

Hall Field Book from Vilas County

1936-1937 Book # 33

Indexed in Oneida county as HallFldBK 33

Only pages that sections were referred to as being in Oneida County were scanned. See Vilas County for original book.

3

March 31 - 1936

For Fabian Woodzioka

Sec. 7 - 38 - 7

Keith Hall & H.C. Hall - Measured part  
of E. Sec. Line as follows

}	North swamp $\frac{1}{2}$ E 165 Spike N & S End
	Over Lake 1400 Spike N & S End

West Sec. Line - Over marsh N from Spike  
in stump south of corner = 898<sup>3/4</sup> - Less  
the distance from spike N. to corner in  
marsh.

South Sec. Line East from Spike in  
stump south of corner 779.4 over  
marsh Spike in stump

(38-7)

April 2 - 1936 - Woodzioka

K. Hall - Marshall Hall &amp; H.C. Hall

From NW Cor. Sec. 5 - Orig. Post (Windy Point)

Measure S. 2° E. Var. P.C.

330' - Orig. M.C. Tomahawk Lake

1000' - Offset East 165' on ice to

Tuttles cut out line south of Lake

2330' leave lake on Tuttles cut out line

4411' Set Hub Top of Hill N. of Road

Hub Bs. W. 55' from which a

cut out line continues south.

The original of  
this book is in  
Vilas County.  
Only Pages that  
referred to  
sections in  
Oneida County  
were scanned.

4 April 23-1936 (Woodzicka)

K.H. - M.H. + H.H.

To Sec. 7-38-7

H.H. - 4411 S. of N.W. Cor. Sec 5 < W

90° - 55' Run South on cut west

line

4411'

4592' - Woodzicka's Road

4917' - Govt. Cor. Bs. W. 42'

New Govt Cor. 5-6-7-8 (1927)

Run South on offset of 42.5' E.

< S to W to Govt. Cor. 89° - 03'

651.2' Hub

973.5' To Spike N. of open swamp

165' over Swamp to Spike (Pg. 3)

1138.6' Spike South of Swamp  
(1336.3') Mon West 25.7' for N. 18 S.

1473.8' Hub

1565.1' Spike N. Side Wood Lake +

1422' 1400' over Lake - Spike (Pg. 3)

2965.1' = Spike S. of Lake + 20.3' to Hub  
20.3'

2985.4' Hub S of Lake - Needle (Pg. 4)

3792'

4256'

" Top high hills

4778.2' " N. S. Town Road

5342' Orig. Sec. Cor., Bs. E. 24.8' →

Correct dist,  $5342 + 3.2 = 5345.2$

7

Falling = 24.5'

1336.3' = 1/8 S.

2672.6' = 1/4 S.

(216.9' S. of Hub Mon 7.7' E. for 1/8 S.)

4:30 P.M. = Home 25 miles

5

April - 24 - 1936

K.H.M. H + H.H. - SEC 7-38-7

at 5345.2 Random from the North,  $\pm 24.5'$   
West of Cor.  $\angle$  N to W. =  $90-05'$  and  
Run West on  $2-15-8$ , Var. for South  
line Sec. 7

725 Old RR Grade

781.3 H.V.B.

966.5 " West of Small Pothole offset: North  $1.5'$

1166 " offset South  $.5'$

1320 " on  $1'$  offset N. Meas. W.

1801.8 H.V.B.

on  $1'$  offset North

2070.3 "

" " "

2436.4 "

2650, Orig.  $1/4$  S Fall  $16.9 = 7.9$  Random

Continue Westward Same Course

(3050.6 H.V.B. (Correct N  $35.12$ )

5545.7 " Offset South  $1'$  onto line

3804 " Correct N  $70.7$  from "

4585 " E. Edge Marsh = S/alin on

(569') (Approx. S To Check Reading fair weather)

5154 = Hub West of Marsh

South Line 7-38-7

5 + N.  $3.45'$  onto True line = E,  $1/8$  S =  $1325'$   
Bgs. Hem.  $30$  N  $57^\circ$  E,  $9.5'$   
" "  $30$  S  $25^\circ$  E,  $37'$   
Drove  $1"$  Iron Shaft + Set Ironwood Post  
 $5" \times 5" \times 5"$

orig  $1/4$   
Bgs.  $1/4$  S - W Pin  $6$  N  $50$  E,  $53.2'$   
" "  $8$  S  $7^\circ$  W,  $61.2'$   
Drove Iron Shaft  
" W Pin Post  $4" \times 6" \times 5"$

3979.3 R.K. N.  $102.7 = 1/8$  S. True line  
Marsh  $569' =$  (Correct Reading  $4/28/36 = 564$  feet)

4585  
564  
5149  
5244.9

East  $1/8$  in South  
line of Sec 7

6  
5154' Hub Top hill Southeast from Sec. Cor.  
95.9' Def L Right To Orig Sec Cor  
74° - 09' = 203' to Cor.

5249.9' - (5' Stadia) = 5244.9' + Δ55.4' = 5300.3' =  
Length South line

April 28 - 1936 (71 Years)

K.H. Miller & H.C. Hall

5 7-38-7

@ 4585' Hub on Ranch Check Station  
of April 24 over Marsh West  
(Stadia 5.64 1/2 = 564.5')

Set Flag at Sec. Cor. (SW cor)  
Drive Hub on hill south of corner  
in line with Sec. Cor. North  
in cut out line north of Marsh  
Hub to be used for L E E N

@ 3979.3' Right L N. 102.7' ft  
for West 1/8 S.

Connected & cut out line from 1/4 S Cor.  
West to Sec. Cor. Mag. Var. 1° - 45' W  
Set Transit on hill (Blow, Sec. & W 1/8  
Cor) Set Hub E side marsh for angle  
to Hub S. of Sec. Cor.

From Sec. Line E. of Marsh < N to S From  
Sec. Cor. To Hub on hill south of Sec. Cor.

L = 19° - 58'

1/2 Wire 2.90  
2  
5.80

(4/29/36) W 1/8 S, S Line 7-38-7

W Pin Stump 24" N 35° W 29.5'

" " 18" S 15° W 32.6'

Down 1" Iron Shaft & Set W Pin Post  
6" X 6" X 5'

By SE Cor 7-38-7

1/2 Pin Stump 16 North 34.1'

W " " 18 N 77° W 16.7'

Down 1" Iron Pipe & Set P.P.P. 4" X 6" X 5'  
& Boulder and Corner

See

7

April-28-1936 Contd

N Bgn SW Corner 7  
W P. in 16 S.  $33^{\circ}-35^{\circ}E-124.7$ From Hb. Hill S of Sec. Cor L E To S  
on Hb. E. of Marsh on Sec. Line

$$\angle = 19^{\circ}-58' + (73^{\circ}-55' - 73^{\circ}-57')$$

$$= 93^{\circ}-53' + 93^{\circ}-55' = (93^{\circ}-54') \text{ S W. Cor. Sec. 7}$$

North from SW Cor. N  $2^{\circ}-45'E$  Var

830.2' on Marsh To Spike

1252.9 Hvb

1320 "

2640 - Hb.

2713.5' Hb.

3410

" Top of North Slope To Spike

4700

" in slyt of Field &amp; Sown

5280

" in S Ditch of Road

+ 15

5295

Spike in Road 5' N of Center

5290

(1-day with M. H. &amp; H. C. H.)

7-38-7

(Reduce 4' 5" at NW Cor. = 5290)  
(Needle -  $2^{\circ} E$  Var)

(To Rhinoceros 1 day 1.50 Mile  
of line Run on my Birthday 100 Mile Drive)

8

April 29 - 1936

NW Cor. 7-38-7  $\angle$  S To E  $88^{\circ}-46'$  Run

752.7' Hb.

Nactel =  $1^{\circ}-00'$  E. Var.

1297' "

1320' "

1912.1 "

2978.1 " W S Polkole

3870' Center Road. Bs NE &amp; SW

3960' Hb.  $\frac{3}{4}$  mile

4009.5 "

4327.6 "

4860.8 "

5114.5 "

5254' Foot. Cor. Bs. S. 33'

$$\left\{ \begin{array}{l} 33' \div 5254 = .00628 = 0^{\circ}-21' \\ \text{Correct } \angle \text{ NW Cor} = 88^{\circ}-25' + 0^{\circ}-3' = 88^{\circ}-28' \end{array} \right.$$

Set Iron Shafts & Pipes & Posts and Marked Bys.  
at S.E. Cor. Sec. E 1/2 S. S Line - S 1/4 S. and  
W 1/2 S. S. Line. (4 Corners in all)

Finished 4:20 P.M.

To Rhineland

(1-day toll, M.H. &amp; H.C.H.)

K.H., M.H. &amp; H.C.H. To NW Cor. 7-38-7

Exact = Corrected  $\angle = (88^{\circ}-25')$ =  $1^{\circ}$  Hb.

(For 1/8 S. @ 1303' More South 8.18 feet)

 $\frac{3.75}{11.93}$  = (5' NW Cor)

Correct

(For 1/4 S. @ 2626' More South 16.45 feet)

 $\frac{2.50}{18.95}$  = (5' NW Cor)

Correct

See Pg. 10

(For 1/8 S. @ 3937' More South 24.7 feet)

 $\frac{1.25}{25.95}$  = (5' NW Cor)

Correct

9 May 4-1936 NYS 1/4 LINE  
K.H. - H.C.H. To 7-38-7  
also 2 men from State Camp

Ht S 1/4 S. < E To N 90°-28' Random =  
268.3 Hb.

545.8 " S.S. Ravine

848.7 " Knoll S. of W Birch grove

1051.3 " N. Sugar

1320' Stake (Mens. N. 71° E 7.46 for

1503 Hb.

1703.3 " S. of Birch Clearing

2022.1 " N.D. " " "

2302. " Top S. Bank of Lake

2379.5 " on S Bank of Lake + 8' Water

over 2379.5 For triangulation on lake  
< N. To W, 15°-45' - 2 Hbs. on  
sack corner.

224.2 N of Station Hb < 90° W

Base = 141.65

2379.5 Hb S Bank lake

1200' Station over lake

3579.5 Hb. N. Bank lake

224.2

3803.7 Hb. Top of Hill N. of lake

(From Random S 1/4 E To N = 90°-28') NYS 1/4 Line

From Random 2645 W 1/4 < S To E (88°-07' Ex N 1/4 Line  
2°-50' E Var { 88°-24'

Corrected = East 1.46 ✓

" " 2.97 ✓

" " 4.62 ✓

" " 5.72 ✓

" " 7.19 ✓

" " 8.188 ✓

" " 9.279 ✓

" " 11.01 ✓

" " 12.54 ✓

" " 12.96 ✓

(185)

(Station <sup>accepted</sup> / 12' = 1200)

= 84°-17'

More East 19.5 ✓

" " 20.72



10

May 5-1934

K.H. + H.P.H. - 7-38-7 Woodzickas  
 3803.7 Hub N. of Lake NYS 1/4 Line  
 3960 Small State Buck W of Line MKd. 3960

4162.9 Hub

4238 "

4500 "

5021.8 "

5434.4 Intersect N-E &amp; W-Road - 37.1 W. 2626'

5414 1/4 S BSE. 29.5' as Set To day =  
 P.P. Post 4" X 5" X 4"

N 1/4 Bqs. 4 Poin 15° N 18°-15' W 49'  
 " " 10 S 5°-30' E 31'

Bqs E 1/4 N Line

W. Poin 26 N 3°-30' E 87.5'

" " Stumps 40 S. 33° W 83'

Set P.P. Post 4" X 4" X 4"

Boulders around Post

( $\angle$  Random Sec. Line N, E, Cor. Sec. 7)  
 = 89°-11' interior

2 Men from State Camp

Corrected Mon East 21.57

2978.1  
 351  
 2627.1

(Intersect 2 Rand. N 1/4 S S to E = 88°-10')

$29.5 \div 5414 = .005448 = 0°-19'$

N.W. Cor. Sec. 7

Drops J. Pipe at 5290' Center Road  
 BS E & W - State Super Post BS, S, 12  
 and No 17'

W 1/8 S. N. Line.

Bqs. Poplar 4" N 4°-15' W 10'

" " 5" S 40°-15' W 12.4

11

May 7 - 1936

K.H. - H.C.H. To Woodjicks 7-38-7

2 Helpers From State Camp

at W 1/4 S. Set P.P. Post 6" x 6" 36" =

Set over 1/4 corner Turned  $\angle 88^\circ - 24'$ 

S. To E. - Run East for 1/4 S. Line

377.3 H.B.

800.2 " " Top High Bank

1025' N. Bank of Bird Lake M.C. →

(at 973.8 Right  $\angle$  South for triangulation  
2426.2  $(90^\circ - 00') - (83^\circ - 32')$ 

6' - 28"

3400.0 = E Bank of Lake 6' - 28"

1 - day for 2 men

W 1/4 Post

Bgs - D. Oak 4" N  $34^\circ - 30'$  W 18.2'  
N Pine 12.5" 64" - 30 E 55.1'  
PP Post & Boulder

(East - No Var.)

(Bgs. Birch 6" - South 7')  
Marked on Bark } Set Birch Post  
275' $83^\circ - 32' \times \cot. 8.82252 = 2426.19'$

12 May 8 - 1936 (100 PM)

KH & HCH Woodzicka  
E & W 1/4 Line From Hub E Shore  
Bird Lake

3709.5 309.5 Hub

3932.9 - 532.9 Hb (@ 3952.2 Int.

3993 593 Center Road

4321.7 921.7 Hb.

4455.6 1055.6 Hb.

4706 1306 State on Banks of Mud Lake

1/2 day for 2

@ Approx 3955 = E 1/8 S - E & W 1/4 Line

1/8 S,

13

May 9 - 1936

K.H. &amp; A.C.H. - To Woodzicka's

No state crew - Woodzicka Brother of Law

From 1325 on offset on Rowden

Toward intermediate angle.

 $\angle E \text{ To } N_1 = 90^\circ - 10' = 2^\circ - 15' E$ 

Var.

329' Hb

605.5 "

969.7 "

1300 "

1526.5 " S of Road

1621 " Cent of Road B<sub>5</sub> N.W. + S.W.

1815 Hb. Bottom of Path on E of Road

1999 " Ridge B<sub>5</sub> + 2 Path on East Row

2201.5 Hb. E. Road

2425 " Cent. Road B<sub>5</sub> N.E. + S.W.

2592.6 Hb. West of Road

2715.3 Hb. Intersection E of W 1/4 Line

at 3952.2 from W. 1/4 S. to 1/8 S

N + S 1/8 Line SE 1/4

3/4 day for 2

14

May 11 - 1936

K. H. + H. O. H., To Woodzicka 7-38-7  
at 3400 E of N 1/4 S.

Set M.C. East Side of Lake on E + N 1/4 Line

Down P.P. Post

Bgs. W. Pine Stumps 22 N 20 W 2'

No other News

MC East Side of Bird Lake

at 2379.5' N of 1/4 S. M. E. 12.96

Set M.C. South Side Lake on N + S 1/4 Line

Down 3" x 3" Oak Post (Rocks around)

Bgs. W. Pine 14" South 4'

Mkd. M.C. 1/4 S. B.T.

Corrected line South to 1/4 S. (See Page 9)

Moss 1300' North 71' + East 7.46 for 1/8 S.

Bgs. W. Pine Stumps 18 S. 27 E 45.5'

Down Oak Post

at 3579.5'

Set M.C. N. Side Lake N + S 1/4 Line

Bgs. W. Pine Stumps 14' N 42° E 20.1'

Down P.P. Post (Rocks around)

12 M

Lunch

E. End Bird Lake East 182  
Center Tow Road. 300' = West End  
of Mud Lake

15

May 11 - Ctd. 1936

7-38-7

Cat W 1/4 S. L. Sec. < E To N

93°-58 1/2"

Run North 1°-35'-E, Var

174.4 Hb Top Hill

433.5 "

641.7 "

886.8 "

1136.2 " Top Hogback

1363 "

May 12-1936

1562.5 Hb

1828' M.C. S Shore Bird Lake

No Bas. Near

Located at Base of Sharp Point B. West

1-day for 2 - 50 min

To Camp Plimander (1 day for 2)

KH & HPH

16/ May 12 - 1936 Continued  
Went To S  $\frac{1}{8}$  S. West Sec. L. line  
at 1322.5' Set  $\frac{1}{8}$  S. and Run  
East, on 1°-10° E. Var.  
113.5 Hd.

426' M.C. West Bank Bird Lake  
Prim Post Boulder  
Nothing for Bgs.

Stadia on Lake 6.95 Red Reading

426  
7695' on Lake  
1121' To East Bank of Lake

1328' Int. N  $\frac{1}{8}$  S  $\frac{1}{8}$  L. line  
at 1351.2' Set  $\frac{1}{16}$  S  
1.2' South at 1352' N of  $\frac{1}{8}$  S  
Bgs. W. Prim Stamp 50° S 50° E 18.7'  
Drm Oak Post Mk'd.  $\frac{1}{16}$  S

1763  
11.8  

---

1351.2

17 May 12 - 1936 Contd.  
7-38-7 Woodzickas  
at N 1/8 Cor. W Line 7  
Set PP Post 5" X 5" in  
north edge of Swamp. Turned  
Angle South to East = 88° 26'  
Run East for 1/8 S. Line 0°-10' W.

429.9' Hb.

649.5' Hb.

775' M.C. W. Bank Bird Lake

Set W. Pine Post 5" X 5"  
By Y. Pine 20 N 50 W, 8.8  
Boulders

E 1/8 S. E + N 1/4 Line 65 E 1/8  
Bgs. W. Pine 12 N 60 E 32.  
B. Oak 10 N 45 W 19

1/16 S. S 8 1/4  
1357.5' Down Top Post - Marked 1/16 S  
By W. Pine Stags 24 N. 3'

4 20 PM - Home - 1 day for 2

KH & HCH

Var.

Top & Line = 32.4  
Bottom BT.

E 1/8 on E + W 1/4th line



23

June 23 - 1934

K H &amp; H C H To Woodjicks

NW-SE-7-38-7

at Hb 387 S Bank of Lake on Central Line  
of 200 Shing Tract $\angle = 95^{\circ} - 49'$  S To E - 100' $\angle = 82^{\circ} - 58'$  S To W - 100'① NE Cor  $\angle$  S To E =  $84^{\circ} - 11'$  Run S,  $47^{\circ} - 30'$  E for E Line  
397' To Center of Road for SE Cor.

47-07

South Line from SE Cor 30 S,  $43^{\circ} - 30'$  W, 100.4

NW Cor of 200' on Bank of Lake

 $\angle$  E to S =  $97^{\circ} - 02'$ Run S  $44^{\circ} - 45'$  E for West Line

382 To Center Road = W Line

47-07

SW Cor  $\angle$  N To E  $85^{\circ} - 06'$  - N 38 E

97' for S. Line + 100.4 = 197.4

for Total South Line

7 - 238 - 7

By S. NE Cor = 49 Pine 15' N  $60^{\circ} - 45'$  W - 15'  
15' from Water (P. Oak 8 S  $75^{\circ} - 8'$  E - 7')By S. SE Cor Sugar 14 N  $47^{\circ} - 25'$  W, 20.7

By S. NW Cor on Lakes

W Pine 20 S  $1^{\circ} - 35'$  W

20.1

" " 12 S  $54^{\circ} - 15'$  E

24.2

NW Cor = 603' East side on Bank of Lake from N.C. N.W.S  
1/4 Line S Shing LakeBy SW Cor Sugar 14 S  $63^{\circ} - 15'$  E 20.5

NE of 200'

SE of 200'

NW of 200'

SW corner  
of  
200'

2A

June 23 P.M. Cont

At a point northwesterly along the shore  
From Govt. M.C. West Side of Lake St. Clair  
Sec. 5 & 8 - 38-7 - 692 Feet

Thence N. 52°-15' W. 200'

" Def L Right 46°-00' = N. 06°-20' W. 100'

" " L " 85°-57' = N. 79°-45' E. 246'  
To Bank of Lake

1-day for 2

June 24-1936

From Govt. M.C. Btm, 5 & 8 W side of  
S.E. Cor. of Tract on Point

Bs. N 138°-15' E Mag.

692' along the Bant To S.E. Cor of Point

Miss

For Frances Woodzicka  
Lake Tomahawk, Wis.

Mail Plat of Survey

June 12-1937

June 24-1936 K# + HCH

Bgs To Tract on Point Lot 3-5-38-7

S.E. Cor. Lake Front

Y Pine 12 North 5'

B. Oak 9 N 70°-30' W 14.4'

Draw Iron Housing

Shore of Point B.S. N. 78° E

SW Cor 200' from Lake

Bgs. B. Oak 8 N 52° W 12.5'

Birch 5 S 41° E 2.5'

Draw I. Pipe

NW Cor. 100' from SW Cor.

Bgs. Y Pine 11 S 19°-30' W 10.5'

Birch 6 East 17.7'

Draw I. Pipe

NE Cor. on Lake Shore 246' from NW Cor

Bgs W Pine 9 S 54° E 8'

B Oak 9 S 70°-30' W 16'

Draw I. Pipe

Shore Bs S 32° E

375' Shore line of Point

11:00 AM

25

June 24 - cont P.M.

N4S 1/4 SE 1/4 - 7-38-7

at - Wendzelas Road on NW-SE

2201.5' Meas N, on line 130 to Wb.

at

2331.5' < Def Left N to W 70°-20' 163.5'

Sta ① < Left = 33°-35' 160'

Sta ② < Left = 30°-45' 66.5' 167'

Sta ③ Road to NW < Left = 3°-5' 2' 272.5'

Sta ④ < Right = 17°-24' =  
365'  
1128.0'

SE. Cor. 200' West in Road < N to E = 90°-13'

End of Road Squared 1/2 Pin Stumps

31/ Aug 8-1936

Keith Hall & McCall To 26-35-10  
Lot 2 for Mrs. Evans

Miller W S.  $43^{\circ}-10' W$  195'  $9^{\circ} P$

" NW cor. S.  $30^{\circ}-30' E$ . 424' To J.P.

Bgs. Miller S E Cor

Highline Pole S  $50^{\circ}-30' E$ . 24.7'

Sugar 12 N  $62^{\circ} W$ . 27.5'

Draw J.P. N of Road

Bgs To A.

Highline Pole S  $33^{\circ} W$  11.4'

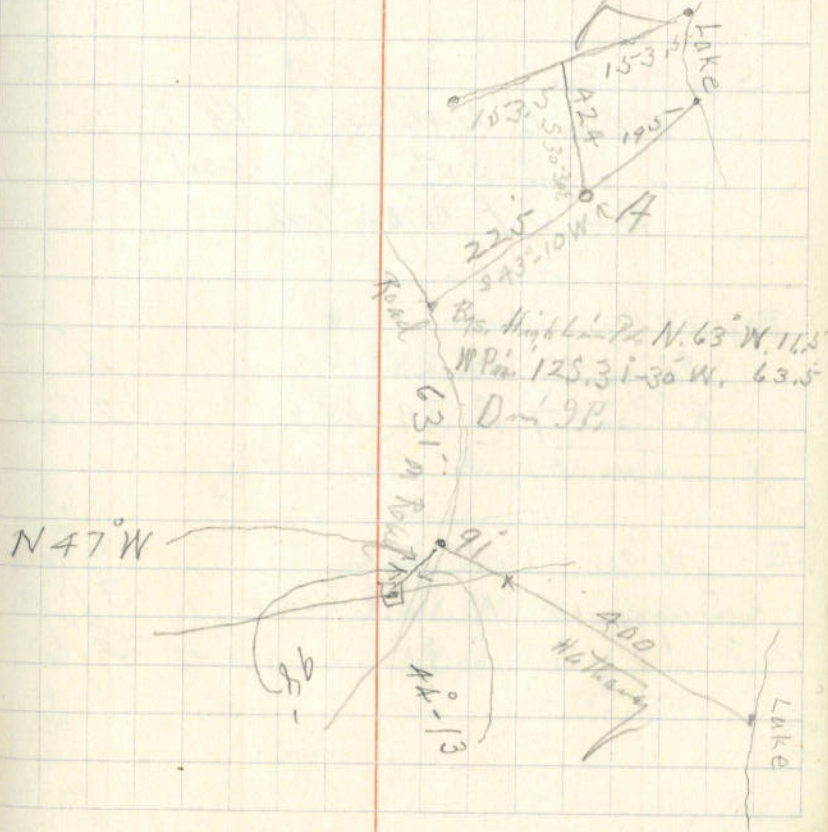
Maple 6 N.  $40^{\circ}-30' W$  27.4'

Draw J.P.

Miller Orig. W Ward E 88.5' SW Cor

# EVANS INDIAN POINT

153 is Minter Post NW cor Miller Property Bgs.  
Highline Pole Bgs. S.  $74^{\circ}-00' W$  12.5'  
Sugar 9" Bgs. N  $49^{\circ}-00' E$ . 20'  
Draw '1/2' Aal 5' in Roadway



37

Aug 31 - 1936

KCH - K.A. & Bob Snyder To Sec 26

Traverse from Road in Lots 2

at 272' E. of S.W. Cor. of Lot 3

0.00 E To N = 184°-48' - North Wg. ✓

(1) < Left = 24°-26' - N. 24°-26' W ✓

(2) " Right = 19°-42' = N. 4°-30' W. ✓

(3) < " Left to Junction 45°-20' = N. 49°-50' W

Junction

(3) < " " 45°-20' = N. 49°-50' W ✓

(4) Junction < " Right 73°-24' = N. 23°-30' E ✓

(5) < Right = 23°-35' = N. 47°-35' E. ✓

(6) < Left = 12°-48' = N. 34°-50' E ✓

(7) < Right = 27°-28' = N. 57°-10' E. ✓

(8) < Right = 52°-15' = S. 70°-50' E ✓

(9) < Right = 39°-20' = S. 31°-20' E ✓

(10) < Left = 63°-53' = N. 85° E ✓

(1/2 day in field)

-35-108. For Mrs. Evans

43

565.1 - 16' = 0.00

350.1 - Center 172 RR ✓

633.1 - Center Old Field N. End ✓

265 & Center W. 4' <sup>H6. #1752 B5. N. 23.3'</sup> Lot 2 ✓

103.1 To Junction ✓

175.8 ✓ Road Through Woods

260.6 ✓ in cut

481.1 ✓ Homop. E 237 in cut

151.1 = Center 11-5.5 ✓

277 ✓

194 ✓

139.7 - SE Cor. Miller Property B5 31.7 - 16 Center ✓

39

Sept. 1-1936 P.M.

160,3 Center private Drain

391 Center Town Road HCH-K.H.  
+ Gordon Hicks

454.5 Hb.

To Lot 4-10-39-6

Paid Hicks \$3.50

483 Swamp Feb. 26-1937

E. Line

Dim J.P.

S.E. Cor. North-0-30°W. 285' Dim J.P.

1200' Swamp

1339.6 Spike in 5" W. Pine Swamp

1566' = 1/16 S. cor B.T. 1901 S. 9. 2. 6  
Pike Swamp B.T. 5. 2. 6

N

454.5 + 45.5 = 500

483 cont. open Swamp

802,8 S. to end N+S 1/8 Line @ 663.9 N 1/8

@ dim J.P. open marsh

Feb. 27-1937

H.C.H. + Keith Hall

NW Cor. Station by 100 J.P. (B. Oaks 7 South 1.2

222' E on N. cont. old Road " 6 S. 75° E 1.8

386' Center Town Road

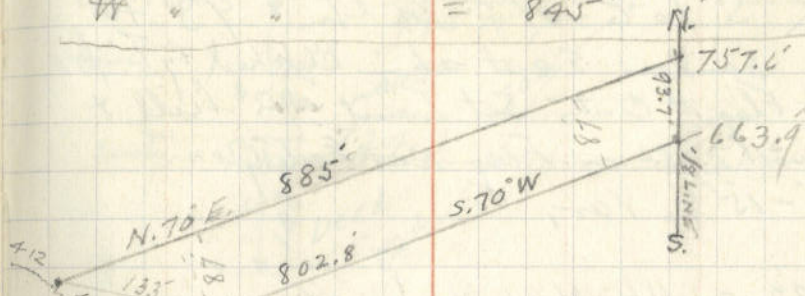
416' Hb. Spike

480' Swamp

885' In st. N 45 1/8' line 93.7' = 757.6' N 1/8  
drive J.P. open marsh

Bal. of Short line of Lot 4 = 572

W By CD Vaughan	= 1204.5'	} Bal. 4.12 Lot 4 Sec. 10 39-6
E " "	= 1562.8'	
S " "	= 716.7'	
W " "	= 845'	

(Ford, To Page 67  
March 18-1937)

Feb. 26 - Paid Gordon Hicks \$3.50 = 1-day

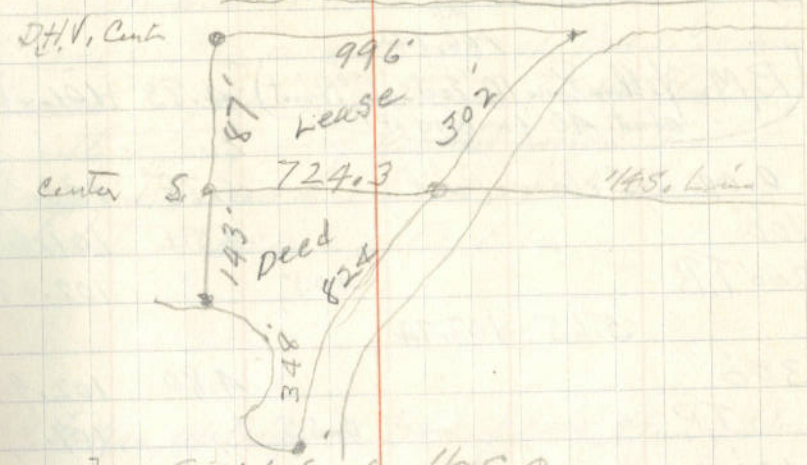
AD

Sept 3 - 1936

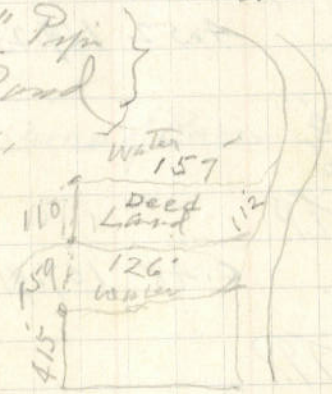
HCH-KH, & Bob Snyder for  
 Flag @ S 1/4 & S 1/8 Set Transit over  
 Center of Sec. Merid N. 5' To  
 pass trees on line going East  
 < S To E off 1/4 ltn = 93° for  
 random East = line blocked by timber  
 Set Flag at Center Set Transit on 2<sup>nd</sup> hill &  
 Back sight on Flag run Easterly on  
 0-15 E. Var,

- 732.3 Hb N of Road
- 815 Center of Road
- 1193.5 Hb
- 1347.14 Set stake in Water hole 3 days =
- 1442 Hb For Sladia over 2 Ponds
- over Rod 3.72 = 372
- 372
- 1814 over 2<sup>nd</sup> Pond
- 1949.8 Hb W side Oldest Pond
- 2396 Fell N. of M.C. 26'
- For 1/8 S, R. N. 5° E Var
- [128' To S. Boundary of Rod Town Road]
- 26' ÷ 2396 = .01085 = 0°-37'
- @ 1347 Merid S. 14.6 Ft. for 1/8 S. Cor

Arcade Gauthier  
 Sec. 25 - 37 - 8  
 Part of Grant Lot 2 N & W of Road



- 1347 Merid S. 14.6 for 1/8 S. Cor.
- Bgs. 1/8 S
- B. Oak 18-N, 11°-45' E 130.8'
- Y. Pine 18 S 79 E 108.6'
- { Drive 1 1/4" X 72" Pipe }
- { in center of Pond }
- for 1/8 S. Cor.



1-day 70.00  
 Deeds & lease 3.00  
 23.00

A1 / Sept. 19-1936 For the Lucy

Govt. Lot 3 - Sec. 20-36-8 E. Wis.

Lake level extreme point = 100.00

6.14

#1.

106.14

(B.M. Yellow Pine 10" East side of Point) 4.83 101.31<sup>BM</sup>  
 about 40' from End of Point

0.00 Extreme Point 5.75 100.39

100' 4.51 101.63

200' T.P. 4.05 102.09

5.65 107.74

300' 4.80 102.94

T.P. 0.55 107.19

400' 3.51 112.15

T.P. 8.47 115.66

2.68 112.98

500' T.P. 0.95 114.71

4.52 119.23

550' 3.19 116.04

600' 6.67 112.56

T.P. 11.80 107.43

0.48 107.91

700' 7.10 100.81

T.P. 7.04 100.87

4.34 105.21

Davis Estate Per Walter Kaye

= Crew - Donald Sorsunen, Peter Kerttunen  
 Keith Hall & McHall & Car

Took elevations above water elevation of  
 Crescent Lake to date of Profile of Davis  
 Point. Began at extreme Point thence  
 Southwesterly along highest points to old  
 Original shore line. Lake level of  
 to date = 100.00 Ft. Elev.

T.P. 1/2 Way up Original Bank of Lake N. End of Island

Ground level N. Side of house at Porch steps  
 1/2 Way from Barn & House

Highest Point Near N.E. Corner of Barn

Near S. End of Island

.81' above water

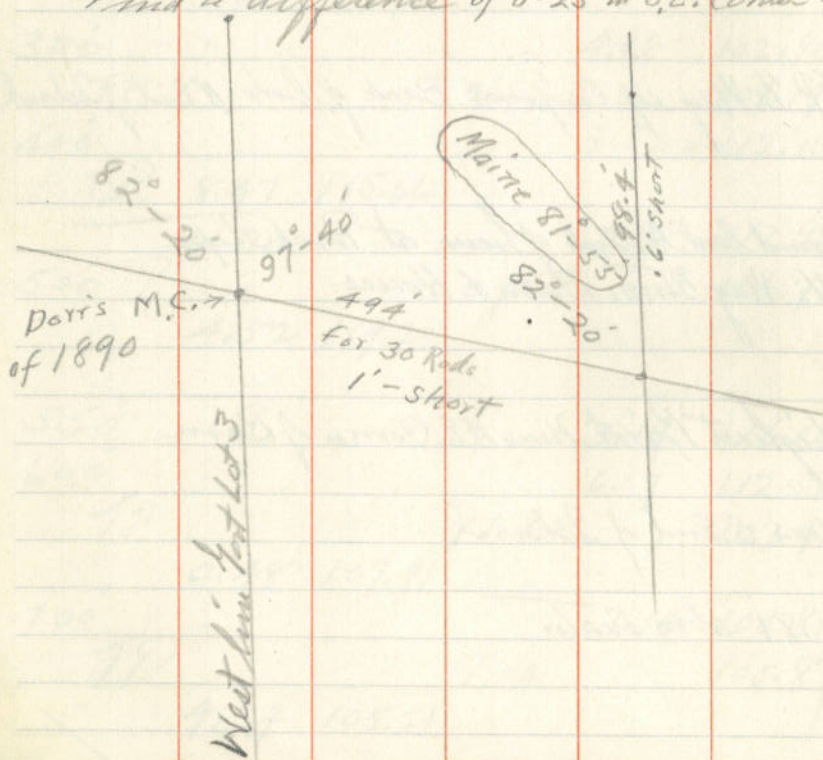


A2

H.I.  
105.21

			4.62	000.59
Water			5.24	99.97
800			5.03	100.18
			4.40	100.81
T.P.		2.72		102.49
	5.61	108.10		
900			5.49	102.61
1000			3.30	104.80

(Check Maine's Survey of Davis Tract)

Find a difference of  $0^{\circ}-25'$  at S.E. Corner -

Center of Road from Old Gate Posts on Neck of land  
 Water West of Neck and Road  
 Lowest point in Part of Road on Neck of land  
 Turn of Road South of old Gate & Fence

Approx. Old shores of lake. Bank 6' high

→ By our checking we would place the N.E. Corner  
 12' East & 6' North of his point  
 He fails to run his East line to  
 the lake

R

A2

Sept. 30 - 1936

For Mrs Evans Lot 3-26-35-10  
at Center of Sec.  $\angle$  N To W Btm,  
 $\frac{1}{4}$  S. Line =  $91^{\circ}-48'$

Measure West on  $\frac{1}{4}$  line 200'

$\angle$  W To N  $91^{\circ}-48'$  Run N, Parallel to  
N & S  $\frac{1}{4}$  line @ N. Boundary of County  
Highway (9) Drive & Pipe for Corner<sup>S.W.</sup>  
To the E. 200 ft. Strip of Sect. Lot 3

531 - Drive Iron Pipe on back of lake

540 - Bank of lake

Bgs. To NW Cor 200'

Birch 12 S. 65 W. 1.7'

W. Pine 4 S 52 E. 22'

J. P. - (Shore Frontage 261)

For S E Cor. E 200' Strip

36' N of center on N & S  $\frac{1}{4}$  line drive,  
J. P. Highway Pole #268 B.S. W. 7.5'

Bgs S.W. Cor. 1<sup>st</sup> 200'

Sugar 6 N. 2<sup>nd</sup> - 15<sup>th</sup> E 28.4'

Birch 8 N 42<sup>nd</sup> - 30 W, 31'

J. P.

Crew

M. H. K. H. - Donald Sorenson - Everett Drenn

2<sup>nd</sup> 200' Strip

Measure West on  $\frac{1}{4}$  S. line from Center of  
Section 400  $\angle$  W To N from  $\frac{1}{4}$  line

$91^{\circ}-48'$  Run North Parallel To N & S

$\frac{1}{4}$  line = at 33' N of Center of County Tract

(9) Drive & Pipe for S.W. corner of 2<sup>nd</sup> 200'  
Strip

Bgs. Sugar 9 N 10<sup>th</sup> E 29'

" " 9 N 55 W 25.8'

J. P.

Offset West 1'

42.3' J. P. N Body Road

580 Center R.R.

856. = J. P.

Lake Frontage 2<sup>nd</sup> 200' Strip = 378

Bgs. V. Pine N 54 W 13.5'

W " 45. 47. E 13.7'

Bgs. of S. line N To W. Btm Lot 2 & 3 = 478

(S.W. Cor 1<sup>st</sup> Strip - ) 46.5' N of S & W  $\frac{1}{4}$  line  
(S.E. " 2<sup>nd</sup> " " )

A2

5x/

Oct. 15-1936  
For McKenna

P.M.

H C Hall - Keith Hall - Donald Sorenson - Everett Duran

At an I.P. 558' S Westerly from SE Corner  
of Yeats Lot 2 - Sec. 23-40-8

D Run N. 29° W

1000 S. Boundary Road - Thence Northwesterly  
along S Boundary Road 243'  
To I.P.(470)' left on S. Side of Road  
 $\frac{303}{205}$  left on Road  
1/2 day P.M.

AM. Oct. 16-1936 For McKenna

H C Hall - Keith Hall - Donald Sorenson - Everett Duran

N Line Lot 1 - Sec. 6 - 39-9 E. Wis

On line cut out &amp; Run by Sorenson

Set over Hub in field West of Sec. 6

Drun Sounded Station on Run as Run

100	More South	.512'	connected line South
200	" "	1.024	" "
300	" "	1.536	" "
400	" "	2.048	" "
500	" "	2.560	" "
600	" "	3.072	" "
700	" "	3.584	" "
800	" "	4.096	" "
1306	1/8 S. Field N. 6.7 = .00512		
	= 0°-18'		

( 390' To Bound in Prime  
+ 500 more or less to Point )

55

Oct. 16 - 1936 Cont'd P.M.

At 858' S westerly along Bank of Lake  
Thence N 25° W for West Line of  
300' Strip East of Big Point

1040' S Big Point Road  
Thence Northerly along Road  
205' More or Less

(265' left for Big Point  
on Road)

3/4 day

Nov. 19 - 1936 For J. S. McKenna  
W 1/4 S, 26-40-8

Randomly Cut out Line BE. E. of 1/4 S

27' Measure N. on Random Line  
3° E. Var.

1298' 1/8 S BE W, 40.5' Referred

2590' Sec. Cor. BS W. 52.3  
Course of line West 0°-35'

(H. H. K. H. Connie Okorowski = 1-day  
Car 25 miles)

Nov. 19 - 1936 - Cont'd.

Measure East From Sec. Cor. NW Cor 26  
on Cut out Random 3°-45' E. Var

1323' 1/8 S BS S 24.5' = .0181 = 1°-02'

Run South on 2°-25' E. Va Parallel  
to West Sec. line. (Changed Plan by  
request of McKenna as he owns all of said  
part, Lot ~~run~~ Run South on 2° W. Var.

1307.5' <sup>Square</sup> Maple Trees for Post

① W 1/8 S, NW 1/4

Run East on 2°-43' E. Va Parallel to  
North line of Section

Changed course to 1°-35' E. Var.

Run East

1307' To Lots 4 & 5 of P.P. Plot, 1/16 S

Dip T, 1/16 S

Birds 5 N 25° E, 7.6'

Measure Shoreline N Easterly To the 400' of  
Three Lakes Man at End of Road

1175' Bel. of Shoreline

57

Dec. 2 - 1936

Olkowski

H.C. Hall - Ray Hall - Keitt Hall - Coine

For Onondaga County

S. Line 33, 35-9 Run westerly on  
Kilroe's Cut out line for Random line

5.00

7.24 1/2 Hub-Kilroe

10.00 Valley

12.18 1/2 On Hub-Hall

13.00

.50

.50 14.00

.50

.50 15.00 Bottom Pot holes

18.39 Wire fence 1/2 S, NW S,

19.29 Hb-Hall

19.31 1/2 Kilroe 1/2 S. B. S. 04 9/10

19.39 1/2 Main 1/2 S. B. S. 18 9/10

20.38 Hb Kilroe

22.74 3/10 Kilroe Fly 1500

25.00

26.92 Hb. Kilroe

27.00

.50

.50 28.00 Pot holes

30.31 1/10 = 2000 Kilroe

South line of Section 31-32-33-35-9  
Boundary between Onondaga & Langlade Counties  
From S.E. Cor. of Sec. 33 Run westerly on  
Kilroe's Cut out line

58

Dec. 2 - 1936 C.T.D.

32.79  $\frac{7}{16}$  Hb. Kilroe

35.00 Old Logging Road

37.15 Hb. Kilroe Foot of hill

75 37.88  $\frac{7}{16}$  = Kilroe 2500 = 2300.74 =

25 38.00

36

22 = 38.58 = Hb. Hall - Kilroe  $\frac{1}{4}$  S

42

Bs. S. 10  $\frac{1}{4}$  01  $\frac{1}{4}$  W.38.655 Main  $\frac{1}{4}$  Bs S, 27  $\frac{1}{2}$ 

38.898 Kilroe Hb. also Hall

39.00

40.00

45.46  $\frac{7}{16}$  = Kilroe 3000 = 3000.75

48.85 Hb. " + Hall

51.00 Est. Marsh N E + S W

53.03  $\frac{8}{16}$  Kilroe = 3500 = 3500.50 H

55.00 open marsh

57.00 low marsh

57.344 Hb. Hall

✓ 57.87 Hb. HOH

60.61  $\frac{1}{2}$  = Kilroe 4000.64.97  $\frac{1}{2}$  " Hb. (line  $\frac{1}{2}$  area)

65.00

(Hall)

57.89  $\frac{7}{16}$  = Kilroe  $\frac{1}{8}$  .15  $\frac{7}{16}$  S57.95  $\frac{7}{16}$  = Main  $\frac{1}{8}$  .38  $\frac{1}{16}$  S

59

Dec. 2 - 1936 Contd.

68.1825 = Kibon 4500' = H 4500.045

69.50 East Mark

70.00 in 1 72.00 on Supp

70.06  $\frac{3}{10}$  Kibon Hb.74.62  $\frac{3}{10}$  " "

75.00

75.76  $\frac{1}{2}$  = Kibon - 5000' = Hall 5000.49

77.16 Hb. = Hall

Kibon Sec. Cor 35, SW, 20  $\frac{1}{10}$ Main " " S.W. 40  $\frac{1}{10}$ 

80.00 Marker - distance

(10 hours) 1-day for 4 x 40 Miles in Car

Dec. 3 - Same Crew →

81.25  $\frac{1}{4}$  Hb Hall & Kibon83.33  $\frac{4}{10}$  = K. 5500' = 5500.044 Hall

85.00

86.42  $\frac{9}{10}$  HB. Hall

Heavy Snow Storm. Went home at Moore

(5 hours)  $\frac{1}{2}$  day for 4 - 40 Mi Car77.18  $\frac{5}{10}$  Kibon Cor. 20  $\frac{4}{10}$  S.77.24  $\frac{3}{10}$  Main Cor. 39  $\frac{1}{10}$  S

HC Hall - Ray Hall - Keith Hall &amp; Connie Oltowski

60

Dec. 4 - 1936

Same crew →

88.4035 Hub Hall

90.00

90.9145 Kilos = 6000 = 6000.35

94.00 Hb = Hall Top Hill

95.00

 $\frac{1}{8} = 96.45$ 99.32  $\frac{1}{10}$  Hb

100.00

105.00

RR.

106.045 = Kilos 7000 = Hall 6998.97

106.59 Center R.R.

107.951 Hb - Hall South R.R.

108.00

110.00

112.69 Hb = Hall falling N.

113.628 = Kilos 7500 = 7999.448

 $\frac{1}{4.5}$ 

115.74 = Hb = Hall -

117.814 Kilos Hb.

120.00 E. End RR Fall 29

120.75 - Center R.R.

121.21 = Kilos 8000 = 7999.86 =

124.713 Kilos Hb W-R.R.

125.00 Station for Night

Home for the Night

(10<sup>20</sup>) 1-day for 4 Car 40 Miles

Hb Hall - Ray Hall - Keith Hall &amp; Connie Olkowski

$$\left\{ \begin{array}{l} .26 \text{ Kilos} \\ .46 \frac{7}{10} \text{ Marin} \end{array} \right.$$

= 1.03 Short

= .55

= .552 Short

$$\left\{ \begin{array}{l} \text{Kilos } \frac{1}{4.5} \text{ Bs S, } 31 \frac{7}{10} \\ \text{Marin } \frac{1}{4.5} \text{ R. S.W. } 58 \frac{11}{10} \end{array} \right.$$

.14 Short



Saturday Dec. 5 - 1936

6/

Same Crew - HCH - R.H. - K.H.

128.78<sup>3</sup>/<sub>10</sub> = Kilos 8500 = 8499.678 =  
130.00

135.10

135.03 = Hb. Hall = (Kilos 785

135.06<sup>1</sup>/<sub>2</sub> = Kilos } Maine "

136.366 = " 9000 = 9000.056 =

137.845 Hb. Hall

140.00

143.682 = Hb Hall Kilos Hb Br S -

145.00

148.045 Hb. Hall

150.00

151.53 = Kilos 10000 = 10000.98

See Cor. 154.32 Hb.

155.00 East Bdy. P.R. Profit

159.12 = 10500 Kilos = 10501.42

159.498 ~ Hb. Hall

160.00

165.00 in Surf

166.70<sup>1</sup>/<sub>2</sub> = 11000 Kilos = 11002.2

170.00

171.118 Hb. HCH

173.61

+ Connie Otkowski

.322 short

Ps. S & W .37<sup>4</sup>/<sub>10</sub>

" " " .56<sup>1</sup>/<sub>10</sub>

Hall

.02<sup>15</sup>/<sub>100</sub>

= Hall = .01<sup>1</sup>/<sub>10</sub>

{ Brn 45, Br S & W .43<sup>8</sup>/<sub>10</sub> Kilos  
S & W .59<sup>8</sup>/<sub>10</sub> Maine

Hall

0 - Hall

{ Kilos 1/8 Br S & W .49<sup>9</sup>/<sub>10</sub>  
Maine " " " .62<sup>3</sup>/<sub>10</sub>

62

Dec. 5-1936 Contd.

175.00

176.928 HB HCH

180.00 Ent. Smp

181.86 = Kales 12000 = 12002.76

185.00

188.774 - HB Hall

189.442 = K. 12500 = 12003.17

190.00

T. 125

192.90

195.00

197.0276 = K. 13000 = 13003.45 -

197.77 HB - HCH

200.00 State

Home for the night

(10 hrs)

1 - day for 4 &amp; car 40 miles

2 d Measurement

$$10000' = 151.515^{\text{ok}}$$

$$10500' = 159.09 \quad 159.103^{\text{ok}}$$

$$11000' = 166.666 \quad 166.68$$

$$11500' = 174.242 \quad 174.253$$

$$12000' = 181.818 \quad 181.839$$

$$12500' = 189.393 \quad 189.42$$

$$13000' = 196.969 \quad 196.993$$

$$13500' = 204.545$$

$$14000' = 212.121$$

$$14500' = 219.696$$

$$15000' = 227.272$$

$$15352' = 232.606$$

63

Dec. 11 - 1936  
at 10000'~~485~~  
152.00

154.298 = Sec. Cor Hb. HCH

155.00 East Bly RR. Right of way

159.103 = Kil. 10500

159.478 = Hb = Hall

160.00

165.00

166.68 = Kil. 10000'

170.00

171.094 Hb. - HCH

173.585 Hb. = Hall (85) ?

174.253 = Kil. 11500

175.00

176.907 Hb. HCH

180.00

181.839 = Kil. 12000'

185.00

188.752 Hb. HCH

189.42 = Kil. 12500

190.00

192.875 Hb. - HCH

195.00

196.993 = Kil. 13000

2<sup>d</sup> Page Forth

HC Hall - Ray Hall - Keith Hall &amp; Connie Olkowski

154.313 Sec. Cor

173.682 1/8

65

Dec. 11-1936 contd

197.744 Hb-HCH  
 200.00 (old 9  
200.02)  
 201.40  
 204.339 Hb-HCH  
 205.00  
 210.00 = 211.00 <sup>2</sup> Mark  
 212.17 = Kil. 14000  
 212.229 Hb-HCH = 212.278  
 212.70 Pond  
 212.91 Transit Sta on ice  
 215.00 on ice  
 216.40 lean Pond  
 218.464 offset South .05<sup>th</sup>  
 To run in East out line  
 220.00  
 220.90 Marker, Main Post BS South  
 221.30 Hagback  
 222.30 West of Hagback  
 225.00  
 225.118 Hb. HCH Top of  
 230.109 " " " "  
 231.167 " " " "

$\angle S. to C. = 1.603^{\circ} = 23^{\circ} - 01' \frac{1}{2} = 1.475^{\circ}$

$= 232.642^{\circ}$  Length of line Fall No. 62  $\frac{1}{10}$

1 - day for 4 Cars 28 Miles =

observe Polaris - HCH - P.A. - K.H. Each 3 times

(Old slate on Kil. line 15254.8)

216.40  
 212.70  
 ---  
 Pond 3.70

{ Main/85 BS <sup>SW</sup> with 65<sup>th</sup> <sup>old on</sup>  
 Kilms " = " 61

(220.90 Fall N. Main Post  
 at E. Poly Road 59  $\frac{8}{10}$  <sup>th</sup>)

E of Road

Hagback

"

+ .05 = .67% Falling  $\left( \text{Length of line @ } 62^{\circ} = 232.597 \right)$

Extra Time  $\frac{19}{49}$  Total

66

Dec. 29 - 1936

H.C. Hall - Keith Hall &amp; Connie Olkowski

W 1/2 Town Line Bldg 34 X 35 N.P. 9 E.

for Onondaga County

1/8 S	
1/4 S	Spoke
1/8	"
Sec. Cor	"
1/8	"
1/4 S	"
1/8 S	"
Sec. Cor	"
1/8 S,	"
1/4 S	"
1/8 S Mark	"

1 - day for 3 - 10.00 - 4.00 - 3.50 = 19.50

40 miles for car @ 5¢ = 2.00

PA. Jan. 5 - 1937 \$ 21.50

Kil	.022 <sup>4</sup> South	Main	.168 <sup>2</sup> SW
"	.031 <sup>1</sup> "	"	.209 <sup>1</sup> "
"	.04 <sup>1/2</sup> "	.01W	.163 <sup>1</sup> "
"	.05 <sup>1/2</sup> "	.025W	.167 <sup>1</sup> "
"	.05 <sup>1</sup> SW + .03W	"	.24 <sup>2</sup> "
"	.04 <sup>2</sup> SW + .025W	"	.175 <sup>1</sup> SW
"	.032 <sup>1</sup> SW + .015W	"	.18 SW, 17 W
"	.022 <sup>1</sup> SW + .01 <sup>1/2</sup> W	"	.18 <sup>2</sup> SW, 17 <sup>1</sup> W
"	.01 <sup>1/2</sup> South	"	.18 <sup>1</sup> SW, 17 <sup>1</sup> W
"	.03 SE - .01 <sup>1/2</sup> S	"	.11 <sup>1</sup> SW - .01 <sup>1</sup> South

Dint Bldg, Parts K + M = .09<sup>1</sup> @ 10¢ center

1937

Jan. 1 - 8 hours on Calculations & Map	\$ 8.00
" 2 - 9 " " " " " "	1.00
To 5¢ Sawn posts @ 4¢	2.00
" 5 White Blush Posts @ 5¢	2.50
	<hr/>
	\$ 21.50

67 March 1 - 1937

HCH - K. Hall - Gordon Hicks

Lot A - 10 - 39 - 6

LS L. 4 West

197' beam Sump

217' center Road Tan

3070 slope  
425.8 High Sump on line Spite

500 Hb

631.5' Old M.P. 3 pins w shaft

< SW cor Lot 4 =  $98^{\circ}-25'$

@ NW cor, from property < S to E =  $81^{\circ}-35'$

Rm East  $2^{\circ}-30' E$  var

125' Hb North

34

145' center old road

200' Hb North

548

340' Hb North

93'

355' center Old Tom Road

396' " New " "

689' Intersect. 1/8 line 1.  $85^{\circ}-S$  285'

$1.85 \div 689 =$

< S E cor, Lot 4 =  $93^{\circ}-02'$

March 2 - 1937 - HCH, K. Hall & Gordon Hicks

44 Lot 4 - 39 - 6

Transected into line B to NE + NW corner  $3^{\circ}-30' E$  var.

249.6' Hb 4" pin Sump, Spite

428' end Sump NW & SE

500' Stake

575' Point H. level to S.

< NE cor. =  $86^{\circ}-10'$

800' Stake in March

873' beam Sump

910.9' Hb. Spite

996' Tom Road

1219.7' axd shaft

W Line Lot 4 to Dors M.C.  $2^{\circ}-30' E$  var

N. 360' Tom Road

820.7' Dors 1/8 S. cor

(March 3<sup>rd</sup> Paid Gordon Hicks \$7<sup>00</sup> = 2 days)

72 Aug 3-1937 For Wm Hardell

Keith Hall & H.C. Hall & Car To Lot 1-17-36-8

@ N.E. Cor. Sec. By D.H. Vaughan Run Wately

100	Hb	Comet North	3.88
200	"	"	7.76
300	"	"	11.65
400	"	"	15.54
500	"	"	19.42
618.7	Hb S. of Old Road	"	24.03
765	" SW Log house	"	29.71
1107	" Shors Lake Fall S.M.C.	43.75	

$$43 \div 1107 = .03884 = 2-13'$$

Not known who set M.C.

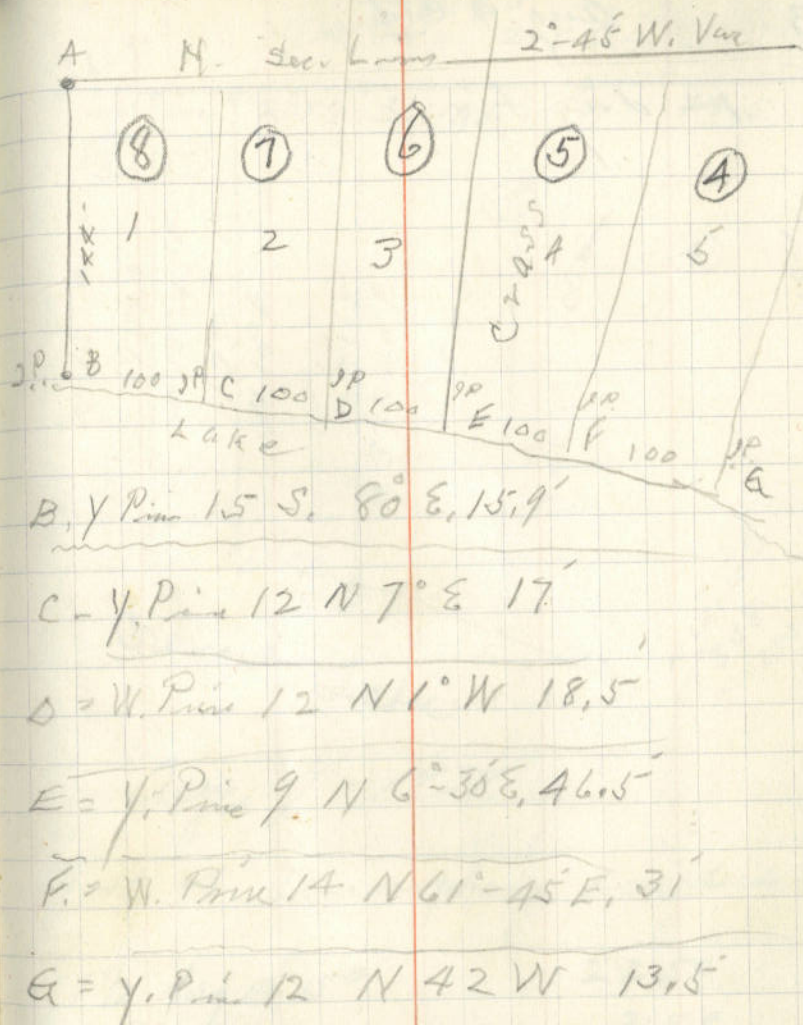
Spind - ate lunch & came home 1/2 day

Aug 4 - Same Crew

@ 618.7 + 151.8 = 670.5  
 " 670.5 - Old Post Bears N. 63

$$63 \div 670 = .094$$

100	Man North	9.40
200	"	18.80 ✓
300	"	28.20 ✓
400	"	37.60 ✓
500	"	47.00 ✓
600	"	56.40
618.7	"	58.1571







74 Aug. 9 - 1937

HCH & Keith Hall P.M.

Drive To Acct. Lot 3 - Sec. 29

40-5 for McKenna

Cut out and flag the south line  
of Acct. Lot 13 By measuring  
50 ft. N. from Lot stakes on  
S. Line of Arbutus Ave. of  
the Sistrick & McKenna plat

1/2 day \$10.00

Sept 22 - 1937

@ Cor. Secs. 29-30-31-32-37-9

Ray & HCH. Set. Cement Cor. 6" x 6" x 36"

Brass cap. Remove Old rusty Well Point  
from location

Set Mon. exactly + orient on Var 1° - 43' E.

" remain at 0° " " " "

114°-45' 565 E At T.L. Stack

179°-46' South ± Cont House done

203°-37' 528 3/4 W ± W. Paper Stack

208°-18' 528 W ± Water Tank

For Rhineland Country Club

Cement Post \$ 2.00

Removing Old Brass Pipe + Setting Cement Mon. \$ 3.00

\$ 5.00

75

March 24-1938

HCH-K.H. & Mitchell-

@ SW Cor Lot 1 Means East N Side

80.57' SE Cor. Bank Bldg

@ SW Cor, Lot 1 Means N. E Side Anderson  
180'

Line & Mark Center of River St. R & S.

@ Inst. of River & Anderson 150'

R & E. Inst. High Line Pole which stands on

Line Btm. Lots 3 & 4

March 25

↳ Downpost SW Cor. Blk 21 is 24.75

S. of Iron Pipe @ SW Cor. Blk 21

↳ River 29.75 N of NE Cor. Blk 21

Means South

95.45 NE Cor. City Market Brick Bldg

120 = SE " " " "

124.2 NE Cor. Brick

148.57 SE " " "

For M.R. Jeffries.

Lot 4-Blk. 21 Orig. Plat of Philadelphia

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150 Cor. Wooden Bldg Bs. S. 0.1

200 = 0.1 S. of N. Edge O'Connell's Stn

210.6 = NE Cor Coffee Shop Bldg

300 = N Edge Doorway Liquor Stn

330.25 = NE Cor, Merchants State Bk Bldg

390.4 = SE Cor Bk.

400.15 S. Edge Curb

420.3 @ Daversport

@ 121' S. of @ River on S. on W.S. of  
Brown Mark for L. line through City  
To the West

@ River Main S. Blun, 2 Bldgs West of  
Center of Blk 21 South 121' Spila  
in line west of mark at 121 on the Brown

Occupation of @ Blk. 21

N+S = 360.3' Exclusion of occupancy  
in River of .25' + .15' on Daversport  
(March 26-1938 - Same Crew)

The excess = .3' ÷ 360 = .000833 for  
Block N+S W Brown. Prorated as follows

@ River St. South

29.75 Bldg. Cor.

30 Blk. Cor.

90.049 Line Blun. Lots 5+6

150.098 " " " 4+5 ✓

210.147 " " " 3+4 ✓

270.196 " " " 2+3

330.245 " " " 1+2

Prorate 40.5' = + .033 = 40.533 ✓

" 19.5' = + .016 = 19.516 ✓

Corrected @ As above and Mark Drill Holes  
@ 150.098 on Side walk } = (40.533) Jeffris  
@ 190.633 " " " } // Lat  
@ 210.147 Roofing Nail in casing  
@ 210.647 Cor Brick Bldg. on Lot 3

OSW

77

March 26-1938 Continued For

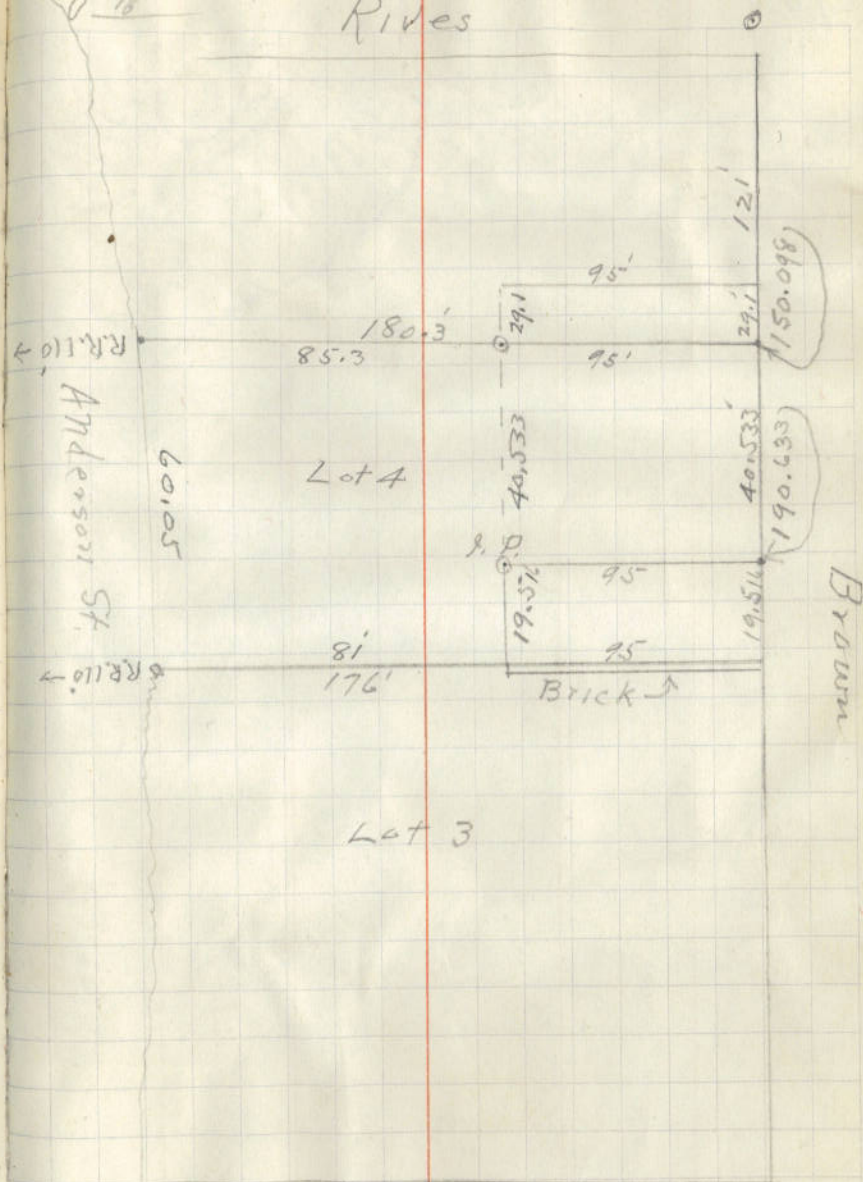
@ 121 S. of E River on West Line Brown  
 Offset West 95' Parallel E River  
 S. Right  $\angle 90^\circ$  21.1' To  $\Delta$  Lot 4  
 Continue line S. 40.533' To NW Corn  
 O'Mally Property. Drive 1" X 60" I.P. Pipe  
 Continue same line S. 19.516' To N. Wall  
 of Brick Bldg.

$\Delta$  W. from 95' - 85.3' = 180.3' - Spike in  
 South Side Large Willow Tree

S W. from 95' - 81' = 176' Drive 1 1/2" X 48"  
 Iron Pipe 110.2' from RR.

$\Delta$  Lot 4 on Anderson = 60.05'

Jeffries

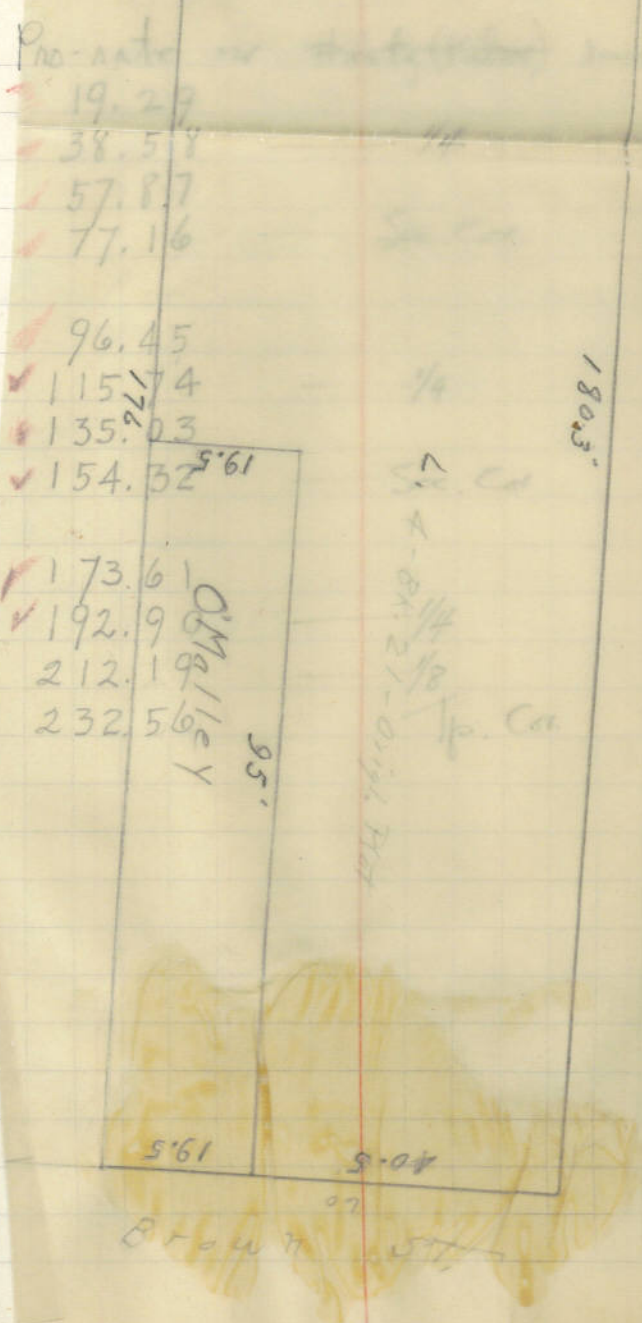
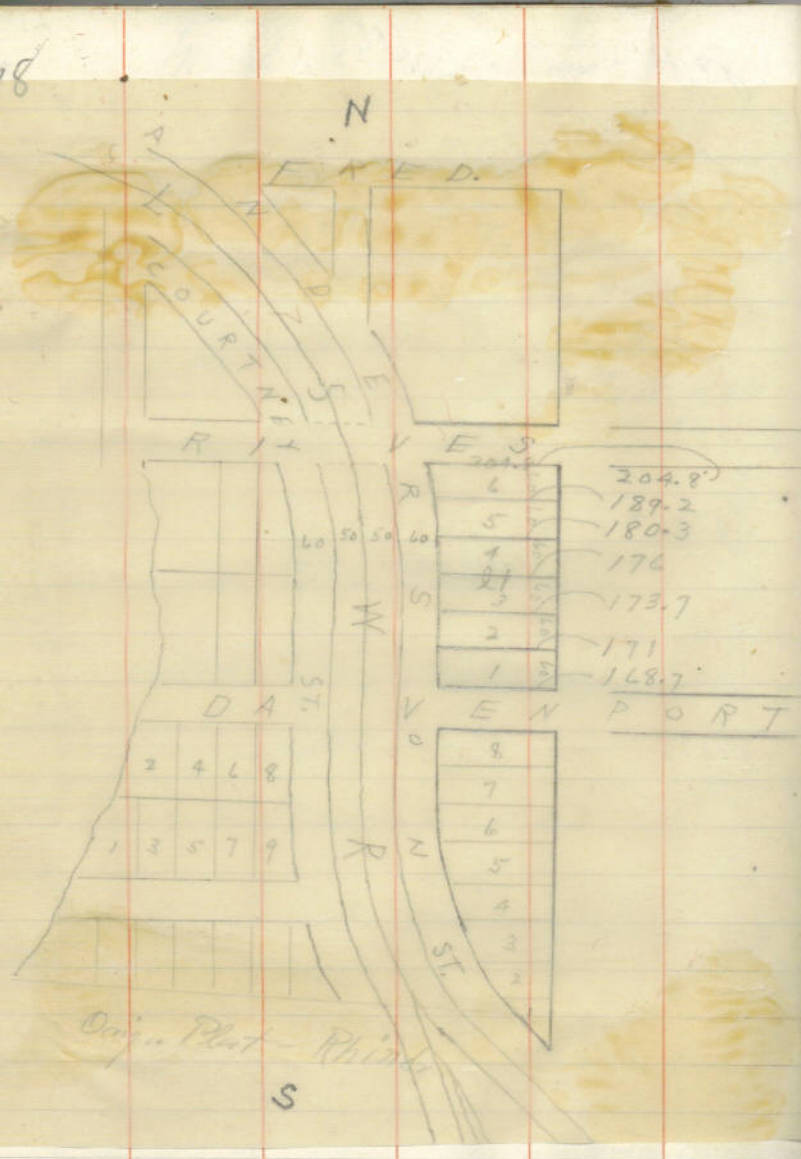
N.  
Rives

Lot 3

Davenport

S.

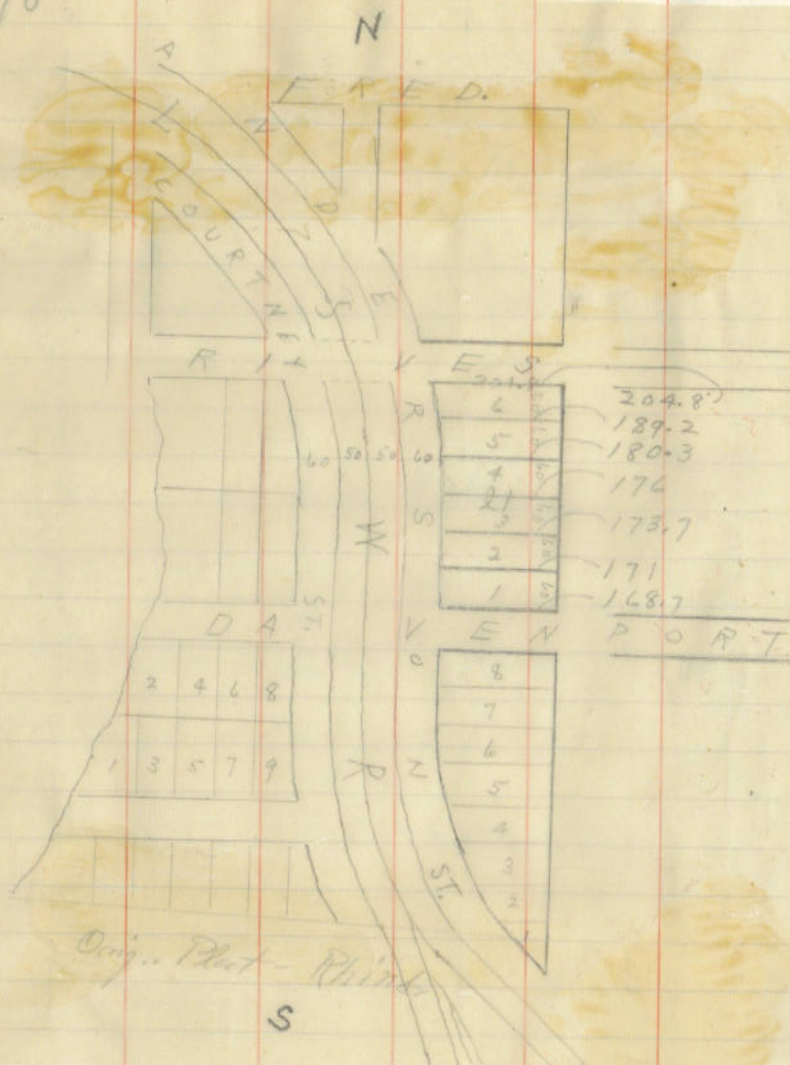
ANNEX ST.



- Pro-ante or (handwritten) ...
- ✓ 19.29
  - ✓ 38.58
  - ✓ 57.87
  - ✓ 77.16

- ✓ 96.45
  - ✓ 115.74
  - ✓ 135.03
  - ✓ 154.32<sup>5.61</sup>
  - ✓ 173.61
  - ✓ 192.9
  - 212.19
  - 232.56
- 180.3'
- 5.61
- 95'
- 19.5
- 40.5

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Pro-rate on Hintz (Kibroc) road numbers

✓ 19.29

✓ 38.58 — 1/4

✓ 57.87

✓ 77.16 — Sec. Cor.

✓ 96.45

✓ 115.74 — 1/4

✓ 135.03

✓ 154.32 — Sec. Cor.

✓ 173.61

✓ 192.90 — 1/4

212.19 — 1/8

232.56 — 1/8

Q. No. 1161

32.