

SURVEYS

BOOK 4

FIELD BOOK

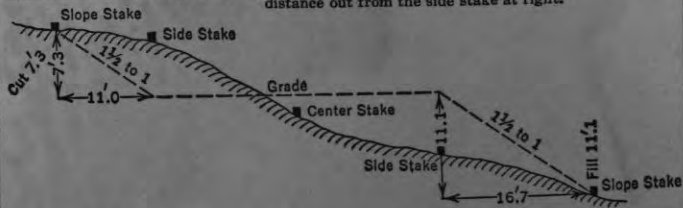
352 A

1958-1966

**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING**

Roadway of any Width. Side Slopes 1 1/2 to 1.

In the figure below: opposite 7 under "Cut or Fill" and under .3 read 11.0, the distance out from the side stake at left. Also, opposite 11 under "Cut or Fill" and under .1 read 16.7, the distance out from the side stake at right.



Cut or Fill	Distance out from Side or Shoulder Stake										Cut or Fill
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.0	0.2	0.3	0.5	0.6	0.8	0.9	1.1	1.2	1.4	0
1	1.5	1.7	1.8	2.0	2.1	2.3	2.4	2.6	2.7	2.9	1
2	3.0	3.2	3.3	3.5	3.6	3.8	3.9	4.1	4.2	4.4	2
3	4.5	4.7	4.8	5.0	5.1	5.3	5.4	5.6	5.7	5.9	3
4	6.0	6.2	6.3	6.5	6.6	6.8	6.9	7.1	7.2	7.4	4
5	7.5	7.7	7.8	8.0	8.1	8.3	8.4	8.6	8.7	8.9	5
6	9.0	9.2	9.3	9.5	9.6	9.8	9.9	10.1	10.2	10.4	6
7	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	7
8	12.0	12.2	12.3	12.5	12.6	12.8	12.9	13.1	13.2	13.4	8
9	13.5	13.7	13.8	14.0	14.1	14.3	14.4	14.6	14.7	14.9	9
10	15.0	15.2	15.3	15.5	15.6	15.8	15.9	16.1	16.2	16.4	10
11	16.5	16.7	16.8	17.0	17.1	17.3	17.4	17.6	17.7	17.9	11
12	18.0	18.2	18.3	18.5	18.6	18.8	18.9	19.1	19.2	19.4	12
13	19.5	19.7	19.8	20.0	20.1	20.3	20.4	20.6	20.7	20.9	13
14	21.0	21.2	21.3	21.5	21.6	21.8	21.9	22.1	22.2	22.4	14
15	22.5	22.7	22.8	23.0	23.1	23.3	23.4	23.6	23.7	23.9	15
16	24.0	24.2	24.3	24.5	24.6	24.8	24.9	25.1	25.2	25.4	16
17	25.5	25.7	25.8	26.0	26.1	26.3	26.4	26.6	26.7	26.9	17
18	27.0	27.2	27.3	27.5	27.6	27.8	27.9	28.1	28.2	28.4	18
19	28.5	28.7	28.8	29.0	29.1	29.3	29.4	29.6	29.7	29.9	19
20	30.0	30.2	30.3	30.5	30.6	30.8	30.9	31.1	31.2	31.4	20
21	31.5	31.7	31.8	32.0	32.1	32.3	32.4	32.6	32.7	32.9	21
22	33.0	33.2	33.3	33.5	33.6	33.8	33.9	34.1	34.2	34.4	22
23	34.5	34.7	34.8	35.0	35.1	35.3	35.4	35.6	35.7	35.9	23
24	36.0	36.2	36.3	36.5	36.6	36.8	36.9	37.1	37.2	37.4	24
25	37.5	37.7	37.8	38.0	38.1	38.3	38.4	38.6	38.7	38.9	25
26	39.0	39.2	39.3	39.5	39.6	39.8	39.9	40.1	40.2	40.4	26
27	40.5	40.7	40.8	41.0	41.1	41.3	41.4	41.6	41.7	41.9	27
28	42.0	42.2	42.3	42.5	42.6	42.8	42.9	43.1	43.2	43.4	28
29	43.5	43.7	43.8	44.0	44.1	44.3	44.4	44.6	44.7	44.9	29
30	45.0	45.2	45.3	45.5	45.6	45.8	45.9	46.1	46.2	46.4	30
31	46.5	46.7	46.8	47.0	47.1	47.3	47.4	47.6	47.7	47.9	31
32	48.0	48.2	48.3	48.5	48.6	48.8	48.9	49.1	49.2	49.4	32
33	49.5	49.7	49.8	50.0	50.1	50.3	50.4	50.6	50.7	50.9	33
34	51.0	51.2	51.3	51.5	51.6	51.8	51.9	52.1	52.2	52.4	34
35	52.5	52.7	52.8	53.0	53.1	53.3	53.4	53.6	53.7	53.9	35
36	54.0	54.2	54.3	54.5	54.6	54.8	54.9	55.1	55.2	55.4	36
37	55.5	55.7	55.8	56.0	56.1	56.3	56.4	56.6	56.7	56.9	37
38	57.0	57.2	57.3	57.5	57.6	57.8	57.9	58.1	58.2	58.4	38
39	58.5	58.7	58.8	59.0	59.1	59.3	59.4	59.6	59.7	59.9	39
40	60.0	60.2	60.3	60.5	60.6	60.8	60.9	61.1	61.2	61.4	40

KEUFFEL & ESSER CO., N. Y.  
For Curve Tables see end of book.

REWARD for RETURN  
TO  
Branham Woodland Products  
Eagle River

OR

T	R	S	Descr.	Pg.
40N	4E	26	Broken Bow Lake #132	75
"	"	22	Mystic Lake	69
40N-5E	-	1	Little Stearns Lake #126	93
40-6E	-	24	Kennedy 40	95
40-5E	-	36	Tower 40	127
40-8E	-	15	Juve Road	101
40-4E	-	36	Buckskin h.	87-91
41	5E	9	Powell Marsh	107
41	5E	20	Sugarbush Lake	113
41	5E	(See also Book 3 - Pg. 111)		121
41	5E	35	W. Sand Lake #107	7
37N	R7E	16	E. Horsehead Lake "B"	Pg. 1
"	"	9	"	7
37N	8E	3	Song 510	37
37N	8E	17	Olson Stumpage	33
37N	9E	35	Cahak 40 - #151	42
38	6E	4	Youngquist	55
"	"	26	Bronson Parc.	57
38	8E	26	W. Spider Lake	61
42N	2W	24	Hwy. 13 Tract	137

10-11-60 E. HORSEHEAD LAKE Nice  
Ivan + Arnold + Branham SEC. 16-37-7E Warm Day

Set transit over Wincentzen IP  $E \frac{1}{8}$   
on So. line Sec. 16 (W. of Town road and about 8' N  
an 8' W. of fence cor. - BTs OAK 5 due N117'± and  
OAK 5 N50E 14'±) Set hub #1 on E. edge road  
about N88°E 0.60 ch. from this  $\frac{1}{8}$  P.

Over this hub (V. 2  $\frac{1}{4}$  E) and turn  $\swarrow$  W-N from  
 $\frac{1}{8}$  IP of 87'6" + Set hub 2 at 8.886 ch. N on W. edge  
road 20's. of Elec. pole - brg. N4-50W. Over #2 -  
(Backsite 53-20 E under Hi. line) Turn  $\swarrow$  SEN-177°58'  
9.374 to #3 - at road curve - N1  $\frac{1}{2}$  W.

Over #3 - B. site 52-10E - turn  $\swarrow$  SWN to IP  $\frac{1}{8}$   
of Wine. on No. side road curve 165-48 (brg. N117W)  
dist. 1.923

True Line  $\frac{1}{8}$  to  $\frac{1}{8}$  Computes N3-22W - 20.11 ch.  
10-27-60 - same crew - Cl. + Cold -

Set transit over IP  $\frac{1}{8}$  E. side road curve  
(Cont. SE  $\frac{1}{4}$ ) and turn  $\swarrow$  SEN 166-20 to cont. N. 3°22' W  
Needle back to hub 3 = 516-35 E and to N 3°W (elec. line)  
2.474 (9  $\frac{1}{2}$  slope = 2.441) to #4 at bot. of hill.

Over #4 - B. site 53°E - ext. 180° N to #5 on  
hill  $\frac{1}{4}$  slope 2.72 = 2.713. Over #5 - cont. 180° to 6  
dist. 4.816 - about 4' SE of elec. pole. Over #6 -  
back site 53E - turn SEN 173-30 to miss tree (N335E)  
1.387 to #7 - Over 7 - B. site 56-40W± - turn

$\swarrow$  170-59 SWN to IP SE of cottage on shelf  
above lake (F. Kronenwetter says this  $\frac{1}{8}$  by  
Gowen 40 yrs. ago and line runs down E-W  
Town road - will have to accept due to  
adverse possession even tho. way too far S.)  
Brg. to IP = N5-50W - dist. 5.062 (about  
11° slope first 2 ch. = 5.025.

True line from Wine.  $\frac{1}{8}$  to this IP computes N3-36W 16.35  
Old IP does not line up with Wine. line as 3°22'  
would pass 0.07 E. of it - but we accept it.

SEC. 16-37-7E - Cont'd. 2

Set over this old IP and turn  $\swarrow$  S-W  
from #7 of 97-43 to run to IP near E-W road  
Brg. to 7 = 54-10E - to hub 8 (1.37W) = N88-15W  
Over #8 and Ext. 180° - 2.655 came 0.22 ft. of IP (cont.)  
Brg. on random over #8 = N88-50W.

Set again over old  $\frac{1}{8}$  IP and turn  $\swarrow$  WSE  
of 180° 19' to set MC at lake in line with IPs.  
Put large IP 0.96 ch. E. about 6' from water -  
RT - OAK 20 N40W 0.14 ±.

2-8-61 - Arnold + Ivan B. - Comp. + tape only - Clear  
(To check our parcel in Lot 5-16-37-7) 5' snow


Went to Wincentzen MC on So. line Lot 5 on  
E. side W. Horsehead lake (SW cor. Lot 5 - Post BTs)  
Meas. 57.0' N62°W to old IP at S. end pt.  
- then N14°E for 74.0' to old IP at N. edge of  
old road - about 12' E. of lake.

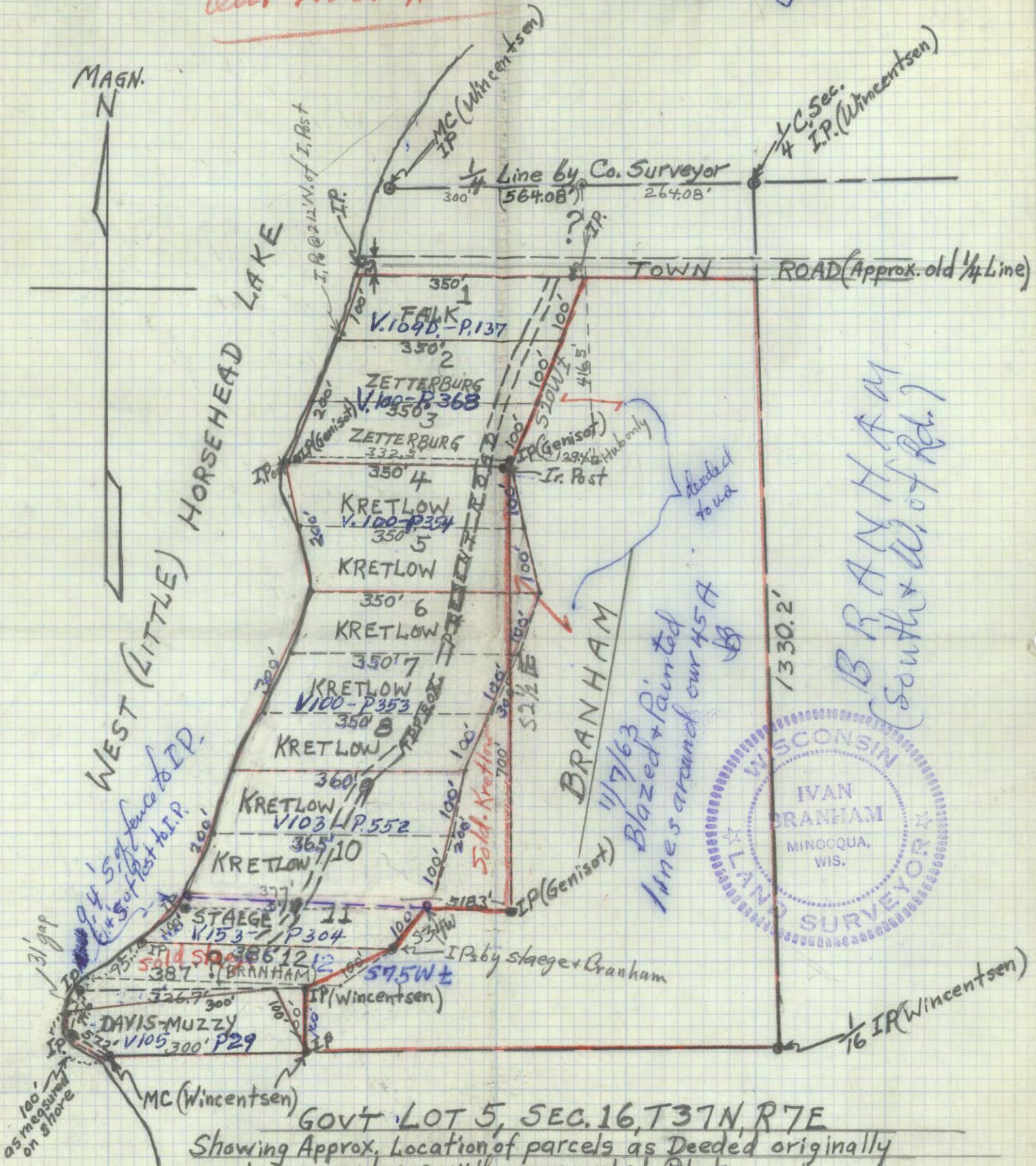
Cont. along shore N52°E for 187' to  
Kirby IP - thence N20°E 93' to Ir. Post and  
22 ft. to old E-W fence (Frank  
Kronenwetter says fence  
is agreed old line bet. parcels)

Went to IP (NE cor. Muzz. parcel <sup>100'</sup> by Wine. and  
100' N. of Wine.  $\frac{1}{8}$ ) Meas. N. 112' to Kirby  
So. line Kretlow parcel

Went to old Ir. post on shore about 7' S.  
of Kirby's No. line Kretlow parcel and meas. 160.  
along shore - 212' to small IP - 311.5' to small  
IP about  $\frac{1}{4}$  E-W road. Surveyors have these  
parcels laid out wrong + messed up, as they do not  
conform to old deed descr. and are laid out at Rt.  $\swarrow$  S  
to  $\frac{1}{8}$  and  $\frac{1}{4}$  lines w/ thout regard to record measure  
and ignore that distances take precedence over bearings.

Looks like we own triangular parcel between  
Staeger + Muzz. of about 90' on lake.

We also own road S. to these parcels as our deed  
is for all Lot 5 not sold + road was reserved. 



GOVT LOT 5, SEC. 16, T37N, R7E

Showing Approx. Location of parcels as Deeded originally in accordance with unrecorded Plat.

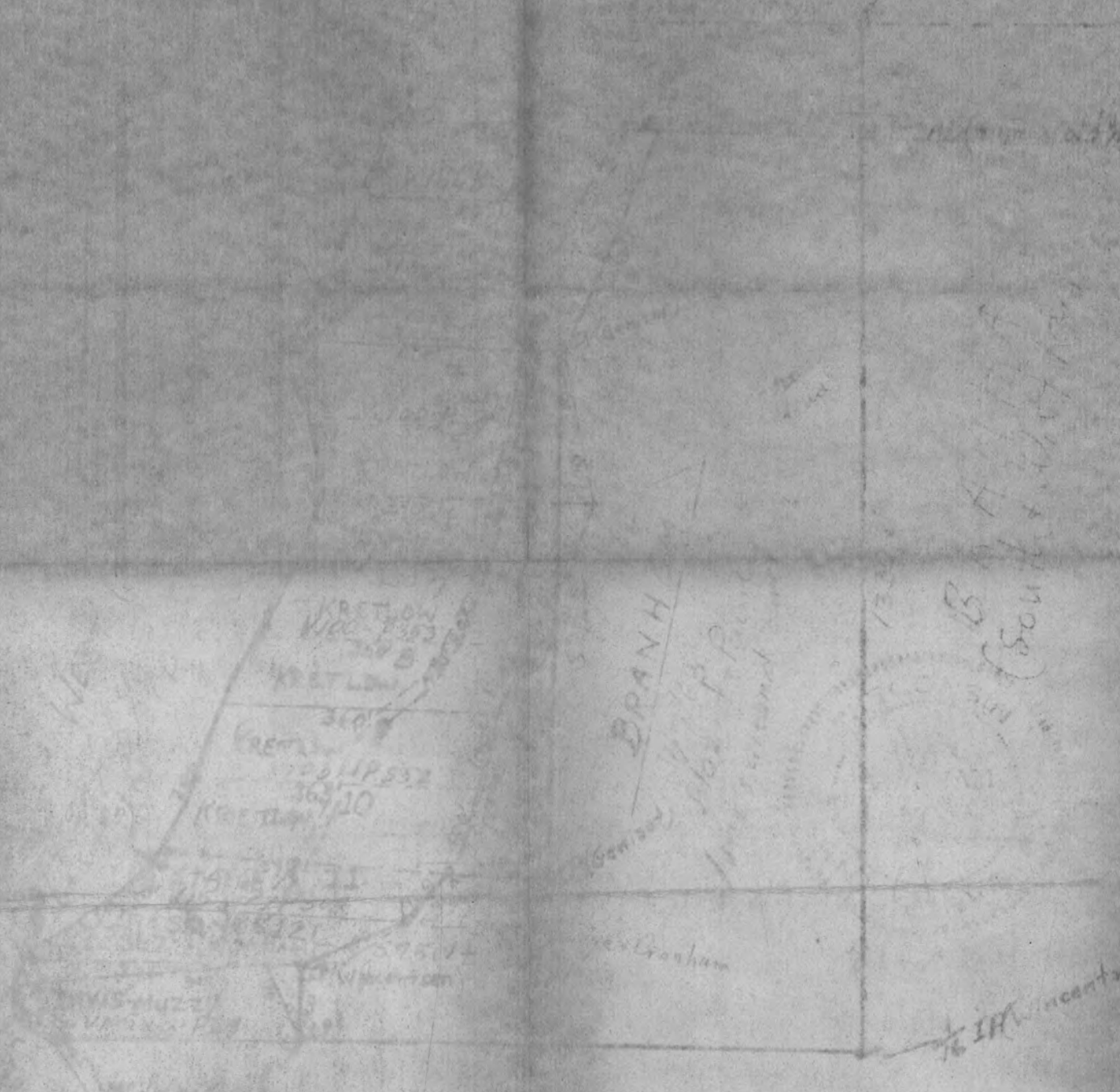
Also indicating approximately Survey by Wincentzen of Muzzy Parcel and Genisot Survey of Kretlow Parcels.

Scale: 1" = approx. 200ft.

I. Branham

Dec. 1960

Sec 508  
(South of 1/2)



GOVT. 1/4  
 Showing Approx. Locat.  
 in accordance with  
 Also indicating approximate  
 and General Survey  
 Scale: 1" = Approx. 200 ft

SEC. 16, T37N, R7E  
 parcels as Deeded originally  
 recorded Plat  
 by W. W. Warrington of Muzzy Parcel  
 Kretlow Parcels.  
 J. Branham  
 Dec. 1960

3 2-8-61

SEC. 16 - 37-7E - Cont'd.

Went to our temp. picket for NE Cor. Sec. 16  
(on ice 1/2.25 E. of MC) and meas. So. to MC - 139.05 E  
46.48 Ch. to this MC.

2-10-61 - Ivan B. & Robt. Bues - Transit & 200' tape - <sup>35 snow</sup> Q.M.A.  
To establish lines bet. parcels sold Bues  
and Ron. Niske -

Set over 1/8 IP by Wind. as SW Cor. Lot 3.  
Turn E from hubs on prev. N-S random. to run  
S. line Lot 3.  $\angle$  from N = 91-19 - from S. = 75-01  
(= 166-20  $\angle$  SEN prev. checked hubs to #4 on S. rand.)

Run E (V<sub>2</sub> S<sup>+</sup>) 272.7' to hub bottom of hill  
(12° slope = 266.73' true) Set over hub #1  $\angle$  Cont. E-180  
331.18' hub 1 to hub 2 at W. edge new N-S road  
346.0' to c/4 new road. Cont. E (180°) from #2  
710.73' came 1.50 So. of Maine's 1/8 Cor. (prev. reset)  
Total dist. 1/8 to 1/8 = 1308.6'

Set over hub 2 and turn  $\angle$  88-33 W-N  
from E-W rand. and run N. to line with  
culvert on road curve as line bet. parcels  
Our point comes 39.05' W. of culvert c/4.

We offset this 39.05' E. from hub 2 on So. line  
and at lake for corners (NE Cor. is 35' E. of bay)  
BT for 1/2" I.P. on 1/8 line 24' E. of road c/4 -  
W. line 6 N41° E 30.45'

Meas. N. from this 218.1' to c/4 culvert -  
300.0' N. Set 1/4" Sq. iron axle as NE Cor. Niske parcel  
BT - Spr. 4 1/2 N62° W 9.6'

6-10-61 - Ivan B. & R. Niske - nice warm day.

(To divide up Niske parcel in W 1/2 Lot 3)  
Set transit over old IP 63.3 W. of our IP MC  
on old Gowen E-W 1/4 line Sec. 16 -  $\angle$  S-E from  
hub 7 on hill on N-S rand. to MC-IP = 82° 37'  
(Needle to S = 55-50E - to E = 588-10E)  $\angle$  to W = 97-24

4

Set over MC-IP to traverse lake shore.

$\angle$  from old IP on hill to hub #1 W-S = 106-23  
(Needle back N 89 1/2 W - to #1 = 516° E - 103.1' to #1.  
Over #1 (needle back N 14 3/4 W - L NES to #2 = 143-21  
Brg. 551-10E - 213.9' to #2 - 8" spike hubs BT - 544 512 1/2 1/2 1/2 1/2 1/2 1/2  
Over #2 (B. site N 51 + W)  $\angle$  WNE to #3 = 154-47.  
dist. to #3 = 87.45' - Brg. 576 1/4 E. #2 BT - HM 3 N 32 1/2 W 1/2 1/2  
Over 3 - B. site N 76 1/2 W -  $\angle$  WNE to #4 = 126-32  
brg. = N 50 E - 198.3' to #4 - #3 BT - HM 3 S 47 3/4 E 6.75  
Over 4 - B. site S 50 W -  $\angle$  S-E to #5 = 102-05  
brg. 552 E - 88.6' to #5 - #4 BT - WB 6 N 75 E 3.2  
Over 5 - B. site N 51 3/4 W -  $\angle$  WSE to #6 = 146-44.  
brg. 518 1/2 E - 104.7' to #6 - #5 BT - Car 4 S 82 1/2 W 4.4

July 1, 1961 - Same crew - hot & humid.

Set over #6 - B. site N 18 3/4 W -  $\angle$  W-S to #7 = 96-25.  
brg. 564 1/2 W - 113.6' to #7 - #6 BT - HM 4 N 33 W 7.25'

Over #7 - B. site N 65 E -  $\angle$  NES to #8 = 131-54  
brg. 516 1/2 W - 103.55' to #8 - #7 BT - Oak 7 N 58 1/2 W 10.25

Over #8 (just N. of elec. line) B. site N 16 1/2 E - to #9 S 49 W  
 $\angle$  NW to #9 = 147-35 - 121.5' - #8 BT - Oak 5 N 32 1/2 W 10.6'

Over #9 - B. S. N 49 1/2 E -  $\angle$  NES to #10 = 140-19  
brg. = S 9 1/4 W - 375.4' to #10 - #9 BT - HM 3 N 85 1/4 W 7.35'

Over #9 - to  $\Delta$  over bay to Tam. 35' W. of Niske NE Cor.  
brg. to Tam. Post S 47 1/4 E -  $\angle$  E-W to #10 = 56-47

Over 10 - B. S. N 9 1/4 E -  $\angle$  N-E to Tam. P. = 61-14  
brg. N 70 E - 102.3' to pick. at lake #10 BT - Sp. 4 N 17 1/4 E 1'  
#10.52" Sq. Tam. P. in swamp.  
Meas. dist. across W. neck of point #3 to #7 = 170.3'

5. 7-1-61 Lot 3 - S. 16-37-7E - Cont'd.

Set over axle NE Cor. Niske parcel -  
↳ S-W from IP to S. on Lot line 88-30 and set  
4" Tam. P. at lake 35' West (Brq. 588W) BT is  
the Sq. Tam. 6 557W 34' (Very boggy)  
(It is 185' N. of line from axle to Sq. Tam. BT  
and 38.1' from axle to c/L of tree-brq. = 585W)  
Brq. So. to 1/8 line IP is 3° 30' E.

Put a 2" Tam. hub on rand. at 100' W.  
of Tam. Tree. (Niske badly affected by heat.)  
8-19-61 - R. Niske + I. Branham - nice day

Set over hub #1 and put IP for 104 Cor.  
on line to hub 2 at shore 51.45' S. of #2.  
- also IP at 151.45' - BT-51.45' IP = WP 9N 35E 6.4'  
BT-2nd IP (151.45') - old W. Pine 30 N 49W 9.8'

Set over first IP and turn computed v from  
hub 1 of 83-54 and run pick. line 166.6' (12° slope  
= 163.1' exact) to point on W. line Lot 3 at 250' So.  
of old IP NW Cor. - Set IP + BT Hem. 1558W 5.5'

Set over 2nd IP at lake + turn 83-54 and  
run 544-34W (needle 544-00W) for 262.73' exact  
(= +5.5' on 12 1/2° slope) Set IP on W. line 383.4'  
So. of NW Cor. IP - BT - W. Bir. 6 N 2° E 2.0'

Set over hub 3 at lake - turn L 53-45  
from #2 (needle 549 1/2 W) Meas. 549.30W (7 3/4° slope)  
404.9' (+3.5') to IP on W. line - Oak 6 N 21E 4.7'

Set over hub 9 at lake - turn L 5- W 78-44  
from #10 - run W (Var. 2-07E par. to S line - needle 2°)  
344' to IP on W. line (slope 9° = 339.6' exact)

BT - for this IP Oak as above 6 N 21E 4.7'  
Meas. 500' ± around shore from Tam. MC 35' W of NE Cor.  
and came on rand. bet hubs 9 & 10 at 187' S. of #9  
IP here + BT - W. B. 5 N 72W 11.7'

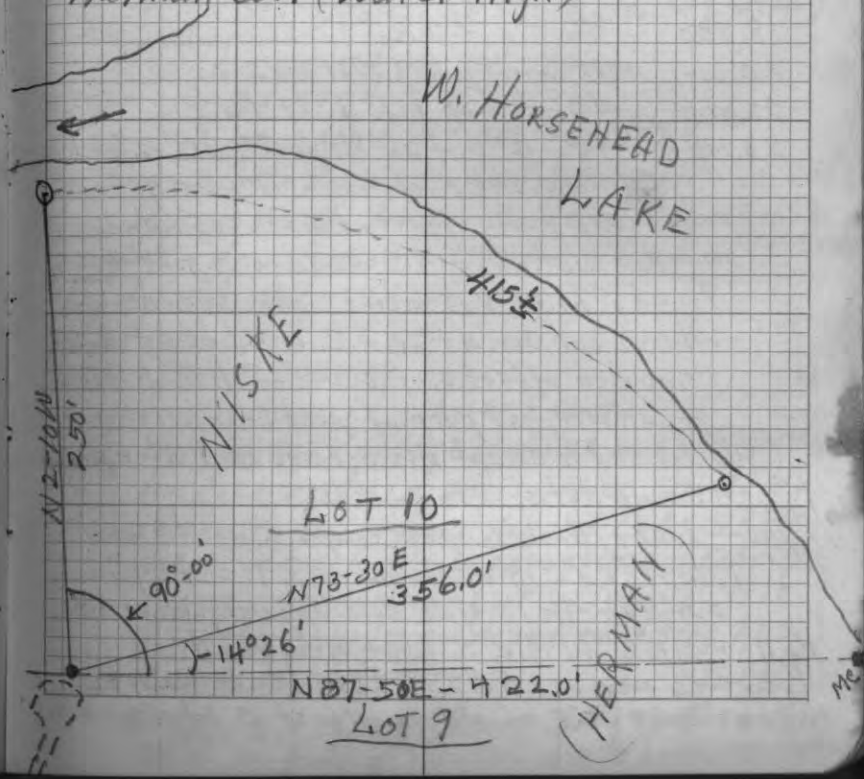
Meas. W. from here (comp. v. 2 1/2° E) 303' to West  
line - (73 1/2° slope = 300') Set sm. Post 186' So. of prev. IP.  
(Niske to put in IP) BT - HM 3 N 53E 7.8'

7-14-61 SEC. 16-37-7E I.B. + A.H.B. 6  
Parcel in Lot 10 for R. Niske - W. Horsehead Lake

Set transit over iron rgd at end of  
Town road bet. Lots 9 & 10 - turn L E-N of 90°  
from hub to E on Lot line (needle E = N 88E - N = N 2W -  
but attr. from cars parked near)

Run pick. line No. to lake outlet - set a  
1 1/4" Alum. pipe 250.0' N in marsh about 25' So.  
of lake outlet - BT - W. Pine 12 S 4E 46.8'  
↳ from Lot line N. to N. line of parcel  
sold R. Herman = 14926' (his line brq. N 73-35E ±  
↳ Herman line to our line N (W. line Niske parcel)  
= 75-34.

From Alum. pipe meas. E'ly and SE'ly  
along lake shore 415' ± to IP as  
Herman Cor. (Water high)



7. 4-12-60 E. HORSEHEAD LAKE  
A.H. + Ivan B. Transit + 2 ch. tape

Set over hub 1/4 S. of 1/4 P. bet. S. 9 + 16  
and turn  $\checkmark$  89-10 off picket line + IP to S (V 3 1/2 E)  
to run line E. at 2°40' E. Var. over ice (Needle E = 2°50' E)  
0.94 E. to lake edge (orig. was 0.74 to MC-gone)

6.25 - over lake to hub (orig. 6.50) about 3' from water

Set over this #1 hub (Var. back 2-40 to 2-45)

6.59 - a 20" W. Pine with BT scribes about N 20 W  
9 to 10 ft. - also a 24" leaning Nor. P. BT is  
south at lake about 70-80', and a rock  
mound about 20-25' S. - ground rose hard.

9.34 - hub #2 - bot. of hill - V. 2°30' E

11.65 - #3 - V. 2 1/2 E

13.49 - #4 - V. 2°20' E

17.03 - #5 - V. 2°40' E

18.588 - #6 - V. 2 1/2 +

20.00 - mark sm. sq. HM Post - V. 2-20

22.61 - #7 - top of hill W. of lake

23.745 - #8 - 12" S. of 26" W. Pine MC-BT (V 2 1/4 E)

Came 0.295 N. of Maine's MC-Dawn

(0.295 + 0.01 offset at 1/4 = 0.305 total)

Our dist. MC-MC = 17.50 - orig. got 16.85

Found Maine's 1/8 about 0.02 W and 0.05 S. of

where our cor. at 20.00 E. would be at

Computed offset S. of 0.248 - His Oak BTs

grown over, and part of post near hole.

(We decided to accept his corners and later put  
in new posts, IPs and BTs.)

7/21/60 - Ivan + Arnold B. - pack. Camp. + ch. - Hot + humid

Ran N (V 2° E) from SW cor. S. 9 (set by Gunty  
Surveyor - in N. side swamp) along blazed line.

18.11 - mark 6" W. Bir. S. edge new road.

18.36 - c/h new road - 28.85 old road SWNE.

39.66 - Came .08 E. of old small post E. edge swamp.

SEC. 9-37-7E - Cont'd.

8

Another old post rotted off is 0.06 N. of this  
and about 0.02 W. - Neither post checks with  
orig. Pines, and govt notes do not say 1/4 in swamp.  
Another old pine stp. NE on dry land shows  
part of a scribe, but does not face properly.  
3 new large W.P. BTs N-E-S made recently  
by Hassler + Burg (per notes in C.H. records) seem  
to face to a point about 15' E. of old posts  
on high land.

Went to 5 1/4 S. 9 just W. of N. end of  
W. Horsehead lake and run pick. line N-V 1 1/2 E.  
(put new 1 1/2" IP at this 1/4 as post in rock  
mound about gone - Orig. BTs + Vaughn W.P. to E are ok.)

500 N - mark picket - appr. NW cor. Hollister 10A.

6.22 - c/h old log. road N-S (low-wet along

10.85 - " " " " " W. side swamp)

14.00 - low ground for Hdt. Hem.

17.40 - c/h old road N-S

26.87 - c/h new road we are making E-W

28.00 - quit for the day - Hot - tired - 5 Keeters + flies Very Bad

7-27-60 - Same Crew - Conf. N. from 28.00 N. of 5 1/4

39.74 - sq. dead Balsam - 39.91 to E-W line blazes. (V 1° E +)

40.00 - mark PKT. - V 1 1/2 E.

46.80 - c/h road NESW

49.00 - open clearing

51.00 - mk. PKT. W. edge low wet spot in open

At 50.80 N + and 123 W. of line, put hub in old  
bulldozed road as Vaughn's Center - approx. - His  
1910 Notes say he found Allen's c/h here - we  
found old W.P. stp. w. edge of road faced right,  
but scribe rotted off (W.P. 12 N 41 W 19). His  
8" W.P. N 88 W is bulldozed out + gone, but  
traces of roots there.

We later accepted Maine Survey even tho  
evid. in favor of Vaughn due to improvements.



SEC. 9-37-7E - Cont'd.

9-7-28-60 - Ivan B. + Sm Barry -  
Cont. pkt. line N. from 51.00 N. of  $5\frac{1}{4}$ -V $1\frac{1}{2}$ E  
64.00 - offset W. 8.00 around bad slough - V $2^{\circ}$ E  
Then N - V $2^{\circ}$ E.  
81.30 - to E-W blazes - Run E - V $2^{\circ}$ E  
2.77 E. Came 0.32 N. of 2" IP - red paint  
around - no BTs - do not believe correct  
as notes put N $\frac{1}{4}$  in Swamp.  
7.88 E. Set 3" Oak Post as marker in W. edge  
of channel between swamps (Water deep)  
and about 100 N. of big slough.

8-16-60 - Ivan B. - Garen Bassett and Barry Branham  
Transit + 200' tape - Fair + cool  
Set over hub on E-W rand. S. line Sec. 9  
at 20.00 E. of  $5\frac{1}{4}$  and meas. 172.2' E. to  
hub on hill W. of lake.  
Turn  $\angle 90^{\circ}$  S. from rand. + set hub 16.9' S.  
as our actual  $\frac{1}{16}$  loc. - Set IP by post  
in hole of Maine  $\frac{1}{8}$ .  $\angle$  E-W our hub to IP 40.27'  
Dist. to " " IP = 19.05' S. of random.  
" " " " from our loc. = 2.87'  
R.  $\angle$  dist. hub to true N-S line = 1.32 ft.  
Set over hub 1.32' W on E-W rand. turn  
 $\angle$  E-N 89-22 to run N. of R.  $\angle$  from  
true S. line bet. MC and  $5\frac{1}{4}$ .  
(Needle on E-W rand =  $2^{\circ}45'$  E. Var. - N. =  $2^{\circ}$  E.)  
83.6' N. from Maine  $\frac{1}{8}$  to hub #2  
257.1' " " " " " " 3  
Over hub 3 - 73.77' N. to Hollister IP Cr.  
Came 4.2' E. of IP - V $1^{\circ}50'$  E.  
(Measured 248.0' from  $\frac{1}{8}$  to MC = 246.3'  $\frac{1}{2}$  slope)  
Cont. rand. N. Set hub 250' N. + 500' N.  
389.2' from hub 3 to 4 and came 1.6' E. of  
picket set 20 ch. + 11 Rk. E. of appr. W. line  
for Hollister survey.

SEC. 9-37-7E - Cont'd.

11 Rk. = 7.26 ft. + 1.60 = 8.86 to move W. to be 20.00 E. of W. line  
(our prev. meas. for Hollister from here S. to Maine  $\frac{1}{8}$   
was 647.07 - present meas. 646.30 = 0.77' diff.)  
Re-set  $1\frac{1}{4}$ " IP as Hollister NE Cor. at 0.80's.  
and 4.4' W. of rand. to be in line with 20.00 meas.  
BT - Oak 7' N 50' W 2.5'  
Put  $\frac{1}{2}$ " IP at 3' x 3' W. of random at 250' N.  
BT - SM 7564  $\frac{1}{2}$  E 4.75' - W. As 8 Due W. 6.90'  
(X - on blazes on trees)  
As 3.4' in 250' =  $0^{\circ}47'$ ; the  $\angle$  on E-W rand. on  
Sec. line to N-5 line we are assuming is  $90^{\circ}47'$   
Set over hub 7.1' S. of #3 and turn  
 $\angle$  and set hub E on bank above lake  
which should be 250' N. of S. line (hub is  
170' E. of hub on N-S rand. + 3.4' from true line)  
Set over hub 4 (500' N.) and turn  $\angle$  90-22 (to miss  
tree) and set hub 145' E. at top of hill (0.97' N.  
of this would be 500' N. of S. line.  
Put  $\frac{1}{2}$ " IP buried in road (off forks) 6.86'  
W. of hub 4 - mark BTs for this (Oak 757 E 21.35'  
W 8 N 32 E 23.35'  
Set over #5 - turn  $\angle$  SE N of 179-15 and  
set hub #6 (to miss tree) 53.7' N. = 700' N. on rand.  
(B. site 1050' E)  
8/18/60 - Barry + Ivan B. - Ch. + Warm  
Set over hub 6 (700' N. of 18 on rand.) and  
turn  $\angle$  from S to E 90-52 and set IP hub  
about 1-rod E. of road  $\frac{1}{4}$  120' E. (this would  
be 120.7' from true N-S rand. as #6 should  
be 0.70' W. -  $0^{\circ}45'$  dep. in 53.7') BT #7 - HM 3563 E 4.2'  
Set over #7 and cont. line  $180^{\circ}$  from 6 to lake  
about 5' from high water - set IP 295' but  
 $12^{\circ}$  slope = 289' true + from #7.  
Also put perm. small IP hub 9.60' + 0.70'  
W. of #6 to be on approx. true back line.

SEC. 9-37-7E-Cmt'd -  
11. still over #7 - turn  $\swarrow$  W-S 55-15 to a  
hub E. of road toward hub 4 - Dist. 127.0'  
Then turn  $\swarrow$  SWN 162-12 to #8 (E. of rd. to N)  
Dist. to #8 = 258.0 - slope 7 = 255.9'  
(Needle to hub 5 = 534-30W - to #6 = 588 1/2 W -  
to #8 = N16 1/2 E)

Set over hub 5, toward #4

$\swarrow$  #7 to 4 = 169-11 (Needle N34-15E)

Dist. hub to #4 = 105.7' ("St. to 5 = 16-50W)

Set over #8 - Back Brg 516 1/2 W

$\swarrow$  #7 - SWN to 9 at road fork = 154-18 (checked)

Dist. to #9 = 144.0' - Brg. N9-15W.  $\rightarrow$

9/7/60 - Arnold & I, Branham - Comp. & 2h. tape - F-W humid;  
Meas. pkt. line N. from Maine E 1/4 5.9/10 40E

12.50 ch. - V. Swamp

21.11 - came 0.13 W. of Post mkd. 1/8 at old fence l.

21.21 - " 0.10 E of a 1/8 P. - BT Oak 9S23E23

Vaughn's BT for E 1/4 plain on 20" stp. 3' hi.  
(Hem. 15 N 20 E 38 1/2) Also his N on 12S35E 8

is down and rotted off. The post now  
is marked 1/8 and has rock mound - also  
old IP 2 lks N. - We found traces  
of roots rotted out at orig. Bir. BT,  
but evid. removed by bulldozing log. road.

Ran W. from Vaughn 1/4 P. along old fence  
and blazes est. at 30-40 yrs. old. (18E)

20.07 - No sign of Allen's 1/8 & fared to by Vaughn

40.13 - Came on our N-S 1/4 line rand. at  
51.40 N. of 5 1/4

40.31 - Came to a rock mound W. side open meadow

40.54 - No sign of Allen & Vaughan's C 1/4 except  
stp. evid. of 7-27-60 found - all burned  
over old flowage. Mound 51.40 N. of 5 1/4  
and 40.31 W. of their E 1/4. Could be st. but, of  
course do not agree with Maine E 1/4.

SEC. 9-37-7E Cmt'd

12

At 41.45 W. of Vaughn's E 1/4 came 0.19 N.  
of hub we put as their apprx. 1/4 location  
from old stump evid. Vaughan Notes say  
40.54 W. of E 1/4, but his recorded plat 41.54.

If we take hub in road 41.45 W. as  
about correct, then apprx. var. of  
N-S 1/4 line computes 2°49'E ±.

9-13-60 A & I, Branham - F. & V. Cool

Set trans; & over hub 6 on N-S 1/8 random  
700' N. of Maine 1/8 and 0.70' E. of true rand.  
(to miss tree) Needle S = 1°20'E - N 20°E ±  
turn  $\swarrow$  SWN 179-15 from #5 - 170.0' to #7A.

Over 7A and turn SWN 179-15-53.7' to 8A back on  
true rand. Over 8A - turn SEN 179-15  
183.0' to 9A (Needle back = 2°35'E - N = 20°E)

Over 9A - turn 180° N 140.5' to new road  
223.9' to #10A (V 20°E) Over 10A - V 20°E  
turn  $\swarrow$  S-W 89-13 & set hub 18.2' Was temp. 1/6  
(1330.6' N. of 1/8) turn 90-47 off 9A and  
set hub 11A at 198.0'E (V 2-45E)

9-15-60 - Same crew - Cl. & Cool

Set Tr. over hub #9 (12 1/2 Pat road fork)  
Brg. to #8 = 59-30E (BT Oak 9S24E 6.2')

Turn  $\swarrow$  S-E along S. edge road - 74-24 and  
set hub 10 at 155.0' East buried S. edge road + 383-45E

Turn  $\swarrow$  SWN from #8 to hub top of hill S. side rd.  
of 125-43 - Dist. #9 to this hub - 156.0' - Brg. N64W  
 $\swarrow$  from hub on hill to #10 = 159-52.

Over hub top of hill - brg. to 9 = 563-50E  
turn  $\swarrow$  ENW to #10 A of 133-37 - Brg. N117 1/2 W  
Dist. to 10A = 173.0' (10A is 18.2'E. of apprx. 1/6)

Set over #10A - brg. to hub on hill N 151 1/2 E  
turn  $\swarrow$  S-W to #9A on N-S rand. = 15-11

$\swarrow$  on ground to temp. 1/8 2P = 104-24

$\swarrow$  S-E to 11A = 73-36 - dist = 198.0' - Brg. N87-10E  
BT for IP temp. 1/6 = Oak 7S45W 7.6' (later moved)

13 9-15-60 - SEC. 9-37-7E, Cont'd.  
Set over 11A and extend 180° to 12A at  
W. end of road - 93.4' - Var. 3°E.  
Over 12A (V2-50 E) turn WSE 146-27 to  
hub N. of road fork (12) - dist. 140.0' - brg. 559-15 E  
spill over 12A - extend line 180° from 11A  
187.7' to #13A (7½° slope = 186.0')

Set over 13A - extend line 180° for 200.0'  
(14° slope = 194.0') then 55' level to 14A

Over 14A - ext. 180° for 116.3' to hub at lake.  
Went to #10 at road - turn WNE from 9-152-11  
and meas 122' E to #11 E. of road forks  
(Brg. N68½ E) Reverse L = 207-48

Over #11 - Back Brg. 568½ W - VWN to #12  
= 94-00 (brg. N174° W - dist. 162.0')

Over #12 - back brg. 517½ E - to 11A N59½ W  
L SWN to 12A = 138-19 - Rev. = 221-41.

9-22-60 - same crew - cl. + misty.

Set transit over MC hub at lake on E-W road.  
turn W-N to SW cor. of Perenich parcel  
over lake from rand. W = 86-37 (V3° E) N6½ W to IP  
L on a round to MC on SL = 113-51

L bet. Perenich cor. + MC = 27-07

Needle to MC = N 21° E.

Turn W = N from 14A to 15A = 19-08  
dist. MC hub to 15A = 100' - Brg. N74 W.

Set hub 16A at 150.0' NW of 15A.

L 15A to 16A = 19-22 - brg MC-16A = N54¾ W.  
L 14A to 16A = 38-30

Set hub 800' S. of MC hub on shore - S28½ E

L W-S from 14A = 115-37 - Rev. L 244-23

Meas. roughly from 15B to #11 on hill = 462' - but  
slope = 10° ± = 455'

Set over 15B - back site N28 W - V NWS  
to 16B (1700') = 145-41 - Brg. 56½ W  
Rev. L 214-18.

SEC. 9-37-7E Cont'd.

14

over #16B - B. site N6° E - V NWS to 170 (210) 168-34

Rev. L 191-27 - Brg. 517-30 W

Over 17B - back site N17½ E - V NWS to 18B (110)  
= 143-58 (rev. L 216-02) Brg. 553¼ W

Over 18B - B. site N53½ E - L ENW to 19B (200.0')  
= 165-05 (Rev. L 194-55) Brg. 568½ W

Over 19B - B. site N68½ E (brg. to IP set  
on shore from #7 = 550 W - NES to IP = 161-27  
(Rev. L 198-33) Dist. to IP = 119.5'

9-27-60 - same crew - nice day.

Set over IP on lake 278.4' (+9.1' as  
IP 9.30 N and 9.1 E of hub placed) E. of #7 on Rd.

Brg. to hub at lake 542¾ W - dist. 13.0'

Hub is 589-31 from #7. L SWN to #19B: 184-27

Bearing back = N49½ E - L 19B - NES to this  
hub = 175-33. L 19B NES to 20B (170.5) = 168-57  
(Rev. L 191-03) Brg. to 20B = 538½ W.

Over 20B - B. site N38-50 E - V NES to 21B  
= 161-56 - Brg. 520¾ W - dist. 236.8'

Rev. L SWN = 198-04

Over 21B - B. site N20-55 E (dist. 143.6')  
L NES to 22B = 149-38 - Rev. 210-22 Brg. 59½ E

Over 22B - B. site N9½ W - V NWS to MC on SL  
= 177-14 (Rev. V 182-46) dist. 205.4' - Brg. 56¾ E

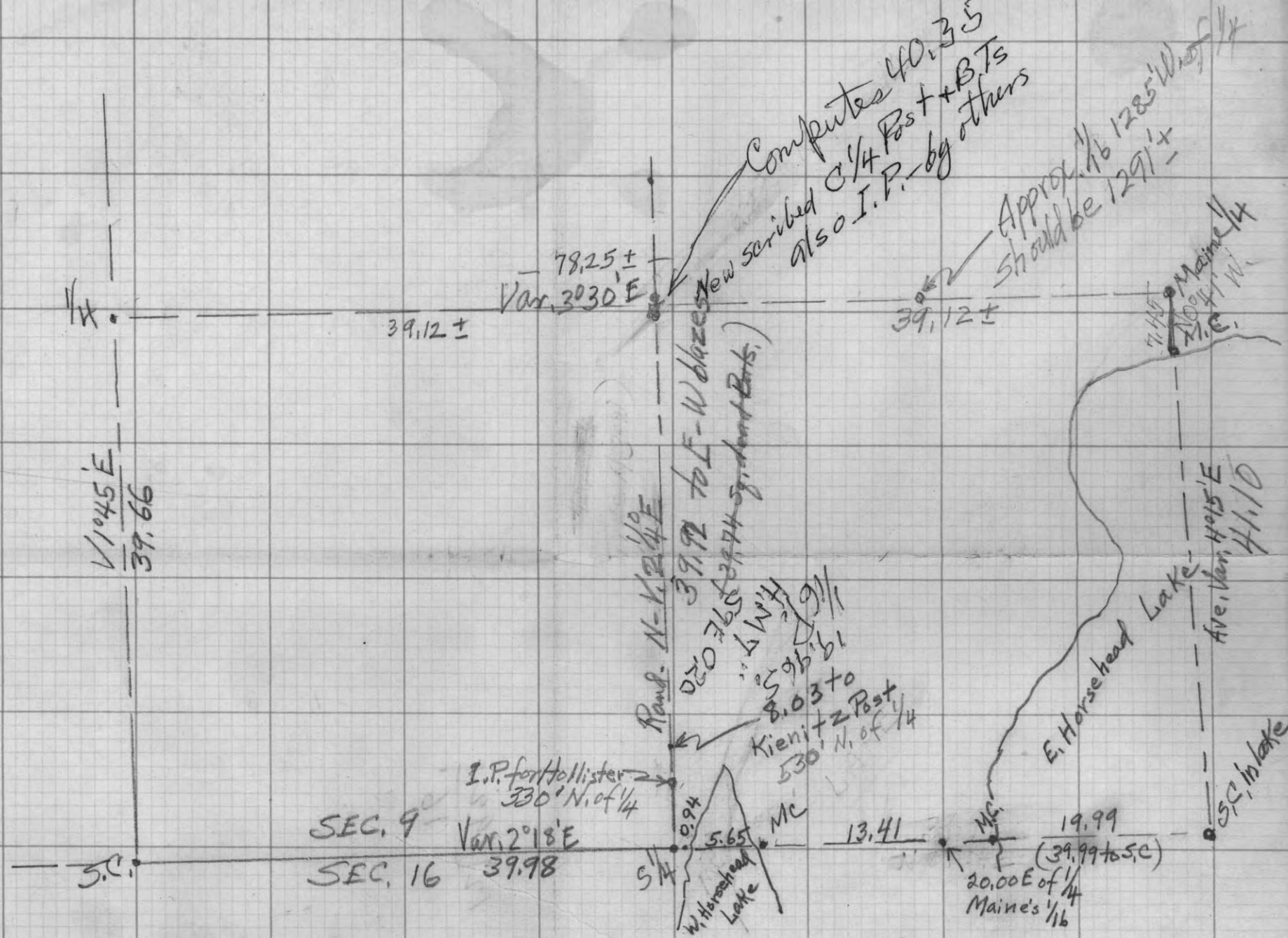
Over MC - B. site N6¾ W - turn 85-30 N-W  
from 22B - set 23B top of hill 81.5' - slope 10° = 80.21'  
Brg. 587-30 W.

Over 23B - ext. 180° toward 1/8 and at  
166.0' came 0.7' S. of 1/8

Went to hub 16A (N. of MC hub on 1/8 line randomly)  
and set transit - back brg. to 15A = 541¾ E (computer  
541-20 E)  
L from 15A to MC = 12046' - Brg. to MC = 554½ E (54-06  
corr.)  
L MC SEN to 17A = 164-12 - Dist. 17A = 15.4' - brg. N38-15  
N38-58

L 15A SWN to 17A = 183-02.

(over)



DATA-S  $1/2$  Sec. 9-37-7E - 1960  
 Nov. 1976

15 9-27-60 SEC. 9 - 37-7E Cont'd.  
 Set over 17A - B. site 538-50E (chk. 75-24)  
 L SEN to 18A (109.6') = 217-06 - Brg - N76W  
 L SWN 16A-18A = 142-53 1/2  
 L S-N from 16A to MC hub = 99-19  
 L on around to Parenich SW Cor. - 156-42 (?)  
 Brg. to S/L MC N. end lake N42E (CK. 42-23)  
 Set over 18A - B. site 575-55E  
 L ENW to 19A (99.3') on s. edge bulldozed landing = 170-52  
 Brg. to 19A - N67W (chk. 66-16) Rev. L 189-08  
 L 17A E-N to S/L MC - 56-30  
 Over 19A - B. site 566-50E  
 L E-N to 20A (289.7') = 122-47 - Brg N9 1/2 W (9-03)  
 Rev. L 237-13.  
 Set small Pine post on line bet. 19A & 20A  
 at 90.7' N. of 19A. (must move #20A N. for  
 1.0 ft. to be 200' from this 90.7' Post - Done  
 (see below)

Nov. 10, 1960 - Ivan & Arnold B. Clear 10°  
 Went to appr. W 1/4 Sec. 9 (Post of O-I, Co.  
 & WCD is 0.07 N and 0.37 E. of Sq. 2x2 red post  
 in marsh. Run N. from O-I - WCD Cor. - V2° E  
 (picket line) 2.60 to swamp - 4.00 lv. SW. - V13 1/4  
 10.00 - Var. 1° 20' E - 20.00 no sign of 1/8  
 - all burned over yrs. ago & Pop. Cut 2 yr. ago.  
 (V1 1/2 E) 38.42 Came 0.04 W. of Sq. 10" Oak  
 (looks about 15-20 yrs. ago)  
 40.00 - just N. edge old road & about 80' E  
 of old camp bldg. site - also a few  
 feet S. and about 250' E. of painted  
 lines - Searched long for stp. evid.  
 all rotted & burned - nothing.  
 (Believe this Cor. must be restored  
 by prop. meas.)  
 1-5-61 - Ivan & A #B - set IP at NW end of lake  
 1.0' N. of last hub #20A - BT - Bals. 3N43E - 4.0 ft.

9-28-60 E. HORSEHEAD LAKE 16  
 TRAVERSE of ROAD for TOWN CASSIAN  
 (Pocket Compass & 200' tape only)  
 Commence at C/L present Town road at a point  
 1212 ft. N. of SW Cor. S. 9-37-7E (on W. S/L) -  
 Thence E. along road:-  
 N76E for 60 ft. - 569 1/2 E - 242'  
 then N58 1/2 E for 166' - N86 3/4 E - 236'  
 Due E - 570' - 537 1/2 E - 80' to the  
 573 E - 292' E 1/8 line of Sec. 9 at a  
 589 1/2 E - 281' point 1273' N. of 1/8 P.  
 567 E - 225' to the by Surv. Maine on S. line  
 C/L of present road of Sec. 9. - Thence  
 running N. easterly from cont. on present road  
 Town road - which is 537 1/2 E - 164'  
 the point of beginning 577 1/2 E - 235'  
 of new road Easement; and N75E - 82' which  
 thence along existing is the end of this  
 new road, the C/L of Easement at road forks  
 which is appr. as follows: on hill about 400' W.  
 N49 1/4 E for 234' of E. Horsehead lake  
 N12 E - 225' (end is 15' from line  
 N59 3/4 E - 346' bet. our survey hubs  
 N49 E - 428' to 11 & 12 at Rt. L  
 road forks - thence: TOTAL LENGTH  
 578 3/4 E - 427' of new road 3450'  
 544 E - 263'  
 582 3/4 E - 98'  
 553 3/4 E - 210' ↑  
 N78 3/4 E - 180' (129' to cross road at  
 bottom of hill)  
 This checks from S/L  
 to E 1/8 line - then W. to  
 S. Cor. and N. to Town Rd.  
 about 1:500 - which  
 is OK for this road  
 (20' error in 11,000 ±)

171-561

SEC. 9-37-7E-Cont'd.  
Arnold + Ivan Branham

Set over MC at W. side lake bet. 59+16,  
turn  $\perp$  WSE from our hub on hill of 179°50' and  
set picket on ice at Maine's dist. 16.25 E.  
for temp. S.C. (Needle Var. 2 1/4° E)

Set over 16.25 mark on ice and  
turn  $\perp$  WSE from West MC to East MC 177-55  
Dist. to MC E. side = 4.24 (large W. Pine BT  
about 20' N. of old post at E. MC and a 9"  
Oak about 7' NE.

$\checkmark$  from West MC N. to north MC = 87-55  
Orig. W. on ice  $\ell$ . 2°25' E - to N. MC  $\ell$  4°30' W.  
(our point 16.25 E. computes 0.154 ch. N. of a  
straight line bet. E. + W. MCs.)

Meas. N. from this temp. S.C. on ice  
At. 2018 - set up and meas. 6.41 W. to our  
1/8 line MC hub Var. to this hub 2°5' E  
 $\perp$  1/8 MC to N. MC = 87-35 and  $\perp$  back  
to temp. S.C. = 92-26 - Orig. N. 4°25' W - 54-30 E

(NOTE - our set-up here may not be exactly on  
line from temp. S.C. to N. MC.)  
33.37 N. - to north MC - set over this MC  
(P. site 54 1/2 E)  $\perp$  from temp. S.C. west to  
MC on S. end lake = 1°11' - Orig. 5°30' E  
(could not see plainly, but believe OK)

$\perp$  S-W to our 1/8 MC hub on W. shore = 25-30  
Orig. to 1/8 hub 521-05 W - Dist. = 14.86 = 980.7  
Went back + set over hub on slope 250' N. of  
south S/L and sight <sup>W</sup> on range pole on  
N-S 1/8 line 250' N. of 1/8 P. and rev.  
scope and set IP at lake (BT Oak 6 N 64 W 25)  
(IP is 45.2' N. of hub 22 B on lake. Thus IP  
205.4 MC  $\times$  22 B + 45.2 = 250.6' along lake  
checks 238.0' from IP to N-S 1/8 line.  
Also set over similar hub 500' N. of S/L + extend to lake  
 $\checkmark$  set IP - BT Horn. 135°30' W 14.4'

18

NOTE - We found evid. of Vaughan + Allen's  
restoration of E 1/4 Sec. 9 plain (IP + NE Hem. BT stop marks)  
(Vaughan's SE Hem. is down + rotten)

Orig. Birch BT stop evid. has been bulldozed out of road.  
Old fence cor. there and old fences run  
S. + W. - one to West at Var. 18° E per Vaughan -  
also old blazed line W - Var. 18° E.

Also found stop evid. of Vaughan + Allen C 1/4  
one stop bulldozed from edge logging road.

Maine's E 1/4 is entirely erroneous  
anyway due to his large error N-S in the  
lake from MC-MC, and also his pro-  
portioning of corners full 200 ch. instead  
of to fully restored Wit. post So. of  
corner lake. Maine E 1/4 should be 2.39 more  
N. using actual prop. distances.

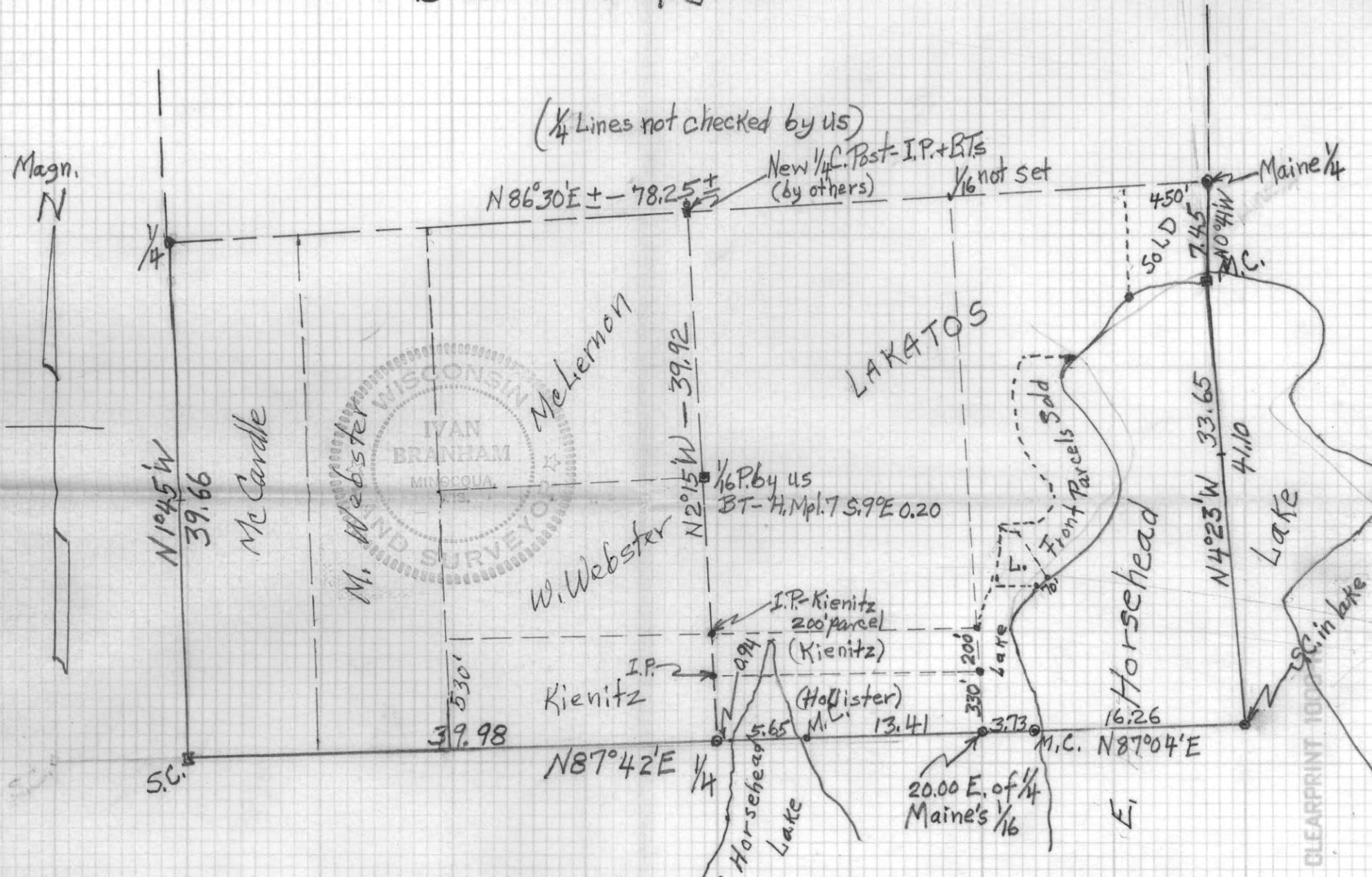
However, to save trouble + litigation, I used  
Maine's 1/4, and his dist. in lake from E 1/4 S. 16  
North to S. Cor. in lake, as other surveys to  
E + W tied to this. Branham 8-29-61

NOTE - Kowalke got 46.24 from S. MC N. to line  
bet. E. + W. MCs or 40.15 to our temp. Cor.

33.87  
80.26 total  
(Maine's is 79.68 - Orig. Cont - 71.26)

SE NOTES  
↑

Moved 7/27/66 to 330' N. of S. line



1/2 SEC 9, TOWN 37 N, R 7 E, 4th P.M.

Scale 1" = 10 Ch. = 660 Ft.

Bearings Approx. Magnetic

I. Brantam

Nov. 1976

(work done by 2ch. tape + Suunto Compass)



$\Sigma$   $\frac{2674.0}{1337.0}$   
 $\frac{1330.6}{1337.0}$

move  $6.4'$  N. for approx  $\frac{1}{8}$   
 Line to Temp.  $\frac{1}{8}$  C, SE  $\frac{1}{4}$  = N23°W  
 As Computed line is N3°01'W  
 = 24' diff  
 (Sin = 1.0070)

$1337.0 \times 1.007 = 9.4'$  move West of rand.  
 $+ 18.1$  Temp  $\frac{1}{8}$  Set W. of rand.  
 =  $27.5'$  W. of rand. Hub.

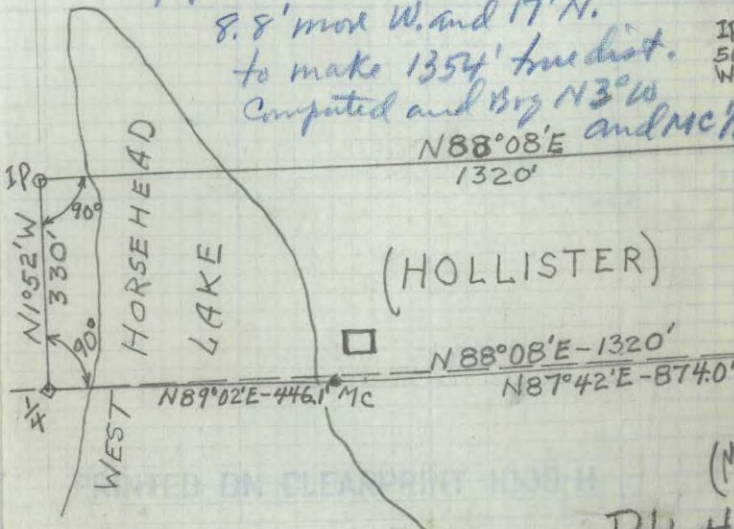
As rand. N. is N1°52'W  
 and True is N3°01'  
 = 1.09 diff.

Sin =  $1.02007 \times 1337 = 26.8'$  W  
 Move IP  $8.8'$  W and  $6.2'$  N

NOTE - We moved it  $6.2'$  N, but  
 It is still  $8.8'$  E. of  
 app. true  $\frac{1}{8}$  line computed.

Move MC to true  
 location  $27'$  N.  
 NOTE - We set  $\frac{1}{8}$  MC  
 $781.2'$  E. of our app.  $\frac{1}{8}$   
 and  $24.5'$  N.

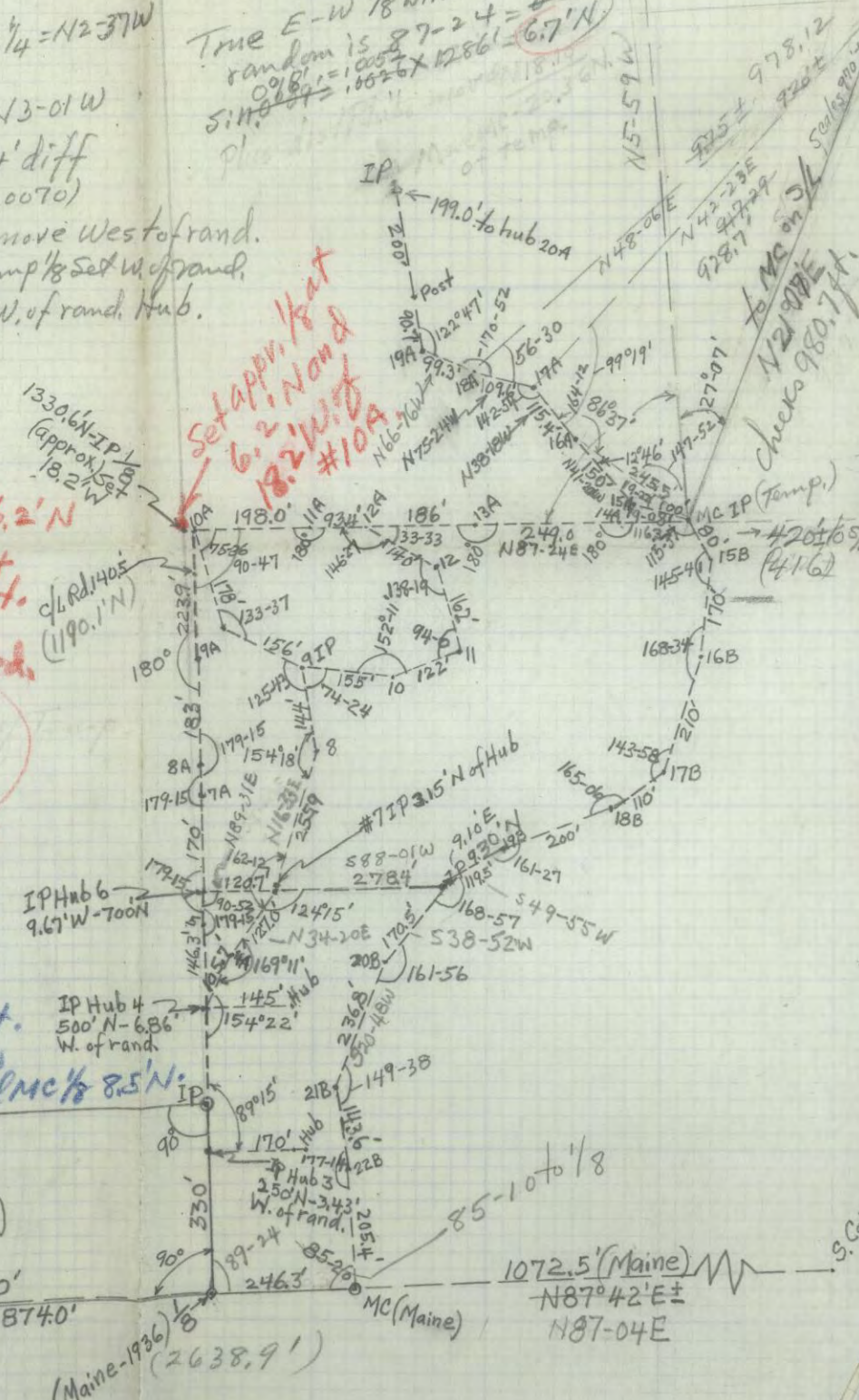
$1/11/62$  - Must Move IP  $\frac{1}{8}$   
 $8.8'$  more W. and  $17'$  N.  
 to make  $1354'$  true dist.  
 Computed and Brg N3°W  
 N88°08'E and MC  $\frac{1}{8}$  8.5' N.



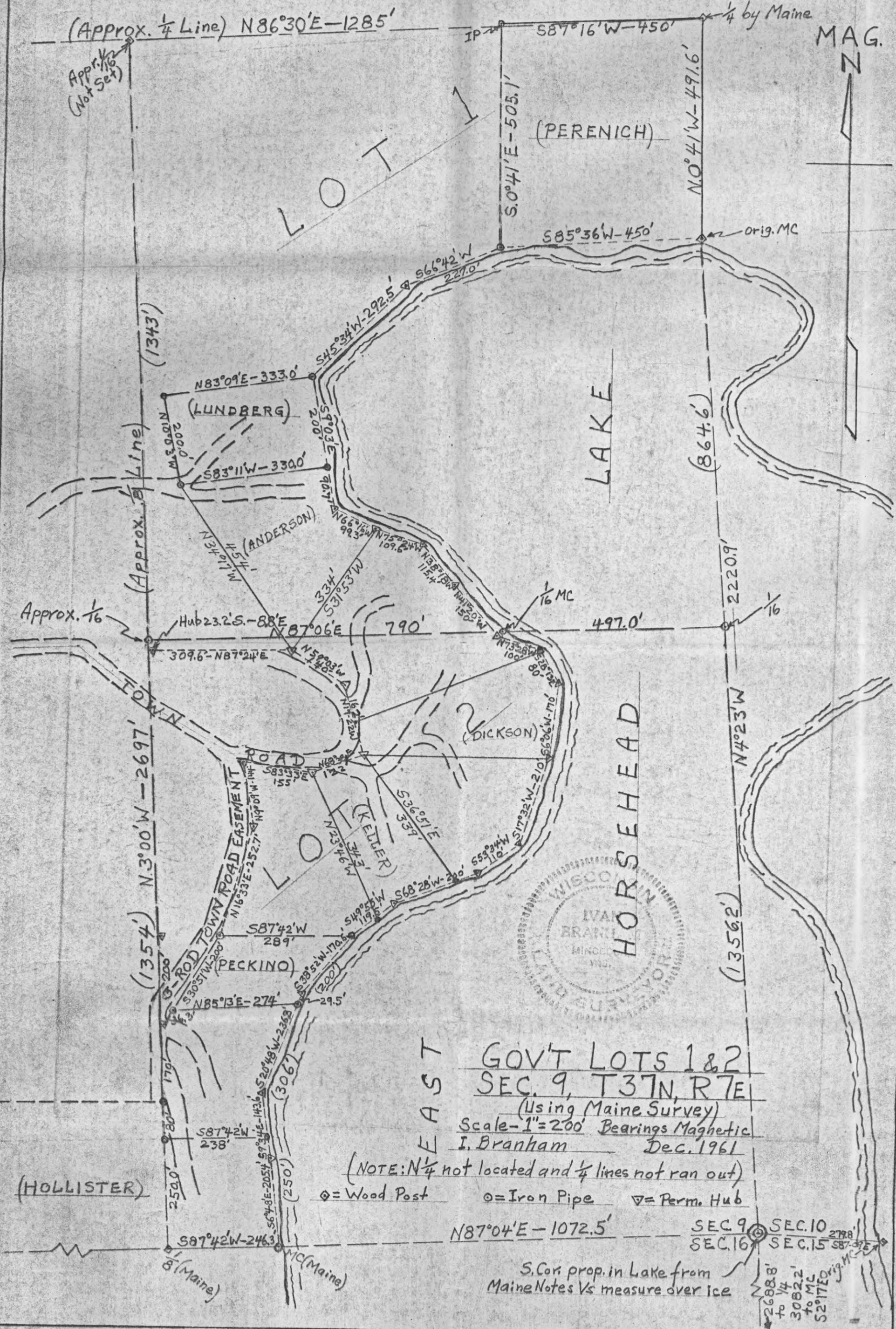
$266.2'$  N  
 $267.4'$  N  
 $259.0'$  N

$842.7$  Temp  $\frac{1}{8}$  to Temp MC  
 $+ 27.0$   
 $869.7$   $\frac{1}{8}$  to MC  
 (deduct curve of shore to W.)  
 in re-setting

True E-W  $\frac{1}{8}$  line = approx  $187.15'$  E  
 random is  $87-24 = 6.7'$  N  
 Sin  $1.007 = 1.007 \times 1286 = 1286.1$







EAST GOV'T LOTS 1 & 2  
 SEC. 9, T37N, R7E  
 (Using Maine Survey)  
 Scale - 1" = 200' Bearings Magnetic  
 I. Branham Dec. 1961

(NOTE: N 1/4 not located and 1/4 lines not ran out)  
 ◊ = Wood Post      ○ = Iron Pipe      ▽ = Perm. Hub

N87°04'E - 1072.5'      SEC. 9      SEC. 10  
 SEC. 16      SEC. 15  
 S. Cor. prop. in Lake from  
 Maine Notes Vs measure over ice  
 2688' to 1/4  
 3082.2' to MC  
 52°17'0" to MC

19-3-17-61 E. HORSEHEAD LAKE - Cont'd  
Ivan + Arnold B. - C.I. + Cold - 20" snow

Set transit + cover tack in hub 20A on  
NW side of bay (hub is 1.0' S. of IP)

Turn L WSE from 19A back brg. 59-20E +  
of 125-33 and meas. 293.0' to 21A (brg. N45-00E)  
#21A is an 8" spike - BT - Tam 1054E 2.7'

Over 21A - B. site 545-05W  
L WSE to Perenich IP-MC = 158-42 - brg. N66-20E  
Dist. to this MC 227.0' - This IP-MC is  
8.9' S. of hub on Perenich W. line and  
450.0' W. of MC on S/4 at N. end of lake.

(Computed good closure on this traverse on  
to MC on S/4 - thence S. to 1/8 line MC  
hub + north thru hubs 15A, 16A, etc.)

5/22/62 - Same crew - Clear + Cool  
As we computed E 1/8 line 5.9 should be N30W +  
We went to approx. 1/8 IP set bet lots 1 + 2  
and set over hub N. end N-s rand. put new hub  
18.2' + 8.8' W. (V2-36E +)

Then set over this hub + turn E-N 90-24  
(Var. needle 30E) and re-set appr. 1/16 IP at  
23' N. - MK'd "approx. only" - BT Bol. 3560E 3.2'  
(This IP is just W. of new road)

Went to our prev. appr. 1/8 MC 790'E  
of 1/16 at lake which we had set at  
79.7' W. of 1/8 MC hub and 24.5' N.  
and re-set 1 1/4" □ Iron axle 8.5' more N.  
Post mk'd. + BT - Hem. 11 dues. 14.6'  
This MC is only 30" from water.

Then re-set wood hubs on lake  
traverse with permanent hubs  
as follows →

PARCEL for M.L. Campbell



Set transit over  
Hub 17B, sight on 18B  
and put hub 25' N.

Then set over this hub,  
turn V as shown  
and run line to IP  
at top of hill.

BT for Hubs

Hub 15A - 8" Spike - it's due W. of MC axle 14.9'

" 16A - 3/4" IP - BT W.P. 15 539E 21.0'

" 17A - 1/2" In. rod - 5M 9577 1/2 E 3.2'

" 18A - 3/4" I.P. - 4B 5 N 76 1/2 E 5.0'

1/8 rand. MC hub - 1/2" Bolt - AM 2 1/2 N 82 W 9.5'

#15B - 8" Spike - 14M. 3 514E 10.6'

16B - 1/2" IP - 8" Hem. stp. N 31 W 1.8'

17B - Skipped

18B - 1/2" IP - 3 For K'd M. N 10 W 3.2'

19B - 1/2" rod - Oak 3 N 33 E 1.2'

Hub 11 - E. of end Town Rd. - 8" Spike - Oak 10 N 2 W 20.3'

BT for hub 13 (wood) Cass. 4 55 6 E 1.4'



GOV'T LOTS 1 & 2  
 SEC 9, T37N, R7E  
 (Using Maine Survey)

Scale 1"=200' Bearings Magnetic  
 I. Branham Dec. 1961

(NOTE: N 1/4 not located and 1/4 lines not ran out)

◊ = Wood Post    ○ = Iron Pipe    ▽ = Perm. Hub

N87°04'E - 1072.5'

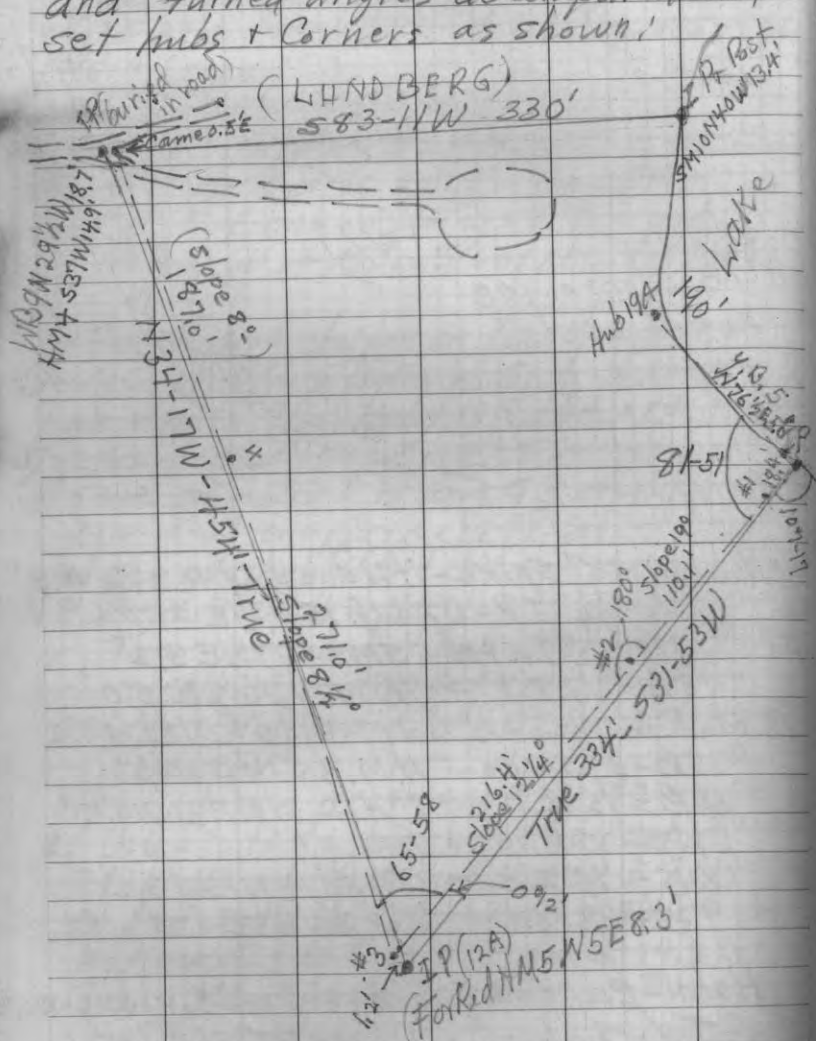
S. Cor. prop. in Lake from  
 Maine Notes Vs measure over ice

SEC 9    SEC. 10 2798'  
 SEC. 16    SEC. 15 587.09'E

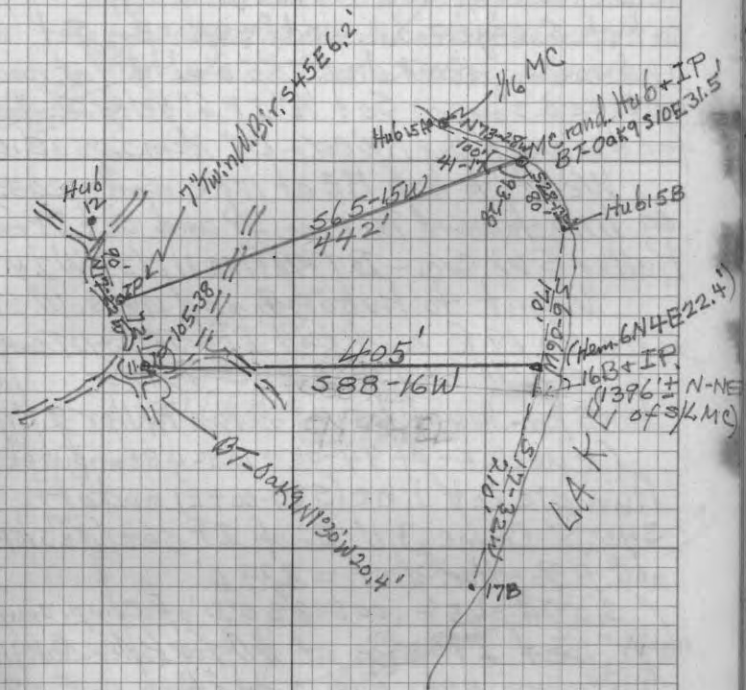
2688.8'  
 to 1/4  
 3052.2'  
 to MC  
 52°17'E orig. MC

21  
K. Jacobs & J.B. Lot 1, Sec 9-37-7E 6-23-64  
DOUG. ANDERSON PARCEL

Transit + 200' Tape —  
started at hub 18A (IP) on lake  
and turned angles as computed and  
set hubs + Corners as shown.



9/15/64 22  
PARCEL for R.P. Dickson below  
(Lot 2, Sec 9-37-7E)



J. Branham & K. Jacobs - Clear & Frosty day  
Transit + 200' Tape - Located Hubs as shown  
and turned computed angles, ran lines &  
placed iron pipes & B's as shown.  
Branham

23 8-22-62 200' KELLER PARCEL Nice  
 IvantBarry B. LOT 2, SEC. 9-37-7E Day

Set transit over hub #11 at end Town Rd.  
 turn L of 94-00 N-W from #12 (Needle N=N18W)  
 and meas. W 122.0' to #10 (Brg. 568W) #10 bulldozed  
 out of S. edge road - had to replace - Set hub  
 and meas. record dist. 155.0' W to #9 at road fork.  
 (checks 0.3' over) Set 1/2" IP 6" below surface  
 for #10 and Keller NW cor. - BT Hem. 2.053 E 10.4'

Went to hub 19B at lake and meas. 50.5' W  
 on line toward Beckino IP and set IP for  
 Keller SW cor. - BT N. Pine 11 N 34 W 7.4'

Went to hub 18B and meas. W 50' on  
 line to 19B and set IP for SE cor. - BT Oak 8 N 52 E  
 5.8'

Still over hub #11 - turn L  
 W-5 from #10 of 105-48 to run Keller E. line  
 (Check L of 94-00 + 105-48 computed from #2)

Run picket line (537-00 + E) and at  
 345.0' came 3.0' E. of IP set (As slope  
 is 11% - Hor. dist. = 339.0')

(3.0' in 345' = .00898 = 0°31' of comp. course)

Set IP cor. at #11 for Keller - Oak 9 N 1 1/2 W 20.4'  
 Set over new hub 10 and turn L-E-S from  
 #11 of 87-17 (Brg. to 11 = N 68 1/2 E) (chk. L 120.32 from #9)  
 Run pick. line (524-0 + E) - At 348.5' came 2.5' E  
 of IP (slope 10% = 343.0')

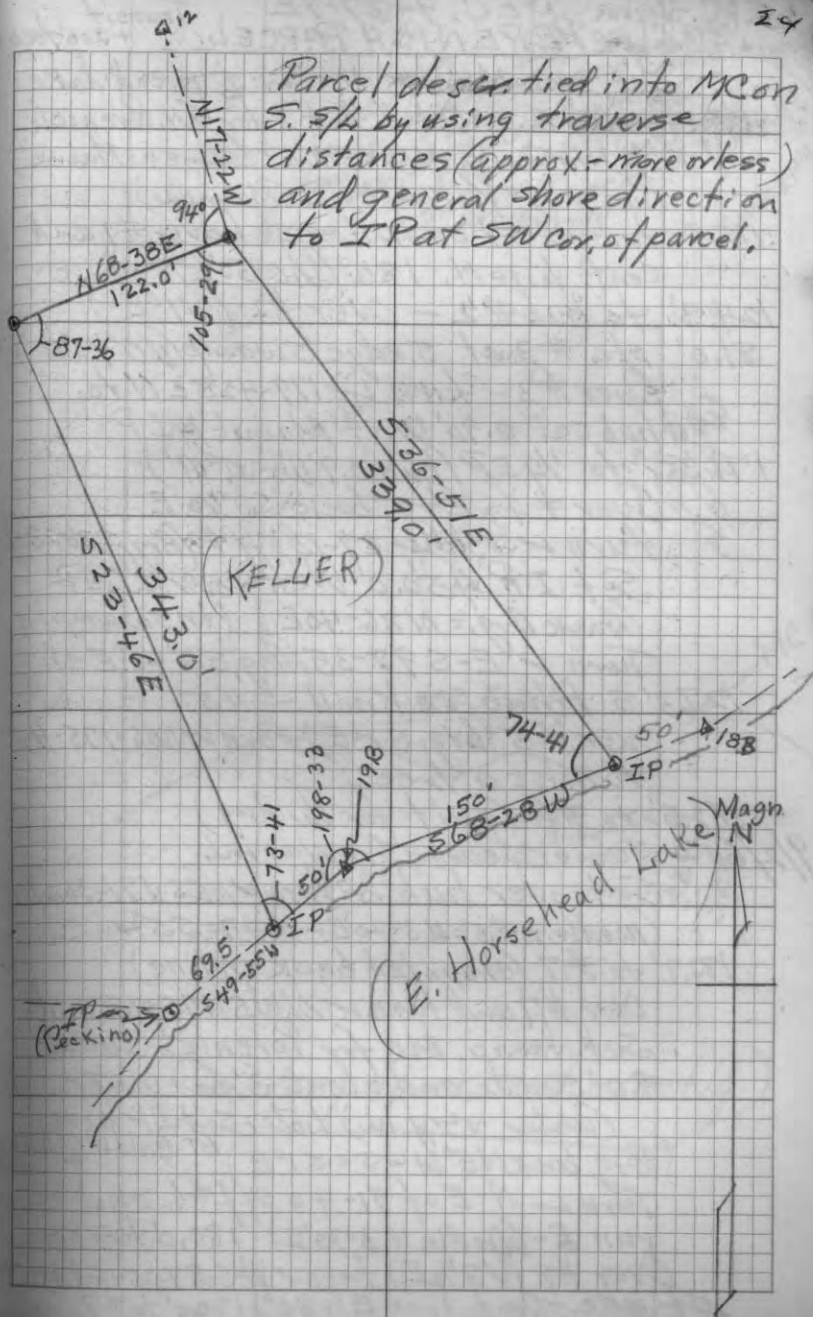
(2.5' : 348' = .00718 = Tan. 0°25' of comp. brg.)

Re-computed brgs. of E. + W. lines  
 and got 523-46 E for W. line + 536-51 E for E.  
 This now checks very closely both  
 as to sum int. LS and Lat. + Dep.

So it is OK

(difficult to get slope accurately  
 without several set-ups)

IB



25 P.C. - Warm SEC. 9-37-7E Transit  
Ivan + A. Branham PERENICH PARCEL + 200' tape

Set over Maine's MC on  $\frac{1}{4}$  N. end lake.  
to lay out E. 450' of Lot 1 for G.M. Perenich.  
Needle to South MC =  $3^{\circ}10'E$  (same as Maine)

Run N. - Var.  $0^{\circ}40'E$  (Maine's)

115.0' to hub #1 on hill - set over #1 and  
cont. line N.  $180^{\circ}$  (V.  $0^{\circ}50'E$ )

124.3' to hub #2 - Over #2 (V  $1^{\circ}E$ )

81.0' to #3 at S. edge swamp (V  $0^{\circ}40'E$ )

Over #3 - turn  $\angle$  179-42 SE N to

#4 hub set 0.90' W. of Maine's  $\frac{1}{4}$  IP

171.35' to  $\frac{1}{4}$  IP (hub 0.9' W =  $0^{\circ}19'$ )

Over #4 - Brg. back  $50^{\circ}40'E$

turn  $\angle$  S-W of 87-13 off #3 (Brg. 586-284)

Set IP 450.0' West - over this IP  
(Back Brg. = N86-40E) (in swamp)

Turn  $\angle$  E-S 92-35 (Brg.  $50^{\circ}40'E$ )

127.3' S to hub on Knoll - #5

over #5 (brg.  $51^{\circ}E$ ) turn V NWS-175-45  
to miss a tree

182.5' to #6 (quit for the day)

9/2/60 - Same crew - Cl. + warm.

Set over hub 6 - turn V NES 171-30 to #7  
(middle to #5 = N3020'E - to #7 =  $55^{\circ}00'E$ )

182.7' to #7 (computed back on line)

Over #7 and turn  $\angle$  NWS 175-45 and  
set temp. MC for Perenich SW con  
9.0' South and about 3' from water

(water very hi) Later set IP here

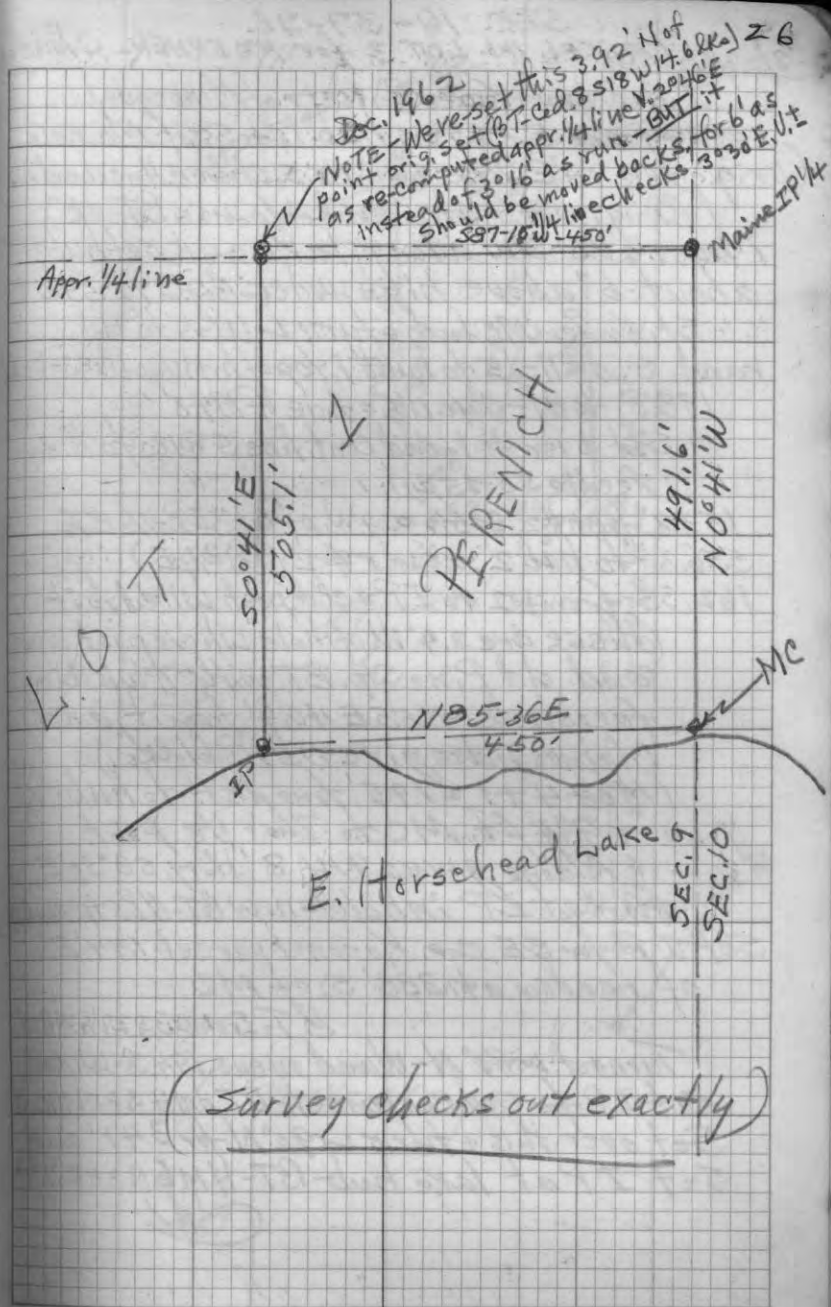
(Brg. back N50'W - S =  $51^{\circ}E$ ) BT-Bala.  $4\frac{1}{2}$  N20W

Turn  $\angle$  N-E of 91-40 off #6 and  
run E - (Needle V.  $3^{\circ}30'E$ ) 180.0' to #8 on hill

Over #8 (V  $3\frac{1}{2}E$ ) turn  $\angle$  W-S 87-25 set pkt. 965

at lake. - cont. line E ( $180^{\circ}$ ) 170.0' to #9

Over #9 - cont.  $180^{\circ}$  100.0' to hub 0.30' N of MC - U good  
Turn W-S 87-25 and set pick. at lake 40' S. of #9. Var. E =  $3020'E$  - to S =  $0^{\circ}40'E$



27  
8/23/60 SEC. 16-37-7E  
PARCEL IN LOT 3 for KOERNER cloudy

I. Brinham + Garen Bassett of Minocqua  
Set transit over hub 1 ft S. of Maine's  
(orig.) MC on E. line Sec. 16 S. shore E. Horsehead L.  
(Orig. gov't stp. and Maine's BT-OK)  
Meas. 206' SW along lake and set hub  
about 6' above high water - Brg. 572-55W +  
Still over MC hub - turn L W-S to old  
rand. S. of 71-15 to hub #1 top of hill (Needle 53-20E)  
198.0' to #1 - slope  $11\frac{1}{2}^\circ$  = true of 194.0'  
Set over #1 and Cont. line S @  $180^\circ$  to #2,  
(needle 53-25E)

153.8' from #2 came up W. of a 1" IP - No BTs

556.3' to hub 2 - over #2 (V134E)

162.33 from #2 to IP + old post wired to it.

(these are 3.4' W. of hole where post was,  
and old Pine Stp. BT with "t" visible  
face hole - N55E 40.4' from it, and  
Maine's notes give N57E 61.0ks.)

$(198 - 4 + 1 = 195'$  true dist. to hub #1)  
 $= 914$  ft. MC to true 1/8 post.

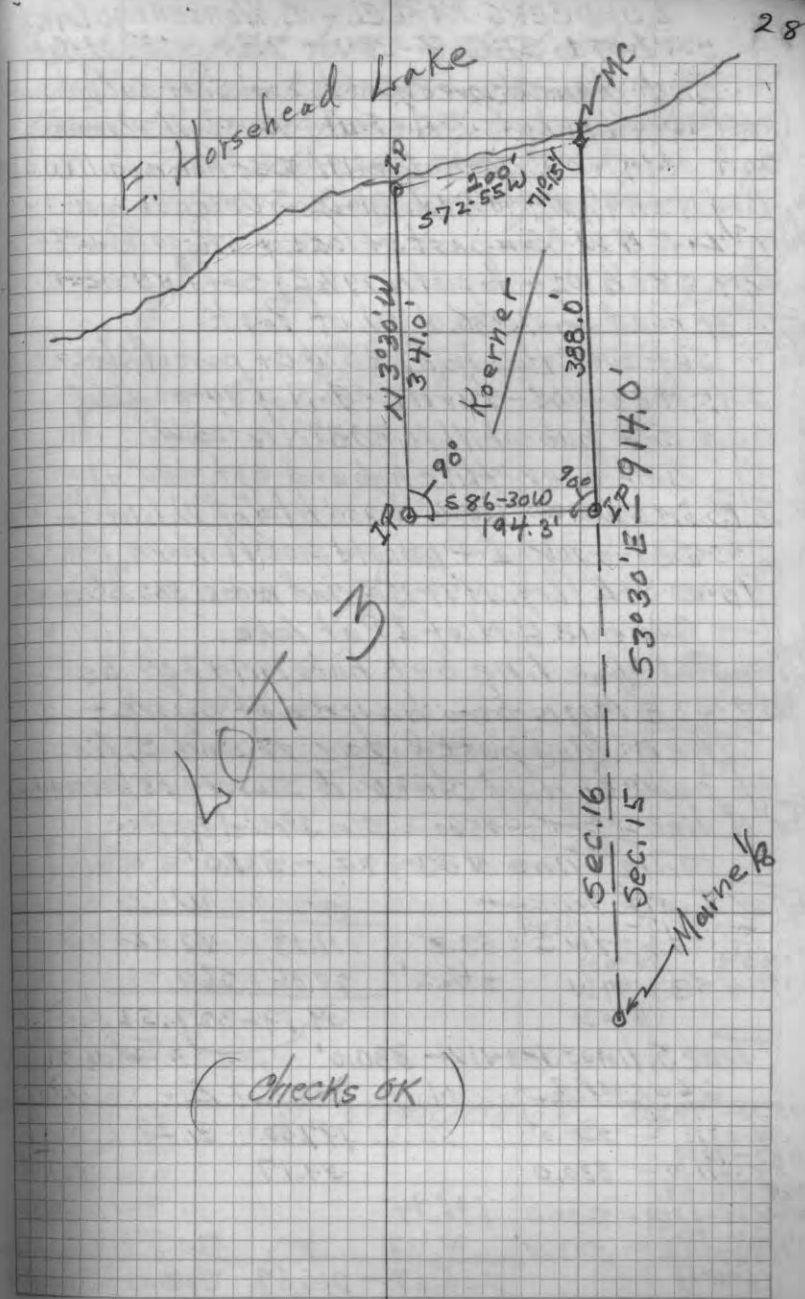
(Maine gives 914.8') Brg. 53°30'E

Re-set IP in hole - new BT - N P Stp N44E 7.7'  
Set IP for SE cor. Koerner parcel 1.44'E.  
of random at 388' S. of MC

BT - Iron W 3S 27 1/2 W 11.3'

Turned  $\angle 90^\circ$  N - Wand meas. 194.3' W. and  
Set IP for SW cor. parcel - BT - HM 4 S 20 W 10.0'  
Set over this + turn  $\angle 90^\circ$  N for 341' and  
Set IP at lake hub - BT - HM 6 N 38 E 7.7'

*[Signature]*



△ LUNDBERG PARCEL - E. HORSEHEAD LAKE,  
LOT 1, SEC. 9-37-7E 5-31-61

Set transit over post 200' S. of I.P. hub 20A  
(post is on line bet. 19A + 20A) turn N-W from  
20A of 91-00 (89-00 from 19A) Set hub on hill W. 63.8'  
Brg N = N 9 1/2° W - to W = Var 10 1/2° E - Over hub on hill -  
turn L E N W from post at lake of 176-00 (Rev. 184°)  
(Brg. 583 1/2 W - to post N 79 1/2 E) Set hub near  
c/4 of road fork 330.0' W. of Post.

Set over this hub as SW cor. parcel - back  
site N 83-40 E - turn L E - N of 94-00 and  
and set hub on hill N. 80.8' (N 10-25 W)

Set over this hub and ext. 180° 1/2 put  
I.P. in swamp 119.2' (200' total of W. line <sup>B. site</sup> S 10-35 E

Set over I.P. (B. site 510 E) turn R of  
90-00 S-E (brg. N 79-35 E) and meas. 332.5' E.  
- came 18.6' N. of I.P. at lake.

Computed true line bet. hubs 19A + 20A as  
59-03 E Magn. from traverse of shore -

Then computed true N and S. lines  
of parcel and checked survey as below:-

For N. line  $\frac{18.6'}{332} = .0560 = \sin 3 1/2' \text{ dep.}$

True line N 83-09 E - 333.0'

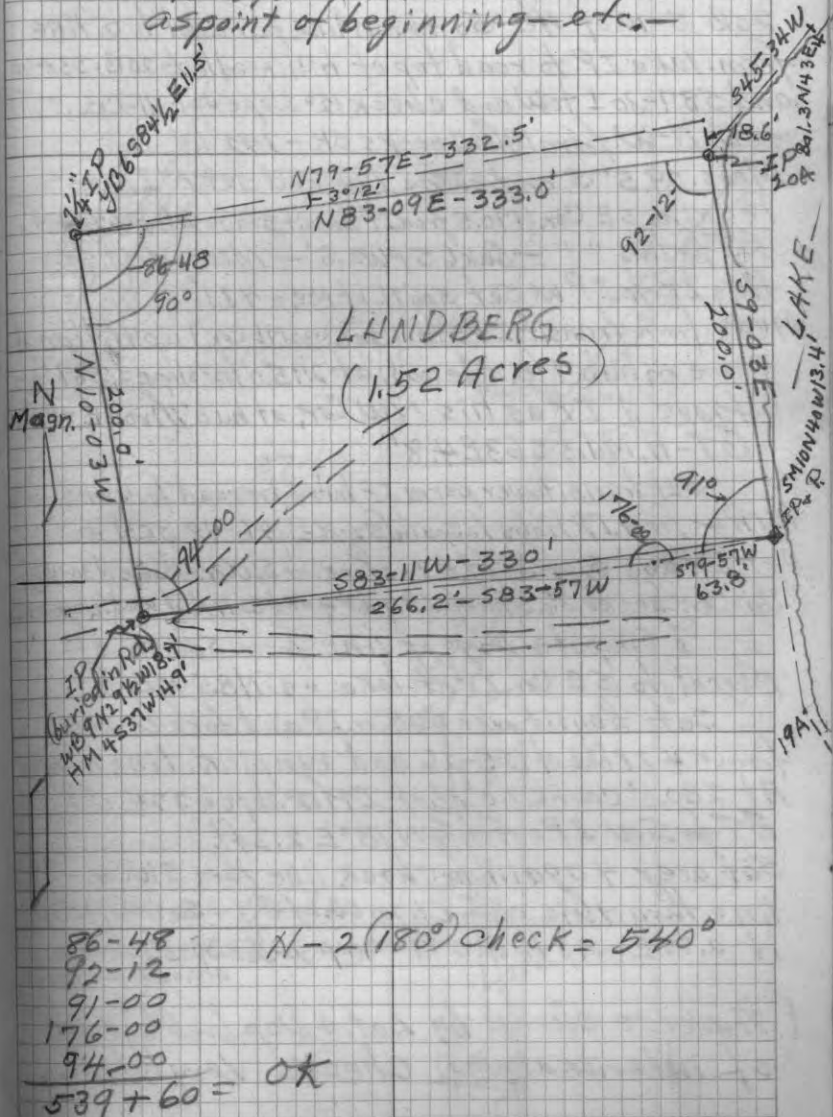
For South line		S	W
$\sin 1745 = .00519847$			
579-57 W - (10-03)	63.8'	11.13	62.82
1999 W 583-57 W (6-03)	266.2'	28.06	264.71
		39.19	327.53

True S. line = 583-11 W - 330.0' = Tan. 6° 49'

CLOSURE	N	S	E	W
1573-9875				
59-03 E - 200.0'		197.50	31.46	
1187-9929		39.17		327.66
583-11 W - 330.0				3490
1745 (6-49)				
9847 N 10-03 W - 200.0	196.94			
1183-9927			330.57	
N 83-09 E - 333.0 (6-51)	39.73			
	236.67	236.67	362.03	362.56

(OK)

Parcel Descr. tied to MC on s/4 N. end Lake -  
MC to Perovich swamp I.P. - 585-36 W - 450.0'  
Thence 566-42 W for 2270' to Spike Hub # 21A  
" 545-34 W - 292.5' to I.P. # 20A  
as point of beginning - etc. -





9-6-61 PECKING PARCEL, Nice + Cool  
 31 Ivan + AHB, LOT 2, SE 9-37-7E  
 BT-H, Hom 15 N 66 W 2.0'  
 Set transit over IP at lake bet. our perm. hubs 19B & 20B. Check  $\angle$  SEN from 20B to 19B as  $168^{\circ}55'$  (prev. it was  $168^{\circ}57'$ ) Turn from 20B S-W of 48-50 to run line parallel to S. line from lake IP to road top of hill (needle to 20B-538-40 and 587-30  $\pm$  to W and check  $12^{\circ}$  slope uphill - Cos. .9781)

$\angle$  N-W from 19B checks OK -  $142^{\circ}13'$   
 Meas. 29.5' S. on traverse line and set 1" IP as Peckino SE Cor. (170.5 from IP transit sta. to 20B + 29.5 = 200')  
 BT for this " " - Oak 6.5 PW 2.5' - Meas. dist. from this IP to IP we set 500' N. of MC = 43.1'  
 Meas. from transit IP sta. (Peckino NE Cor.) up hill and came on hub 7 (E. sideroad) at 295.0' ( $12^{\circ}$  slope =  $289^{\circ}$ )  
 Prove 1" IP as his NW Cor. at hub 7 (road E. rd.  $\odot$ )  
 BT-H, Mpl. 3 S 63 E 4.8'

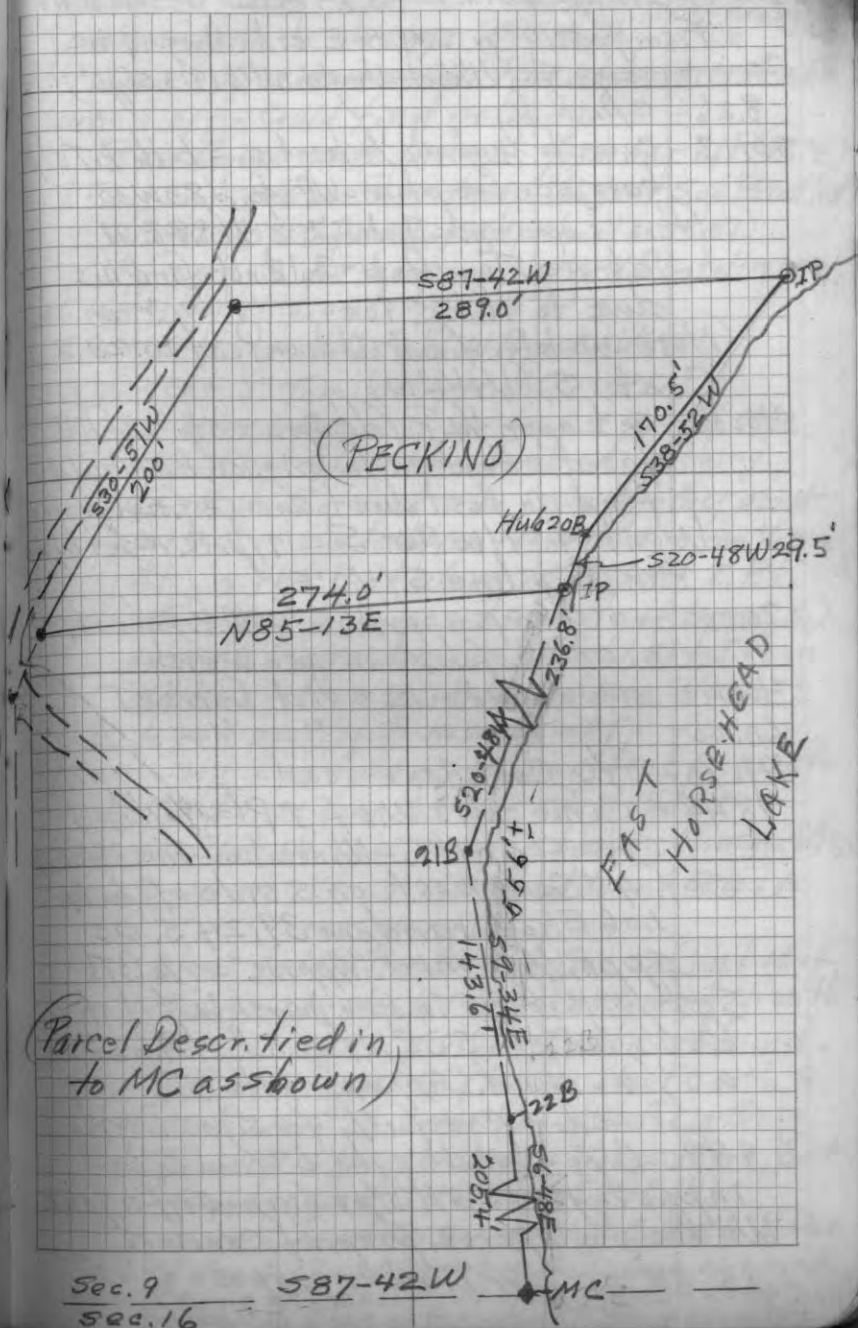
Set transit over perm. IP hub 4 in road fork and turn  $\angle$  from IP hubs to south (S 2-36 E) 146-48 SEN and set IP 200' S. of IP at #7 as Peckino SW Cor. - Needle N 30-36 E (This Cor. checks 36.3' N. of IP hub #4 and 32.7' N. of wood hub on road.)

I compute Brg. of line from SW Cor. of parcel to SE Cor. IP at lake as N 85-10 E.

Set transit over SW Cor. IP and turn  $\angle$  S-E from #4 IP hub of 125-26 and run pick. line to lake. At 280.0' came 1.0' N. of IP ( $12^{\circ}$  slope =  $274.0^{\circ}$ )  
 BT for SW IP = Ash 6 N 18 E 2.3 ft.

Set over 4 again to check line thru SW Cor. IP. line thru this came 1.20 W. of #7 - so moved it 0.20 E - as this =  $0^{\circ}17'$  + Comp. 30-36 = 30-53 checks almost exact.

(Traverse check by Lat. + Dep. (and by sum of interior angles) checks very close.)



33 2-11-60 OLSON STUMPAGE 20' Snow  
Ivan + A.H. Granham SEC. 17-37-8E 0° Cold wind

From good NE Cor. S. 17 on E. side Hwy. 47 we  
Comp. + meas. S. (V. 1/2° W. - Vaughn notes 1913 say 0°)

8.26 - c/h R.R.

20.18 - Came to Vaughn's 1/8 location - both BT stps.  
have scribes plain - WP stps. N 85 W 30

(This is open marsh - flooded) " " N 88 E 71

Set new Tam. Post - Could not find his  
due to thick ice.

(NOTE - We later found old down P. at 20.28 S.)

Cont. S. (V. 1 1/2° W)

40.36 - Set appr. 1/4 P. (old spruce stp. 28 ft. E  
faced about ok for orig. BT, but could  
find no post due to snow + frozen ground)  
Went to NW Cor. Sec. 17 (prev. r. set by us)  
ran chip line S. (V. 2° E)

20.00 - set temp. appr. 1/16 (4" W.P.) about  
0.50 N. of lake in open marsh.

40.00 - mark pkt. - no evid. Dorr's BT

60.00 - " " " " " " " "

71.10 - c/h Coon lake road

78.48 - Came 2.12 W. of I.P. (= 1° 39' dip.)

Sec. Cor. + BTs - Wincentsen - True 3 3/4 E ±

Set 4" Oak post on S. side of hill  
1.06 E. of random 39.24 S. as  
appr. 1/4 - mkd. "Approx." - No BTs

Set 4" W. Pine in open marsh just N. of  
Bob's lake 0.53 E. of rand. at 19.62 S.  
a 5/16 - mkd. "Approx." - No BTs

Searched carefully for signs Dorr's  
1890 BTs - whole area burned so bad  
in past years all stps. burned off or gone.  
We decided approx. prop. of corners  
is OK for our Timber purposes.

4/21/60 OLSON STUMPAGE 34  
A.H.B. + I.B. SEC. 17-37-8E - Cont'd (Warm - Ct. Snow gone)

Went again to our appr. W. 1/4 S. 17 to look  
for Dorr's 1/4 evidence - all Pine stps. rotted and  
burned off - could find nothing.

Ran Camp. - pkt. line E. from our 1/4 P. (V. 6° E)  
19.52 - Set 3" Pine Post temp. 1/16 just S. of Pond (V. 5°)

(NOTE - This 1/16 computed 1/4 of 78.07 - should be 79.07)

Offset S. for 2.00 around lake - V. 6° E at offset pkt.  
26.00 - offset N. 2.00 to line (V. 6° E)

39.04 - Set appr. 1/4 C - 3 1/2" W. P. post - V. 6° E

58.56 - set 3" Tam. as appr. 1/16 - V. 6° E

79.32 - Came 0.82 S. of our temp. E 1/4 - Var. 5 3/4 E.

Searched again 1 hr. for evid. - nothing.

At 1 1/2 ch. E. found 2 in. pipes together about  
0.15 S. of our location - N-S random from them.

Also a red post about 75' S. of the I.P.S.

4/28/62 - Fair Cool - From 40.43 S. (= 0.07 S. of temp. E 1/4)  
on our E. line random - we offset 1.51 to I.P.S. on  
old line - then S. on blazed line - V. 1 1/2° E ±

1.36 to red post (sq. P. - no scribe or BT)

18.00 S. - old line ends - at 20.00 offset E. 0.13 to  
old line from S. - Var. still 1 1/2° E ±

30.00 - offset W. 10.00 to clear beaver flowage - V. 1 1/2° E

40.00 S. - mark pkt. - V. 1 1/2° E (had to cut poles to  
cross creek - very high)

Went to N 1/8 P. on E. line Sec. 20 (just N. of  
Town road - Nor. BT to SW) and paced N. with  
pock. Camp. (2° E. V. ±) 4 T. + 8 P. and found  
old S. Cor. post in flowage about 2.00 ch. E.  
and 2.00 S. of creek (24" of water) - Orig.  
Tam. BT stps. check OK - blazes there, but  
Scribes gone (N 48 W 10 - S 37 E 17)

Line S. from this Cor. to N 1/8 2 to 2 1/2 E. Var.

This SE Cor. S. 17 is about 3.00 W. of where N-S rand.  
would come and about 39 to 40.00 S. Put up 4" x 20'  
dry pole with flag on top - New BT - Tam. 4 53 W 68 E.

35 5/1/60 - I. Branham and John Fisher. F. & Cool  
 SEC. 17-37-8E - Cont'd  
 Meas. E. from SW Cor. S. 17-chip line.  $V6^{\circ}E$ .

15.73 - c/k Town Road

20.00 - mark pkt.

38.00 - " " - no evid. of  $1/4$

58.00 - on hill just N. of Creek

70.15 - Intersect our N-S offset random at  
 0.40 N of 40.00 S. pkt. (39.60 S. of E  $1/4$  on  
 rand. and about 7.00 W. of SE sec. Cor.

(Could not meas. farther w/c water)

Checked on hill at 68.55 E offset S.

to flag at S. Cor. = 1.20 - S. V. of S. line  $56^{\circ}$

39.60  
 1.35  
 40.95

Then we went to N  $1/4$  S. 17 and meas.

S. ( $V0^{\circ}45^{\circ}E$ ) for 19.90 + mark pkt.

(should go to 20.06)

5/2/60 - Ivan B. - alone -

Ran chip line on S. from 19.90 S. of N  $1/4$  -  $V11^{\circ}E$

At 37. + 56 P. came 75' E. of our temp.  $1/4$  c.

Re-set this  $1/4$  at 50 ft. E. and 16' N.

of E-W random-blazed 3" WP N  $83^{\circ}W$  10

Post marked approx. only.

Went to N  $1/8$  on E. line (Vaughan's)

and found old down post about 10 kts. S.

of post we set from his steps. in snow & ice.

Took his old one as OK.

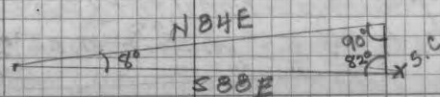
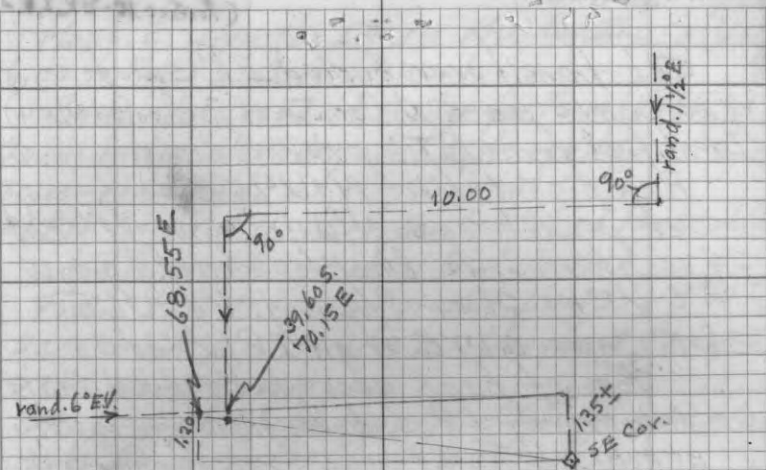
Went to our approx. E  $1/4$  and moved

it S. 0.30 (20') to the appr. half-way

point (40.66) on E. sec. line-blazed lines

Set our appr. N  $1/6$  on N-S  $1/4$  line at

20.06 S. of N  $1/4$  and 12' W. of chip line (4" ram.)



$$b = a \cot A = 1.20 \times 7.115 = 8.54$$

68.55  
 8.54  
 77.09

$$68.55 / 1.20 = 77.091 \times = 1.35$$

39.60

40.43

2 | 81.387

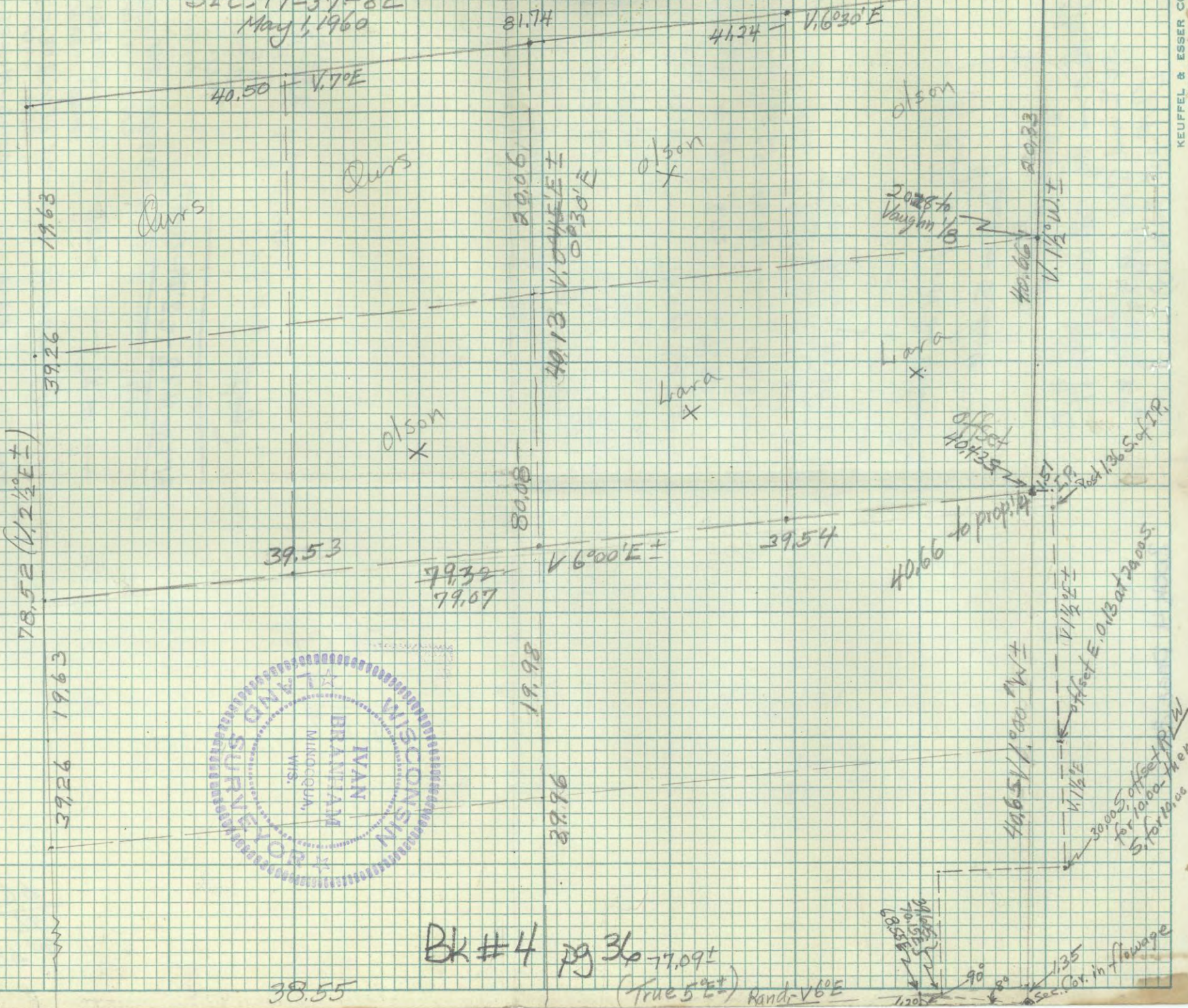
40.69

(Approx. only -  
 but OK for  
 our purpose)

- DATA - SUB DIV. APPROX. ONLY I. Branham

SEC. 17-37-8E  
May 1, 1960

Section



N 1/2 of SEC.

Side	Cos	N	S	E	W
1132 - .9936					
583-30W - 41.24 -			4.67		40.98
.1219 - .9955					
583-00W - 40.50 -			4.93		40.20
.0436 - .9990					
52-30E - 39.26 -		39.22		1.71	
.1045 - .9945					
N 84-00E - 79.07 -		8.27		78.64	
.0262 - .9997					
N 1-30E - 40.66 -		40.65		1.06	
		<u>48.92 - 48.82 - 81.41 - 81.18</u>			

79.32  
39.79  
39.53

39.04  
17.6  
39.79

41.24  
.1132  
82.48  
12.372  
41.24  
41.24  
4668368

$\frac{0.33}{240} = \frac{1}{750} \pm$  (OK for cutting)

39.54  
36  
39.89

Around Section

	N	S	E	W
583-30W - 41.24 -		4.67		40.98
583-00W - 40.50 -		4.93		40.20
52-30E - 78.52 -		78.44	3.42	
N 85-00E - 77.09 -	6.72		76.80	
N 1-00E - 40.65 -	40.64		0.71	
N 1-30E - 40.66 -	40.65		1.06	
	<u>88.01 - 88.04 - 81.99 - 81.18</u>			

79.32  
58.56  
20.76  
1.00  
19.76

Probably an error in estimating E-W dist on S. line over beaver flowage

5/2/60 - Re-set our approx 1/4 c.  
50' E and 16' N (39.54 W of E 1/4)  
(WP 3 N 83 W 10)

37 9-19-61 SEC. 3-37-8E  
IB+AHB Nice TOWN PINE LAKE LANDS  
(For Sec. 10-BK. 1 P. 29)

Set transit over buried IP SW of  
road curve as SW Cor. Sec. 3 (located 1954)  
(Identified from BT's prev. found)

Ran picket line N/V<sup>0</sup>5'E±  
Set picket 20.00 N/W of rd. curve-W 1/4 E  
24.00 at N. side blacktop where Rd. goes W,  
(V104) 26.00 - 1/2 Log. Rd. - V11°E  
33.605 Came 0.17 E of an IP (V0°30'E)

Top of bank above lake - Ave. 0°45'E±  
Meas. from IP N. to Vaughan's MC loca.  
per his BT - W.P. no 15 522 E 70 - marks OK  
- his BT - W.P. 18 526 1/2 W 29 is 0.43 dist.  
bearing are OK + marks - Water very high  
From IP to his location 0.95 + 33.605 checks  
his dist. 34.55 within 0.05 = OK  
I.P. on bank checks 0.12 too far E.  
0.17 + 0.12 = 0.29 dep. in 34.55 = 0°29'  
Check true line Var. as 10°17'E±

Went to S 1/4 Sec. 3 prev. established  
and meas. E. (V1 3/4°E) along S 1/4 for  
20.79 and put nub about 1/2 log. road as 1/16

9-22-61 - Same crew - Cl. + rainy.

Went to N. Side Douglas lake on W line 3  
and found Vaughan's MC - BT stp. NP - N 3W 19 1/2.  
Marks visible - also located orig. govt down  
and burned BT (NP - N 25W 90) and hole of post.  
Set new W.P. post MC in hole and marked  
orig. "OBT" and Vaughan's "V.B.T."

Ran chip comp. line N 39°E for 21.54  
came about 1/2 ch. on high land past very wet  
marsh - at 22.23 came 1.58 W of tall IP (site)  
(also see pop. post - no scribe - 566 W 18 from IP - no BTs  
could find no evid. of Vaughn tam. BTs or stps. of orig. Pine.

Meas. E. from the IP as NW Cor. Sec. 3 (V2°E)  
6.00 to Road at Curve E-W and N-S

Cont. along road at Sedge-fur Farm (V2°E+)  
20.00 - mark 4" W. Bir. at N. side road.  
30.00 - road ends at N-S road.  
39.77 - came 0.11 N. of scribed 1/4 P. + I.P. also old posts.

(This is 6.00 out in bad marsh)  
From this N 1/4 ran picket line S (V8°W±)  
20.00 - mark picket - V8°W - Very bad going.  
28.00 - Lv. marsh  
34.00 - on pt. hi-land just N. of Swamp - mark picket  
Quit for the day - Wet + tired.

9-26-61 - AH + I. Branhon + Frank Melton local/resid.  
Went to our 34.00 pick. on N-S 1/4 road.  
and cont. pick. line S. - needle here 59°W.  
At 38.14 S. (about 2 ch. in Swamp) set temp.  
C 1/4 4" Tam. marked "Approx." - V8 3/4°W  
At 58.05 S. - Set 4" Tam. appr. 1/16  
59.50 Lv. Swamp - at 66.00 Var. 9 1/2°W.  
78.23 - came 2.04 W. of S 1/4 (just 5.0 + town Rd.)  
(V9 1/4°W) - ave. var. for land = about 9°W±

Drove IP at S 1/4 + new BT - WB 6552 E 28  
True line is 78.26 and Var. about 8°W.  
Compute W. line N. to S. in lake as 42.21 and compute  
and prop. E. 1/4 loca. as 39.93 ± N. = 2.28 diff.  
So - dist. N. to C 1/4 = 41.07 - or 37.19 S. off 1/16  
(Must move temp. post 0.95 N and 0.97 E. to be correct)  
Compute dist. C 1/4 W. to W 1/4 = 48.56 and to E 1/4 = 40.62 ±  
No - set our appr. 5 1/16 on N-S line 0.32 N. + 0.50 E.  
Meas. W. from this 1/16 (V11°E) and set  
a temp. 1/16 at 22.60 W. - then S 30°W and  
at 21.27 S. came 0.11 W. of our 1/16 on So. line

## SEC. 3-37-8E-Cont'd.

10-11-61 - Arnold + J. Branham - cldy + mild.

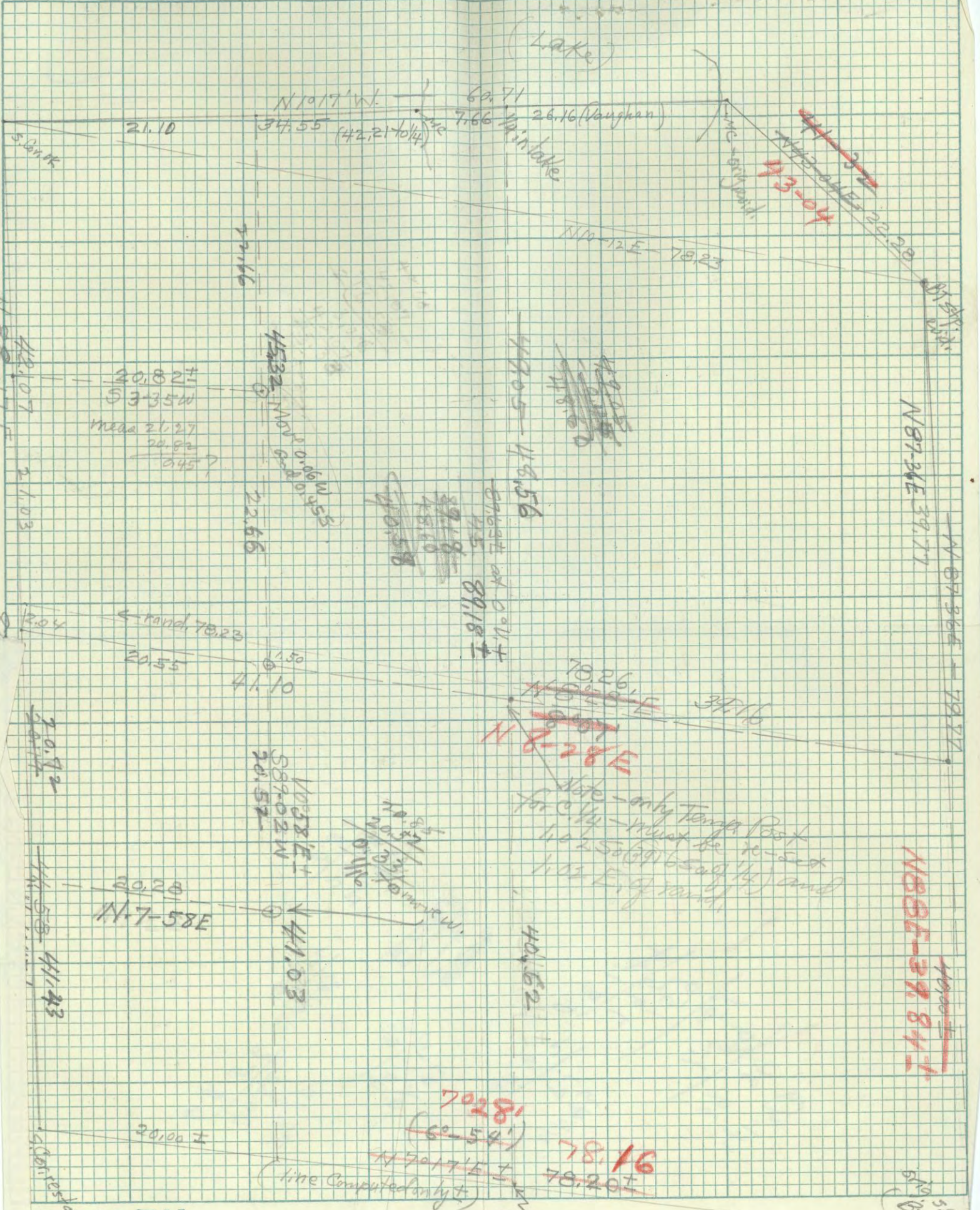
Set approx.  $5\frac{1}{16}$  on W. line S. 3 for  
 F. Melton at 21.10 N on random and 0.17 W.  
 Meas. E. from this post -  $V1^{\circ}E \pm$   
 22.72 came 0.58 S. of temp.  $\frac{1}{16}$  set Sept. 26  
 at 22.60 W. of  $\frac{1}{16}$  on N- $5\frac{1}{4}$  line  
 Cont. E. on same chip line ( $V1^{\circ}E$ ) and  
 at 22.72 + 22.60 came on our appr.  $\frac{1}{16}$

Went to our  $E\frac{1}{16}$  hub on So. line (20.79 E of  
 $5\frac{1}{4}$ ) and drove  $\frac{1}{2}$ " IP - (See below for  
 connection) - No BTs near

Meas. chip line N. from this  $\frac{1}{16}$  -  $V7\frac{1}{2}^{\circ}LO$   
 2.88 to  $\frac{1}{16}$  Town road (being widened soon)  
 20.28 N - Set temp. 4" W. P.  $\frac{1}{16}$   
 Meas. W. -  $V1^{\circ}E \pm$   
 20.85 came 0.19 N of  $5\frac{1}{16}$  on N- $5\frac{1}{4}$  line  
 (had computed 20.54)

10-19-61 - I B + A H B and F. Melton - Ch. Cold

Meas. E. from IP  $\frac{1}{16}$  in log. road on So. line  
 20.64 - Came on SE Sec. Cor. ( $V1\frac{3}{4}E$ )  
 20.79 - to temp.  $\frac{1}{16}$  = 20.72 Cor. - So move &  
 IP 0.07 W at W. edge road - BT - JP 457  $\frac{1}{2}$  E 38.  
 Went N. to our temp.  $\frac{1}{16}$  C of SE  $\frac{1}{4}$  and  
 moved post 0.33 W - BT - Spr. 3547 W 6.8 lks.  
 Went to our appr.  $\frac{1}{16}$  C of SW  $\frac{1}{4}$  and moved  
 post 0.455 and 0.06 W as computed (0.10 N.  
 of E-W rand.) BT - Nor. P. 14 N 62  $\frac{1}{2}$  E 28.  
 Blazed all lines - but did  
 not re-set C  $\frac{1}{4}$  yet)



(Lake)

N1017'W. 60.71  
 21.10 34.55 (#2,21 to 1/4) 7.66 26.16 (Vaughan)

~~N10-12E 22.28~~  
**43-04**

N10-12E 78.23

20.82 ±  
 53-35W  
 Mean 21.27  
 20.82  
 0.45

4532  
 53-35W  
 22.66

4105-43.56  
 87.97 at 0.01 ±  
 45  
 89.18 ±

~~N82E~~  
**N82E**  
 78.26  
 39.16

Note - only Temp. Post  
 for C. 14 - must be re-set  
 1.25 (39165 sq ft) and  
 1.22 E. of road.

1058E  
 59-02W  
 20.52  
 41.03

20.20  
 N7-58E

~~7028~~  
 (60-54)

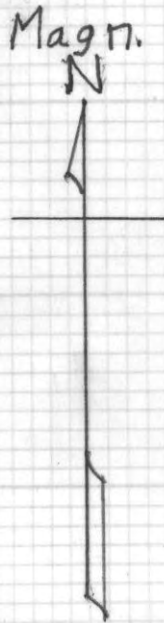
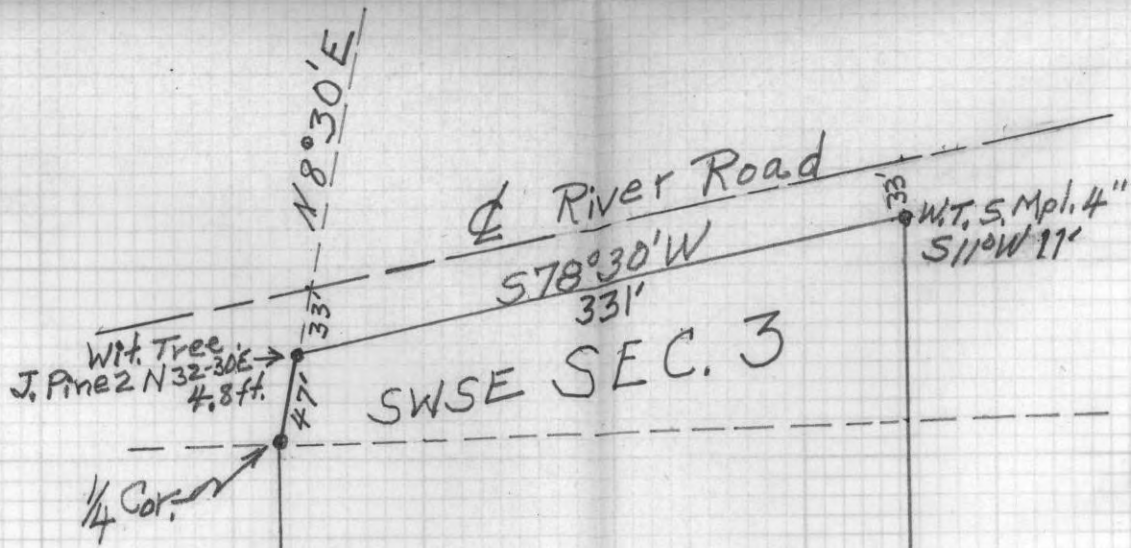
~~78.16~~  
 78.20 ±

(line Computed only ±)

~~N88E-39.81~~

5.0 R  
 B. David

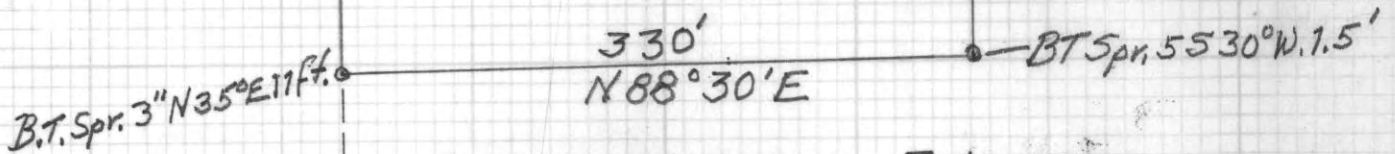




51°45'E  
613'

NW NE  
SEC. 10

711.7'  
N 1°45' W



SURVEY of APPROX. 5 Acres

for  
Wm. B. Kipper

Sections 3 & 10, T37N, R8E

Scale 1" = 100ft. Bearings Approx. Magnetic  
I. Branham June 1977

BK #4 pg 40

PRINTED ON CLEARPRINT 1000

N 88° 28' E - 378.00 (approx)  
Original

N 43° 01' E - 222.80  
Meltzer

N 89° 02' W - 45.32

SURVEY DATA

DEC. 3, 1937 N.A.S.E.

I. Branham

NOTE - Work done with compass and 3-chain tape only - Some notes & corners of D.H. Branham about 50 yrs ago accepted. Work checks close enough for timber purposes. Very bad going for most of it.

Approx scale 1" = 10 ch. = 660 - Digs. Approx. 1/4 in.

1/4 in lake  
N 42° 21' N



4 point - in low marsh  
Center of 1/4 in Swamp (Temp. only) must be reset of 1.025 on previous (21.16) and 1.02 E.

40.6

89.8

78.26

48.50

266

N 16° 01' W

C. Ir. Pipe  
No. 34, 55, 11  
(approx)

1/4 in. by 15.

S 89° 02' W - 45.32

22.66

22.66

20.82

(Branham 35W) 03-35W

N of road 35W 170

20.52

19.10

22.88

N 7-58E

1/4 in. by 15.

1/4 in. by 15.

Town Road (approx)

N 0° 35' E - 41.43

N 58° 17' E - 42.07

1/4 in. by 15.

43.00

N 7° 28' E

78.16

N 19° 17' W - 60.71

1/4 in. by 15.

266

N 16° 01' W

266

N 16° 01' W

266

N 16° 01' W

266

N 16° 01' W

266

N 16° 01' W

266

N 16° 01' W

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N 16° 01' W

266

N 16° 01' W

266

N 16° 01' W

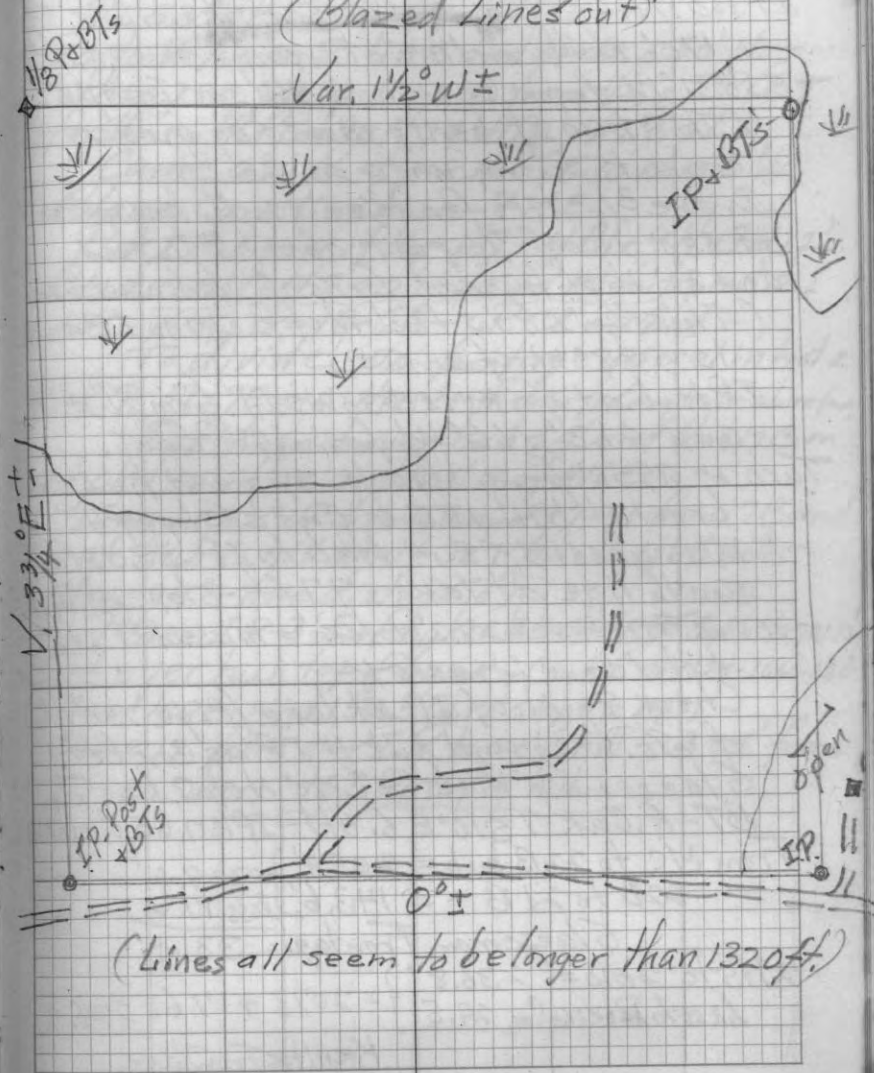
266

BK # 4 40

(Our Cahak 40 - Tract # 151)

6-24-63 - I. Branham alone - Pock. Compass  
Hot & HumidRan out lines as shown - found corners  
and BT's (some work here by Ripco.)

(Blazed Lines out)



43 7/27/66 Lot 2, SEC. 9-37-7E Clo + Warm  
East Horsehead Lake  
Parcels for P. Glaeseman + Gen Kienitz  
(Glaeseman 5.330' lying E. of 1/8 line)  
(Kienitz next 200ft. North)

Set transit over I.P. on "approx." 1/8 line  
at 330' N. of Maine's 1/8 Cor. locate I.P.  
170' North on line at road-forks 36.3'  
530°51' W. from Peckino's SW Cor. in pipe.  
(This hub I.P. bent + moved by grader-  
re-set same under surface.)

Drove 3/4" I.P. for Kienitz N. line marker  
at 530' N. of 1/8 post about 2/4 road  
and 30' N. of hub at forks - 6" under surface  
(This 3/4" I.P. is 19.3' W. of Peckino I.P. and  
is 588° W. of same)

I.P. Hub at forks is 533 W 22.1' from 9" W. B.  
and 21.3' N 6° W from 7" R. Oak.

Turn  $\swarrow$  89°18' from N (90-425) + set hub on  
brow of hill 155.0' East (slope 9°40')  
Needle reads N 88° E - Hub to I.P. 330' N. of  
South line at lake = 77ft. slope 15° 74.4'  
 $152.8 + 77.4 = 227.2'$  to lake - missed I.P. 24" -  
but leave it as OK

Check 80' N. of I.P. at lake (Pipe 250' N.  
of So. line) and put 1" I.P. as Cor. bet.  
Glaeseman + Kienitz (330' N. of S. line)

BT - R. Oak 7 S 10° E 6.0ft. - I.P. is 17.6' S. of hub 21B  
From MC to 22B hub = 205.4' } = 349.0'  
" 22B to 21B " = 143.6' } less 17.6'  
Glaeseman Frontage = 331.4'

21B to 20B = 236.8' } = 2073 + 17.6 = 224.9'  
Less to Peckino Cor. 29.5' }  
Kienitz Frontage

Lot 2, SEC. 9-37-7E Cont'd 44  
Went to I.P. as NW Cor. of Hollister 5.330' Lot 2  
(330' N. of S 1/4 Cor.) and meas. 200' on line N.  
to 530' N. of S 1/4 - Set picket for NW Cor.  
of Kienitz N 200' of S. 530'

8-3-66 - Same Crew - to meas. Kienitz'  
So. 530' of SESW - 9-37-7E -  
Go to W 1/6 on S. line and meas. 530' N. -  
then run chip line E. from this I.P. (BT  
for this = W. Pine 10 N 74 W 18') V 2° 50' E

Came 22' N. of picket 530' N. of S 1/4.  
Blaze Cor. line back - V 2° E  
Put I.P. 530' N. of 1/4 - BT - 4.0 in 9 N 49 W 12'  
Blaze out N 200' of 530' Kienitz Lot 2.

IB + K. J. 8-16-66 - P. Ch. + Mild -  
To divide 370' frontage parcel in Lot 2  
Sec. 9-37-7E on E. Horsehead Lake for Campbell + Schaefer.

Set transit over hub 25' N. of Hub 17B on  
our plat on shore and 185' S. of #16B.  
Turn  $\swarrow$  82°14' from 16B and 97-46 from 17B and  
put hub on hill shelf 38.7' (Needle N 65 W E -  
Slope 24° - true dist. 35.0')

Place I.P. 3' E of hub on lake shore BT Oak 6 N 27 W 12'  
Set over hub top of bank + Cont. line N 64° 30' W - 180.  
200' level and 150.5' @ 12° slope = 14.7'  
Came 12" from our I.P. top of hill - 385' from  
I.P. on shore to I.P. top of hill.

45

## E. HORSEHEAD LAKE

Lots 1+2, Sec. 9-37-7E

Line bet. Parcels 4+5 for David Anderson;  
I. Branham + Kelly Jacobs (+ Meyer.)Set transit over Hub #12 at road forks  
top of hill.Turn L from #11 (S17-22 E) of 118°30' and  
Check L from #12A (N59-03 W) of 103-11  
to hub 70' down hill (N44-08 E) slope = 10°Set over this hub and turn R 179-52  
N+E from #12 + set hub 200.00' down  
hill to top of bank (slope 13½°).Set over this #2 hub + meas 74.6 ft.  
to I.P. (Hub 16A) at lake (slope 22°)

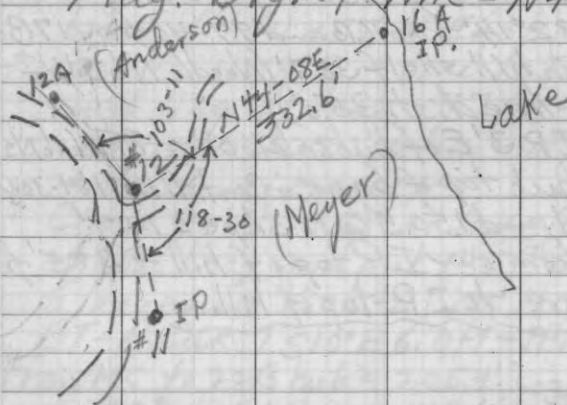
(BT is W. Pine 15339°E 21.0 ft.)

(missed I.P. about 18")

(BT for Hub #12 is Pass 5558 E 1'6")

True dist. computes 332.59 ft.

Mag. Brg. of line = N44°08'E



46

PAGES 47-50 BLANK

51-9-29-60 YOUNGQUIST TRACT Nice  
Ivan + A. Branham SEC. 4 - 38 - 6E Transit - 2 ch. tape Day.

Set over IP#2 about 25' S. of c/h  
Town road and 0.853 ch. N. of #1 IP inside fence Cor.  
(Youngquist + neighbor say this supposed to be  $\frac{1}{8}$  Cor.  
E. of Cent. Sec.) Needle reads 50-50E (under wires)  
Turn  $\swarrow$  SEN 171-38 (brg. N  $7\frac{1}{2}$  E) - Believe Row to take  
2.00 N. to hub 3 - Over #3 - 246.180° 4.792 to #4  
(brg. N  $7\frac{1}{2}$  E) Over #4 - turn  $\swarrow$  S-W 81-38 and  
meas. W. 0.976 for 500' N. of  $\frac{1}{8}$  (comes 6' W. of fence)  
turn SWN 155-20 from #3 and set #5 at fence  
2.917 N (brg. N 17-20W) Over #5 - 6. site 517-35E  
 $\swarrow$  SEN 162-58 to picket line N. along E. side  
of fence (about 15" from fence) - brg. NO-40W (at tr.  
Went back + set over #1 hub (0.03 N. of  $\frac{1}{8}$ )  
Brg. to 2 = N 50W (at tr.) turn  $\swarrow$  N-E 85-40 to #2 A  
S. of road (N 80  $\frac{1}{4}$  E) dist. 1.37 @  $6\frac{1}{2}$ % slope = 1.361.  
Over 2A - 6. site 584-50W - turn WSE 173-46  
to 3A - 6. 838 - 588-55E. Over 3A - 6. site N 89-20W  
(in open field S. of E-W fence)  $\swarrow$  WNE to 4A = 171-57  
(brg. N 82-50E) 10.01 to 4A. Over 4A - 6. site 582  $\frac{3}{4}$  W  
 $\swarrow$  WNE to  $\frac{1}{4}$  Cor. 161-35 Dist. 0.83 - IP + Conc. Mon. BTs  
(Vaughn Tam. 1902) Brg. to  $\frac{1}{4}$  N 64  $\frac{3}{4}$  E.  
True line to  $\frac{1}{4}$  Compute N 85-10E - 1250'  
10-4-60 - IB + AHB - Fi. & Cool-Camp. + 2 ch. tape  
Conti. pick. line Non E  $\frac{1}{8}$  line along fence ( $\frac{1}{16}$  - 2' W  
from hub 5 - 9.76 to old unscrib. post at  
fence cor. - no BTs - Var. 5 = 0° 20' W. to W. on fence 3° E  
10.585 to another E-W fence 0.82 E. of IP at F. Cor.  
(V. fence E = 5° E  $\pm$ ) Ring recently cut. no BTs.  
(about 150' W. of IP another fence runs S. from  
first E-W fence) Cont. line N-V. 0° E,  
23.635 N. of #5 came 1.71 E of fence Cor. at op. field  
With conc. Mon. (V. 0°) (E-W fence about 20' E. V.  
10.363 computed str. line to #5 + 23.635 = 33.998 Total  
= 2244'

SEC. 4 - 38 - 6E - Cont'd 52

Meas. W. from mon. at fence Cor. along fence ( $\frac{1}{2}$  E)  
19.97 to IP + Sq. post - 20.03 to fence going S. - No BTs  
(Comp.) Meas. E. from conc. mon. at field cor. V.  $1\frac{1}{2}$  E  
19.78 - Came 0.20 N. of S. Cor. - Old scribed  
Popple post + newer unscribed Cedar - also  
Necco marker on tree - stake mkd. "BT" at  
old Mon. Stp. N 62  $\frac{1}{2}$  W 0.345  
True Cor. Var. = about 1° E  
10-18-60 - same crew -  
To prop. in our N  $\frac{1}{16}$  on E  $\frac{1}{8}$  line with  
 $\frac{1}{16}$  on E. line - Griffin says 1344' to  $\frac{1}{8}$   
Scott " 804' N. to S. Cor.  
(We got 34.05 on E  $\frac{1}{8}$  line = 2247') 2148'  
2148:804 = 2247:1X = 841'  
We got 20.955 to N. fence (34.05 - 20.95 = 13.10  
(Compute 1.09 W. of rand. at 21.95 N) = 7946'  
Decide to keep in line with N. fence  
as being close in keeping with  $\frac{1}{8}$  corners  
to E. and W. Set = 3" W. Pine post 1.05 W. of  
our rand. at N. fence (90° from rand.)  
BTs - JP 6 N 76 E 31 - JP  $1\frac{1}{2}$  555 E 18 (Post is  
N 73° W 0.24 from IP at fence Cor.  
As we own all of Fr. NE  $\frac{1}{4}$  except W 1082'  
we meas. 236' (3.58 ch.) more W. on  $\frac{1}{8}$  line  
(and on s/k along fence) to locate our W. line  
in Fr. NE  $\frac{1}{4}$  approx.)  
Set 2" post on s/k about halfway bet.  
2 fence posts blazed.  
Set 3" WP post S. edge road on  $\frac{1}{8}$  line  
and 1.04 N. of an iron post at E-W fence  
BTs - JP 6 N 76 E 31 - JP  $1\frac{1}{2}$  555 E 18 (Approx.)  
Re-set IP for NW Cor. of 500 x 500' parcel  
reserved by Youngquist - 0.317 ch. W. of Ir. post at N. S. fence  
blazed 1" Popple SW and a 2" NE (over)

To layout 500x500' parcel reserved in SW cor.  
of SENE - Set transit over hub on So. line  
and. 6.183 E. of hub 2A and turn  $\angle 90^\circ$  from 2A  
and put I.P. (N-04E) 0.61 N as SE Cor. of parcel  
(falls in old fence line) BT-WP 4 N 23 $\frac{1}{2}$  E 0.247  
Ch. 18 N 88 W 0.30 ch.

Set over this I.P. and turn SW N 176-01  
and meas. N 2-55 W 7.576 (500') and set I.P.  
in field - BT-Twin 3" W.P. N 18 $\frac{1}{2}$  W 40 lks.

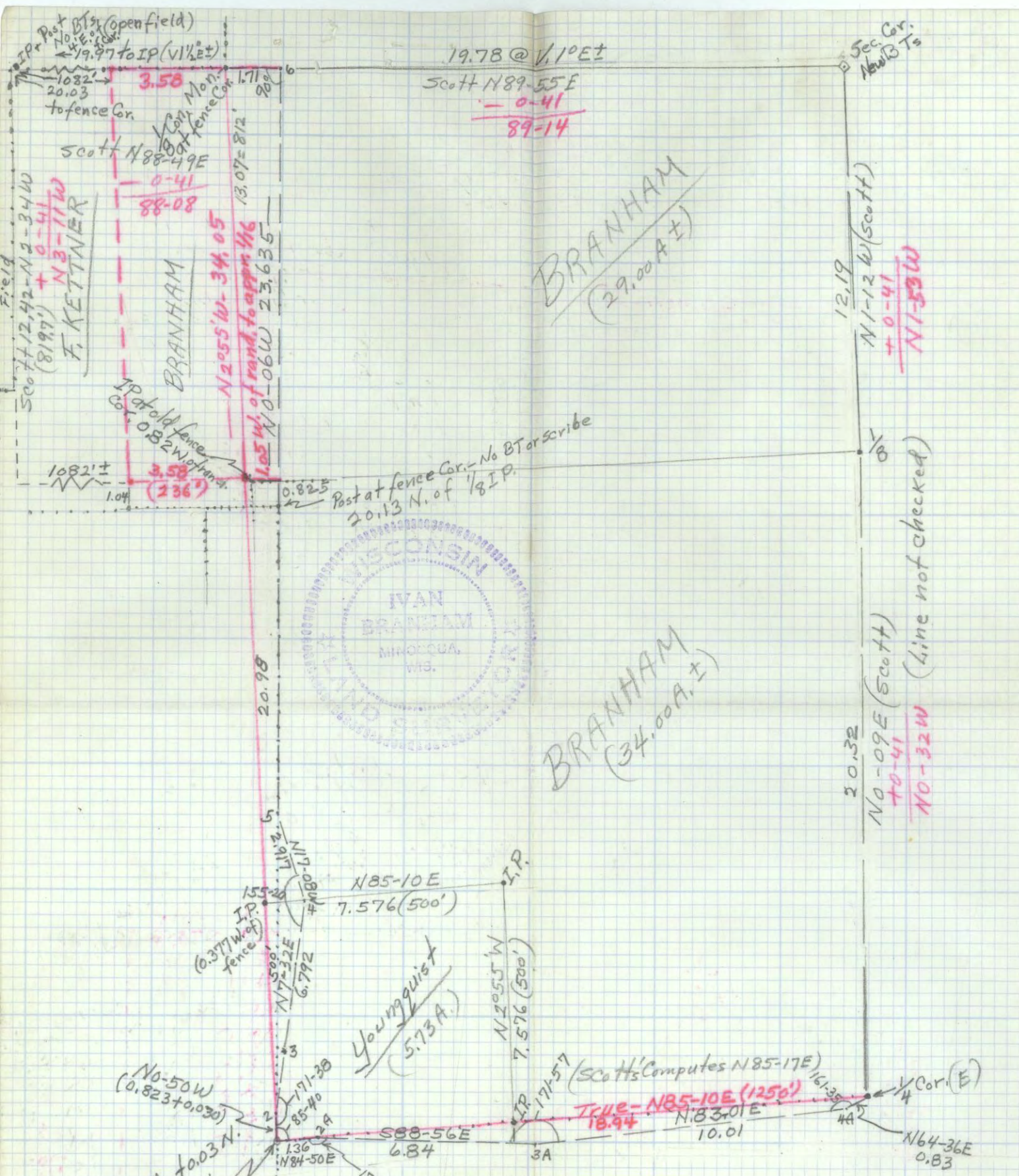
Set over this I.P. - turn  $\angle$  S-W 88-05  
and meas. 585-10 W (500') and came on  
our prev. I.P. 0.377 ch. W. of fence.

(Prev. survey plat<sup>given by Youngquist</sup> and fences do not  
check properly at all - We had to  
set our corners to conform close as  
possible to existing fences - and to  
what it should be when proportioned.

A real mixed-up mess - but believe  
we are approx. correct and good  
enough for timber purposes.

South line believe is accurate. ~~BB~~





19.78 @ V. 10° E  
 Scott N89-55E  
 - 0-41  
89-14

BRANHAM  
 (29.00 A ±)

BRANHAM  
 (34.00 A, ±)

PART of SEC. 4, T38N R6E.  
 Scale 1" = 400' h = 264'  
 10-20-60  
 Brqs. Approx. Magn.  
 I. Branham.

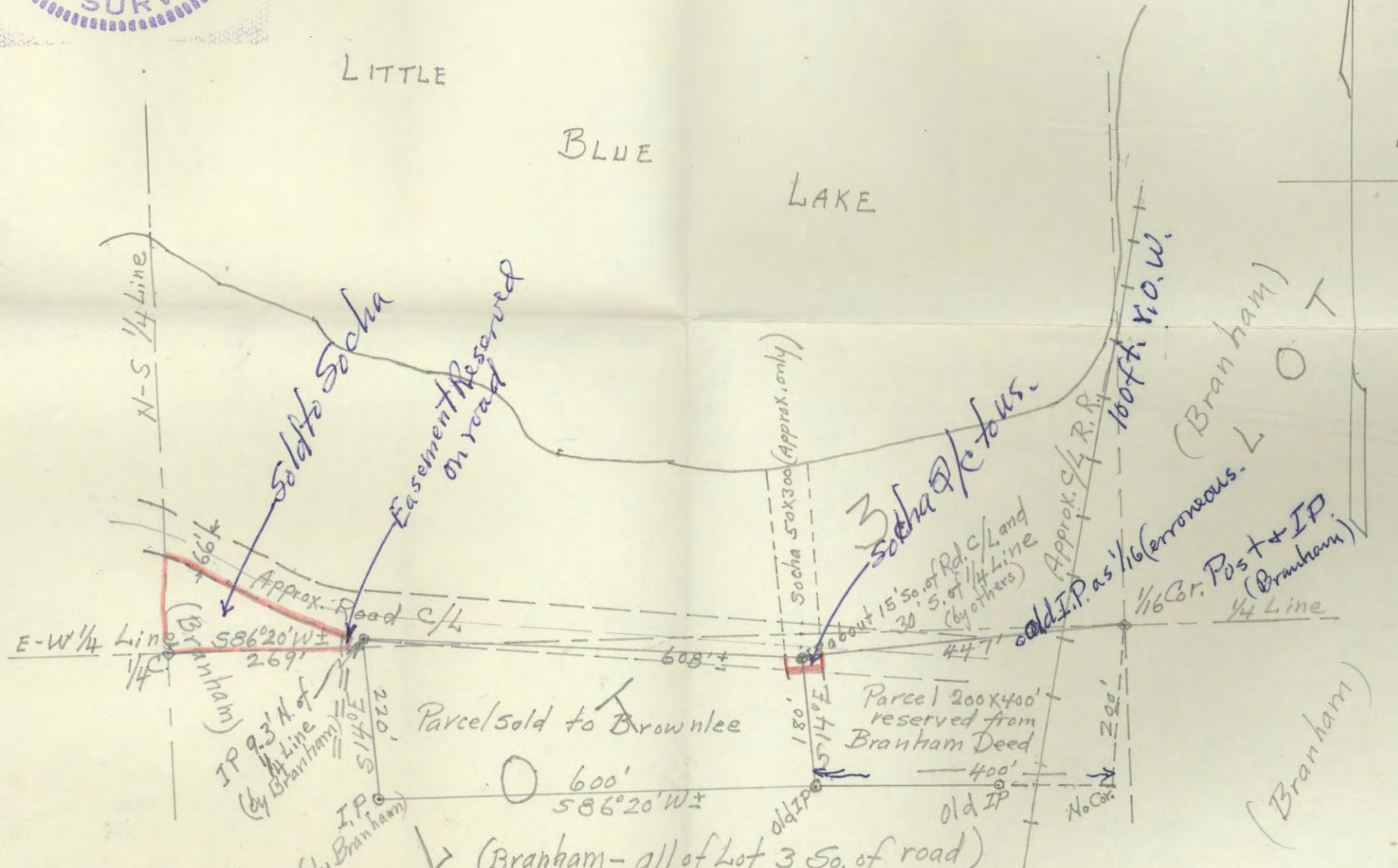
(BK. 4, P. 54)

PRINTED ON CLEARPRINT 1000-H





PART OF  
GOV'T LOT 3, SEC. 26, T38N, R6E  
 1" = 200ft.      Bearings Approx. Magh.  
I. Branham      10-20-64.



Sold - strychowski

(Branham - all of Lot 3 So. of road)  
 Except 200x400' NE Corner  
 BK #4 pg 50

57 4-27-61 SEC. 35-38-6E (For Sec. 26, see Ivan + Arnold B. Comp. + 2d. Tape - P. + Col. CK. 2.P. 125 + 4K3.P. 57)

Went to Kowalk's W 1/4 Sec. 35 (M's BT is N. Pine 16.50 W 70 - Popple post rotted out) We put in 1" I.P. + offset 0.35 E to old N-random. then meas. N. on same -  $V 3^{\circ} E$ .

19.78 N. - came 0.54 E. of Kowalk's 1/8 Post -  $V 3^{\circ} E$

old post down - 9" Popple BT -  $N 3^{\circ} E$  17 Cks.

Put in new dry N. Pine post and rock pile.

New BT - Nor. P. 4 S  $35\frac{1}{2} W 72$ .

Went back to W 1/4 and meas. E. along blazes

( $V 2\frac{1}{2} E$ ) 19.91 - came 0.54 S. of old appr. 1/8 P.

I set 14 yrs. ago. - As computed true line

checks  $V 3^{\circ} 39' E$ , we set appr. 1/6 Pine post

at 0.47 N of rand. and 0.07 S. of prev. location.

True dist. 19.92. Blazed BTs - WP 57.30 N 27 E 33

From this post meas. N. ( $V 3\frac{1}{2} E$ ) N.P. " S 85 E 20 1/2

at 20.00 N. - set temp. dry Pine 1/6 - then run

W. ( $V 4^{\circ} E$ ), and at 20.00' came 0.19 N. of 1/6 on E.

As true line checks 19.82 @  $V 4^{\circ} 07' E$ , we moved

our temp. C 1/6 of NW 1/4 0.18 W and blazed

2 1/2" H.M. 578 E 24 - also 30" N.P. 57.0.34.

Blazed out lines of our SW NW. - approx.

23/63 - I. Branham + W. Cameron - Nice - Frost AM.

Meas. chip line E from approx. 1/6 at

19.92 E. of W 1/4 Sec. 35 -  $V 3^{\circ} 40' E$

At 20.00 put temp. 1/6

35.50 - c 1/4 of R.R.

60.08 - Came 0.84 N. of old appr. 1/6

79.92 - No evid. of E 1/4 at all.

99.92 + 0.37 came 2.14 N. of I.P. and

Scribed 1/8 with BT

Set temp. E 1/4 at 0.08 E of 79.92 on

rand. and 1.27 South (if is 0.43 S. of old P.

and about same dist. So. of E-W blazed line.)

Went to SE Cor. Sec. 35

(Maine's I.P. at W. edge, new road)

Meas. No. -  $V 3^{\circ} E$  - and at 12.16 came

0.09 W. of MC Scribed post (could find

no evid. of MC on N. side of bay <sup>exc. old P. OK, N 30 W</sup>)

True line to MC about  $V 2^{\circ} 34' E$

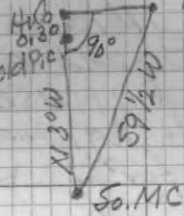
Layout base on N. side 2.00 E. of tub

which is 0.30 N. of old picket for  $\Delta$  over

lake by Compass -

Computes 9.07 over bay old P.C.

(orig. Gov't 9.31)



Ran N. from tub N. side -  $V 2\frac{1}{2} E$ .

18.55 + 0.30 from lake - came 1.53 E. of

temp. 1/4 ? (Must run line onto S. Cor.)

5/28/63 - same crew - nice day

Cont. rand. N ( $V 2\frac{1}{2} E$ ) from our

picket near temp. 1/4.

41.32 came 2.97 E. of S. Cor. in big Swamp.

Made new BT for S. Cor. Tamb N 65 E 38

As line checked  $V 2^{\circ} 34' E$  for 12.16 to MC

and 4.057' from MC N. to S. Cor. Ave =  $N 4^{\circ} 36' W$

Tot. on line = 81.23 and 39.91 N. to temp. 1/4

Re-set same 0.71 N. and 0.04 E. BT on S. NW 1/4 20 1/2

Went back to our temp. 1/4 C. and meas.

chip line So.  $V 4^{\circ} E$  (we had set this 40.02 E. of

W 1/4 and 0.50 So. of E-W rand.)

40.14 - came 0.10 W. of Maine's capped I.P. 5 1/4

Set 5 1/6 on N-S 1/4 line at 20.075 + 0.05 E.

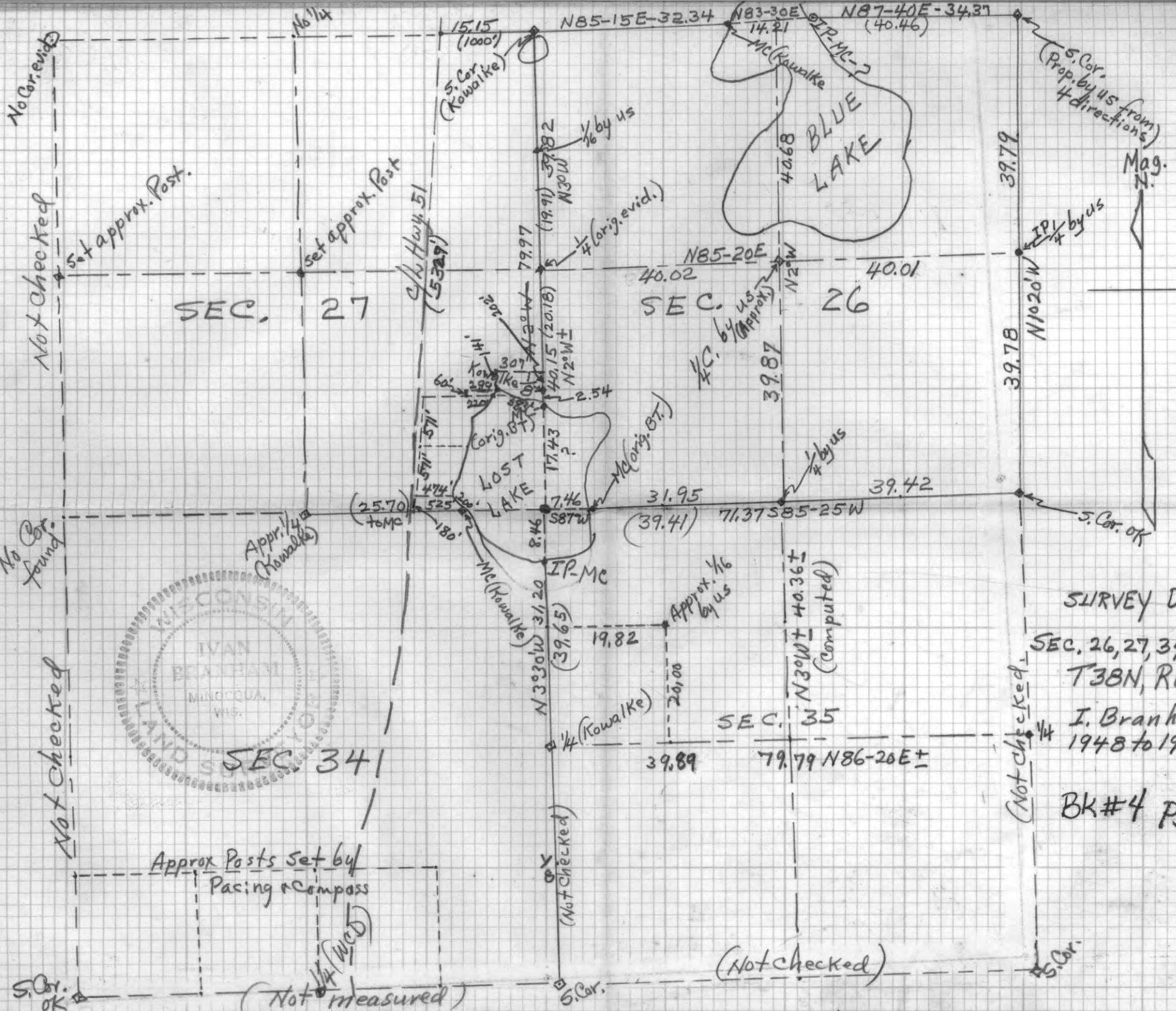
Marked "Approx." - Blazed 5" W.P. 571 W 24 1/2

Meas. E from this 1/6 -  $V 2\frac{1}{2} E$

20.16 set temp. P. at 1/4 log. road. Ran N -  $V 4\frac{1}{2} E$

(error) 6.18 c 1/4 R.R. 19.66 came 1.50 E. temp. 1/6  
19.83 corr. - Comp. 20.19.

PRINTED ON CLEARPRINT 1000-H



SURVEY DATA  
 SEC. 26, 27, 34, 35  
 T38N, R6E  
 I. Branham  
 1948 to 1960  
 BK #4 pg 58

No Cor. evd.  
Not checked

No Cor. found

Not checked

Not checked

(Not checked)

Approx Posts set by Pacing & compass

1/4 (N.C.D.)

(Not measured)

SEC. 27

SEC. 26

SEC. 34

SEC. 35

No 1/4

set approx. Post.

set approx. Post

Ch Hwy 51 (5329)

15.15 (1000)  
S. Cor. (Kowalke)

N85-15E-32.34

N83-30E (14.21) BTP-MC-2  
N87-40E-34.37 (40.46)

S. Cor. Prop. by us from 4 directions  
Mag. N.

79.97  
1/6 by us  
N30W

(19.91)  
N30W  
1/4 (orig. evid.)

N85-20E  
40.02 40.01  
N20W

39.79

1/4 by us  
N102°W

39.78

202  
N20W  
40.15 (20.18)

1/4 by us (approx.)  
K.C.

307  
Kowalke  
60°

2.54  
N20W±

(25.70) to MC

LOST LAKE  
474  
525  
130°  
Mc (Kowalke)

7.46  
S87W

31.95 (39.41)  
71.37  
S85-25W

39.42

S. Cor. OK

IP-MC

Approx. 1/6 by us

40.36±  
N30W±  
(computed)

N30°W 31.20 (39.65)  
1/4 (Kowalke)

19.82

20100

39.89

N86-20E±  
79.79

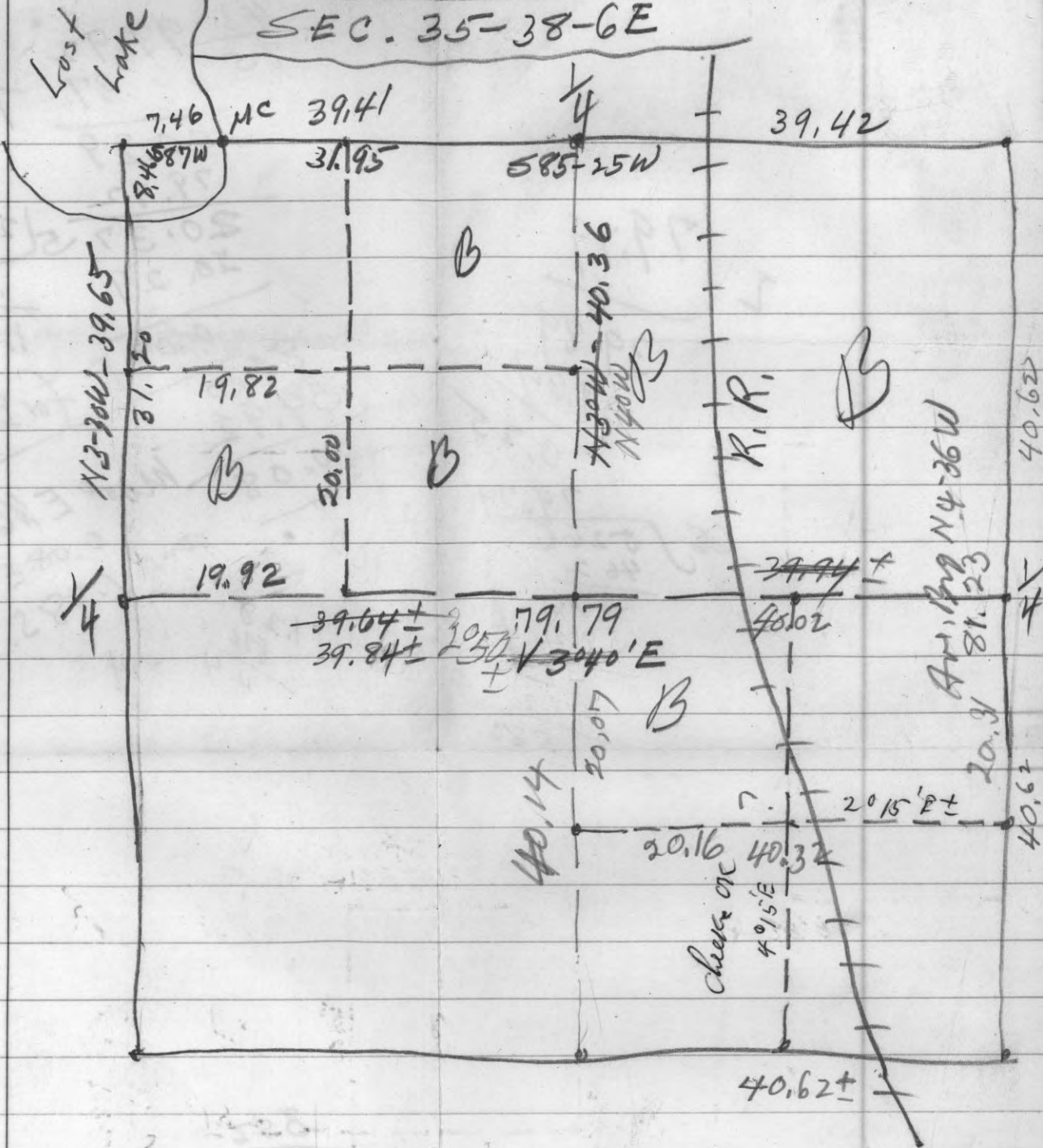
S. Cor. OK

by (Not checked)

S. Cor.

S. Cor.

DATA  
SEC. 35-38-6E



59 6/11/63

HAZEL HURST LAND 40°  
SEC. 35-38-6E - Old-tainy

Ivan B. - alone - Pocket Comp.

Re-set our  $\frac{1}{16}$  C. of SE  $\frac{1}{4}$  at  
0.37 So. of prev. point  $\frac{1}{2}$  road - it is  
now just W. of W. edge log. Rd.

Blazed 5" W. Biv. NW + SW

Ran chip line N. -  $\frac{1}{4}$  E  
at 4 Tallys came right on our  $\frac{1}{16}$   
( $1\frac{1}{2}$  T. North to RR)

Blazed and painted all lines  
around NWSE - then blazed out  
branch log. road toward SW Cor.  
this forty. ~~SB~~

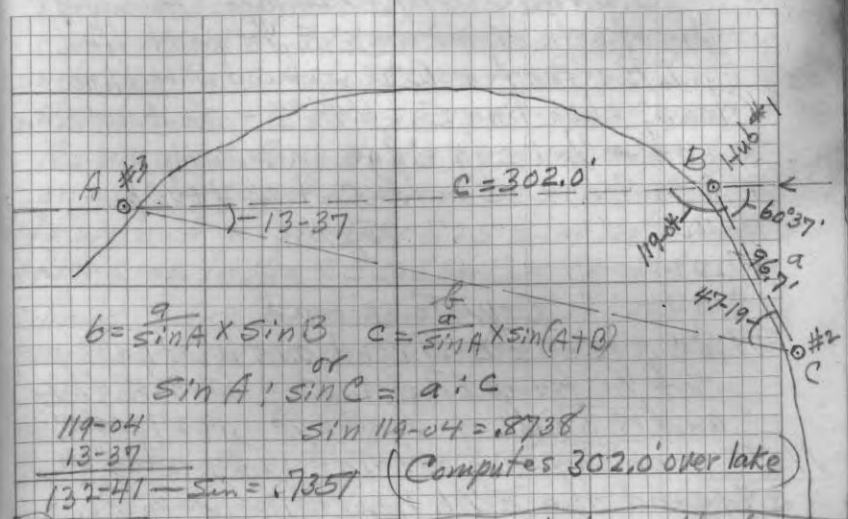
60

7-17-62 - Arnold, Barry + Ivan B. - Comp. + 200' tape -  
 (To determine if lake extends West into the SWNE of Sec. 26.)  
 Went to our I.P. just So. of Town road on E. line S. 26 (8.61 ch or 568.2' N. of 1/4 in Blair lake)

Run W. - picket line -  $V 2^{\circ} E$   
 513.4' - Came 4 ft. N. of post set as Blair NW Cor. (prev. meas. 7.80 ch. or 514.8')  
 1259.2' W. set temp. post (19.08 ch W)  $V 2 1/2^{\circ} E$   
 Went to Vaughn's dd N 1/8 on E. line (old post - IP + BTs in Spruce Swamp)  
 Run W. along brushed line -  $V 2^{\circ} E +$   
 389.4' - came 1.5' N of small IP on hill just E. of Town road -  $V 1 1/2^{\circ} E$ .

463.0' - c/h road - 603.0' hub edge lake -  $V 0^{\circ} 45' E$   
 Set transit over hub #1 to lay base to  $\Delta$  over lake - Brg. back line  $N 89-15 E$   
 Set hub 96.7' on Brg.  $S 30-30 E$  (#2 hub)  
 $\angle$  E-S from random = 60-37  
 Set hub #3 across lake on brushed line  
 $\angle$  E-S - W from rand. to this hub 179-43  
 $\angle$  #2 S-W to #3 = 119-04 (Brg 588-45W)  
 Set over #2 - Brg. to #1 =  $N 30-10 W$   
 $\angle$  N-W #1 to 3 = 47-19 - Brg.  $N 72-30 W$   
 Computes (308.5) from #1 to #3.

Cont. W. from hub 3 ( $V 1 3/4^{\circ} E$ )  
 1269.2' Set hub S. edge road - Hub BT - Bal. 1510 W 6.5'  
 (1269.2' + 53.7' came 24' N. of an IP S. side rd.)  
 Note - Error in computing over lake - we later checked 302.0' - So dist. to hub 1262.7'



We found line S. from 1262.7' hub would not miss lake - so we meas. W. 150' on random -  $V 2^{\circ} E$  (1262.7' + 150') then meas. chip line S. -  $V 1 1/2^{\circ} E$   
 19.0' - c/h old road E-W - 66.0' c/h new road ( $V 1 1/2^{\circ} E$ )  
 757.0' came 171.0' W. of prev. temp. post = 11.47 ch.  
 (NOTE - We prev. checked Vaughn's 1/8 on E. line as being 0.11 ch. too far W. = 7.3', and also is at 19.68 (= 1299') N. of E 1/4 - should be at 19.45 (= 1283') so it is 16' too far N.)  
 Dist. E 1/4 to NE Sec. Cor. = 38.91 - 19.68 = 19.23 from 1/6 to S.C.



63 9-25-62 SEC. 26-38-8E-Cont'd.

Went to our approx. C<sup>1</sup>/<sub>4</sub> (on E-W road.  
at 37.91 W. of E<sup>1</sup>/<sub>4</sub>) and run N (chip line) V 5<sup>1</sup>/<sub>4</sub> E.  
18.38 to C<sup>1</sup>/<sub>4</sub> E-W Town road

37.72 - came 0.425 W. of N<sup>1</sup>/<sub>4</sub> prev. found.  
(V 5<sup>1</sup>/<sub>4</sub> E) (I.P. + Pop. B. T. - old orig. stable believe OK)  
Make new T. for N<sup>1</sup>/<sub>4</sub> - S.M.P. 6 S 86 E 35

Went again to temp. C<sup>1</sup>/<sub>4</sub> and cont. chip line  
random W. from picket 38.87 W. of E<sup>1</sup>/<sub>4</sub> (U-10E)

426 Liv. Swamp (Compass erratic all along)  
41.45 came 2.31<sup>1</sup>/<sub>2</sub> N. of our picket for W<sup>1</sup>/<sub>4</sub>

Set at 0.20 W and 0.04 N. of Castor's.  
38.87 + 41.45 = 80.32 total - if we use  
point set by Castor, dist. is 80.12 (Vaughn's 7983)  
(Believe our 80.32 about correct) + 0.11  
7994

9-27-62 - Ivan B. alone - ch. + wet.

Went to our temp. C<sup>1</sup>/<sub>4</sub> and run Comp.  
chip line S. from this temp. <sup>1</sup>/<sub>4</sub> C - V 5<sup>1</sup>/<sub>4</sub> E

4 T. + 2 P. - Came about 60' E of temp. <sup>1</sup>/<sub>6</sub>  
6 T. + 46 P. - Came to old N-S rand (runs 57° E)

8 Talus - Came 10 ft. E. of capped I.P. S<sup>1</sup>/<sub>4</sub>  
(Bad going) which is 21 ft. N. of our appr. <sup>1</sup>/<sub>4</sub> P.

As we had computed total length of  
N-S <sup>1</sup>/<sub>4</sub> line as 78.42 - 38.87 for N<sup>1</sup>/<sub>2</sub>  
= 39.55 for S<sup>1</sup>/<sub>2</sub> of N-S <sup>1</sup>/<sub>4</sub> line.

As N-S rand. came 0.42 W. of N<sup>1</sup>/<sub>4</sub> and  
0.15 E. of S<sup>1</sup>/<sub>4</sub> - diff. = 0.27, so we

compute C<sup>1</sup>/<sub>4</sub> should be moved 0.14 more E.  
and 1.15 more South - I re-set this and

it is on Knoll in Swamp - marked 4" space  
post "Approx. C<sup>1</sup>/<sub>4</sub>" and blazed 14" N.P. N 41 W 3<sup>1</sup>/<sub>2</sub> S<sup>1</sup>/<sub>4</sub>

(later drove Ir. Pipe here also)  
It is 38.87 S. of N<sup>1</sup>/<sub>4</sub> and 37.78 W. of E<sup>1</sup>/<sub>4</sub>.

Ran chip line E. from this C<sup>1</sup>/<sub>4</sub> (V 2<sup>3</sup>/<sub>4</sub> E)  
Came 0.34 N. of temp. E<sup>1</sup>/<sub>6</sub> - moved this post  
0.14 E - blazed - " + N 1 E 12 (it is 18.89 W. of E<sup>1</sup>/<sub>4</sub>)

SEC. 26-38-8E-Cont'd

64

Then ran chip line W. from my C<sup>1</sup>/<sub>4</sub> (V 2° 05')  
At about 3 T. came into and followed - then  
crossed to S. of E-W blazed line

Came 0.04 N. of appr. W<sup>1</sup>/<sub>4</sub>  
Blazed line back - it follows just  
a few feet S. of old blazes most of way.

10-9-62 - I B. + A H B - P.C. + wet  
(Meas. chip line S. from our E<sup>1</sup>/<sub>6</sub> on  
E-W <sup>1</sup>/<sub>4</sub> line - V. 7° E

19.94 - Came about 0.03 N. of E-W blazes  
and 0.83 E. of our temp. <sup>1</sup>/<sub>6</sub> P. SW of road.

Cont. on S., and at 39.88 came 0.42 E. of  
our E<sup>1</sup>/<sub>6</sub> on S. line (about 0.10 N. of E-W blazes)

Then meas. E. from our picket at 19.94 S (V 1<sup>1</sup>/<sub>2</sub> E)  
At 19.40 E. came 0.50 N. of <sup>1</sup>/<sub>6</sub> appr. P.C.

(To check this - meas. N. V 8<sup>3</sup>/<sub>4</sub> E) to our  
picket S. side Blair Lake = 10.17 (prev. 10.20)

Then went back to 19.94 S. picket, and  
meas. W. (V 1<sup>1</sup>/<sub>2</sub> E) - followed old blazes all way.

At 19.64 W + 0.86 - came 0.08 S. of temp. S<sup>1</sup>/<sub>6</sub> on  
N-S <sup>1</sup>/<sub>4</sub> line (0.86 from new rand. to temp. post)

19.40 + 19.64 = 39.04 (Computed 39.03) to N-S rand.  
Then meas. N. from 39.04 W. picket - V 5<sup>1</sup>/<sub>4</sub> E.

19.63 - came 0.14 W. of <sup>1</sup>/<sub>4</sub> C set.  
(Must move S<sup>1</sup>/<sub>6</sub> on N-S line 0.15 S. as decide  
to use genesis of S<sup>1</sup>/<sub>4</sub> - <sup>1</sup>/<sub>2</sub> of 39.55 = 19.78)

(His S<sup>1</sup>/<sub>4</sub> is 0.31 N. of ours prev. set)

NOTE - as we used Vaughn's N<sup>1</sup>/<sub>6</sub> on E. line (which  
we check as being 0.23 too far N. and 0.11 too far W)

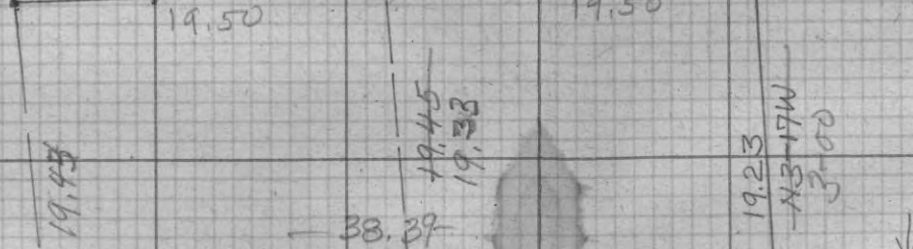
must move our <sup>1</sup>/<sub>6</sub> C. of N<sup>1</sup>/<sub>4</sub> 0.07 more S. to be at  
19.33 S. of E<sup>1</sup>/<sub>6</sub> on N. line - and 0.08 more E. to be  
on line at 19.09 W. of Vaughn <sup>1</sup>/<sub>6</sub>.

E 1/2 of SEC. 26-38-8E

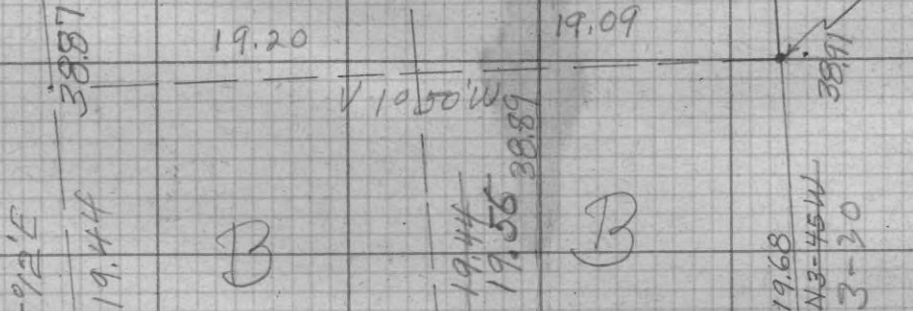
N 1/4 OK

1/16 here checks 19.89W and 80.07 top for N.

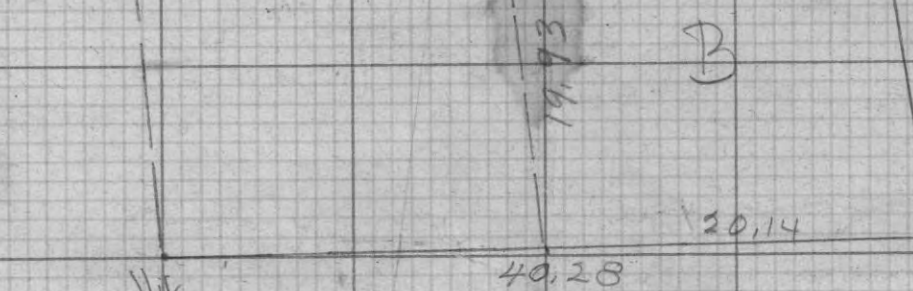
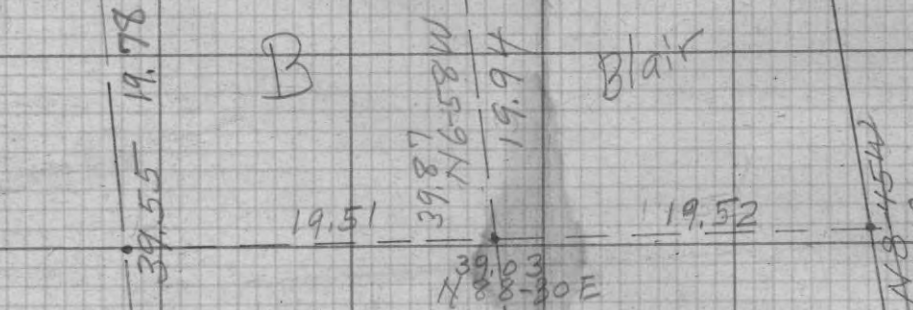
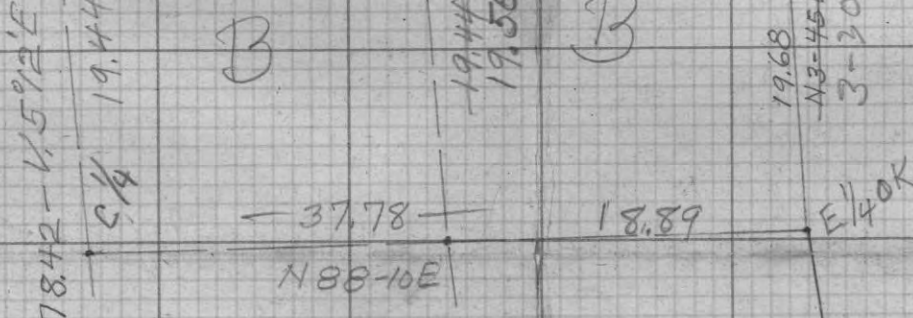
S. Cor.



Vaughn 1/8-0.11 to far W and 0.23 to far N.



Ave, E, Line = 79.01 @ 6 1/2" E



S. Cor. Prop. by MS.

65

66

PAGES 65-68 BLANK

69 11/2/59 MYSTIC LAKE Clear-Cold  
A.H.B. + I.B. SEC. 22-40-4E 3" snow

Ran Comp. E. from  $5\frac{1}{4}$  S. 22 in road  
at jet. (20' W. of USIS Wit. Post) in line with  
c/2 road to West ( $V4\frac{1}{2}E\pm$ )

Random came 1.56 N. of SE Sec. Cor.

$\therefore$  True line would be about 2020' E. Var.

Meas. N. on old rand. from SE Cor. 22 ( $V6\frac{1}{2}$  to  $0^{\circ}30'E$ )  
20.00 - mk. picket - no sign of  $\frac{1}{16}$ .

4038 - came 1.14 E. of  $\frac{1}{4}$  P. - BTs - Oak 8.367E.29  
(Time about 1'15" E. W. no orig. evid.) N.P. 13 580W.52

Set our approx.  $5\frac{1}{16}$  at 20.19 N. and  
0.57 W. of random - 4" W. Pine post in E. side  
of swamp - BT - W.P. 5 N 72 E. 64.

Ran picket line W. from this  $\frac{1}{16}$  ( $V1.20E\pm$ )

18.50 - mark picket E. side lake - then

Went to W. side lake on line and  
run appr.  $V1\frac{1}{4}E$  to road - set pick. E. side  
and meas. S. to  $\frac{1}{4}$  - 21.37.

11/9/59 - I.B. + A.H.B. - Cold - snowing.

Went to I.P. used on survey West side  
of road as c/2 Sec. 22 - W. ditch of rd.

Comp. Var. of road N-S =  $1^{\circ}E\pm$

As road appears straight, we assume  
Cor. is c/2 of road 20' E. of pipe - another posts.

(6" Oak blazed 15' from road  $\frac{1}{16}$  589 W. and  
we blazed 3" twin NM 588 E 15')

meas. S. to prev. picket 18.12 (+21.37 = 39.49 to  $5\frac{1}{4}$ )

Put our point for  $5\frac{1}{16}$  on N-S  $\frac{1}{4}$  line in  
road c/2 and set 4" W. Pine Wit. Cor. 20ft.

East - BT W. Pine 5 S 55 E 49 - to Cor. in road.

Set transit at  $\frac{1}{16}$  and turn  $\angle E-N$  from  $5\frac{1}{4}$   
of  $92^{\circ}-00'$  and run line E. (Azimle S =  $0^{\circ}15'E\pm$  - E =  $2^{\circ}15'E$ )

8.83 to 3rd hub S. of lake on hill

13.63 to 4 on pt. W. of lake - mark pt. at 14.00

MYSTIC LAKE - contd -

70

Set over #4 -  $\angle$  from line over 6. to prev. 18.50 pkt. - 59.5

21.44 - over lake at water edge and came 0.71 S.  
of prev. 18.50 W. pkt.

24.00 to hub at top steep hill - set over this.

Turn  $\angle W-N$  of  $90^{\circ}$  to prev. random and  
meas. 0.65, to hub on this line.

Set over this hub and turn  $\angle S-E$  of 88-23  
to prev. rand. line E. (Azimle  $2^{\circ}55'W - 0^{\circ}55'E$ )

8/29/60 - Ivan B. and son Barry. F + W.

Went to our  $5\frac{1}{16}$  on E. line S. 22 and  
meas. S. ( $V1^{\circ}30'E$ ) for 400' + set Pine post at  
0.40 W. of old random - S. part of open marsh.

No BT (we had offset 0.57 W. for  $\frac{1}{16}$  at 1333' N)

Also meas. 5.400' from our MC on W. side  
of lake on  $\frac{1}{16}$  line + set 4" post N. edge marsh

BT blazed - Oak 5 N 5 E 16. ( $V6^{\circ}$ )

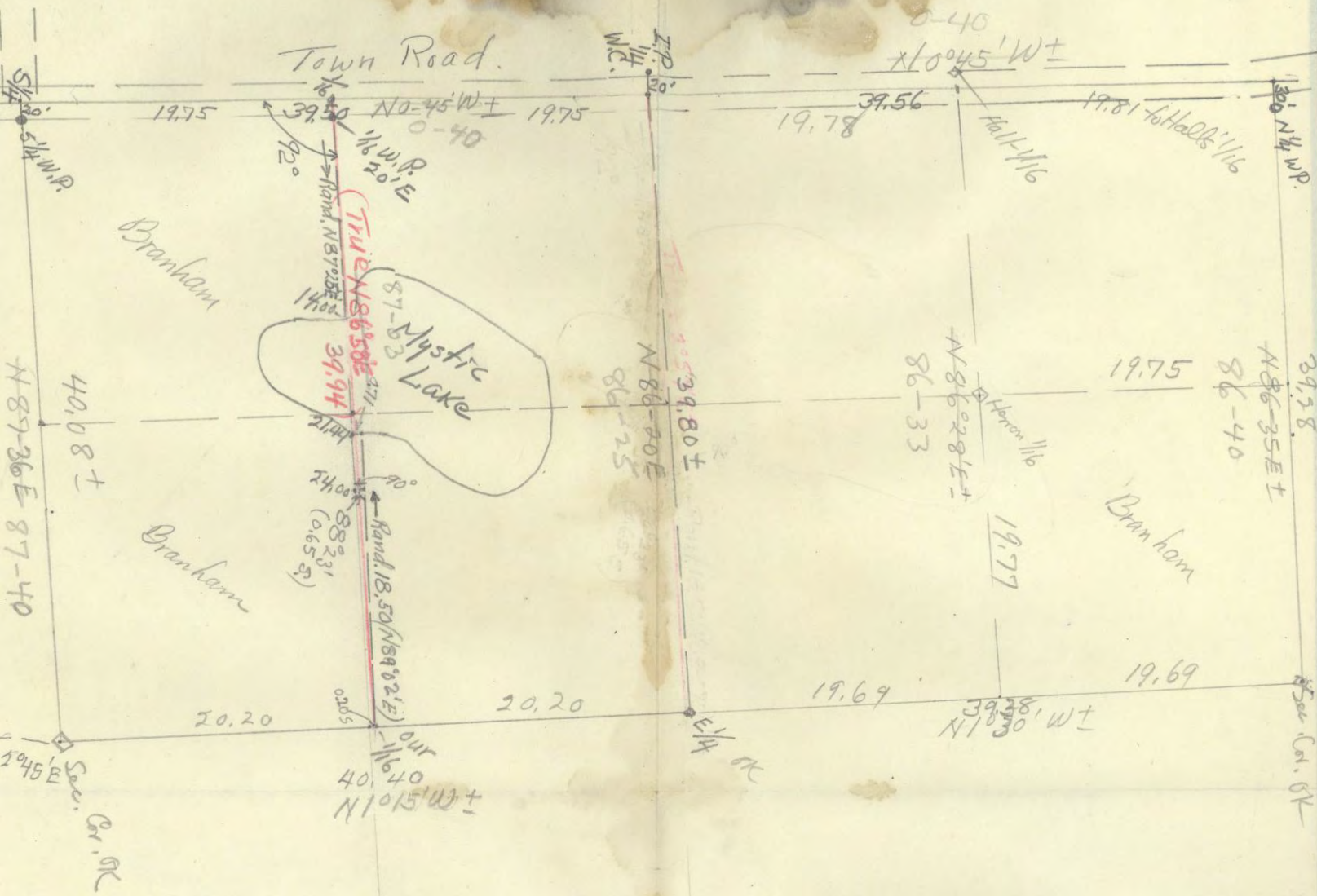
Went to our  $5\frac{1}{16}$  W. Post at road and put I.P.

4005 - blazed 2 N. Pine  $1\frac{1}{2}$ " diam. facing pipe -  
one N 43 E 7.0' - one S 33 E 10.4'

Wit. Cor. is 20ft. E. of  $\frac{1}{16}$  in road.

Went back to MC on W. side lake  
and made another BT - Nov. P. 8 523 W 77.5'  
(This was for 400' strip sold Hoover)

(We had prev. set MC on  $\frac{1}{16}$  line W. of Mystic lake  
and made BT W. P. 3 N 66 W 17, and also on  
E. side of lake - BT - Nov. P. 8 579 E 46 K.



E 1/2 Sec. 22-40-4  
Nov. 1959

39.56  
19.81  
19.75

PAGES 71-74 BLANK

## BROKEN BOW LAKE #132

SEC. 26 - 40 - 4 E

12-5-57 - Arnold + I, Brapham - 8" snow  
 Meas. W. along blazed line from IP  $\frac{1}{8}$   
 (believe Steffek's + BT) as NE Cor. of four lot 3  
 ( $V4^{\circ}E \pm$ )

20.02 - to old scribed Post Cor.  $\frac{22}{27}$ / $\frac{23}{26}$

Scribed BT (live) WP 15 N 62 E 1/11  
 and WP 15 S 62 E 1/27 (scribes face a  
 picket 0.22 S. of Cor. post)

This is in open marsh near E. edge

Meas. S. on old line from Cor. post - V.

14.52 to end of point at lake ( $1.01512^{\circ}W$   
 from orig. BT (Pine stub) marks plain - no sign  
 of Cor. So we correct orig.  $4PN7^{\circ}E$  1/10 to  
 $N12^{\circ}E$  and set 3" small "W.P. Post.  
 (See later notes for IP here + new BTs)

(Check about 6.95 only over lake to Point S.)

Went back to IP  $\frac{1}{8}$  and paced S. on  
 blazed line (E. line lot 3)  $V2^{\circ}E \pm$

About  $7\frac{1}{2}$  tallys to MC (Steffek or Kavalke)  
 old P. stop BT

(NOTE - this later proven to be 1.28 too far W.)

4-1-58 Ivan + A. Brapham - Nice day snow most gone

Meas. E. ( $V4-4\frac{1}{2}^{\circ}E$ ) from Steffek (?) I.P. as

$W\frac{1}{8}$  on N. line S. 26-40-4 along our road.

23.17 to IP at road fork (1529.2')

29.55 - MC Post (?) ( $V3^{\circ}E \pm$ )  $20.02 + 29.55 = 49.57$

(Kowalke got 49.55 - (ours 1950.3' Steffek 1827'?)

Cont. E ( $V4^{\circ}E \pm$ ) 34.47 to lake - 45.70 over lake

45.79 - Came 0.39 N. of I.P. - No BT or orig. evid.

48.00 - Edge of road - 54.00 to W. edge of road.

57.47 - Came 0.48 N. of Kowalke S. Cor. ( $V4^{\circ}E$ ) Str. Post I.P. Cor. Mon. Oak BT East

## BROKEN BOW L. - Cont'd.

Went to SW Cor. S. 26 in road (White usis  
 Post says Cor. 20' E. in road, and W. Pine BTs  
 NE and SE face there - but sq. scribed Post  
 is just E. of road on bank 0.45 E. of marker)

Meas. chip line E ( $V2^{\circ}E \pm$ ) from Cor. in road.

19.17 - Came 0.30 S. of small stake and 0.51 S.

of a sm. stake - no scribe or BTs. Cont. E -  $V2^{\circ}E$ .

20.00 - mark picket. 38.00 mk. pick. SE Cor. low spot

40.00 E " " - no sign of  $\frac{1}{4}$  - Cont. E.  $V2^{\circ}E$ .

50.00 - on ice near shore N. end of lake

65.97 - c/h. road N-S - 80.00 mk. pick. No Coywid (orig. Birch Aspen)

4-2-58 - Lt. rain - Cont. E. ( $V2^{\circ}E$ ) from 20.00 pick.

between S. 25-36 - mark W. Bir. 99.97 E

113.75 - Came 3.70 S. of sq. scribed small Hd.  $\frac{1}{4}$  Post

BT Oak  $9N13^{\circ}E$  36 - Possible old BT stop.

(no notes) 12" WP due S. 8-16" WP  $X165W$  42 -

10" WP Pine  $N50W$  44 - 10" WP  $S40W$  49 - stop  $N65W$  49

NOTE - These later checked and do not check at all

with orig. notes - We looked carefully and no evid.

here of orig. stops - This  $\frac{1}{4}$  very doubtful.

Went again to SW Cor. 26 in road and meas.

N. 4.00 along E. rut and set transit over pin.

Sight on S. Cor. pin + reverse to run  $N14\frac{1}{2}E$

15.24 to c/h. Hwy. 70 - 15.65 to hub #1 N. side road.

Set over #1 (under elec. line -  $V4^{\circ}E$ ) Turn  $\checkmark$

from 4.00 mark SEN to Kowalke sq. P. 99.31

Dist. to his marker post 0.73 (Needle  $N78-20E$ )

Set over his post (orig. to hub 578W) Turn  $\checkmark$

W-N on his line 99-37 ( $V275E \pm$ ) +  $\frac{1}{8}$  P. = 99-17

Meas. N. on brushed line - 3.97 to last BT stop N.

( $\frac{1}{8}$  may be Steffek's - not in line) and S. as  $\frac{1}{8}$

NOTE - 5/8/58 - We set transit over this  $\frac{1}{8}$  and sight

on Kowalke Post near Hwy. 70 - reverse + run pick.

line N ( $V2040E \pm$ ) - 20.78 came 0.15 W. of  $\frac{1}{8}$  P. ( $\frac{1}{2}$  - 40)

20.78 + 19.74 to  $\frac{1}{8}$  P. = 40.52 (same as Kowalke to  $\frac{1}{4}$  P.)

3.97 + 20.78 = 24.75 / 0.15 = 0.21"

BROKEN BOW LAKE-Cont'd

#8-58-Fair - AN + I, Bronham-Transit + 2ch.  
 Meas. N. from Kowalke's W/4-26-40-4E IP Post  
 and BT-WBir. 5 N75W 10.6' V2°E ±

2,524 to to Hall's MC (IP + old Post down - old  
 (166.6) Pine stub SE mkd "OBT" checks) Set over IP.  
 Turn L S-E to MC Post on N. side lake Kowalke  
 or Steffek's, as our SE. Cor. Lat 3) L = 106-39 and  
 checked 106-33 and 106-35 from 1/4 P. - very bad set-up  
 and check 106-35 as OK - Needle N72°E.

Sight to hub N. on Ice-Brg. No-55'E (No-50 E)  
 L from hub on ice N-E to MC 71-00 (CK 71-03) N72°E  
 L SEN from 1/4 P to hub = 177-38.

Meas. 13.66 MC to hub on ice.

" 10.805 Hub to MC on N. side lake on 1/4  
 Set over hub on ice (Needle to So. MC 10-33 W)  
 L S-W-N to No. MC = 154-53 (N24°30' W -  
 to MC to NW on Sec. line)

(Var. to So. MC 0°45' ±) L So. MC to MC to E = 62-18

(Needles 61-45 E - Not good as had to sight range  
 pole 100' W. of corner)

L on around N-W to No. MC = 205-07 (N24°30' W)

(ice soft + very bad) ± 154-53  
 359-60 ± OK

Meas. E. over ice from So. MC to 1/8 MC to NE = 16.66

Set new 3" W. Pine post as MC on 1/4 on  
 N. side Broken Bow lake from orig. BT. Pine  
 stub (yP 10 N7E 101) marks plain - set this Post

S12° W from stub to alc for change of 5° min. in  
 magn. decl. - later rechecked + drove IP here.

New BT - W P 4 N 48 1/2 E 10.0 Ks.

Went to our 113.75 picket on S. Line 525 (113.75 E)  
 and cont. line E (V2° E) 9.18 c/h Buckskin h. road  
 153.30 E (39.55 E. of 1/4 found?) Came 5.68 S.

of Sec. Cor. - sq. scribed P. on W. bank of creek with  
 old stp. mkd. "OBT" to NW - we accept as OK.  
 Dep. 2° 08' = 4° 08' V. true line and 153.41 dist.





BROKEN BOW L. - Cont'd.

5-20-58 - Ivan + Arndt B - Transit + 2 ch. Tape  
 Set transit over NW Cor. 5.26 and run  
 pick. line S. (V2°40'E) to over MC - Came 0.02 E  
 Drove 1" IP at MC Post (V. 2°45'E)  
 Turn L at S. Cor. S-E of 91-00 and run  
 pick. line E. (V3°40'E) Line came 0.255 S  
 of IP 1/6 (V4°E on transit and 3-45 Pick. Comp.)  
 Set over hub .255 S. of IP 1/6 and turn  
 L W-S off W. rand. of 89-10 and run pick.  
 line S (V3°05'E±)  
 Meas. S. from IP 1/6 on pick. line (V3°±E)  
 16.09 - Came 0.065 W. of IP (V. 3°E-)  
 33.89 - " 0.270 W. of old MC Post  
 (V. 1 3/4°E on Knoll and 0° in swamp - local attr. ev. id.)  
 - Kowalki's dist. was 2243' or 33.98

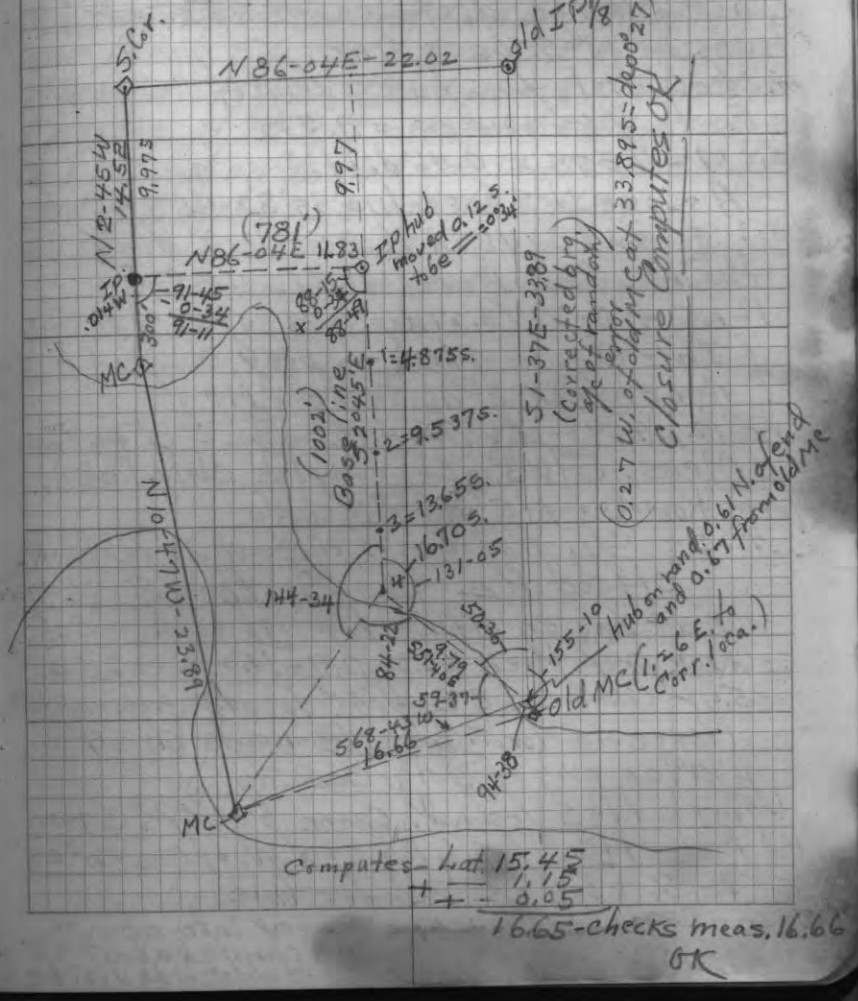
6-3-58 - Ch + Cool - AH + I Barnum  
 Meas. N 4.545 (300') on W. L. from MC  
 on N. side lake and set transit over hub  
 on random line - turn L S-E 91-45 to run  
 base line parallel to N. line to layout frontage.  
 (Needle S. = 2°10'E and to E = 4°E - 9 Set's small  
 IP on true S. 0.014 W. of hub - BTs (HM 3 5 15 E 12 K.  
 Oak G N 8 7 W 4 2)

Meas. E 11.835 to hub (781.0)  
 Set over this hub (V. back 5±) Drove 1/2" IP at hub  
 Turn L W-S 88-15 (V3-25E) Later moved 0.125. to be par  
 run S. 4.995 to hub 1 - 9.657 to #2 S.  
 13.77 to #3 S. (over road) 16.82 to #4 near lake  
 (-0.12 = 16.70)

6-5-58 AH B + IB - Set transit over this #4  
 at lake L NWS to MC over lake = 144-34  
 (Brg. N. 3-10W - 532-15W)  
 L from So. MC S-E to hub near MC 1/8 on N. side  
 = 84-22 (Brg. 5.52E) L E-N from hub E. to hub 3  
 = 131-05. Dist. #4 to hub N. MC = 9.79  
 Set over this hub 0.61 N. of end of N-S 1/8 line  
 at lake (end picket is 0.28 W. of old MC)

Needle varies 2 1/2 to 3 1/4 on lines.

Dist. transit hub to MC = 0.67  
 L N-W rand. to hub 4 on base line = 50-36  
 (Brg N. 10±E - Brg W. N 51-50W)  
 L W-S hub 4 to MC = 59-37 (568-30W)  
 L S-E MC to end of rand. = 69-49 (V1°E)  
 L on around MC - MC = 94-38 (526-30E)  
 L No MC to rand. N = 155-10 (V. 1°E)  
 50-36 + 203-11 = 253-47  
 59-37 + 203-11 = 358-121 = OK



Arnold + I. Branham - P.C. - Not  
 To check correctness of our base line E-W  
 and N-S picket random from IP 1/16 S. to old MC  
 We meas. E. from our hub #1 (11.83 E. of 5/4  
 and N. of lake) and ext. pick. line 8.037  
 to our N-S 1/8 random. - then N. on this  
 pick. line to 1/16 IP = 9.78 - or 0.20 too short.  
 Compute 0.118 to move hub #1 S. to 6.0 = to N. line  
 Move IP + make new BT-Oak 6 N15W 30.  
 Must change distances - 0.118 on all  
 hubs on N-S base line.

Meas. dist. from hub 4 (end of N-S base)  
 E. to 1/16 random = 7.575  
 $8.037 - 7.575 = 0.46$  diff.

As our N-S base line is S2-45E = to  
 W  $\frac{1}{2}$  and 0.46 in 16.80 = 1°34' diff.

The random here is S1-11E ±

1°11" + 0-27' (0.27 dep. in 33.89) = 1°38' True  
 (This checks close to prev. comp. of 1-37'  
 from steffek IP 1/16 S. to old MC)

Nov. 12, 1959 - Ivan + A. Branham - 0° + 6" S  
 Meas. S (V3°15'E ±) Compass chip line  
 from Kowalko NE Cor. Sec. 26.

4.25 - C/L Road - 12.00 about 30' N of lake  
 offset R L 4.00 E - then S.

(at 2.00 on offset to Voigt rand. - So,  
 check prop. their 162.32 : 2.41 = 150.32 : X = 2.32)

35.41 - Came 2.68 E of MC location from orig. notes  
 (large old Nor. P. tree NE - marks show -  
 also evig of orig. Oak Stp.)

Voigt's N-S rand. came over MC loca.  
 (4.00 offset - 2.68 = 1.32 W. of MC = 2°08'  
 2-08 + 3-15 = 5°33' for true

NOTE - Ivan B only 17-59 chopped into above  
 old Nor. P. tree to MC and counted about 9.5  
 growth rings to blaze - also part old scribe visible

4-5-60 Arnold + I. Branham - Transit + 300' Tape  
 To lay out road (and get data for Ind. Agency  
 Blue Print) thru NE Cor. Lot 1 - 27-40-4E  
 Set transit over S. Cor.  $\frac{22}{27} \frac{23}{26}$  and turn  
 L S-W off true line to MC of 90-25.  
 Meas. W. on this  $\frac{1}{2}$  bet. 22-27 for 331' to hub  
 as start of road E. Set over this Sta. a  
 Turn L E-S from S. Cor. 79°20' and meas.  
 S13°00'E for 209.7' and set hub as P.I. of Curve.  
 Set over this Sta. and turn L NES of 149-44  
 and meas. S43°16'E for 452.5' to N-S  $\frac{1}{2}$ .  
 Meas. dist. from this hub on  $\frac{1}{2}$  N. to Cor. = 548.0'  
 Mag. brg. of N-S  $\frac{1}{2}$  = N2-45W, and E-W = 587-40W.  
 Set P.C. hub on C/L road Sta. 1 + 47.2' (62.5' N of P.I.)  
 and P.T. hub 62.5' S. at Sta. 2 + 68.9'  
 Dist. on Curve = 121.7'

(Easement Secured and Recorded)



## BROKEN BOW LAKE

8-10-60 I. Branham + Garen Bassett - Nice day.  
With Transit and 200' tape - to traverse out  
road to Broken Bow lake from N-S Town road  
East thru  $5\frac{1}{2}$  SE Sec. 22-40-4 and  
Lots 3 and 2 of Sec. 26-40-4E.

Start at  $5\frac{1}{4}$  Sec. 22 in road (which  
is 20' West of USIS Wit. Post on E. side)  
and run N. to  $\frac{1}{8}$  of our road leading  
eastward - thence traverse road  
as on opp. page.

NOTE - Griffin (Northwoods Surveyors) recently  
set MC post, IP + BTs bet. lots 2 + 3 of S. 26  
on N. side Broken Bow Lake at 128' E. of  
Kowalke's erroneous MC (I had computed 126' E)

He also put new  $\frac{1}{8}$  on E-W  $\frac{1}{4}$  line at  
42' W of Kowalke's (or Steffek's) IP, which  
is about what I had figured it should be (604')

Griffin's dist. from this new  $\frac{1}{8}$  S. to MC  
is 2245.5' and his true brg. N3-18W (or  
5-18 magn.) - We believe this at least 1°  
in error as it is 6 to 7° E. Var. His dist.  
from NW Cor. S. 26 east to this  $\frac{1}{8}$  is 1277.7'  
and true brg. S89-08W (2°52' E. Var.) - I also  
believe this about 1° off, as it is close to 4° E.

His dist. from  $\frac{1}{8}$  S. to hub in new  
road (2' W. of IP on line) is 906.1 ft.

$128' E + 42' W = 170'$ ;  $2245' = 4020'$  diff.

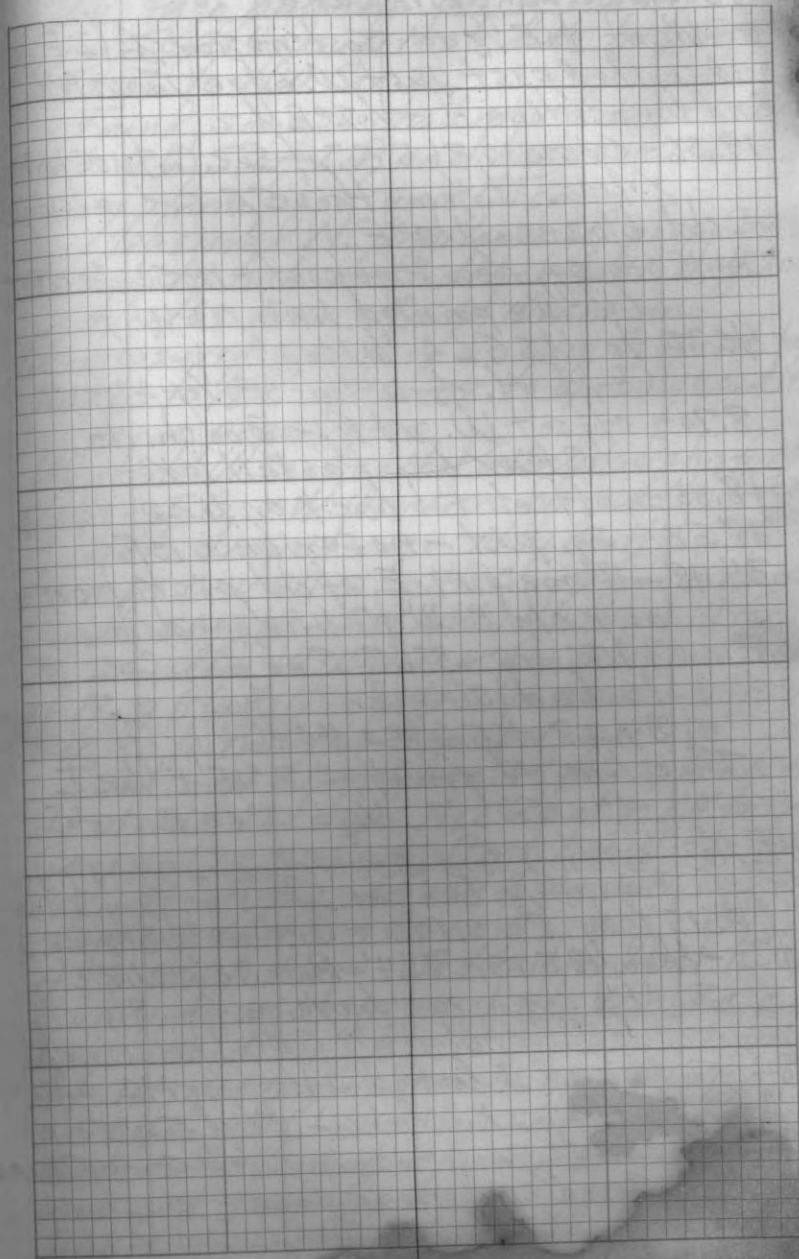
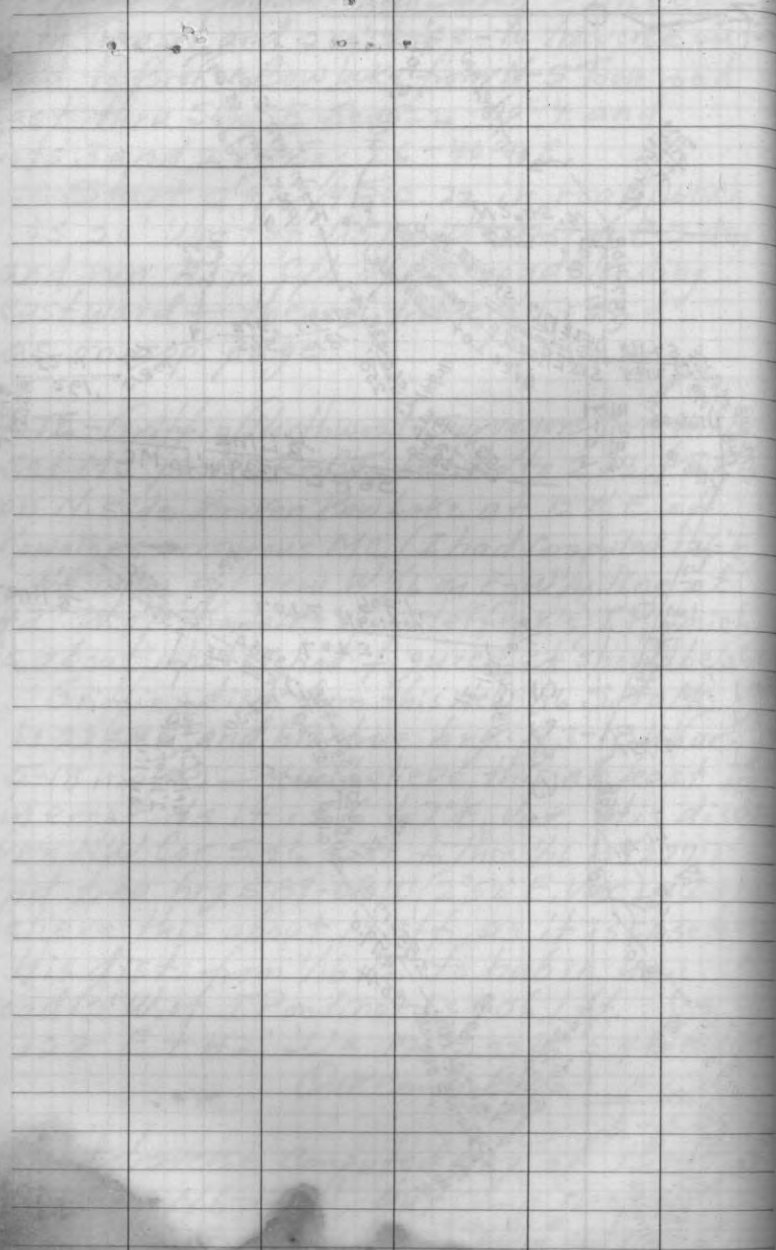
Our Comp. Brg. = 1-37

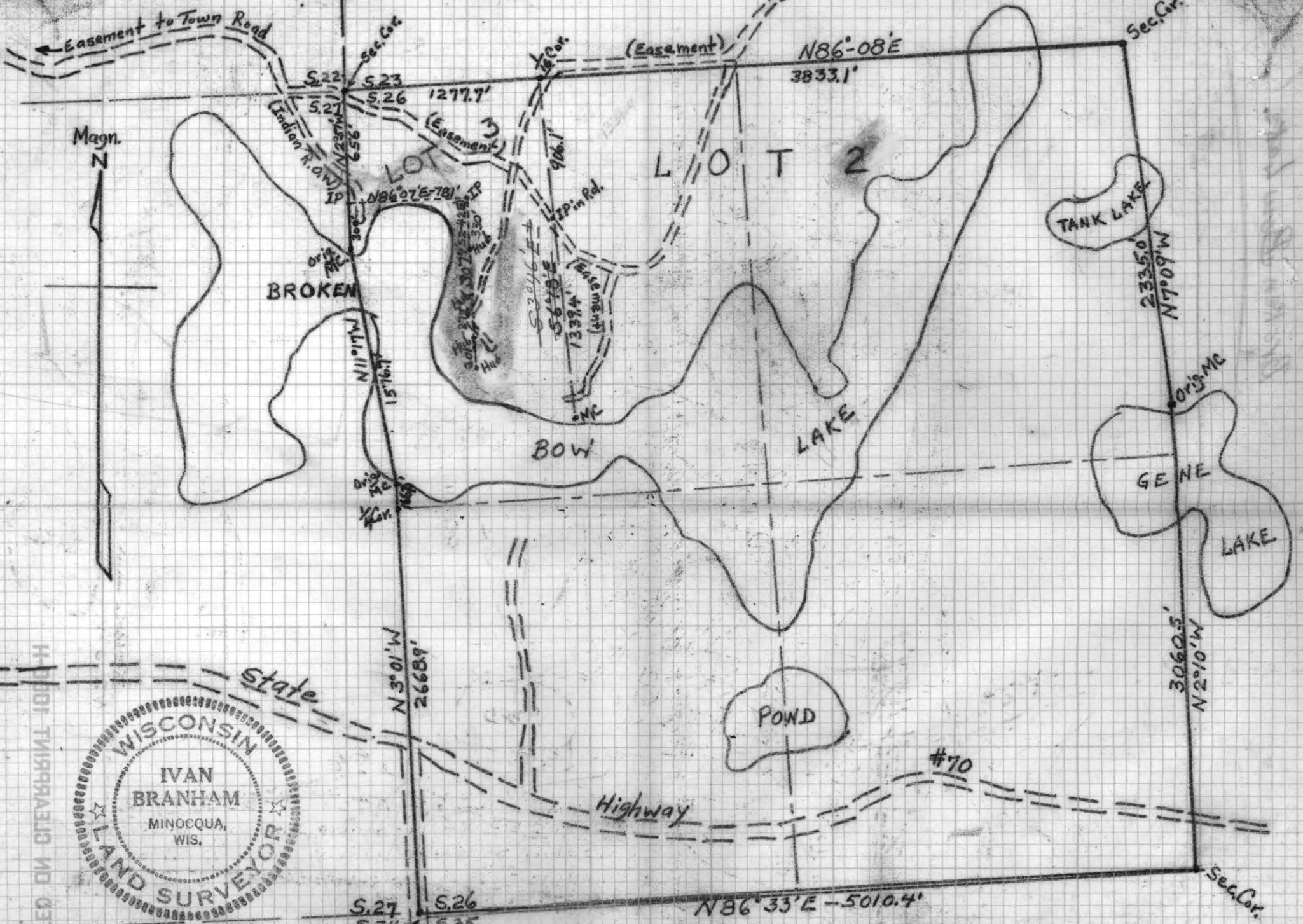
5-57 Tot.

Road traverse computed brg of this  
 $\frac{1}{8}$  line = N6-14W, but comp. needle  
actually reads about  $7\frac{1}{4}^\circ$  at road

SB







N86°33'E - 5010.4'  
 SEC. 26, T40N, R4E.  
 S/L Distances and Bearings from Griffin Survey (Northwoods Surveyors, Minocqua)  
 Scale: 1" = 800 ft.  
 Bearings Magnetic - Corrected to 3° E. Ave. Deal.  
 I. Branham 10-28-60

Bk# 4 pg 85

EXAMINED BY STEVEN B. JONES

87 11-21-62 SEC. 36-40-4E  
A+B+IB Buckskin Lake

Went to E 1/8 on So. line Sec. 36 (IP  
and scribed post just W. edge Town Rd.)  
and meas. line E. - V. 2° E

19.56 - Came 0.865 So. of Sec. Cor. (USG L.O. Man)  
Meas. N. from this SE s. c along  
old blazes - V. 2° E.

20.18 to sq. New Pine post - no scribe or BT,  
(Blue painted line N & W)

40.32 to USG L.O. 1/4 Man.  
Cont. N. from this E 1/4 - V. 2° E

8.70 - offset W. at Rf 3,00 ch. to  
Clear bay Haskell lake.

18.00 - offset E. back on line

18.58 - sq. post - no scribe or BT

34.48 - Came 0.17 E. of old picket on  
our old E-W No. line random.

This is 5.68 S. of Sec. Cor.  
in bad slough.

34.48 + 5.68 = 40.16

True line N. from 1/4 = 2° 15' E. Var. ±

" " S " 1/4 = 2° 00' E " "

4/2/63 with Lloyd Scott crew - 70° rainy.  
Found 1/4 bet. Sec. 2 + 35 on Town Line  
(USIS Bay. Conc. Mon & Br. Cap W. side Rd.)  
BTs - Nem. 18575E 33.4' - Bass. 9562W 12.9'

Scott's crew ran traverse from this 1/4  
East to their hub on W. side Buckskin l.

Scott and I looked 2 hrs. for MC on  
N. side Buckskin lake - Bad swamp,  
snow about gone & ice melted some places.  
Found some evid. near creek running  
into lake, but not sufficient.

We then brushed out a traverse line  
from Scott's hub N. of lake bet. Sec's  
35 + 36 to NW Cor. 36.

Found someone had moved their wood  
post 35' S. of I.P. and had removed  
scribes from post and BTs

Measured N. from Necco IP prop. Cor.  
428.0' to hub on S. ditch bank Hwy. 70.

4/12/63 Ivan & Arnold Branham

Re-measured S. half of E. line S. 36 - 2ch. face

20.183 to 1/8 P. - 40.318 to 1/4 - only 0.02 diff.  
from prev. meas.

Went to W. Sec. line N. of lake - looked 2 hrs. for MC  
5/9/63 - I.B. & W. Cameron - Nice & Warm (No luck)

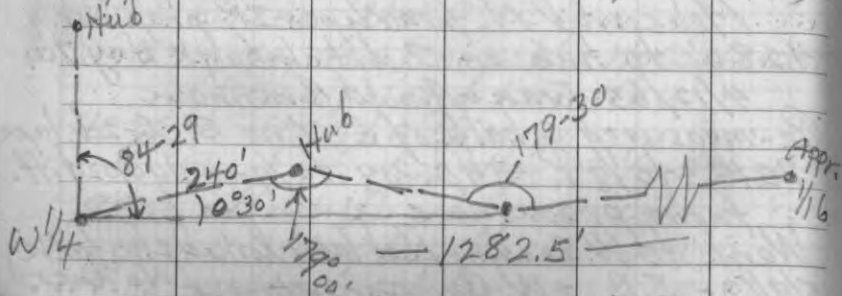
Set transit over N 1/4 (Scott's) S. 36  
turn V S-W 87-51 (Scott's Comp.) from his hubs.  
(Needle 51-30 E - 586 1/4 W) to hub on hill for  
N Sec. line W. Check V from Scott's hub to NW  
of 19-39 (needle N 74 1/2 W) slope to hub on hill 10° 00'  
200.80 to this hub #1 - Cor. = 197.80

Set over #1 and turn V from 1/4 IP - N of  
73-01 and set hub N 13° 00' E at 225.4' for Road.  
Comp. on line 586° W +) Cont. line W. 180° to #2  
387.75' to #2 - over #2 & turn 180° to #3  
248.40' to #3 - Over #3 " " 180° " 4  
453.22' to #4 - Set hub for 1/4 at 12.62 E.

Cont. with pick. line W. - V 30° E  
meas. 150' down slope 18° 30' - Cos. 9483 = 142.25  
At 1274.55 from our 1/4 hub came

524 E 79.6' from Necco IP Sec. Cor. <sup>Scott says  
prop. Cor.  
517-58 E  
244 to #3</sup>  
Set over 1/4 hub & turn V E - S 92-14 from #3  
and set hub for line S. Went back to  
hub N. from #1 & set over this for Rd. to Hwy. 70  
L SEN to hub 177-50 (Rev. 182-10). Dist. to  
hub 33.0 So. of Hwy. 70 1/4 = 227.0'

89 I. Cranham BUCKSKIN LAKE, Cont'd.  
 7/4/63 W. Cameron Sec. 36-40-4E, #1 & Dry 90  
 Set transit over Scott's W 1/4  
 and turn V he gave N-E from his rand.  
 hub to N of 84-29 and run E (Comp. 1/4 to 6.0° E)  
 Could not get thru Pine plantation,  
 so offset as below - (much compass attr.)



Put 10' pole as appr. #16 in bad  
 Swamp about 100' W. of Buckskin lake.  
 Very wet & boggy - #16 is about 260' E. of  
 edge of marsh - doubt it will stay put in bog.  
 Went to our W. 1/6 on N. Sec. line  
 and drove I.P. for same. Then cont.  
 picket line South started prev. (V 2° E)  
 and set temp. #16 C. NW 1/4 36 at 1303.75,  
 near N. edge of Swamp - 3" Tam. (Note - this  
 should have been 1313.7' S. per Scott, so  
 Ivan B. re-set on July 2 - BT spr. 553 W 13 1/2°)  
 Ran chip line E. from temp. #16 loca.  
 (V 4° E) and inters. Scott N-S 1/4 line at  
 1280.0' E (as his dist. comp. 1278.6' this is close)  
 Came 42.5' N. of his hub 1370' S. of N 1/4.  
 As his computed dist. So. to Corr. #16 is 1314.6'  
 and we started 10' too far N. our dep. is 27.2'  
 N. of Corr. #16 loc. = 1° 13' - true line V 3° E ±.

90 SEC. 36-40-4E  
 7/16/63 - Ivan & Arnold B. - Ch. & Cool  
 Set transit over hub at N. edge  
 swamp just N. of 1/6 P. on W 1/8 line  
 set hub 92.7' S. of 1/6 (Spr. 134 - 2° E)  
 Over #1 - 279.4' (180° V) to #2 - 372.1 from 1/6  
 " #2 - 341.6 " to #3 = total 713.7'  
 So. of 1/6 or 600' N. of E-W 1/4 line.  
 Brush line on So. to where we see the  
 1/6 in marsh near Buckskin L. lines up ok.  
 (Just a little E. of it)  
 We set a 2" sq. Tam. on line at  
 edge open marsh and another 2 ft. W.  
 of 713.7' hub as Corr. point 600' N. of 1/4.  
 Set over our #3 hub, & turn 90° op W  
 250' to top of hill - then set over hub  
 there & turn V 90° S. and meas. picket  
 line S. to our E-W 1/4 random to check.  
 - At 653.0' S. came on rand. at  
 W. edge open marsh about 250' W. of our 1/6.  
 (NOTE - the dist. to this line checks 53.0'  
 more than computed - also, check Scott's  
 true. of ext. lines for closure, and no check out.  
 Believe error, so must re-check dist. to his  
 W 1/4.  
 Set N 1/6 on Scott N-S 1/4 line S. 36  
 BT - Oak 15 S 4 E 4.9' - 4" Cady Post.  
 Meas. S. from this on his brushed 1/4 line  
 comp. dist of 714.65 and set 3" Tam. P.  
 as point 600' N. of C 1/4 - in bad alder Swamp.  
 7/23/64 - Ivan B. - alone - Hot  
 Ran Comp. chip line East (V. 3 1/4° E) from our  
 post on W 1/8 line 600' N. of E-W 1/4 line, to  
 our post 600' N. of C 1/4 loca. Came right  
 on post thru bad going - blazed line 600' N.  
 Line crosses high point about 350' N. of lake.

91 8/13/63 BUCKSKIN LAKE Cont'd  
Tran A, H, B. SEC. 36-40-4'E (Cool-Misty)

Went to Nepco I.P. NW Cor, 36  
and meas.  $518^{\circ}E$  1.431 ch (94.4') and  
put small picket where Scott says Corr. Cor.

Then meas. S. from this ( $N 2^{\circ}E$ )

26.00 S. mark Pine picket

23:39 c/h log. road. - just W. Scott N-S road

40.21 - Came right on Scott  $\frac{1}{4}$  I.P.

39.78 - Scott's Comp. dist.

0.43 - or 28.4'  $\frac{1}{4}$ 's too far So.

Went to  $S \frac{1}{6}$  on E. line S, 36  
and meas. chip line W -  $N 4 \frac{1}{3}^{\circ}E$ .

Runs N. of Nepco blue line, in slashing.

19.50 W. - Came 1.05 N. of Nepco  $\frac{1}{16}$  P.

Meas. So. from this temp. ( $N 4-7^{\circ}E$ )

$\frac{1}{16}$  -  $N. 2^{\circ}E$

20.76 - Came 0.35 W. of  $\frac{1}{16}$  W. edge road.

$N. 3^{\circ}E$  (Comp. attr.?)

As Comp. dist. was 20.09, we went  
back to NW Cor. ( $\frac{1}{16}$  SE  $\frac{1}{4}$ ) and re-set  
our temp. stake 0.67 So. - or 0.38 N. of Nepco's

Blazed W. line of our SESE -  $N. 3^{\circ}E \pm$

" " " " " "  $N. 6^{\circ}E \pm$



(SE SW)

ALLOTMENT #LDF-312  
TO  
WE MI TI GO SHE KWE E KWE WISH KUNG  
OR  
IDA JOHNSON MITCHELL



PROPOSED ROAD  
IN  
SESW-SECTION 25  
T40N-R4E

SCALE: 1"=60'

SURVEYOR'S AFFIDAVIT

STATE OF WISCONSIN )  
COUNTY OF VILAS ) SS

IVAN BRANHAM, BEING FIRST DULY SWORN, DEPOSES AND STATES THAT HE IS THE SURVEYOR, REGISTERED IN THE STATE OF WISCONSIN, AND IS THE PERSON EMPLOYED TO SURVEY THE RIGHT-OF-WAY AS DESCRIBED AND SHOWN ON THIS MAP; THAT THE SAID RIGHT-OF-WAY .0856 MILES IN LENGTH BEGINNING AT STATION 0 + 00 AND ENDING AT STATION 4 + 52 WAS SURVEYED UNDER AUTHORITY OF THE APPLICANT COMMENCING ON THE 9TH DAY OF MAY, 1963, AND ENDING ON THE 9TH DAY OF MAY, 1963, AND THAT SUCH SURVEY IS ACCURATELY REPRESENTED ON THE ACCOMPANYING MAP.

Ivan Branham  
SURVEYOR

S-236

REGISTRATION NUMBER

SUBSCRIBED AND SWORN TO BEFORE ME THIS 21ST DAY OF MAY, 1963.

Evelyn A. Bloom  
NOTARY PUBLIC. MY COMMISSION EXPIRES MAY 10, 1964.

APPLICANT'S CERTIFICATE

I, IVAN BRANHAM, DO HEREBY CERTIFY THAT I AM PRESIDENT OF BRANHAM WOODLAND PRODUCTS, INC., HEREINAFTER DESIGNATED THE APPLICANT FOR THE ROAD RIGHT-OF-WAY, THAT IVAN BRANHAM IS THE SURVEYOR, AND THAT HE HAS PREPARED THIS MAP; THAT THE LOCATION OF THE RIGHT-OF-WAY .0856 MILES IN LENGTH BEGINNING AT STATION 0 + 00 AND ENDING AT STATION 4 + 52, IS ACCURATELY REPRESENTED ON THIS MAP; THAT SUCH SURVEY AS REPRESENTED ON THIS MAP HAS BEEN ADOPTED BY THE APPLICANT AS PART OF THE APPLICATION FOR THE ROAD RIGHT-OF-WAY; THAT THE APPLICANT, ITS SUCCESSORS AND ASSIGNS, WITH THE RIGHT TO CONSTRUCT, MAINTAIN AND OPERATE THE ROAD AND THEREOVER, FOR SUCH PURPOSES, AND WITH THE FURTHER RIGHT TO ASSIGN THIS RIGHT-OF-WAY BY ASSIGNMENT, GRANT, OR OTHERWISE, IN ACCORDANCE WITH THE PROVISIONS OF PUBLIC LAW 407, 1948.

BRANHAM WOODLAND PRODUCTS, INC.

BY Ivan Branham  
IVAN BRANHAM, PRESIDENT

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF INDIAN AFFAIRS

THIS MAP, COMPOSED OF ONE SHEET, IS HEREBY APPROVED PURSUANT TO PROVISIONS OF THE ACT OF FEBRUARY 5, 1948 (62 STAT 17) AND DEPARTMENTAL REGULATIONS 25 CFR 161, FOR A PERIOD OF 50 YEARS FROM DATE OF APPROVAL, AND IS SUBJECT TO RENEWAL FOR A LIKE TERM UPON COMPLIANCE WITH APPLICABLE REGULATIONS, SUBJECT TO ANY PRIOR VALID EXISTING RIGHT OR ADVERSE CLAIM.

DATE: \_\_\_\_\_

R. J. RILEY, SUPERINTENDENT  
GREAT LAKES AGENCY, ASHLAND, WISCONSIN

Bk #4 pg 92

Buckskin Lake Road  
and

SEC. 36 PLAT

E 2M

TO SHEKOME E KWE WISH KING  
TO  
TO SHEKOME E KWE WISH KING  
TO  
TO SHEKOME E KWE WISH KING

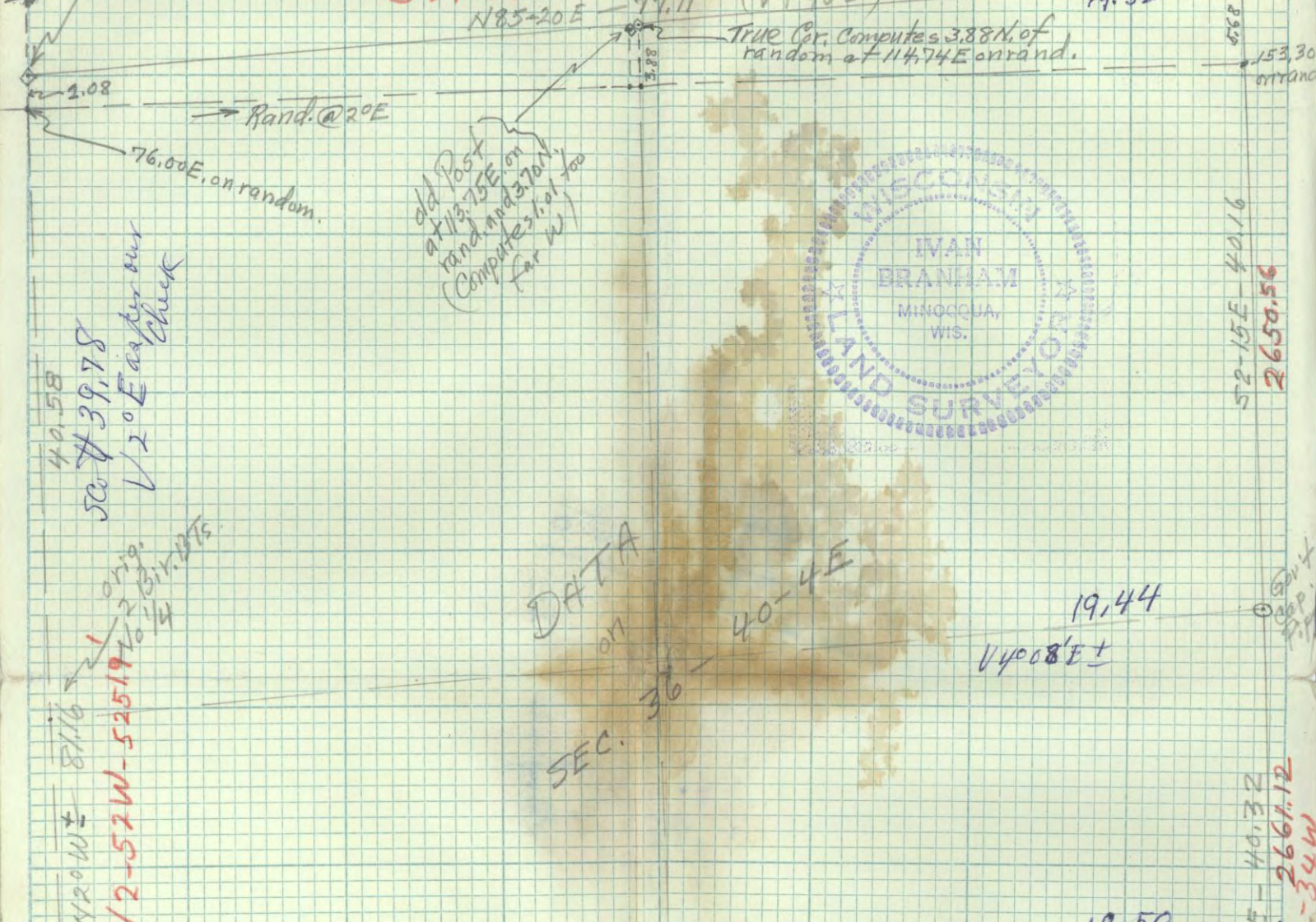


APPROVED

4250  
N13-08 E

2

(428+25)  
Monds.  
Griffin  
Hub 4631  
of Cor.  
Prop. Com. by Nepco.



old Post  
at 113.75E on  
rand. and 370N.  
(Computes lot too  
far W.)

40.58  
500 39.78  
✓ 20° E after our  
check

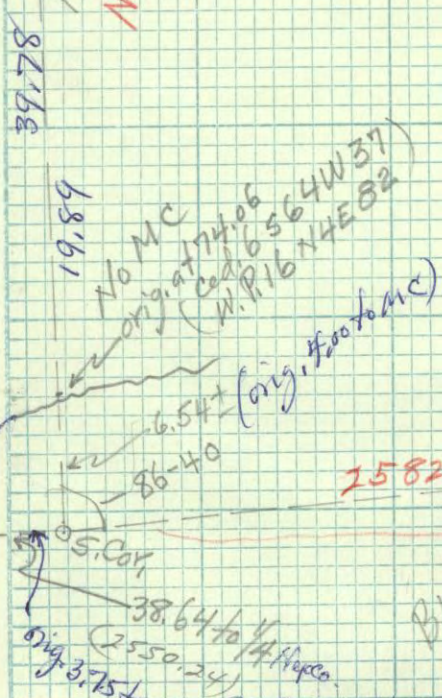
DATA  
on

SEC. 36

40-4E

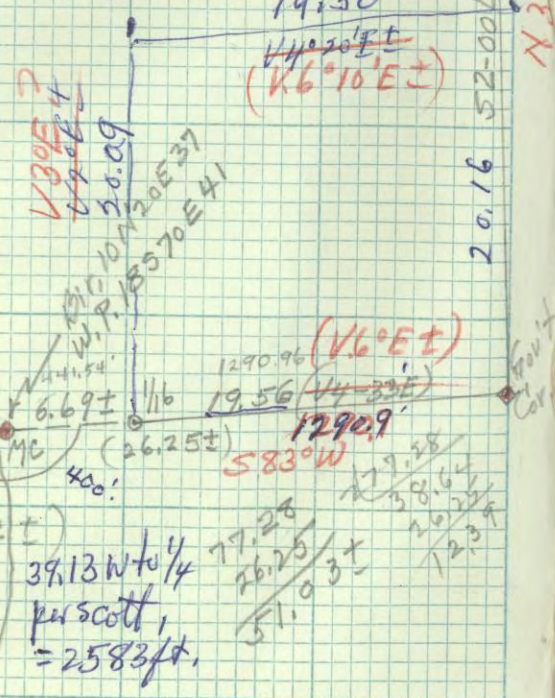
19.44  
✓ 4008'E ±

39.78  
1920W ± 81.16  
orig.  
1314.125  
N 2-52W-52519



BUCKS IN LAKE  
1582.3'  
Nepco 2550.24  
(15°20'E ±)  
3367.98  
Nepco  
51.05  
58846W  
(ve. var. 5°10'E ±)  
scott-MC to hub int. = 4652'

20.02



19.50  
✓ 4020'E ±  
(16°10'E ±)  
1290.9  
583°W  
1290.96 (16°E ±)  
19.56 (14°30'E ±)  
1290.9  
39.13W to 1/4  
per scott,  
= 2583ft.  
51.03

BK# 4 p. 92

93 7-18-61 SWSW SEC. 1-40-5E  
IB+ANB TRACT #126 - LITTLE STEARNS LAKE  
To Survey out E 1/2 for R. Niske

Went to SW Cor. Sec. 1 (old post and  
new IP + Post and BT) - then went N. to 1/8 IP  
on line bet. S. 1 + 2. (SW Cor. of SWSW by Griffin)

( $\frac{1}{2}$  Var. about  $3\frac{1}{2}^{\circ} E$ )

Meas. E from this 1/16 ( $111^{\circ} 5' E$ ) 660' to his  
blazed Tam. on W. shore Little Stearns Lake.

Set 4" Tam. Post at 657.5' E. of 1/16  
Went back to SW Cor. and meas. E. on

old random of Scott from hub 13' N. of Cor.  
(rand. about  $10^{\circ}$  E. Var.) 386.0' to another  
hub 9.2' N. of post W. of road.

(400 is top of W. ditch bank)

Set hub on rand at 658.5' E. of Cor.

Set post for 1/2 of forty 6.5' S. of this hub.

Set transit over hub and turn L-W-N  
from rand. W. of 87-d (Computed - Griffin plat)  
and run picket line N ( $\text{Var } 3^{\circ} E$ )

600' N-E ditch of road

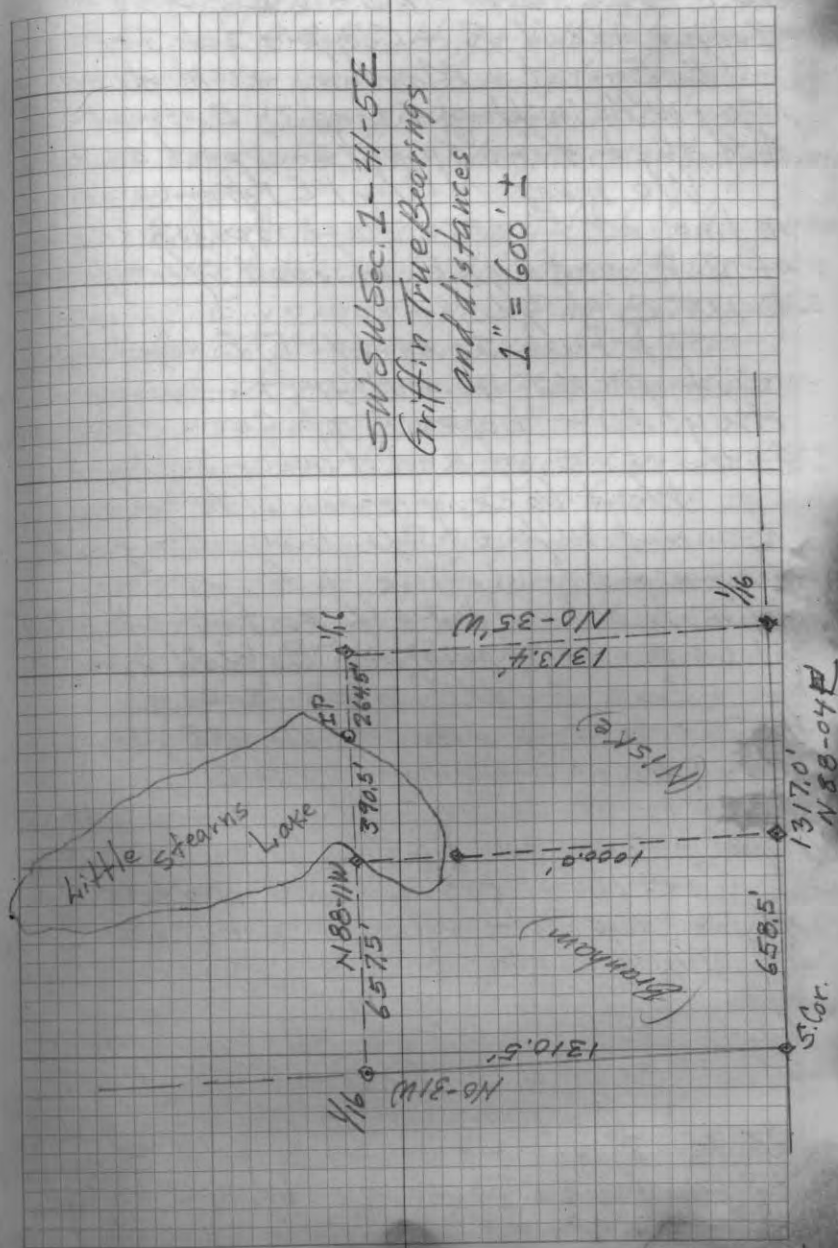
1000' N - (about 20' So. of S. Bay of lake) offset  
8.5' W. on line with MC Tam. Post on N. line.

Set a 3" Tam. P. 6.4' W. of random at 1000'

BT - Tam. 3 N  $30^{\circ}$  E 1.5'. Blazed Cor. line.

BT for post on S. line - Tam  $45^{\circ}$  E 14.6'  
(Sold E 1/2 to Ron Niske)  
(Griffin Plat. of Sec. 1 + 2 on file)

94



6-25-59 SEC. 24-40-6E (cl. + rainy)

Iran + Arnold B. - Comp. + 2 ch. Tape.

(E, Egrest + Marchino-residents adj. -  
say  $W\frac{1}{4}$  in Hwy. 51 and I.P. E. of road  $C\frac{1}{4}$ .)  
Also that Kowalke put small post as  $W\frac{1}{16}$ We meas. N ( $V\ 1^\circ E$ ) from a point  
in line at E. edge black top ( $3\frac{1}{2}$  lks. W  
of I.P. and 0.18 E. of road  $C\frac{1}{4}$  - I.P. is  
0.495 E. of  $C\frac{1}{4}$ .)Set hub 20.00 N ( $V\ 1^\circ E$ ) E. edge black top  
Set picket 40.00 N ( $V\ 1^\circ E$ ) in woods E. of  
Hwy. 51 - no evid. of corner - we are  
2 or 3 ch. S. of end of new road constr.Went back + meas. E ( $V\ 0^\circ$ ) from  
assumed  $W\frac{1}{4}$  at  $C\frac{1}{4}$  Hwy. along old  
fence and brushline.21.15 to old rotted-off post - No mark or BT.  
21.63 to cor. clearing and E-W N-S fence.Cont. E ( $V\ 1^\circ E$ ) along fence  
43.70 - to N-S fence ( $V\ 0-45^\circ E$ ) Ave.Var. of E-W line =  $0^\circ 30' E$ Var. of fence S. at appr.  $C\frac{1}{4}$  =  $0^\circ 30' E$ 

7/3/59 - same crew - F. + Cool. -

Cont. N ( $V\ 1^\circ E$ ) from pick. 40.00 N. of  $W\frac{1}{4}$ .  
46.59 - to single wire fence about 0.30 E. of  $C\frac{1}{4}$ .  
56.08 - to sq. post at N-S fenceNo scribe or BT ( $V\ 0-45^\circ E$ )60.00 - Set picket ( $V\ 0-45^\circ E$ ) No  $\frac{1}{8}$  here

61.07 Came 0.57 W. of sq. Post at fence

No mark or BT

75.98 - To old fence - about N 80 W.

79.64 - Came 1.79 W. (= 1017') W. of I.P. x  $\frac{1}{4}$  P.Scribed + old Pine BT stp. 580 E. about 0.32  
Ave. var. of random about  $0^\circ 50' E$ We set approx. Sec. Cor. at 0.895 E. of  
random at 39.82 N. of  $W\frac{1}{4}$  - small sq. Maple.Ran chip line E from this temp. Cor. -  $V\ 0^\circ$   
Mark W Pine picket 42.70 E -  $V\ 0^\circ$   
Looked over 2 hrs. for N  $\frac{1}{4}$  - no evid. - badly burned.  
7-10-59 - Nice day.Went to E  $\frac{1}{4}$  S. 24 (state has a new  
marker post W. side road at end E-W fence  
-  $\frac{1}{4}$  17' E. in road - new 7" WP BT N 76 W 52  
and old BT Pine stp. NW a little closer)  
Fence to W. checks  $V\ 0^\circ 30' E$  and back-  
sight on road S. = 2015' E.  $V\ \pm$ Meas. line N. on brushed line -  $V\ 2\frac{1}{2}^\circ E$  -  
20.04 to Ir. axle as  $\frac{1}{16}$  BT WP 6 N 87 E 26.4  
40.075 - I.P. + Br. Cap Sec. Cor. - also old post  
old Pine stp. W. BT (s20 W 16) checks orig. ( $V\ 2^\circ E$ )  
(checked var. several times along line - 2' to 2 $\frac{1}{4}$  ave.  $\pm$ )  
Made new BT - W Pine 4 N 6 W 23 (Sec. 13)Went to SW Cor. 24 and meas. E. on  
Town road from  $C\frac{1}{4}$  Hwy. 51 (J. Griffin says  
 $C\frac{1}{4}$  is 116 ft. W. of true Cor.) -  $V\ 1^\circ E$ .

21.48 to fence cor. N

43.58 to N-S fence (W. Gehrke says  $\frac{1}{4}$  line)(43.58 - 0.18 = 43.40 cor. to  $\frac{1}{4}$ )  $V\ 0-40^\circ E$   
As  $V$ . at SE S. Cor. is  $0^\circ 20' E$ , Ave. = about  $0-30^\circ E$ .Var. of N-S fence ave.  $2^\circ 45' E \pm$ .Meas. E. from appr.  $C\frac{1}{4}$  24 from fence  
Cor. 43.70 E. of  $W\frac{1}{4}$ , along fence.

17.85 - fence to S.

21.56 - IP at fence line

43.34 - to E  $\frac{1}{4}$  (43.34 - 21.56 = 21.78 x 2 = 43.56  
dist. to  $C\frac{1}{4}$  if IP  $\frac{1}{16}$  is correct - or  
0.32 W. of fence cor. but not where  
Wm. Gehrke says it was E. of fence cor.)Set appr.  $\frac{1}{16}$  0.22 W. of N-S fence on line - no BT.

7-10-59

Set appr. N $\frac{1}{8}$  (IP) on E. side Hwy. 51 at 19.91 N. of W $\frac{1}{4}$  and 0.495 E. of road hub.

(This is 0.525 from E. edge black-top)  
Then ran chip line E from this (0°30' E. Var.)

Set pickets 21.29 and 42.58

Then run S (2°05' E. V.I.)

20.37 to E-W fence and 0.41 E. of our picket

Set 43.48 E. of W $\frac{1}{4}$ .

8-7-59 - I. B. alone - Cl. + Cool

Went to NE Cor. 24-40-6E and paced W. with compass (V0°) 4 Tallies (20ch.) - Could find no evid. of  $\frac{1}{16}$ . At 8 T. + 48 P. came right on our 42.70 picket on chip line we ran E. at 0° from our appr. NW Cor.

Looked 2 hrs. for orig. Pine BT stps or Walsh's  $\frac{1}{4}$  evid. (1923) - no luck.

(42.70 + 43.80 ± = 86.50 ± from our appr. NW Cor.

to NE Cor. - Computed 85.04 ± - Walsh notes say 42.70 @ 2° E. V. from NW Cor. E to N $\frac{1}{4}$  and 43.24 @ V. 4 $\frac{1}{2}$ ° W from N $\frac{1}{4}$  to NE Cor.)

Went to our appr. NW Cor. and looked 2 hrs. more for evid. - found old E-W blazed line about 80' N. of our appr. Cor. - blazes end at a big popple blazed N-SE just W. of our N-S random. Paced W. at 0° from our appr. Cor. - 4 T + 21 P. (21.70 ±) to c/2 N-S old town road about 30 P. N. of road curve 1 T. north is fence cor. at chrg. on E. side

No  $\frac{1}{8}$  evid. Went to appr. 20-22ch. E. of our Temp. NW cor. and looked for  $\frac{1}{16}$  evid. - none - old blazed line E-W about 70' N. of our E-W chip line.

9/3/59 - Arndt + I. Branham - Cool + Cloudy.

Went to SE Cor. S. 24 in C. of road (WCD Post 34' E and T. Pine 71.3 lks NW + J P 81.5 lks NE)  
Meas. W. along rd. - 43.90 to fence S. (W. Gehrke says is N-S  $\frac{1}{4}$  line)

Went to our E-W rand. picket 42.58 E on N $\frac{1}{8}$  line and meas. N. along chip line I had paced prev. (this picket 20.37 N. of E-W  $\frac{1}{4}$  line) 1.28 to old E-W fence - 19.71 to our 0° E-W rand on N. line at 1.08 W. of 42.70 picket. Set picket 21.87 N (42.24 N. of  $\frac{1}{4}$  line)


Meas. E. from our 42.70 on E-W rand. (0°) Mx. 3" Popple at 20.00 - 23.76 old rd. c/2  
42.08 to I.P. Br. Dip NE Sec. Cor. (According to W. J. Walsh survey (1923) this dist. should be 43.12 Lat. on his random @ 3° E from N $\frac{1}{4}$  to NE Cor. and his Dep (6.39 - 0.68 Nat  $\frac{1}{4}$ ) = 5.71 - or true dist. of about 43.20)

We set appr. N $\frac{1}{4}$  (4" Pine post) at 43.20 at 43.20 W. and 42.24 N. of E-W  $\frac{1}{4}$  line as per his notes - Could not check orig. stps. but a W. Pine stp. NW and a Nor. SE are close to call of orig. notes - Blazed a 3" Bals. SE and a 4" Pop. NW.

Set approx. N $\frac{1}{16}$  on N-S  $\frac{1}{4}$  line at 21.15 N. of E-W  $\frac{1}{4}$  line fence (0.75 N. of 42.58 picket and 0.03 W. of as must move NW Cor. 1.08 W ± and N $\frac{1}{16}$  on W. line 0.54 W ±)  
Set 3" W.P. Post + IP for  $\frac{1}{16}$ .

Went to our approx. NW S.C. and meas. 1.08 W. of it and set a picket (this would be at 0.19 W of N-S random and 39.83 N of W $\frac{1}{4}$  - also is 39.83 S. of W $\frac{1}{4}$  S. 13) Then set Oak approx. Cor. Post 0.45 more N (39.83 + 0.45) and square a 3" H. Mpl. 1 lks S. (over)

Reset our IP  $N\frac{1}{8}$  E. side Hwy. 51 at  
 0.225 more N. and 0.495 E. of road c/l  
 at approx. old fence Cor. There is also  
 a coner. post with brass cap (USGS elev. man)  
 at  $S89^{\circ}E-0.67$  from this IP, and IP is  
 about 0.37 E of the appr. W. line in road.

NOTE: The data we have checks close  
 to old fences, and, using Walsh & Griffin  
 dist. & brgs. (corrected to date) for lines not  
 checked by us — the survey checks out  
 quite closely — so is plenty good for our  
 timber purposes. 

We also set approx.  $C\frac{1}{4}$  at 0.22  
 W. of fence Cor. and appr.  $W\frac{1}{16}$  on  
 E- $W\frac{1}{4}$  line at 0.11 E. of fence  
 Blazed out lines accordingly.

353-10  
10 X 10 to the in.

**KE**

2412  
20.37  
= 0.75 N  
from 42.58 Picket  
to Cont. 1/6

43.09  
42.58  
- 0.51  
0.18 E

30 W  
our approx. 3983 N 109° W

our approx. 1/6 N 195° N  
Scales 41.90 ± 12.500 ±

True = about 43.09 V 45° E ±  
our rand. 42.58 @ 0° 35' E ±

42.58  
+ 0.54  
43.12

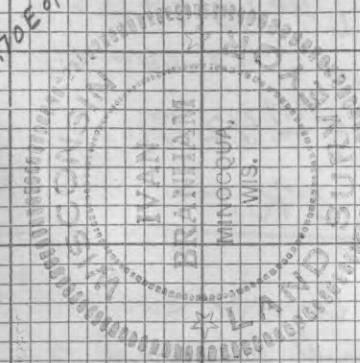
our 42.58 Pick  
70.37 N of  
fence

43.09  
- 0.55  
42.54

42.24 ±  
2412

42.124  
- 11.12  
31.004  
- 0.75 N  
and 0.03 W

43.20  
42.70  
85.90



Assume 1/6  
at 1/6  
0.18 E  
IP 0.495 E. of Rd. c/h

(Ours) 43.48

(Ours) 87.04  
(Walsh) 87.23

43.56 - 1.0° 30' E ±  
21.78

Kowalko app. Post  
21.15 E  
21.63 to F. Car  
(What 21.74 E)

1.1945 E

Fence Cr. 0.62 E. of Comp. Cr. 1/4 (43.70 E. of Rd. c/h.)

(Walsh) - 82.40

Comp. 10.16

(ours) 40.08

(Walsh) 80.75  
1923

40.07  
100 W. Road

BK # 4 PG 100

U.S. Hwy 51  
(Griffin) 40.24 N 165° W ±

Griffin Sec. Cor. 554 - 302 E  
Famix " " 51 = 27  
5.1 N 10  
23 " " 560 E  
" " 142 E  
" " 563 E  
" " 982 -  
" " 569 W 10.8'

TOWN Road (old 51) 43.40

(Walsh 87.55)  
(ours 87.30)

43.90 ?  
43.94 1.0° 40' E

- DATA -  
SEC. 24-40-6E  
8/22/59 I. Branham

Cor. BR rail instead  
2.5 P. in links  
NW alive NE dead  
SW - W. line - feet.



CHECK - From N 1/4 Cor.

BRG. Cos	DIST.	N	S	E	W
.0407-S2-20E <sup>.9992</sup>	43.20		1.76	43.17	
S2-15E	80.15		80.09	3.15	
S89-20W	87.34		1.01		87.33
.0320-N1-50W <sup>.9995</sup>	40.24	40.23			1.29
N0-30W	42.00	42.00			0.37
.0145 N0-50E <sup>.9999</sup>	42.70	0.62		42.70	
OK		82.85	82.86	88.92	88.99

∴ NW Corner should be about  $\frac{1.08}{0.70}W$ .  
 and around 2.00 N. of our approx. Cor.  
 and N 1/4 should be about  $\frac{1.08}{0.70}W$   
 and  $\frac{2.16}{2.00}N$  of our 42.70 rand. Pick.

To Check - Meas. E 1/2 of S. line  
 " E 1/2 of N. line  
 " N. from our Picket on N 1/8 line  
 random 42.58 E and  $\frac{20.37}{20.00}N$ .  
 of fence for  $42.24 - 20.37 = 21.87N$ .

42.24  
 20.37  
 21.87

42.58  
 0.54  
 43.12 to our 42.58 Picket on N 1/8 line  
 43.09 True  
 Move 0.03 W.

20.00 Pick on N 1/8 random is 20.00  
 Pick is at 21.29 E  
 + 0.54 move W at Hy 51  
 is 20.54 E of true  
 So move it W. 0.28  
 and N. 0.49

21.55
20.54
1.01 move E, and 0.49 N

for Center NW 1/4

42.58  
 -03

42.58  
 20.00 - 20.00 Pick to our NE Cor.  
 22.55 = 20.00 Pick to our NE Cor.  
 -1.01 move E  
 21.54 W. to old line at Hy.

101.9/15/59

JUVE ROAD  
SEC. 15-40-8E Ivan and  
Arnold B.  
C. Cold.

Dedlow showed us a 12" sq. oak tree he feels is NW Cor. of his SESE S. 15 - but no evid. Also an IP about 2 rods N. of Juve Rd (S. 1/2) as his SW wit. Cor. - no BTs.

Went to SE Cor. 15 at cross roads to find Warners 1935 BTs - road has been widened and his 7" Oak N55W59' is gone - also his NP stp. S17E 21ft. gone - a 24" H. Mpl. has blaze checks with his 550W14" Mpl. 25.6'

We mark X in S. edge blacktop in line with this BT and N-S and E-W roads - then meas. W. along N. side Juve Rd. (Mag. V. west. is  $2\frac{1}{2}^{\circ}E \pm$  and N is  $3\frac{3}{4}^{\circ}E$ )  
20.36' came opp. IP of Dedlow - no BTs.  
(this IP checks 0.51 N. of road C/L)

40.00 - mark pick. - no 1/4 evid. (jog in rd. here)  
Cont. W. along N. side road -  $V. 3\frac{3}{4}^{\circ}E \pm$   
60.00 - mark 2" Bals. N. of road ditch.  
78.35 - C/L Hy. 155 - an IP is in line with fence running W. 0.50 W of C/L  
No BT evid. - V. back  $3\frac{1}{2}^{\circ}E$ .

(NOTE - 9/30/59 - Oscar Eliason says Ben Juve should know proper loca. SW Cor. S. 15 - so I called Juve - he says he helped build the road years ago and remembers old BTs (removed) to the corner in C/L Hy. 155 and in line with fence to W.)

JUVE ROAD - Cont'd - 102

Set transit over IP W. of road jct. and put hub 0.33 E. on W. edge Hwy. 155 black-top and in line with S. side of black-top road E. N.  $E=3^{\circ}E \pm$

Set over this hub - turn L E-N 9800' and meas. N. along W. side Hwy. 155 ( $V. 3^{\circ}E \pm$ )

6.984 to hub #2 ( $V. 13\frac{1}{2}^{\circ}$ )  
38.216 " " 3 on same line (#3 is X about 16" from W. edge black-top and is 0.55 E. of old sq. Post - No BTs. ( $V. 3^{\circ}10'$ )

Set over #3 - L S-W to old Post is 91.50.

L S-E N to #4 on E. side road - dist. 53.276

Over #4 - L SWN of 178-55 to #5 (E. side rd.) and 15.06 dist. #4-5 back on line.

L #3 to NW S.C. = 176.35 - 68.236 total to #5

Over #5 - L SWN #4 to S.C. = 174.08

Dist. #5 to Cor. = 9.908 - total 78.244.

(NOTE - 19.98 N. of old 1/4 P. came 1.015 E of old Post W. of road - about 20.045, of NW Cor. Looks like someone just measured 5.20.00 for 1/8 and 40.00 for 1/4)

True W.  $\frac{1}{2}$  from SW Cor. C/L road = 78.20 - N  $3^{\circ}49'W$   
Sept. 25, 1959 - Same Crew - L. train + hid. rain PM.

Syl. Cinko says 5 1/8 on W. line S. 15 was a post in depression W. of Hy. 155 about 200' S. of Muakie Inn Rd. - Could not find anything - Look for N 1/8 W. of road and found old unscribed Hd. Post rotted off at 0.705 W. of C/L (0.015 W. of random and 4.92 N. of hub #4. Both old posts found are unscribed - no BTs + not in line.

Went to NE Cor. S15 - Someone has new BTs here

W. Pine 20 N77E86.8' - Oak 8558W 101.5' - true brgs.

Meas. W. (200' tape -  $V. 3^{\circ}E \pm$ ) Set pick. 2600' N. side Rd. 2589' to N-S blazed line - 3940' to mark on tree - N side

52.53 Mr. Merrill says by Griffin for 1/8 (WPI 4515E39.5  
see (E 25.78) to S. Cor. -  $V. 3^{\circ}E \pm$  (Griffin BTs W 1/8) " # N60E27.2  
Cor. From NW S.C. to his 1/8 Griffin says 1310.5' (not scribed)  
His BT for NE Cor. is 540" rock S59W103'

103 AHB+IB JUNE ROAD - Cont'd  
Sept. 29, 1959 SEC. 15-40-8E Cl.-Cold.

Went to E 1/4 S. 15 located W. of fence Cor.  
and about 2' E. of road C/L from Warner's  
NE and NW W. Pine Stps.

Meas. S. on road (V 3° E)

19.69 - came opp. concr. mon. in marsh E. of rd. bene

39.39 - to our prev. mark on S. edge of (V 3 1/2°)

black-top at crossroads set from Warner SW BT

Drove Iron spike here and re-mark (V 3° 45' E)

Warner BT - now H.M. 24 S 50 W 25 1/2" (38 lks.)

New BT - Oak 7 N 37 W 106 lks (70' 8")

Checked brg. of road N from E 1/4 as N 3-15 W (Ave.)

" " " S from NE Cor. as S 2-30 E (30°)

Ran picket - Comp. line W. from E 1/4 - V 3° E

8.09 - ch. log. rd. NWSE

14.00 - small bog lake - offset 2.00 S. + back on line

18.00 - over lake - V 2 3/4° E

19.60 - came 0.207 ch. N. of old post

39.20 - mark picket - no 1/4 C. evidence - V. 2 3/4°

Start pick. line S. - V. 3 1/4° E

10-6-59 - AHB + I.B. - Cl. + Cool.

Went to NW Cor. 15 and checked dist.

E. along road to Griffin 1/8 as 1312.7'

(prev. was 1317.8', so had error 5.1 ft. - must

have read last meas. 52.8 as 57.8 - dark + rain)

Set transit over hub E. of sign 6.0' E. of NW Cor.

and turn S-E from prev. hub 5 to Griffin

approx. 1/8 as 84° 25' / Needle S = 58-40° E - E = 118° 35'

(this only approx. as could not see exact 1/8)

Needle to S. on approx. true line S 4° E - looks

like 15-20 min. local attr. here.

Ran transit line E. on S. line S. 15 from our  
prev. hub 0.17 W. of Cor. (90° from N.)

JUNE ROAD - Cont'd.

104

8.858 to hub #2 - set over #2 and turn 180° to

24.950 to #3 - over #3 (needle V. 3° 35' E) 180° to #4

Set small hub S. edge at 39.345

(39.345 - 0.17 = 39.175 our dist. to 1/4)

39.365 to hub 4 (mark on S. blacktop)

Over #4 - L WSE to 5 = 178-20

(Var. back 3° 40' E - to 5 = 1° 40' E)

57.12 to #5 - 58.195 to opp. IP on N. side

Over #5 (V 1° 30' E) turn 180° and at

78.575 - came 0.014 S. of our SE Cor. - 78.40 true

Set over hub 0.014 S. of Cor.

L W-N to 1/4 = 88-25

Needle W. reads 1° 30' E. V. - N = 3° E. Var.

Set 5 1/4 0.575, and 0.025 E. of hub as computed.

1 1/4" IP - BTs - Oak 115 72 W 4 1/4" - Oak 4 N 10 E 16.8'

Set E 1/6 on line 0.29 S. of rand - 1 1/2" IP.

(re-check OK) BTs - Oak 8 58 9 E 24.0 ft.

With 200' tape - HM 105 67 W 13.6"

Ran Compass Chip line N. from our 5 1/4 - V. 3 1/2° E

1300 ft. - mark picket

2620 ft. (39.70 ch.) Came 30' W. of end E-W rand. (39.65 W)

10-14-59 - Cl. + Cool - Ivan B. alone -

Set appri. C 1/4 Sec. 15 at 39.31 W. of E 1/4 and

39.25 N. of our 5 1/4 - 3" oak post mkd. "Appri. 1/4 C."

blazed H.M. 8 N 39 W 15 lks - has old blazes WNE sides

also blazed several small Balsams.

Put 4" Tam. post as E 1/6 on E-W 1/4 line at

0.22 S. of rand and 19.65 W. of E 1/4 - blazed

a 2" Tam. N 22 W 6 and 4" Tam. S 17 W about 0.31

(this post is 0.025 S. and 0.05 W. of old post)

Blazed line S. to June Road - Var. 3° E.

## JULVE ROAD - Cont'd.

10-26-59 Lester Dedlow + Ivan B. - 2" snow - C1-C2  
 Meas. w. (V2 1/2 E) from 5 1/16 Conc. Mon. on  
 E. side S. 15-40-8E.

Set temp. post 19.63 W about on my  
 prev. N-S. blazed line.

Then meas. chip line S. (V30E+) and at  
 19.56 (0.10 short) came on our IP 1/16  
 S. of Jule road.

Re-set 3" Iron w. 1/16 C. of SE 1/4 at  
 19.66 N. of 1/16 at road and 19.63 W. - mark "Appr"  
 Blazed 5 M 10 S 20 W 6 - Oak 10 S 66 E 13 LKs.

(another 10" Oak N 23 E about 33 LKs. has  
 apparent BT blaze on bottom facing Cor. -  
 grown over - did not chop into it)

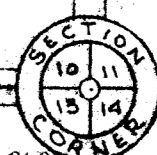
Dedlow will put an I.P. for this 1/16  
 Blazed out lines. ~~CB~~

NOTE - Traverse around full section  
 closes within 4 links  
 (using some of Griffin measurements)

around SW 1/4 closes within 1 link.

7/26/63 - Ivan + Rudd B. - Set transfer over  
 new link 50' N. of IP 5 1/4 W. we had set  
 and check L Sec. Cor. to S. Cor. 3 W 5-E  
 of 178.36' - Cor. 1/4 location computes  
 04.78 ch. So. which is 18' + N. of  
 where we put it - Concluded we had  
 set it 57 ft. So. instead of 0.57 ch.  
 Re-set at proper point and made  
 new BTs - Oak 6 S 74 1/2 E 4.8 ft.  
 " 12.510 W 19.2 "

also moved <sup>Appr.</sup> C 1/4 18 ft. N (about N 1/5 of  
 + Set I P by Oak Post (E-W road.)  
 Blazed 1/4 M 9 S 28 W 11.6 ft.  
 " Bals 3 N 26 E 5.0 ft.



FOUND LAKE ROAD N 89° 33' W 2621.0' N 89° 39' W 2621.0'

25' N. Pine, N 48° W, 16.0'  
18' W. Pine, S 18° W, 49.7'

26' W. Pine, N 77° E, 8.8'  
8' Oak, S 55° W, 101.5'  
40' Rock, S 59° W, 103'

2621  
2621  
5242  
(Curs 5253 on N. line)  
- Probably in error, as we  
did not have Griffin notes  
for BTs to locate NE cor.  
in road. J.S.

2594  
2607  
5201 ft - ours  
2603.6  
2598.1  
5201.7 Griffin

8 Maple, S 81° W, 26.6'  
P. Stump, N 28° E, 50.2'  
8 Maple, N 46° E, 50.0'

12' Maple, S 24° W, 13.8'  
8' Oak, S 88° W, 12.9'

1/8 Corner  
10' Oak, N 76° E, 7.4'

16' Maple, S 77° W, 13.0'  
8' Oak, N 79° E, 24.4'

16' Maple, S 58° W, 25.3'  
8' Oak, N 35° W, 70.0'

2586.2  
2586.2  
5172.4  
(Curs 5174.4)

(Curs 2607')  
(2603.6')  
N 89° 20' W

N 89° 20' W  
2598.1'  
(Curs 2594.4')

(Curs 2599.7')

TOWN OF ST. GERMAIN

N 0° 32' W 2581.0'

N 0° 09' W 2590.8'

N 0° 21' E 2601.6'

N 0° 32' W 1290.5'

N 0° 32' W 1290.5'

N 0° 21' W 1292.5'

N 0° 21' W 1292.5'

N 0° 09' W 1293.1'

N 0° 07' E 2596.4'

1301.8'

1301.8'

1297.4'

1297.4'

1293.1'

1293.1'

- = Iron Pipe
- = Conc. Mon. with brass cap
- = R.R. Spike

SECTION 15  
T 40 N R 8 E

Vilas County, Wisconsin



Bearings Solar

Scale 1" = 400'

June, 1964



Northwoods Surveyors

James S. Griffin  
Land Surveyor

J. Day

Please excuse changes -  
this is a preliminary copy.

8/31/64

Ivan:

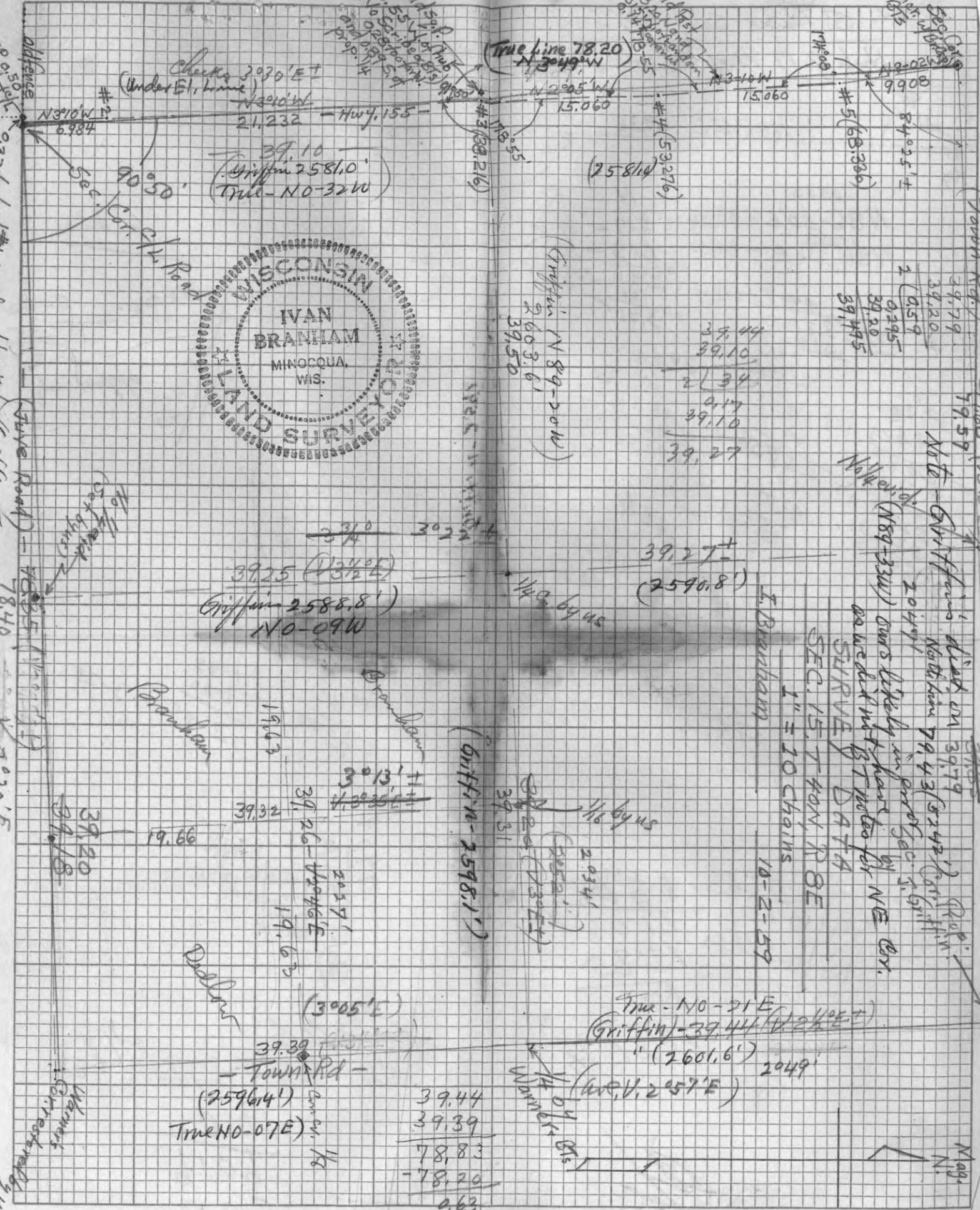
Here are our results in Section 15.

We ran all Section lines and closed O.K.

Thanks again for your information.

A handwritten signature, possibly "Ivan", written in a stylized, cursive script.

BOOK 4 PAGE 106



(Fawn Rd.)  
 39,79  
 39,20  
 0,59  
 39,90  
 39,95  
 39,95

29,49  
 39,10  
 2,34  
 0,17  
 39,10  
 39,27

79,66 (2315' E)  
 79,59  
 Note - Griffin's died in 3979  
 North man 79,43 (3342' E) Griffin  
 2049' owns likely in part Sec 5, Griffin  
 do we'd like to have for NE. Br.  
 SURVEY DATA

I. Branniam  
 SEC. 15, T40N, R8E  
 1" = 10 CHAINS  
 10-2-59

39,27  
 (2590.8')  
 1/4 by us

39,31  
 2,934'  
 (2590.8')  
 39,26 (2342')  
 1/4 by us

True - N0-21 E  
 (Griffin) - 39,44 (2342' E)  
 " (2601.6')  
 (Griffin) - 2597' E  
 2049'

39,39  
 - Town Rd -  
 (2596.4')  
 True N0-07 E  
 39,44  
 39,39  
 78,83  
 -78,20  
 6,63

Tran. S. Line Sec. 15

From Hub 0.17 W. of Cor. in C/L Hwy 155



10552  
N86-50'E - 39.36 - 2.17 - 39.30  
N88-30'E - 39.21 - 1.03 - 39.20

3.20 - 7850  
1.01  
3.21

78.5  $\overline{) 3.21000}$   
3140  
7800  
7065

39.20  
19.60  
58.80  
10409  
52920  
235200  
240492

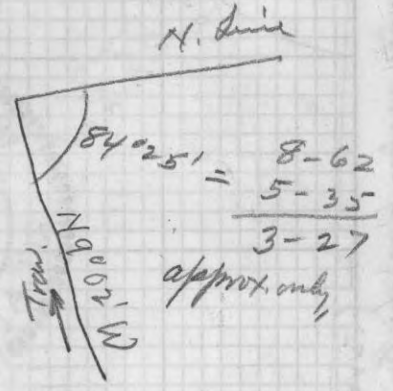
2.17  
1.60  
0.57 5/4

39.20  
10409  
35280  
156800  
1603280

2.17  
1.52  
2.69  
2.40  
0.29 5/8 at E 1/8

58.50 to IP 1/8  
- 1.17  
58.03 from  
We set our 1/8

ev. 78.46  
at - 19.60  
58.80  
- 58.23  
= 0.772 IP  
Pin too far W.  
Mount pipe  
of Dedlow's



39.36  
10552  
7872  
19680  
19680  
2,172672

39.21  
10087  
27447  
37388  
341127  
86-50  
1-40  
87-90 = 88-30

3040  
1040  
2000

1-45  
1-40  
2-85 = 3-25

39.21  
10262  
7842  
23526  
7842  
10273020

98'8 1/2 + 6'8 1/2  
69'6 1/2 + 10'17  
66'8 1/2 + 11'8 1/2  
69'6 1/2  
98'8 1/2

7959  
5252.70  
462  
632  
594  
387  
330  
570

(copy this if any to hold)

+ L'0  
60'6  
E 8'8

~~60'6~~  
~~76'8~~

009  
469  
0009  
60'6



POWELL MARSH TRACT  
SEC. 7 - 41 - 5E

4/9/59 - Ivan + Arnold Branham - C/L - Lt. snow.

Ran comp. picket line E ( $V2^{\circ}E$ ) from  
5 1/4 S.9 (sq. scribed past and 15" N. Pine BT-S)  
20.00 - No evid. of 1/16 - 32.58 C/L N-S town road.  
40.00 - No sign of S. Cor. (very old big blowdown  
followed by bad fire)

Went to approx. 1/4 bet. S15 + 16 - found  
old E-W blazes just S. of road and E-W  
picket line about 100' S. of rd. - also Wicker  
picket line N from this (about  $0^{\circ}$ ) - He  
says Tom Devine ran E-W pick. line, and  
he meas. N 2680' from it and marked a  
picket 2640' as it is about 40' too far S.  
Went to W. side Big Crooked lake + Wicker  
showed us old W. Pine facing lake Devine says  
is Wit. to MC. Ran rough pick. comp. W.  
from this at  $0^{\circ}$  and came about 260' N. of  
our E-W rand. at Town road.

4/13/59 - Same crew - F. + Warm.

Went to Wicker's pick. near 1/4 bet. S15 + 16  
(just S. of road). He says it is 5280' N. of 1/4  
on Town rd. bet. S. 21 - 22 (his line here  
seems about  $V2^{\circ}E$ ). Ran it S. to Little  
Sugarbush lake and looked for MC evid. - also  
looked for other MC's on this lake along N-S  
line - nothing - except ours on S. end.

Meas. N ( $V2^{\circ}E$ ) from water's edge (water very high)  
5.87 to Devine's E-W picket line (small Maple  
stake about 100' E of 5.87 on Devine line marked 1/4)  
6.48 to Wicker's 80.00 picket (orig. notes 6.50)

Cont. N. from Wicker's 80.00 pick. -  $V1 1/2^{\circ}E$   
1.09 - C/L road - 20.00 check within 1 link of Wicker's  
40.00 - less than 1 link from Wicker ( $V1 1/2^{\circ}E$ )

S.9 - 41 - 5E - Cont'd

Went to our picket 40.00 E. of 5 1/4 S.9 and  
meas. E. ( $V2^{\circ}E$ ) to N-S random and at 43.00 E  
came 0.33 S. of Wicker Cor. picket.

Cont. E ( $V2^{\circ}E$ ) from 43.00 on N-S rand.  
7.13 - C/L old road - 38.00 offset N ( $2^{\circ}E$ )  
for 2.78, then E. @  $2^{\circ}E$  var. for 1.40 to  
appr. MC we set about 20 lks. W. of Big  
Crooked lake and 0.08 <sup>5 45 E</sup> W from old face  
+ blazed W. Pine (no scribe). Believe this  
approx. MC as old E-W blazed line W.

4/16/59 - Same crew - F. - Warm - Very dry.  
Our total dist. 5 1/4 S.9 to app. MC on rand = 79.45  
(orig. gov't dist 78.30) True dist = 79.45  
78.5 : 0.95 = 40.00 : X = 48 ch. E. of 40.00 mark.  
79.45 : 40.48 = 2.78 : X = 1.41 farther N. at 40.48 E  
to prop. Cor. on E-W line. Set approx. Cor. as  
above and run comp. line N ( $V2^{\circ}E$ )

8.00 - old blazed N-S line about 35' E.  
40.00 - mk. pick. just W. of old road ( $V2^{\circ}+$ )  
near Zee lake - could find no 1/4 evid.  
Cont. N ( $V2^{\circ}E$ ) - 70.00 S. edge road to Little  
Trout lake - 71.94 edge marsh (orig. says 72.00)

80.00 - mark small Tam. picket - Search 2 hrs  
for Cor. evid. - all burned over open marsh - none  
Went E. to Little Trout lake + look for MC - nothing.

4/21/59 - AHB - IB - F. + Cool - Went to E. side of  
S. bog N. Trout lake to look for MC evid. bet. S24 + 11.  
(orig. 2 Tam. BTs) - Nothing. Decide to meas. W.  
from point at camp ground on W. side (no MC evid.)

Meas. W. ( $V2^{\circ}E$ ) from blazed W. Bir. 10 W. of water.  
27.25 W - hold sq. post 0.07 S (no scribe - but  
old spr. stp. rotted + burned at S. edge of  
open marsh exactly 0.76 S  $30^{\circ}W$  checks with  
orig. BT - spr. 7 S 2 E 76 - believe this is  
orig. 1/4 bet. S. 3 + 10 - OK. (orig. notes give 25.41  
from lake W. to this 1/4, so we likely started wrong place



## S. 9-41-5E, Cont'd.

- Set approx.  $\frac{1}{16}$  C. NE  $\frac{1}{4}$  S. 9 (4" Tam. P. in open marsh - no scribe) blazed 4" WB N 72 E 16, 2" Tam S 54 E 16
- Set 5" unscribed Hem. P. as E  $\frac{1}{16}$  on E-W  $\frac{1}{4}$  line (approx. just W. of Town road - blazed 5" Mpl. 2567 W 11  
3 N 1 W 24
- Set 4" Tam. as appr. C  $\frac{1}{16}$  SE  $\frac{1}{4}$  at W. edge of marsh E. of road - blazed 4" Spr. N 77 E 19  
5" " N 72 W 22
- Run W. from this  $\frac{1}{16}$  (V  $3\frac{1}{4}$  E  $\pm$ ) - 1.55 c/k road.
- 17.00 - Powell marsh - 20.25 pick. in op. marsh.
- Then S. (V 2040' E  $\pm$ ) - 8.00 Lv. marsh and at 20.08 came 0.03 W. of  $\frac{1}{4}$  Post (S  $\frac{1}{4}$  S. 9)
- (Appr. dist. is 20.14, so must move above cor. 0.06 N.)

113. I, B + AHB SUGARBUSH LAKE (See also Bk 3, P. 11)  
Comp. + Ech. tape) DEC. 20-41-5E <sup>2 1/2 Miles</sup>  
<sup>5" snow</sup>

Feb. 14, 1961 - Went to E 1/4 Sec. 20 (30 lks. So. of Wit. P.)  
in E-W road - later drove spike in road and new  
- also put I P by old W. P.) Meas. So. on chip line

40.12 - Came 1.63 W. of MC location on So. line at  
W. side Pokigama lake (1.63 point is in creek  
and very boggy open marsh) (Orig Tam  
Stub marks OK - Tam 75.33 W 87 - now 38 1/2 W  
old stub about to fall down - set a  
marked picket "OBT." Set a new  
3" Tam. post in muds thru ice at  
Water edge at proper loca. - Water high.  
New BT for this MC - Cd 4519 W. 1.65  
Went E. over bay ice to another MC  
on E. side - no BTs - meas. back to  
our MC = 11.57 at Var. 3 1/4° E.

Ran W. from our MC - V 3 1/4 E. (old Tam  
stubs in flooded marsh) Compass only.

3.36 - Came 0.32 N. of old Sq. Post - No  
scribe or BTs - seems to be another old  
post rotted off at ice.

Cont. W. on rand from MC - V 3 1/4 E

20.00 W. of MC - marked 8" Popple on Knoll in So.

23.19 - set temp. 4" Tam. (open bend marsh)

43.19 - set temp. 3" Tam. 1/4 in open bad slough  
Could not cut thru ice - 20' W. of creek  
and So. of bend in creek.

63.41 - Came 1.34 N. of W 1/6 prev. re-set in rd.  
Checked brg. along road 1/6 W to S/C = 3° E  
Dist. meas. W. to S/C = 20.07 + 63.41 = 83.48

83.48 - 3.36 (to old post) = 80.12 Cor. to Cor.

(As our rand. was V. 3 1/4 E and Var. from W 1/6 to S/C = 3° E  
The dep. N. at S/C would be 1.75 - Decid. best  
to accept old post as SE Cor. 20. So, old W 1/6  
is 0.33 too far S. and 0.04 too far E - Did not re-set

SEC. 20 - 4-5E

114

4-14-61 - Same crew - Ch. Misty - Lt. rain.  
<sup>snow about gone</sup>

Set transit over I. P. we drove 3" under the  
So. end of Town road 25 lks N 3-200 from 4515  
marker post "19 20 16 1/2 N"  
<sup>30 29</sup>

Turn L E-S from W 1/6 I P flag of 90° 10'  
(Needle S = 3° E - To E, = N 86-45 E)

Turn L SWN of 179-49 to hub #1 top of hill  
(Needle N 30 W) L E-N from 1/6 = 90° 00'

Meas. N. along E. edge road 21.512 to #1

Set over #1 - Needle back 53° E -

L SWN to Wit. P. about 18" E. of 1/4 P = 179-35

(Needle N 3-13 W) Put #2 hub on hill 16.33 N of 1.

L SWN to #2 = 179-36 - Needle N 3 1/4 W

Over #2 - B. site = 53° E - L SWN to 2 1/4 I P = 179-39  
brg. to 1/4 = N 3 1/2 W ± = 3.01 to 1/4 I P

True line N. to 1/4 Computes 40.85 - Var. 3° 28' E (N 3-28 W)

Set over 1/4 I P (B. site 53 1/2 E) Put hub #3 at 10.844 E  
on N. edge road - L S-E from 2 to 3 = 89-19 - V. 2° 40' E

Over #3 - Var. back to 1/4 = 2° 50' E - L WSE to #4 = 179-39

1/2 2027' E 23.087 to #4 - Over #4 - back = 3° 05' E  
L WSE to 5 = 179-59 (V. 2° 45' E) 6.268 to 1/4 P 0.20 N of line.

No BTs found - believe this Wit. P. to Cor. in road.

15.859 to hub 5 - Over #5 - back V. 2° 30' E.

L WSE 179-57 to #6 (V. 2-20 E) 25.33 to #6.

Over #6 - back Var. 2 1/2° E - L WSE to 1/4 in road  
0.30 So. of Wit. P. = 179-49 - V. 2 1/2° E - 5.365 to 1/4.

Drove 8" Spike Nail 6" under surface of road  
0.30 So. of Wit. P. at approx. road c/c and made  
New BTs - HM 9 N 64 1/2° W 0.719 - HM 9 N 48 E 0.576 ch.

True E-W 1/4 line Computes 80.48 - N 87-02 E

115-4-25-61 SEC. 20-41-5E-Cont'd

Ivan + Arnold Branchham - Cl. Cool - Snow gone - ice almost

Set transit over hub 0.01 W. of IP as  
W 1/4 S. 20 (to clear tree) As dist. to hub 2 So.  
= 3.01 - 10 in 3.01 = 0° 11' - Computed L from  
#2 to extend line N. from 1/4 @ N 3-28 W = 180-32  
(180-32 + 0° 11' = 180-43 turn SWN from #2.

Hit large Hem. tree, so turned 180-55 to  
MC post So. side lake (Needle to #2 = 53 1/2 E - to MC

Old MC post down - BT. Livett. 20 N 75 1/2 E 15.  
Dist. 1/4 to MC = 3.109

L N-E from MC to hub 3 = 90° 00' - on to #2 = 179-05  
Set over MC - back. V. 3° E - turn L S-W

of 90° 00' and set hub at 1.903 to Δ over lake -  
L from this hub to MC over lake = 90-30 (OK, 902.9, 1.903)  
L from hub at 1/4 to M " " = 180-30

(MC over lake is post + capped 1" IP - old BTs)

Set over Δ hub - L MC to MC = 80-48

Needle back to MC - N 88 1/2° E - over lake N 7° E.

CK, pock. + Comp. MC to 1/4 = 53-05 E - MC to MC = N 2-45 W  
(Dist. over lake 12.40 - N 2-47 W)

Ran pock. Compass picket line N. from MC  
on N. side lake - V. 3 1/4° + (line var. 2-45 to 3-35 E W)  
22.48 Came .055 E. of S/C (V 3 1/4 E)

Sold post + IP here - Orig. y. Bir. BT

still green - N 72 W 17.

4-29-61 Ivan B. + son Allan -

Went to 1956 E-W rand. of W. Herran + Atte  
on N. line Sec. 20 to look for evid. of MC on  
Sugarbush lake (orig. notes say MC 28.50 E. of S/C)  
Searched 2 hrs - found nothing. Since their  
rand. 4° E. V. from NW Cor. was in the lake at 28.50,  
and lake shore there is almost E+W - believe  
it should be a little So. of their random.

Found a brushed + blazed line at appr. N-5 1/4 line (V. 5  
and a 1/6 sized post + BT in swamp about 1/4 mile N. of C 1/4

SEC. 20-41-5E Cont'd

716

5-7-61 Ivan + Arnold B - Cold + Cl.

Set transit over our E 1/4 spike in road  
and sight at hub on true E-W 1/4 line S. 20 at  
0.27 So. of old 1/4 C. post - also set hub in line  
with this in road top of hill 5.761 ch. W.

Turn L WSE to 1/8 loca. to E. of 179-37 (V 2 1/4 E)  
Sight on range pole near 1/8 post to N (V 4 1/2 E)  
L from 1/8 to E-W 1/4 line = 88-24

L from 1/8 N-E. to approx. 1/8 = 92° 00'

Set over hub 5.761 W. of E 1/4 and set  
hub on E-W 1/4 line (about road c/k) at 20.20  
W. of E 1/4 (computed dist. to our 1/6 (SW corner 1)

Then over this hub and turn L E-N 91-02  
and run pick. line N (N 74° W) for 20.00 and  
set post for NW Cor. of S. 1320' lot 1 of ours  
(BT - W. Pine 8 575 E 0.072 ch)

Then run chip line E. (V 3° E)

At 50.00 (computed dist.) came 1.40 N. of old 1/6  
by Hall (re-set by us as his y. B. BTs tp bulldozed out)  
Put 3 1/4" IP about 4" under surface at  
W. edge of road (this is 1320' N. of 1/4)  
BT - Hd. Npl. 6 580 W 19.0ks.

Went back and drove 8" spike at hub  
near road c/k as E 1/6 (our SW corner)  
BTs - 4" Twin Hem. 542 1/2 E 0.456 ch.

3 1/2" Balsam N 6° W 0.34 ch.

117 5-16-61 SEC. 20-41-5E  
Ivan B. - alone

Blazed W and N. lines of our 1320' Gov't Lot 1, S. 20.

Then went So. on our old 1957 chip line from C/L road (E 1/6 on E-W 1/4 line) 1/3 1/2 - 4' and around wet swamp to our temp. E 1/6 on So. line set last winter.

Re-set this 0.65 So. and 0.70 W 3" Tam. - 20.03 W of SE s/c. No scribe.

Blazed 4" Tam N 50 E 12 ft.

(this is in NW end of open marsh)

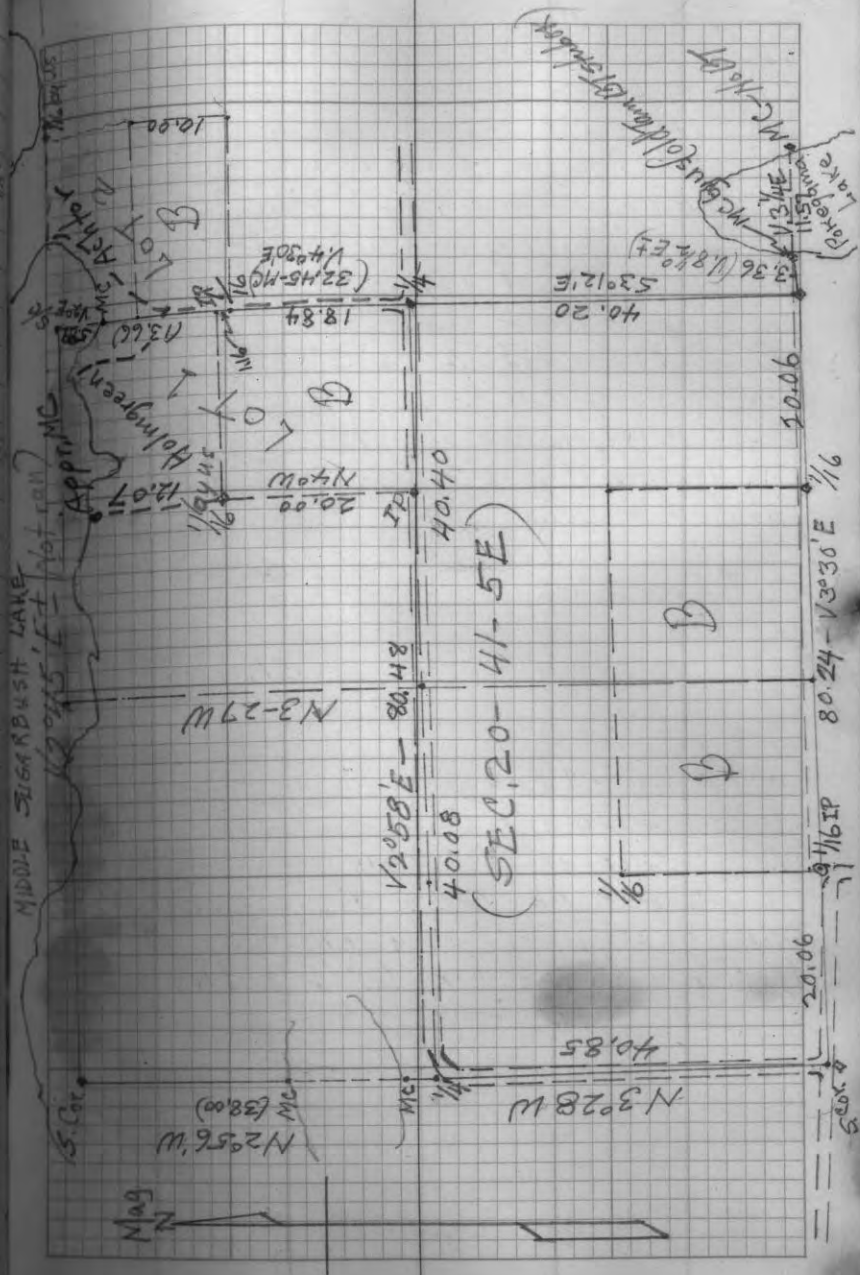
Blazed line N. over hill to swamp - 1/3 1/2 Went W. on our E-W s/c random (1/3 E)

to slough - found small round post and small I.P. in E. edge open marsh about 150 So. of our random - No scribe or BTs and no evid. of orig. Tam. BTs for W.C.

Blazed approx. true S 1/2 (N 3 1/2 E) back to my 1/6.

8/24/63 - Ivan + Barry B. - Ch. - Cool (Lot 1 Sec. 20 (exc. S. 1320') for S. N. Holmgren, Osseo, Wis.)

Went to our 1/6 P. at NW Cor. our S. 1320' and cont. our N-S 1/8 line randy pick line N to lake (1/4 E - 12.07 ch) set 4" W.P. post mkd. "Appr. 1/6 MC" Blazed 3" Spruce S 54 E 6 lks.





121-63 (NW ONE SEC. 25-41-5E Nice Day  
8-1-63 (Our Wh. sand Lake 40) I B alone - Comp. pos.  
Went to N  $\frac{1}{16}$  we set on E. sec. line north  
of Elsie lake - Paced West along road -  $V^2 \circ E$   
At 3T. + 6I. Paces came about 10' S. of I. P. and  
old sq. post (no scribe or BT) at N. side of road.  
Blazed lines run N + S from this Cor.  
Went to N  $\frac{1}{4}$  Cor. location, where Ike  
Walton lake road turns N. Found old U.S.I.S.  
marker post NW of road corner pushed over and  
damaged - scribed " $\frac{1}{4}$  20' S." - also large 20'  
Oak BT marked " $\frac{1}{4}$  45.2' to  $\frac{1}{4}$ " (it is about  
N  $46 \circ W$  from cor. location in N. rut of road)  
Paced E from  $\frac{1}{4}$  loca. along road -  $V 1 \frac{1}{2} \circ E$   
and at 4 Tallies came just about 15' S. of  
old down scribed  $\frac{1}{8}$  Post at top of bank N. side  
Could find no BT.  
Paced S. from this  $\frac{1}{8}$  -  $V^2 \circ E$  - at 4T. + 4P. came  
25'  $\pm$  E. of I.P. Post at road. Blazed line back  
Ran chip line S. from N  $\frac{1}{4}$  -  $V 1 \circ E$ . ( $V 1 \frac{1}{2} \circ E$ )  
At 4T. + 7P. came about 12' E. of scribed  $\frac{1}{16}$   
and I.P. at El. line on N. side road. Blazed  
line back -  $V 0 \circ 36' E \pm$ . (Someone cut over  
this W. line 30-40' 3 or 4 yrs. ago)  
Went back to SE Cor. of 40 and ran  
chip line W ( $V 1 \frac{1}{2} \circ E$ ) A 4T. came 10' N. of  
SW Cor. - blazed line back just N. of Rd. -  $V^2 \circ E$



PAGES 123-126 BLANK

127 B.W.P. Tower 40 - Tract #116  
 SW1/4 Sec. 30-40-5E 2" snow

11-3-66 - I. Branham + K. Jacobs - Cold-snowy  
 Sump to Comp. + 2 ch. tape

Went to W $\frac{1}{4}$  Sec. 30 found several yrs age  
 (Post + old BT steps - Pine)

Run pick. line E - Var. 10° E

20.00 + 24.00 E - Mark pickets

42.28 E - came 6.00 N. of old Post (maybe  
 (Just SW Harry Paul resid.))

Went and found E $\frac{1}{4}$  S. 30 - I.P.  
 and Post - old scribed BT Pine Stp.

Cont. rand. E - V 10° E ±

70.00 - mark pick. + quit for day

11-9-66 - same crew - street + cold

Went to our 70.00 E. pick. one - wrap  
 and cont. E. V 10° E ±. - chip line on ly -  
 at 81.31 came 10.99 N. of E $\frac{1}{4}$

Set 4" Pine P. "appr. 1/16" at 21.73 E  
 of W $\frac{1}{4}$  and 3.08 S. of random.

BT - P. Oak 4.540 E 9 PKs.

Run N. from this 1/16 - V 0°

22.00 N. - mark Picket

44.19 N - came 0.96 W. of Griffin W $\frac{1}{4}$  on N line  
 (Post + I.P. + BTs here)

Set 5" W. Pine 1/16 for our NE Cor.

mkd. "approx" BT W Pine 5.340 E ±

This at 22.09 N from our E $\frac{1}{4}$

and 0.48 E. of our random.

(42.28' 6 = 81.31 X and X = 11.05 - which  
 checks C $\frac{1}{4}$  SW $\frac{1}{4}$  H. Pauls house as OK)

(also shows our rand. as very close)

True E - W $\frac{1}{4}$  line computes V 2° 30' E at 42.28

Compute 82.65 true E - W $\frac{1}{4}$  line

Blaze lines around our 40



INVOICE

5/7/74

C. V. BRAHMAN LUMBER CO.  
LUMBER - FOREST PRODUCTS - LANDS

Phone 331 Eagle River, Wis.

Compass Traverse  
Road thru N 1/2 SE 1/4 - 30 - 40 - 4E

Del'd. To  
Kind  
Size  
Quan-  
ty

Brq.	Dist.	N	S	E	W	
						.1083
S55°W	244'		243.07		21.27	1505.8
N60E	269'	134.40		233.00		271.38000
N70E	200'	68.40		187.94		250.58
N78E	353'	73.39		345.27		208000
S59E	113'		58.20	96.86		200464
S19E	280'		264.74	91.17		75360
S83E	136'		16.58	134.98		
S42E	169'		125.58	113.08		.1083 = Tan. 6° 11' E
S70E	283'		96.79	265.94		which should
N65E	152'	64.24		137.76		approx. bearing
N19E	580'	548.39		188.85		of line 1/4 to 1/4
N3W	87'					Dist. on true line
N74E	309'	85.16		297.04		1/4 to 1/4 = <del>Dep.</del>
N88E	440'	15.36		439.74		Sin 6° 11'
						45.5 = 271.38 + 2505.81
	3615,	1076.34	804.96	253.63	25.82	= 2529 ft.
		804.96		25.82		(Seems short)
		271.38		2505.81		

BOOK 4 Page 128

Saturday, MAY 4 / Sunday, MAY 5

Rhode Island declared independence of English rule, 1776

West Germany Made Independent, 1955

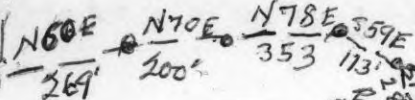
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Appr. Road in N 1/2 SE 1/4 - 30 - 40 - 4E  
5/6/74 - I.B. + Allan  
Compass and Tape

Monday, MAY 6

First Successful Aeroplane Flight, 1896

Appr. 1/4 in Rd.  
55°W 244'  
Town Rd.



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YAM											
2	3	4	5	6	7	8	9	10	11	12	1
11	01	11	21	31	41	51	61	71	81	91	01
22	32	42	52	62	72	82	92	02	12	22	32

BK# 4 pg 128

6" Oak  
N 28° W 11.3'

N 88-30 E  
1/8 cor  
in lake

432.5'

MC  
6" Oak  
N 46° E 9.5'

11" W. Pine  
S 80° W 180.2'

1/4

1/4

496.7'

MC

1091.3'

779.8'

1/8  
S 8°-15' E

1/16  
7" Oak  
S 54° E 46.8'

1206.4'

1091.3'

2657.5 ft

1/4  
W. Pine stump  
S 30° E 33.3'  
7" Oak  
N 83° E 67.6'

5C  
N 2-05' W

79-42

12-23' E

519-37 W

1/8 Cor.  
7" Oak  
N 29° W 17.2'  
8" Oak  
S 4° W 41.3'

22.69

22.69  
24.51  
46.70

3908  
12" W. Pine  
S 62° W 19.3'  
1" Oak  
N 74° E 22.75'  
6" Oak  
S 82° E 36.8'

SW 1/4 S  
T 40 N R 5 E

2900  
N 0°-19' W  
1/8 Corner  
8" Oak  
N 54° W 34.8'

Branch  
Woodlands  
Lower 40  
S 74°-30'  
#116

1/4  
12" Oak  
N 0° W 18.3'  
72° E 38.2'

PAGES 129-136 BLANK

137 10/17/61 SEC. 24, T42N, R2W, V. 12  
IB + AHB HWY. 13 TRACT (S 1/2 NE 1/4) + Warm

Check Bearing of Peckaville road W. of Hwy. 13 on So. Sec. line as Var. 12° E, and Town road on N. line as about V. 9 1/2° E. Brq. on old Hwy. 13 (just E. of new 13) as E. Sec. line = W 4° E.

Meas. W. from appr. c/4 old Hwy. 13, bet. 2 P.O. W. posts and in line with fence corners E + W. of Hwy. as approx. NE Cor. of our S 1/2 NE 1/4 (V. 12° E ±) along old fence - 2.00 in W. ditch of new Hwy. 4.00 just under Elec. line - 9.00 line goes S. of fence 19.00 Tam. Swamp.

19.53 - fence ends 0.20 N. of random.

20.00 - mark picket - No 1/6 evid.

Cont. W. on old blazes on Cedar - V. 12° E 30.50 W. Swamp.

38.55 - Came 0.35 S. of fence Cor E-W + N. (an old rotted post is 2 lks. W. of fence cor. in small open marsh)

Ran S. from this old post - V. 4° E.

8.35 S. to c/4 new log. road (curves S + then W)

11.05 - c/4 road leaves our land SW

14.60 - enter Tam. Spr. - Ced. Swamp.

20.05 - mark picket in good Spruce.

Run E - V. 12° E

0.60 E - to 4" Sp. Tam. and small pick. 0.07 N.

(another Sp. Tam. about 0.30 SW)

5.00 W. good Spr. + Tam. (more scatt. + brushy)

20.00 E - mark picket. - V. 12° E

21.20 - old blazed line N 5° E

21.68 - blazed line N - Sat 0° ± (Post's may be south of it)

25.00 - W. Swamp

35.87 - to E. Line - 38.58 c/4 old #13

38.81 - Came 0.97 N. of fence Cor E. of road. 1.21 N. of Row post

Meas. N. along old #13 - 18.66 to #6 hub + 0.97.

U. Cool SEC. 24 - 42 - 2W - Cont'd. 138

5/1/62 - Ivan + Arnold Cranham - Compass + 2 ch. tape  
Mr Killinger (farmer in Sec. 24) showed us approx. location of S 1/2 Sec. 24 - evid. bulldozed out on hill just W. of creek.

Went to approx. SW Cor. 24 at c/4 of road South and about, in line with blazes to N. Killinger says old Elm with side facing cor. all rotted out was BT)

Meas. E. from SW cor. along road - V. 12° E, 18.00 - opposite old fence line South.

36.13 - to point Killinger says appr. 1/4 loca.

40.26 - c/4 Creek bridge

69.26 - Elec. line - Th. 24 c/4 Hwy. 13.

72.74 - c/2 old Hwy.

73.23 - to Row post S. of road in line fence S.

(Farmer Ben Engeldinger says SE Cor. is c/4 old Hwy 13) Elm tree NE faced may have been a BT.

Meas. N. from approx. Cor. at Rd. c/4 - V. 4° E

19.66 - fence cor. to E. - 20.16 to Row post

39.79 - to Row post E.

40.00 - to fence Cor. Jake Zimmerman (who lives adjacent) says is 1/4 line.

Went to NW Sec. Cor. at c/4 old Rd. + Town Rd. W.

Meas. W. along Town road - V. 9 1/2° E

1.36 - c/2 new Hwy 13.

19.88 - fence to N - 20.17 fence to S. - (V. 9 1/2° E)

39.39 - fences N + S and just E. of a house S.

(Joe Bucheger says 1/4 c/4 road) (V. 9 1/2° E)

Ran S. along fence - Var. 5° E

20.23 to old fence Cor. 1/16 - 38.55 W. measured prev.

Computed loca. of c/4 and re-blazed line S. from this 1/16 to C. along old blazes - V. 6° E - then set

4" Tam. appr. c/4 0.70 E of Oct. 1961 rand. picket and 0.23 S

Then blazed line E from c/4 (V. 10 1/2° E) to E 1/4 fence as our So. line.

See also A. 4, P. 137



Town Road  
(Not checked)  
MAGN.  
That Rd. c/L per Bucheger

39.39 - V.  $90^{\circ}15'E$   
JOE BUCHEGER

old  $1/4$  Post  
0.02 ch. W.  
of old fence Cor.  
(old line re-blazed as X)  
20.23 - V.  $160^{\circ}E$

BRANHAM

37.88 - Var.  $10\frac{1}{2}E$   
(Line Blazed by us)

(Not checked)  
Approx. 140 by us

BRANHAM  
V  $11\frac{1}{4}E$   
18.53+

40.16+  
(Not checked)

Dorns creek

40.08 - V.  $150^{\circ}E$

New Hwy. #13  
Old Hwy. #13  
40.00 - Var.  $40^{\circ}E$  +  
(Field)

1963  
ZIMMERMANN

KILLINGER

18.18

Town Road

No 14  
(Prop. midline)

72.74 - V.  $120^{\circ}E$

36.37

Elm BT

Sec. Cor.

SEC. 24, T42N, R2W

Approx. Survey of  $5\frac{1}{2}$  NE  $1/4$ , using  
Compass and 2-Chain Tape only.

I. Branham, Eagle River, Wis. 5-1-62  
(NOTE - All residents agree E. Sec. line to be  $1/4$  of old Hwy. #13)

4-26-73 AH + BK

See 24-42-2W

Start from SW Sec. Cor. 24 (Ch. Hoysa)

Run 17.72 to fence on N. (goe qly 100)

18.13 mark Pick. N. side Rd.  
Went back to SW Sec. Cor.

Run line N. near old blages  $V 6^{\circ} E$

20.16 N-Mk. Picket

Run E,  $V 11\frac{1}{4}^{\circ} E$

Went to E  $\frac{1}{16}$  picket on road.

Run N -  $V 6^{\circ} E$  for 20.12

Mark Picket

9-18-73 - Wet - A, B, + I, B

Went to appr. S.  $\frac{1}{16}$  on W. line (20.16 N. of T  
Meas. E. ( $V 11\frac{1}{4}^{\circ} E$ )

18.06 came 0.38 S. of our temp. (20.12 N. of Rd.)

Cont. E. ( $V 11\frac{1}{4}^{\circ} E$ )

~~37.74~~ E to Water - put up  
35.74

fall picket - Could not  
see picket over creek put  
in about 2 yrs. ago

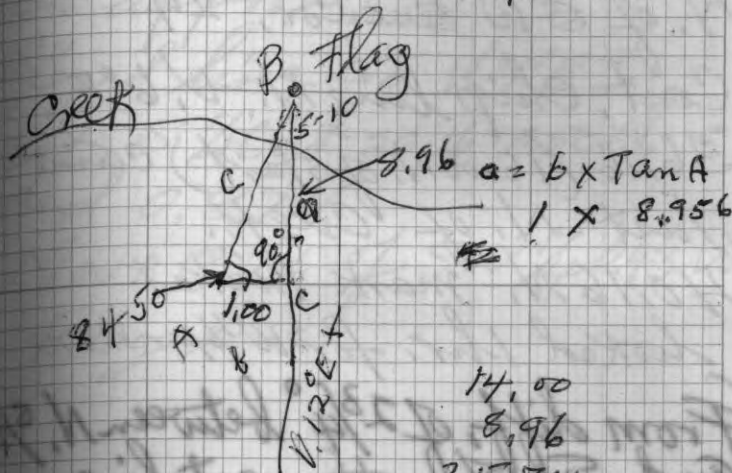
9/27 - Went to our C.  $\frac{1}{16}$  of SE  $\frac{1}{4}$

Meas. W. ( $V. 12^{\circ} E+$ ) for 14.00

off Set S. 1.00 at R V

Org. to flag over cr. = 584-50 W

84-50 = Var. $5^{\circ} 10' E$	179-60	84-50
5-10	174-50	90-00
	<u>5<math>^{\circ} 10'</math></u>	<u>174 50</u>



1.66	14.00
.70	8.96
<u>96</u>	<u>35.74</u>
37.88	58.70
36.37	<u>19.567</u>
<u>21.51</u>	18.06
75	<u>0.38</u>
36.37	34
<u>137.12</u>	28592
78.56	152
	114
	<u>18</u>
	135812
	126
	<u>98</u>
	129270
	66



12-12-73

A, B, + I B. Ch. - 5" snow

Went to our 20.16 pick.

N. of SW sec. Cor, 24

Cont. chip line N. -  $V. 6^\circ E$

36.16 (16.00 N. of start) came  
just N. of Creek.

40.16 N. mark Picket

looked 1 hr. for  $W \frac{1}{4}$  - none.

(From diff. of  $23 \frac{3}{4}^\circ$  between N.  $\frac{5}{8}$   
and  $S. \frac{5}{16}$  - the west line  
would be 3.85 longer than E.  $\frac{5}{16}$   
or about 83.11)

12/19 - P.C. 20° same crew

Cont. chip line N. from 40.16

50.16 - offset R. L.  $W \frac{1}{4}$  cap bad SW

62.16 N. + 0.28 - Rd E-W fence down

1.16 W. of fence Cor.

68.16 N - MK, Pick

(if old fence cor. is right, it should be

about 3.80 W. of 60 rand. at NWS cor.

or 0.20 E. of line after 4.00 offset N.

1/3/74 - Cold 16" snow - Cont. N. from 68.16

82.32 came 0.54 W. of old pick

+ 59. Spri - Blaz ed line run E

We set small Ced. Post at  
46.16 N and 1.73 W. of random  
as approx.  $\frac{1}{4}$

Blazed line So.  $V. 9^\circ E$

Set  $S \frac{1}{16}$  at 20.16 + 0.50 N.  
and 0.87 W.

Move  $C \frac{1}{16}$  of  $SW \frac{1}{4}$  0.43 W.

Blaze line

# ONEIDA TITLE & ABSTRACT, INC.

15 WEST DAVENPORT STREET  
RHINELANDER, WISCONSIN 54501  
P. O. BOX 98

August 8, 1977

Branham Woodland Products Inc.  
Eagle River, WI 54521

RE: ON 5795  
(Weisensat)

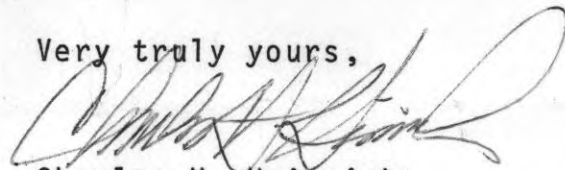
Gentlemen:

We have examined the title to the lands conveyed to the above named proposed assured, and find that it appears the description should be amended to read as per the attached sheet.

Please examine our description and see if you concur. If there are some questions it might be best to stop in our office and we could go over it together.

The problem lies in the fact that the boundary lines were corrected and it does not appear that the deeds should except the old description and also the new description since the purpose of the correction deeds were to establish boundary lines.

Very truly yours,



Charles H. Heinrich

CHH:cap

Juan:

We thought we'd best send this  
on to you for handling,

Book 4 Insert Page 1 of 2

Rt. 2, Box 4

Aug. 19, 1977

Chas. H. Heinrich, Pres.  
Oneida Title & Abstract Co.  
P.O. Box 98  
Rhineland, Wis. 54501

Re: Your ON 5795 (Weisensel)

Dear Mr. Heinrich:

Your letter of Aug. 8 (with enclosures) as to description of land sold to Mr. Weisensel has been referred to me here as I checked the various surveys of the omitted parcels in Lot 5 and drew the deed to him. Reply has been delayed due to my illness for several days.

I am returning your enclosures, along with a rather poor copy of plat/my findings on carefully checking dimensions and locations of various parcels as originally sold, re-surveys by the County Surveyor, and some by Genisot surveyors. I hope you can make out my plat as it is the only copy I have.

To begin with, the E-W  $\frac{1}{4}$  line was surveyed by surveyor Gowen and I got a copy of his survey from Frank Kronenwetter of Mosinee (now deceased) who knew Gowen, from Merrill, which plat was made about 1910. A few years later, County Surveyor Vaughan laid out the road between Little Horsehead and East Horsehead lakes along Gowen's  $\frac{1}{4}$  line. Therefore, I could not accept the  $\frac{1}{4}$  line laid out a few years ago by a later County surveyor. You will note that on carefully checking I found a great many discrepancies in measurements of the original lot layout, and also in the later surveys. The triangular parcel described in last exception in description you send was entirely erroneous, and was later quit-claimed back to Weisensel by the party who bought the parcels from Zetterburg - at my insistence. We also deeded a small triangular parcel of an erroneous survey by Genisot to Kretlow. There was also 95 ft. of lake frontage on the south end omitted in the original platting which we gave to Staage. The main reason these later surveys of the  $\frac{1}{4}$  line and the lots, could not be accepted was due to the fact that the various parcels, and the land between the new  $\frac{1}{4}$  line and the old, had been owned and occupied for 30 to 40 years prior to the new surveys and thus they had title by adverse possession. In fact, a parcel on the west side of Little Horsehead between the two  $\frac{1}{4}$  lines was sold by us to an adjacent owner. The only correction I can think of in our description to Weisensel might be that we overlooked excepting the 95' sold to Staage. If this is not clear, please contact me.

Yours,

Ivan Branham.

Book 4 Insert PAGE 2 of 2

September 13, 1961

Description of parcel sold to E. J. Peckino

Deed 10/7/61

802 S. Grand Ave.

Waukesha

C  
O  
P  
Y

A parcel of land in Government Lot 2, Section 9, T 37 N, R 7 E, described as follows: Commencing at the established Meander Corner on the west shore of East Horsehead lake on the line between Sections 9 and 16, being an iron pipe witnessed by a 24" W. Pine due north 20.8 ft.; thence northerly along the lake shore for 556 ft., more or less, to an iron pipe witnessed by a 6" Oak S 1° W 2.5 ft., which is the point of beginning of parcel herein conveyed; thence continuing northeasterly along the lake shore for 200 ft., more or less, to an iron pipe witnessed by a 15" Hemlock N 66° W 2.0 ft.; thence S 87° 42' W for 289 ft., more or less, to an iron pipe about one rod east of center line of new North-South road and witnessed by a 3" Hard Maple S 63° E 4.8 ft.; thence S 30° 51' W along east side of road for 200 ft. to an iron pipe witnessed by a 6" Ash N 18° E 2.3 ft.; thence N 85° 13' E for 274 ft., more or less, to the point of beginning--it being the intent that the north and south boundaries of this parcel extend to the lake shore, and to convey the land between to the actual shore line.

INCLUDING, also, a perpetual free and unobstructed Easement 2 rods wide for road and travel purposes along existing roadway leading southerly for approximately 350 ft. from present Town road and thence southeasterly for approximately 100 ft. to the north line of parcel conveyed.

(Subject to prior valid exceptions and/or reservations of record, and 1961 taxes for account of Grantor)

(1.27 acres)

Book 4 Insert

~~The southerly one-half of a~~  
A parcel of land fronting on East Horsehead  
lake in Gov't Lot 2, Sec. 9, T37N, R7E, described as  
follows:

Beginning at an iron pipe on the west shore of East  
Horsehead lake, <sup>witnessed by an 8" Oak N52°30'E 5.8ft and</sup> located 1026 ft. (more or less) northerly and  
northeasterly from the meander corner between sections 9 and 16;  
(~~Said meander corner iron pipe witnessed by a 24" W. Pine due N 20.8'~~)  
thence N36°51'W for 339.0' to an iron pipe witnessed by  
a 9" Oak N1½°W 20.4ft.; thence ~~S88°16'E~~ <sup>N88-16E</sup> for 405 ft.  
to an iron pipe on the shore of E. Horsehead lake witnessed  
by 6" Hemlock N4°E 22.4ft.; thence southerly and  
southwesterly along the lake for 370 ft., more or less to  
the point of beginning.

Marvin W. Campbell  
and Lloyd F. Schaefer

MAG. N



E. HORSEHEAD LAKE

(Old Given 1/4 Line)

To Road (Old 1/4 Line)  
Old E.P.  
63.3'  
S88°30'

IP(BT Mpl. 4 S124°W 9.5')

514°53'E  
103.1'

IP(BT-W. 3/16 N2E 20' X)  
51°32'E  
151.4'

IP(BT W Pine 30N49W 9.8')

IP(BT Mpl. 3 N32°W 2.1')

Hub 4

S62°38'E  
88.6'  
S64°-33'W  
113.6'

1079.1'

IP(BT-Oak 6N21°E 4.7')

S49°-30'W  
404.9'

170.0'  
N64°14'W

IP (BT-Oak 7N58°30'W 6.25')

(Elec. Line)

121.5'  
S48°52'W

IP (BT-Oak 5 N32°30'W 10.6')

IP(BT-W. 5 N73°W 11.7')

Tam MC line Post 588°W 35' from A/E  
(BT-Tam 6 S57°W 3.4')  
I. Axle  
BT-Spr. 4 1/2 N62°W 9.6'

N3°36'W  
186.0'

IP(BT-Mpl. 3 N83°E 7.8')

300.0'  
S87°53'W

87.0'  
S9°09'W

188.4'

N70-23E-355.6'

500'±

N3°30'W-300'

671.7'E to 1/16

(Wincentzen)  
BT-Oak 6N30W 13 1/2 kts.  
5523E 0.5"

TOWN

SESE

IP(BT-W Pine 6 N41E 30.45'  
(24'E of Rd 1/4)



SURVEY FOR R. NISKE  
PART OF GOV'T LOT 3, SEC. 16, T31N, R7E  
Scale: 1" = 100'  
Bearings Magnetic  
I. Brantnam July 1961

BK# 4 INSIDE COVER

9/16/64

LEGAL DESCRIPTION OF PARCEL DEEDED TO RAYMOND P. DICKSON

*Should be  
N 88-16 E*

A parcel of land in Gov't. Lot 2, Sec. 9, T 37 N, R 7 E, described as follows:

Beginning at an iron pipe on the west shore of East Horsehead Lake located 1396 ft., more or less, northerly and northeasterly along the lake shore from the meander corner at the lake on the south line of said Sec. 9, said iron pipe being witnessed by a 6" Hemlock N 4° E 22.4 ft.; thence S 88° 16' W for 405 ft. to an iron pipe just east of end of Town road at top of hill and witnessed by a 9" Oak N 1° 30' W 20.4 ft.; thence N 17° 22' W for 72 ft. to an iron pipe driven flush with the ground at east edge of road and witnessed by a 7" twin White Birch S 45° E 6.2 ft.; thence N 65° 15' E for 442 ft. to an iron pipe on the shore of East Horsehead Lake witnessed by a 9" Oak S 10° E 31.5 ft.; thence southerly along the lake shore for 250 ft., more or less, to the point of beginning (including riparian rights). Including also a perpetual free and unobstructed Easement two rods wide for access purposes along present roadway leading from the end of Town road to the south line of above parcel, and Reserving a similar Easement over present roads through parcel above conveyed for access to other parcels north and south thereof.

(Subject to prior valid exceptions and/or reservations, if any, and 1964 taxes to be paid by Seller).

Book 4 Insert