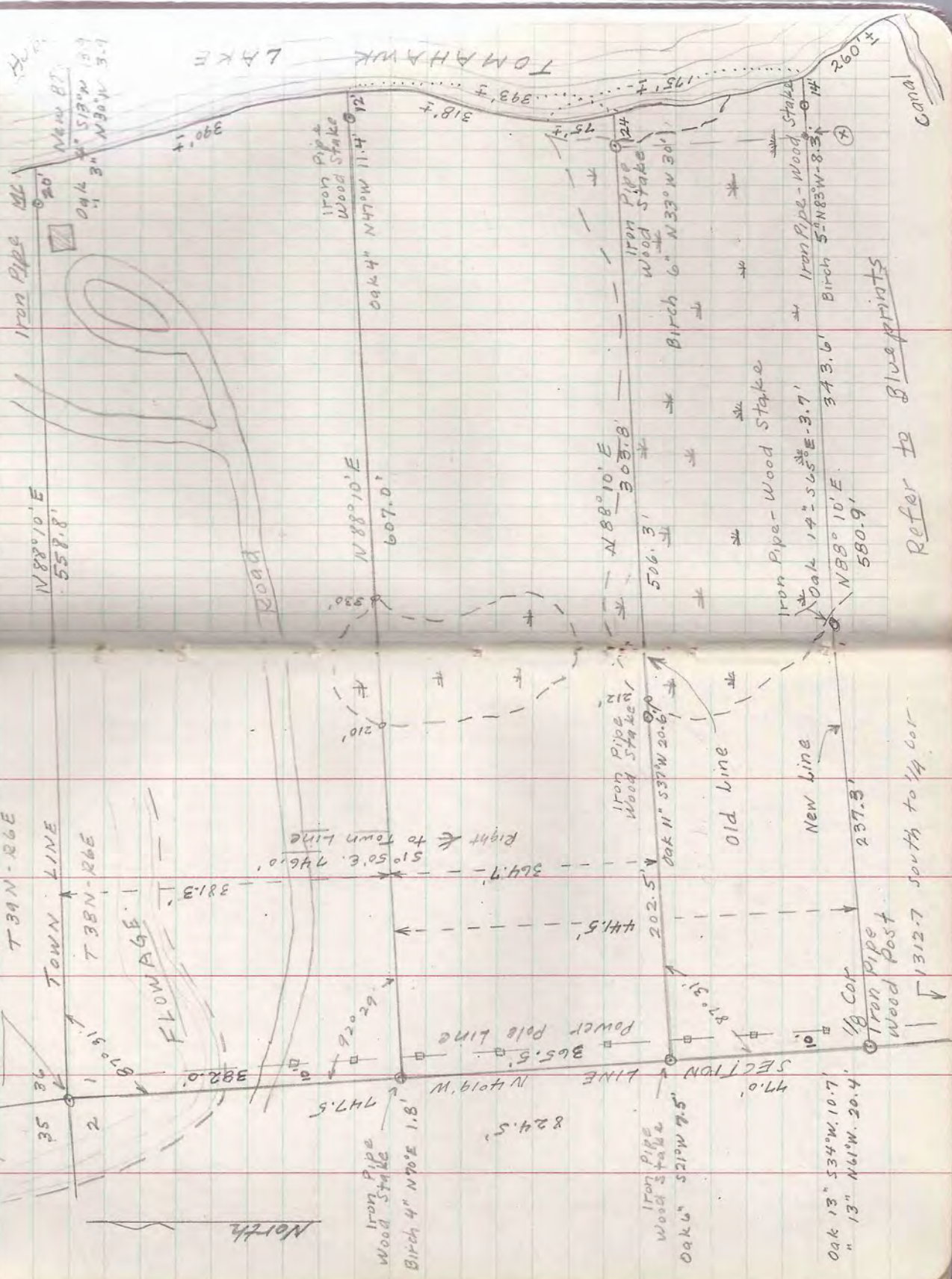






SEC 1, T 38N-R 6E  
Govt. Lot 4 Nov. 1947

Sec Cor. Wood Post  
OT 14 Govt. BT. W. Pin Sp. 20" 534°E 80.3'  
T 38N-R 6E



Refer to Blueprints



SEC. 1,  
Govt. lot 4

T 38N - R 6E  
Nov. 1947

Distances in descriptions  
given at right angle to Town Line

Dec. 1947

New South boundary of  
Huber description extended  
Eastward from 1/8 corner.

New line is 77 Ft. South of  
original line. Huber believes  
new line will meet Yankoy's  
approval - Yankoy wishes to  
reserve sufficient area to  
maintain effective control of  
canal between Lake Katherine  
and Tomahawk Lake.

1/8 Cor. and line to the East  
are not intended as active Govt.  
Subdivisional parts controlling the  
limits of Govt. lot 4, Sec. 1.

1/8 Cor. merely used as a  
convenient point from which to  
extend property line.

1/8 Cor. refers only to Govt.  
descriptions in Sec. 2.

SEC. 1, T 38N - R 6E  
Govt. lot 4

Dec. 1947

79  
Dutch

Huber

729.21  
805.99  
622.20  
803.61  
568.07  
642.63

N

W

E

S

Dist.

Dist.

Bearing

Angle

Huber

1/8 Cor.

New SE Cor.

506.01  
74.56  
580.57

18.59

16.20

526.3

74.6

580.9

N 88° 10' E

S 88° 10' W

441.20

441.20

441.20

442.5

441.5

51° 50' C

REFER TO BLUE PRINTS