

Sec 2 T 36 N R 10 E

H.C. LAWRENCE / APRIL 24 1946
J.A. Mc Coy

H.C. LAWRENCE / JULY 14 1950
D.C. CAMPBELL

CHAINS	LINE BETWEEN SEC. 2 & 3.	CHAINS	LINE BETWEEN SEC. 35 - 37-10 2 - 36-10
	Commence at Corner of $\frac{34}{32}$ which is an old wood post near NW Cor of open field. The South line of Section 35 is a road also the WEST LINE. Vaughans notes of 1906 recognizes this corner as Goot Original but post may have been moved when roads were made. I run South 10° E Mag. (vermer 0°).		Commence at Wooden Post SAID TO BE CORNER OF $\frac{34}{32}$ and chain East on Road. viz Colocit 18' a Fence Line runs South
40 45	Looked for $\frac{1}{4}$ Cor on Goot Measure (found none)	6 37	Opposite an iron rod driven in ground on N side of road
57 28	At which point Doris $\frac{5}{16}$ Cor is 1.66 chs East of Right Δ	20 46	Gravel Road Ends & Turns North into Farm
76 15	At which point Iron Pipe Corner is 1.78 chs East "	31 23	Opposite U.S.G.S. Monument T T 18 L
	I find two old stake points also a scribed wooden post 15" square by 4' high, also an iron pipe with brass cap. Vaughans notes of 1899 state that B.F. Dorr set the corner of 2-3-10 & 11 by Double Proportional Measure about 1897.	51 34	" of where a side road runs North
	Vaughans Notes at this corner call for B.T.s viz: (Tamarack 16" N $34\frac{1}{2}$ E 47 $\frac{1}{2}$) (Tam. 18 5' 54" W & 116") There is a dead down Tamarack about 14" dia. with scribe marks (ORIG. B.T.) and below this there is evidence of other scribing not legible, but put there when the tree was green. The marks (ORIG. B.T.) were put on after the fire which burned over the lower scribing. There never was a B.T. notch in this tree at any time and I do not consider it Original. The Goot Survey Notes call for B.T.s viz: White Pine 12" N 14 E 25 116. Aspen 12" S 77 W 30 "	81 45	At which point Sec. Cor. $\frac{35}{16}$ is 25 116 South.
	Neither Dorr or Vaughans in their notes make any reference to Original Trees being found as evidenced by Dorr being set this corner by Proportion.		I set $\frac{1}{4}$ Sec. Cor from Stamp of Vaughans W. Pine 36" This was inside old Fence Line 4 years ago and had old B.T. notch on it. Distance and Angle from Stamp places $\frac{1}{4}$ Cor in road so I offset the post due South of $\frac{1}{4}$ Cor and piled rocks around it. I went to look for Vaughans $\frac{1}{16}$ Cor between $\frac{35}{32}$ which according to his notes was a brake staff with wheel attached buried in road. With the aid of Old Mr. Kasmasson who has lived many years on the NW $\frac{1}{4}$ & NW $\frac{1}{4}$ Sec. 2 and the loan of his pick and shovel I dug where he directed and found the brake staff wheel and all as described by Vaughans I find that this agrees with Fence Line running South at 20.42 chs East as noted above. Vaughans noted distance from NW Cor. Sec. 2 was 20.26 chs I recalled that when I ran the North Line of Sec. 3 in April 1946 I found Vaughans $\frac{1}{16}$ Corner bet $\frac{34}{32}$ at 20.25 chs. West of the NW Cor Sec. 2 whereas his notes called for 20.42 chs (See Notes for Sec. 3)
	From the corner as established here by some one the dead down Tamarack's standing position was N 63° W 8 116 from post. A standing green Tam. 16" dia bore S 45° E 47 116 and it had a low scar on it facing Post. I chopped into this and found it had been faced but never scribed. I conclude that if the dead down Tamarack referred to above is either one of the other of the two Tamaracks described in Vaughans Notes, the corner post is either incorrectly set or the bearings & distances of the two Tamarack B.T.s incorrectly noted.		whereas I had
	$1.78 - 76.15 = .0234$ per ch. = $1^{\circ} 20'$ Correction Angle (Random Line S $10^{\circ} 00'$ E + $1^{\circ} 20'$) = (S $11^{\circ} 20'$ E True Bearing)		$\frac{E}{16}$ 20.42 $\frac{34}{32}$ 20.26 $\frac{W}{16}$ 40.68 chs
	$76.15 - 80.45 = .9465 \times 20 = 18.93$ chs. $\frac{5}{16}$ Cor proportional		$\frac{E}{16}$ 20.25 $\frac{34}{32}$ 20.42 $\frac{W}{16}$ 40.67 chs
	$76.15 - 57.28 = 18.87$ chs. Doris $\frac{5}{16}$ Cor.		I therefore concluded that the Post at Cor. $\frac{34}{32}$ had been removed, due to Road Construction, also the Witness Trees. I set a new Post on this basis viz:
	20.00 20.00 20.00 20.45 BOOT CHAIN 80.45		$\frac{E}{16}$ 20.41 $\frac{34}{32}$ 20.25 $\frac{W}{16}$ 40.67 chs
	18.87 18.87 18.87 19.54 76.15 Dorr.		which is $16\frac{1}{2}$ 116s East of the old Post which I did not molest. I witnessed the new post to a Hi-LINE Pole which bore S $57\frac{1}{2}$ W $30\frac{1}{2}$ 116s. I scribed the Pole about 1 foot above the ground with these marks viz: S3-B.O. and notch below.
	18.93 18.93 18.93 19.36 76.15 H.C.L. PROPORTIONAL		The 116 Bet Sec 2 & 3 also the $\frac{1}{16}$ Cor and $\frac{1}{4}$ Cor established on it should be moved $16\frac{1}{2}$ 116s East and the True Bearing of that line will be S $11^{\circ} 13'$ E I did not change Doris $\frac{5}{16}$ Cor. I set a new post where he had been and used my chainage between his $\frac{5}{16}$ Post and Sec. Cor South as a basis of proportion.
	N $\frac{1}{16}$ Cor established 46 116s East of 19.54 chs. South		
	$\frac{1}{4}$ " " 90 " " 38.41 " "		
	$\frac{5}{16}$ " established by Dorr should be 134 116s East of 57.28 chs.		

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