

7.

AFTER FIVE DAYS RETURN TO

HARRY C. HALL

Oneida County Surveyor

Rhineland, Wis.

April 2nd 1930
July 28th 1930 (To)

19-35-11

M+B. desc. in Govt. lot 1.

R30589 for P. J. Eslevain

" Commencing at a stake 330' on the bank of Pelican L. South of the M.C. between 18+19, being a part of Govt. lot 1 in Sd. Sec. 19 + running east parallel with Sec. line to wagon road, thence S. on W. side of road 200' S. parallel with " " Thence west to bank of Pel. L. thence North along Pel. L. 200' to P.O.B. (Aug. 15, 1911 #38203 Vol. 61 of Deeds Page 117)

June 30 1930

Rau, H.C. + Muhl.

I identify D.H.V. location of M.C. set in 1921 by both Oak B's. This point is 8' S. of Bergquist's new iron fence presumably where E.H. located same a year ago.

- 2' ± Vaughan's cor.

Meas. ply along water's edge from point at shore in line of Bergg fence to nothing found.

Thence

31 line of fence

41 opps old stake pushed up by ice

77 line of S. corner of a cottage

157 1/2 opp Iron pipe (possibly to tie boats)

223 opp iron blazed birches + log sheds on property N.

325 To line of fence on S.W. side of pubhc? drive from Hwy to lake.

*13 1/2

338 1/2 old oak hub. + 1/2 of a boat shed.

This does ~~not~~ agree with the Rec. Plat. of Jilison's Bay (1907)

No occupation of note except this fence at 325. which agrees OK with Jilison's Plat. This would indicate that the iron fence is about right. D.H.V. signed Jilison's Plat. in 1907 + it is so recorded. It seems strange that in 1921 he would run 36 ch + from NE x Sec. 19 + arbitrarily set a M.C. disagreeing 8' with his former loc. of M.C. !

Posted

Measure Sky along shore
from Bergquist's iron fence cor.
10 or 12' from crates

8:00 AMV point by BTs

50 a small stake

14 1/2 line of fence

8:30 Leave Rec. by Eilewens dead
this comes about 2' S of line of
Eilewens fence

Posted

Identify Dig. NEx 19 by AMV = BTs +
1 old B.T. (beibe marked) Recent post
found. We move it a trifle E to
agree with AMV bearings.

Offset 20 1/2 Nly to get in cut-out random
approx. at st. in hind part used by ?
(Did not have transit at this cor.)

ch. W.

a.o. hub 20 1/2 Nly of x

9:347 hub

18.183 " on running out of old random
" " = turn def. = L. B.T.W.

① 18° 55' ② 37° 48' 30 / 18° 34' 15

= E to SW ① 141° 06' ② 322° 11' 30 / 161° 05'

179 20
+ 18 54

ch
hub 182 5

17.776
- 13.532
+ 748 = 260.4
+ 111.7

Turn NE to N to old Cemetery Cor.
36° 18.86°

Thence det. \angle R. $19^{\circ} 53'$ \odot $39^{\circ} 43'$
 \odot $59^{\circ} 34' 30''$ $- 19^{\circ} 53' 45''$

To pass between Bergquist Bluffs fence

Thence from
0.0

5.00 Turn E to NE to old

Cemetery Cor (NW x)

23° 24' 26.86°

12.79 to RR Row. \odot 32.23
 $(.069)$

old posts. \odot 271

13.52 \odot RR (correct $(.041)$ N)

14.67 $\frac{1}{2}$ \odot Hwy. \odot 172

15.8 \odot in line \odot $(.026)$

15.33 \odot Hall $1.45'$ S \odot $(.024)$

Bergquist NE x

\angle Hwy W to S $93^{\circ} 2'$

17.78 \odot To end of Bergquist fence fall 0.2 N

17.919 Large spike in shore \odot Turn
 \angle E to S shore $70^{\circ} 4'$

By reducing this to a lat + dep. table +
assuming our initial course of 18.86° as "West"
We have:

	ch.		
Sec. Cor.	0	W.	+ 0. N
NE x Cemetery	18.86°	W	+ .085 N
NW x "	23.718	W	+ .123 N
NW x - lane at R.O.W.	31.75	W	+ .792 N
I.P. at E. end iron fence			
W. of Hwy	34.193	W	+ .215 N
W. end iron fence (at lake)	36.75	W	+ .232 N.

Assuming a random line direct from Sec. Cor. \odot
parallel with our initial course of 18.86°
We would fall, at 36.75 \odot 232 W. of W. end iron fence
 \odot $0.0631 \approx \tan 0^{\circ} 21' 40''$

Corrections figured to iron fence cor. at lake for the
various points - see table figures above
 \therefore We have the Sec. Cor. - the iron fence at lake + Cemetery at R.O.W. \odot OK

Study of S. end
of Gillson Plat?

Madison, June 9th 1930 7:30 AM
+ Halls.

from fence cor. 116' from RR.

Meas. S.W. along fence for 3 lane

208. Do not find anything

300 water edge

308. Rec. by Gillson's plat

@ 198 Meas. 150' S.W. at rt.

th. 90° to lake 93'

This indicates shore has receded 19'
at ~~Block 2~~ + 8' at H. d.

Meas. dist to old P.O. 1921 from iron fence

8" Oak N.W. 5.4' = .082

14" S.W. 32.1 = .488

Meas. S.W. along fences from dam for point at W. end

168.4' E iron fence cor.

+ 111.95

280.35 = RR tracks.

∠ in RR 60 to S. with true line

92° 45' @ 185-20/92-45'

Connected line 108 H. S. E end iron fence

Decide to use a point on H 19

8.0 H. W. of W. end iron fence. + call

it M.C. This is 4' H. from water

(now apparently at low stage.)

Offset S 0.3' to face fence

∠ E. to S. @ 70° 30' @ 141° 00'

0.0 H

.32 Transit.

330.00 hult at Entrance H - 5' from water
19.57 from hult to near cor. dock

179.50

- 70.50

109.30

turn 70° + right E.

11 to Sec. line.

fall 0.3' N. of E fence post at

W end Entrance N fence.

Assuming Sec. line as E+W. + course

330 = 519-30' E.

Tan. for 0° 42' = 42-08' E.

Offset 14' S. (+ = 14.85 along true line S 192° E)

∠ E. parallel with Sec. line + 325.07 S. of do.

@ 34.9 hult meas. N to H. fence 13.3

66.58 " " " " " " " " " " " "

+ 96.43 + hult

104.53 offset at edge of Turnpike.

954 Meas. N to fence x 7.5

Shance def L R. $1^{\circ} 46\frac{1}{2}' \odot 3^{\circ} 31' 1^{\circ} 45' 30''$
 $\odot 5^{\circ} 18' (1^{\circ} 46')$ 200'
 still parallel to water.

$S 19^{\circ} 30' E.$
 $1 \frac{1}{2} / 62 = 16$
 $S 17^{\circ} 44' 6''$
 on N side to
 107-44

to E. (11 to Sec. line)

45' fence.

58.05 Spike on edge of Turmpike.

Meas. S by along N. edge Turmpike. from 14' offset line
 176.7 on bank on a $\frac{1}{2}$ parallel with Sec. 1
 $\frac{16}{16}$
 $= 190.7$ along road
 200.0

Meas. S by along outside of fence

0.0 E. line in 44'
 200' set neg. which is 9.8' S. of a parallel line
 161'-04" $S 79^{\circ} E$ Neg.
 - course from 580' point on shore.

Meas N. from 14' offset line in E. line in yard to
 4N Sec. 19

$325.95 - 14 = \frac{311.95}{311.95}$ calc.

hav. from N.C. (being point E' W. of iron fence cor.)
 Sec. line assumed @ 700. (174' W. of fence cor.)

Course	FT.	N	S	E	W	S.	E.
$S 19^{\circ} 30' E.$ 330							
"	14.85		311.07	110.16		311.07	110.16
"			14.00	4.96		325.07	115.12
East	97.5			97.5		325.07	212.6
$S 17^{\circ} 44' E.$ 200							
"	190.50		190.50	60.92		501.57	171.08
East	45			45		501.57	216.1
East	15.33			15.33		325.07	210.45
West	14	14.00				311.07	210.45

$\frac{136.4}{87.8}$
 $\frac{214.2}{193.2}$
 $\frac{21}{173.2}$

$\frac{210.45}{193.2}$
 $\frac{17.25}{173.2}$

$\frac{325.07}{14.1}$
 $\frac{311.07}{14.1}$

$\frac{164.53}{22}$
 $\frac{75.03}{113.4}$
 $\frac{210.45}{110.16}$
 $\frac{100.3}{100.3}$

$= 0.5545$
 $T = 3^{\circ} 10'$
 $Cor. 0.00247$

$= 311.55$ $S 3^{\circ} 10' E.$
 Mean 311.5

June 11th 1930 Fair Hot.

H.C. Ray + Marshall 8:45 AM.
 locate travelled way of Hwy at W-19
 Width of gravel crown 27'
 Center to " " 37.8 E. of E. end iron fence
 Opening thru trees just W. of ditch + H.C. pole
 " " " 26.3 E. of fence
 Cant measure

At Collemens 4th (311' S of H)

width of gravel crown = 27'

" " ditch 236 (18)

" " " 75 E. W. of Φ travelled way

Decide to use 21' W. of Φ travelled way
 for "W. line road".

Rt. to N from 14' line at 104.53

Th. 90° W 9.2 + Drive D.P.

1.2' inside Lullards fence
 6.5' W. from Collemens fence cot.
 56.2' S. from next fence.
 46.6' " " " " " "

87° 15' }
 Collemens } N.E.-X

Bearings thru D.P. for Collemens N.E.-X

Near cor. Base of chimney 28.58'
 (x of cement block) $\frac{545-20 W.}{225-20}$

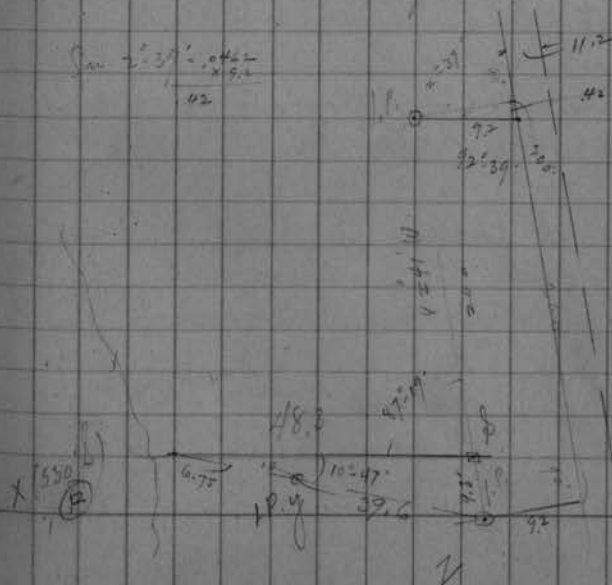
Mag. S 45° W.

Spikes on N.E. side 12" y. line

$\frac{539 \frac{1}{2} W.}{140 \frac{1}{2}}$ Mag. S 40° W. 3.5' ✓

Meas. etc on line $\frac{21.}{9.2}$ 11.8 W. of Φ travelled way.

See 2-31' - $\frac{442-}{29.2}$
 42



(R)
 Bearings for point X 530' S.
 NW x Garage $561^{\circ}56'$ Mag $561^{\circ}46'$ 27.5'
 SW x corner board of $12^{\circ}20'$ " $N12^{\circ}20'E$ 31.5'
 Agard porch just above floor.
 Our stake for $\frac{1}{2}$ way. $100\frac{3}{4}'$ $579^{\circ}7'E$ 6.75'
 I.P. (y) " " " " " 10.00'
 " 31' from $\frac{1}{2}$ gravel " " 49.6'

Old post for E. parallel
 with # 19 6.5'
 Our stake 21' from $\frac{1}{2}$ gravel E. 48.3'
 which is 9.3 Nly from our I.P.

Difference at fence = 8.6'

Reference on I.P. (2) 200' Sly along road
 + 21' from $\frac{1}{2}$ " "
 N6 x Agard garage Soly 6.9'
 3 stapitacks on E side Sly 32.7'
 high line pole Sly

From Stake (D) on parallel line
 Turn + W to NW to our line of vision 21' from $\frac{1}{2}$ rd.
 $87^{\circ}219'$ ✓

Line I.P. at $75'$ ($N2^{\circ}41'W$) along line. from (D)
 On shore traverse back up ($N17^{\circ}44'W$) from
 530' stake

75 line stake

78.75' + + turn off parallel line
 half 0.17' N of I.P. at N. Tak Pipe OK.
 line in a pipe 15' E. of trav. sta.
 + stake 18.75' which is 0.35' ft.
 S. of (9-10) stake.
 68.85 IR ✓ ✓

(D) has marked fence post on Road side 42'
 E. of our line.

Euler's 41.

Dress 21. 15' East of Trav pt. (actual)

⊕	Natch in 8" Y Pine	75%	
		S 84° E	14.2
	(Nail - N 8° side 12")	S 84° E	
↓	Y Pine (130°-10')	S 50° E	24.1
		550 G	

At point 8' W. (top line of W. end iron fence on #19.

↓	Spike in End 10" Y Pine	11 1/2°	22.35
		N 10 1/2° E	
	14" Oak 14"	S 38° E	36.23
	Iron fence post	S 36° E	8.00
		East	

Near Sky (S 20° 41' E) + 21' W. of Harry from #19

147" fence to N 84° W to lake
 fence to here, about 21' from Harry
 " " " 5' further W.

205 CBV Stone.

311.5 on IP. ←