

A. J. LYTTLE # 15

FIELD NOTES - AS SURVEYED  
BY A. J. LITTLE SR. IN THE  
RE-TRACING OF THE GOV. WORK AND THE  
RE-ESTABLISHING OF GOV. COR'S FROM THE  
EVIDENCE FOUND ON THE GROUND AND IN  
ACCORDANCE WITH THE LAWS + REGULATIONS  
GOVERNING SAID SURVEY AS LAID DOWN BY  
THE U.S. SURVEYOR GENERAL OFFICE AND  
THE SUPREME COURT OF WISCONSIN.

SEPTEMBER 5<sup>th</sup> 1934

1

1/4 COR. bwt DEC. 21+28 - T-37 N. RAE. VAR. 30° E. 372 FT. TO & COUNTY TRUNK - T-40+50  
SEC. COR. 9 SECTIONS 21-22-27+28 FELL S. 2+24 1/2

SEPT. 6<sup>th</sup>.

S. FROM COR. 21-22-27+28 VAR. 30° E 9+40 TO & 1/2  
FLR FARM ROAD [OR PROJECT #3]  
COR. 22-21-27+28 E. VAR. 20° E. ENTERSECT PROJECT #3  
AT 38+48 1/2 SPENT SEVERAL HOURS LOOKING FOR 1/4 COR.  
DID NOT FIND ANY EVIDENCE. 80+02 FOUND ORIGINAL COR.  
TO SECTIONS 22, 23, 26+27 FELL S. 4.56 - CORRECTED  
VAR. PUT IN NEW POST - MARKED UP NEW BEARINGS

9/9

{ W. PINE 22 N 20 W 68 lks.  
MAPLE 15 S 21 E 58 3/4 "

SET 1/4 COR. ON LINE BETWEEN SEC. 22+27 AT 40+01

{ MAPLE 16 N 13 E 1.76 lks.

1/4 COR. BETWEEN SEC. 22+27 TO & OF PROJECT #3.  
1+91

SEPT. 12. - COR. SEC. 22, 23, 26+27 - N VAR. 20° 30' E.  
25+77 TO MARKER 3 SIDE OF #3 - 26+00 TO & OF SAME  
40+00 SET TEMPORARY 1/4 POST, SPENT 3 HRS. LOOKING  
FOR EVIDENCE FOUND NONE - THEN RAN E. ON RANDOM LINE  
VAR. 20° E. 79.66 1/2 - 1/4 COR. BWT. DEC. 23-24 FELL S. 1.73  
FOUND THE OLD ORIGINAL - HEM + BIRCH STP. OF B.T.'S  
AND STAKE HOLE WITH ROTTEN POINT END OF STAKE STILL  
THERE - NEW STAKE + NEW BEARING

SEPT. 17<sup>th</sup>

{ W. PINE STP. 30 N 25 W 73 3/4 lks.  
RAN S FROM 1/4 COR BWT 23+24 - 9.76 VAR. 20° E  
TO & OF PROJECT #3 - THENCE EASTERLY ALONG PROJECT #3  
5.25 TO & OF BRIDGE

SEPT. 27<sup>th</sup> 34 -

1/4 COR. ON TOWN LINE BWT. SEC. 1+36 - T-36+37 R 4E  
N VAR. 45° 30' E. 18.50 ENTER SECTED PROJECT #3 - 55.00  
ENTER TAM + CEDAR SWAMP 59.00 LEAVE SWAMP 79.84  
FELL 25 lks. E. OF WHAT BE THE ORG. 1/4 COR. BWT. SEC. 25+36  
BOTH DT. LINES ARE GONE BUT STPS. HOOK UP WITH 90V. NOTES  
PUT IN TEMPORARY POST - BUT NO DT. RAN E - VAR. 40° E

OVER

E-FROM TEMPORARY  $\frac{1}{4}$  COR. BWT SEC. 25+36-T37N R4E  
 VAR  $4^{\circ}$  E. 2.00 ENTER SWAMP [SPRUCE & CEDAR] 7.00 LEAVE  
 SWAMP- 31.46 ENTERSECT PROJECT #3 - 40.00 TEMPORARY  
 SEC. COR. ON RANGE LINE - SEC. 25, 30, 31+36 - R. 4+5  
 LOOKED SEVERAL HRS. FOR COR. DID NOT FIND IT - DECIDED  
 TO CONTINUE LOOKING FOR IT AFTER I CAME UP FROM  
 COR. OF SEC. 1, 6, 31+36 - T36+37 N - R. 4+5 E -  
 OCT. 3<sup>rd</sup> 1934

TOWN COR. TO TOWNS 36+37 N - R 4+5 E. FOUND

ORIGINAL COR. { SPRUCE 6 N 30 W 10 LKS. GONE  
 FOUND THE ORIGINAL " 4 S 65 E 3 " "  
 GOV. STAKE UNDER TAMARAC 6 N 35 E 29 LKS STILL THERE  
 18 INCHES OF MOSS NEW " 6 S 50 W 32 " " "  
 WELL PRESERVED - SAVED IT " 10 N 18 E 40 1/2 "

FOR A RELIC - PUT IN NEW STAKE - NORTH ON RANGE LINE  
 VAR.  $4^{\circ}30'$  E - 80.14 3/4 FELL E. 1.03 1/2  $\frac{1}{4}$  COR. TO SEC. 25, 30,  
 31+36 - FOUND ONE ORIGINAL BT - HEM. STP. AND THE  
 ROOTS OF THE 3 OTHER B.T.S.

OCT. 8<sup>th</sup> 1934 ORIGINAL { Y. BIRCH 15 N 30 W 26 LKS ROOTS  
 " " 10 S 32 W 13 " "  
 HEM - 10 S 35 E 9 " "  
 " - 10 N 75 E 3 STP. THERE

NEW B.T. { W. BIRCH 6 S 17 W 34 3/4 "  
 " " 5 N 17 W 14 3/4 "

OCT. 9<sup>th</sup> 34 CORRECTED LINE S AND SET  $\frac{1}{4}$  COR. ON RANGE LINE AT  
 40.07 1/4 VAR.  $4^{\circ}30'$  E

W-FROM  $\frac{1}{4}$  COR. BWT SEC. 31+36 - 23.48 ENTERSECT  
 $\frac{1}{2}$  PROJECT #3 VAR.  $3^{\circ}$  E  
 W-FROM COR. SEC. 25, 30, 31+36. VAR.  $3^{\circ}$  4.76 TO  $\frac{1}{2}$  OF  
 PROJECT #3.

OCT. 10<sup>th</sup> - 34

COR. SEC. 25, 30, 31+36 N ON RANGE LINE VAR.  $4^{\circ}30'$  E.  
 40.85 FOUND ORIGINAL  $\frac{1}{4}$  COR. BUT SEC. 25+30

ALL IRON MARKS ONLY TAM - Stub - 7N 25E 18 LKS  
 TREE DOWN IRON NBS ON IT -> " STP. 7N 70W 13 "

NEW B.T. -> CEDAR 8 N 37 E. 24 1/2 LKS.

W-FROM  $\frac{1}{4}$  COR. BWT. 25+36 - 72.00 TO  $\frac{1}{2}$  PROJECT #3 VAR  $3^{\circ}$  E

E  $\frac{1}{4}$  COR. SEC. 25 T37N R4E. N - VAR  $4^{\circ}30'$  39.88 1/2 full  
 E 47 LKS.  $\frac{1}{4}$  COR. TO SEC. 19, 24, 25 +30 FOUND ORIGINAL COR.

ORIGINAL { SPRUCE 8 S 40 W 9 LKS. TREE GONE  
 " 8 N 40 W 25 " GONE STP. THERE  
 Y. PINE 10 N 19 E 52 " STUB - IRON MARKS ON IT  
 TAM 10 S 65 E 12 " STP. TREE DOWN

NEW B.T. { N. PINE 24 S 8 E 6 1/2 "  
 " " 18 N 14 W 12 "

OCT. 11<sup>th</sup> 1934

COR. SEC. 19, 24, 25+30 W VAR.  $3^{\circ}$  E 5.43 CREEK 50 LKS. WIDE  
 22.85 - 2 SPOT TREE AS CALLED FOR. IN 90V. NOTES AT THAT DISTANCE  
 FELL 12 LKS N. 39.70 3/4 FELL. 35 1/2 LKS N OF  $\frac{1}{4}$  COR. BUT  
 SEC. 24+25: FOUND BOTH ORIGINAL B.T. STPS. RE-ESTABLISHED  
 COR.

NEW { W. PINE. STP. 14 N 14 W 25 3/4 LKS  
 W. PINE " 26 S 11 E 7 1/4 "

WEST ON SAME LINE 5.29 1/4 TO  $\frac{1}{2}$  OF PROJECT #3.

OCT. 12<sup>th</sup> 1934

COR. TO SEC. 19, 24, 25+30 N ON RANGE LINE VAR.  $3^{\circ}30'$  40.22 3/4  
 FOUND ORIGINAL  $\frac{1}{4}$  COR. CORRECTED VAR. W FROM  $\frac{1}{4}$  25.85  
 TO  $\frac{1}{2}$  OF PROJECT #3 ON THE BRIDGE  
 E  $\frac{1}{4}$  COR. SEC. 24 - N - VAR.  $3^{\circ}30'$  40.40 1/2 COR. TO SEC.  
 FELL E. 68 LKS. FOUND ORIGINAL COR. 13, 18, 19+24

ORIGINAL { HEM 8 S 40 W 2 LKS. STP.  
 " 6 S 45 E 3 " "  
 " 7 N 20 E 9 " "  
 W. PINE 8 N 35 W 19 " STP. TREE DOWN

NEW B.T. { W. PINE 10 N 81 E 2.66 LKS  
 " " 11 N 19 1/2 E 2.70 "

ORIGINAL  $\frac{1}{4}$  COR. { HEM 12 N 47 W 18 LKS. STP.  
 " 10 N 30 E 10 " "  
 BUT. 19+24

NEW B.T.

OCT. 15<sup>th</sup> 1934

COR. SEC. 13, 18, 19+24 - N VAR.  $4^{\circ}$  E. 40.00 LONG FOR  $\frac{1}{4}$  COR.  
 NOT FOUND - 80.76 COR. TO SEC. 12, 13, 7+18 - FOUND COR. ALL  
 WORN UP - PROBABLY 30 YEARS OLD - ACCEPTED THIS AND PUT  
 TEMPORARY  $\frac{1}{4}$  POST ON LINE AT 40.38 - BUT SEC. 13+18.



NEW BEARING FOR  
COR. TO SEC. 1, 2, 13 & 18

W. PINE 17 N 78 W 77 3/4 lks.  
" " STP. 29 S 87 E. 59 3/4 "

## TOWN 36 N - R 4 E

SEPT. 18<sup>th</sup> 34.

W 1/4 COR SEC. 1 - { ORG. BT. STILL THERE  
TAM - STP 4 N 43 W 2 1/2 lks.  
SPRUCE 7 - N 28 E 30 " STILL STANDING

E. VAR., 30° E. 39.15 1/2 FELS OF DORR'S CENTER 6 LKS  
STPS - STILL THERE { HEM. 14 N 30 1/2 W 7 lks  
BIRCH 12 N 28 E 21 1/2 "  
FOUND POINT OF HIS STAKE

NEW BT { W. PINE STP. 24 N 30 E 72 1/2

SET 1/8 COR W OF CENTER AT 19.24 1/4

{ MAPLE 14 N, W 1.64 1/2

SEPT. 19<sup>th</sup> 34. SEC. 1 - T36 N, R4 E

W 1/4 N VAR. 40° E - 20.40 ENTERSECTED PROJECT #2  
48.23 COR TO SEC. ON TOWN LINE 1, 2, 35 & 36 FELL E.  
19 1/2 lks. FOUND ORIGINAL COR. CORRECTED VAR. 40° E.

{ BIRCH STP. 9 N 20 W 7 lks.  
" " 14 S 60 E 10 "  
HEM - N 60 E 9 ONE - FOUND ROOTS  
" - 10 S 50 W " " "

NEW B-T.

{ BURNED HEM. STP. 8 N 74 W 24 lks.

SEPT 21<sup>st</sup> 34.

COR. OF SEC. 1, 2, 35 & 36 E ON TOWN LINE BWT. TOWNS 36 & 37 N  
R 4 E. 30.34 C OF PROJECT #3 - 39.42 1/2 FELL 3.39 S. OF  
1/4 BWT SEC. 1 & 36 VAR. 1/2° E CORRECTED VAR.

SEPT. 22<sup>nd</sup> 34. FOUND ORIGINAL { STP. HEM. 12 S 47 W 26 lks  
" " 7 N 22 E 14 ONE  
BUT FOUND THE ROOTS

NEW BT - HEM. 16 S 62 W - 1.14 1/4 lks.

SEPT - 22<sup>nd</sup> 34

SET 1/8 COR. W OF N 1/4 OF SEC. 1 AT 19.71

{ MAPLE 7 S 50 E 22 1/2 lks  
HEM - 10 N 16 W 42 "

SEPT - 24<sup>th</sup> 34

1/8 COR. ON TOWN LINE EAST OF NW COR. SEC. 1 - VAR. 5° E. 3  
23.04 ENTERSECTED PROJECT #3 - 38.93 ENTERSECTED  
C OF PROJECT #2 - 49.36 - FELL 1.27 1/4 W OF NW 1/8 COR ON E & W 1/4

Sec.-1-

6

TOWN 36 N. RANGE 4 E.

SEPT. 25<sup>th</sup> - CORRECTED N+S 1/8 IN THE NW 1/4 - SEC. 1  
RAINED HARD ALL DAY - WALKED TO CAMP NO TRUCK  
WAS SENT OUT FOR US.

SEPT. 26<sup>th</sup> RAINED - WENT TO RHINELANDER FOR FIELD NOTES

" 27<sup>th</sup>

OCT. 18<sup>th</sup> 1934

NW-COR. SEC. 1 - T36N, R4E W - ON TOWN LINE VAR. 40°E  
40.00 did NOT FIND 1/4 COR. EVERYTHING GONE 78.113/4  
COR. TO SEC. 2, 3, 34+35 FELL N 82 LNS. - CORRECTED VAR.  
40 1/2° E.

ORIGINAL

TRM. 10 S 50 E 13 UG. TREE DOWN FROM IRON MARKS  
SPRUCE 7 S 35 W 35 " 90NC  
" 6 N 40 W 15 " "  
CEDAR 6 N 70 E 40 " ST. TREE DOWN  
NEW BT  
SPRUCE 4 N 74 W 4 1/2 LNS.  
" 5 N 11 E 39 "

OCT. 19<sup>th</sup> 1934.

SET 1/4 COR. ON TOWN LINE BWT. SEC. 2 + 35 AT  
39.05 1/4 - NO STPS OR TREES NEAR FOR BT.

S FROM 1/4 COR. BWT. SEC. 2 + 35 ON N+S 1/4 LINE  
15.67 ENTERSECT  $\frac{1}{2}$  OF PROJECT #2

NW-COR. SEC. 2 - S ON SEC. LINE BWT. SEC. 2 + 3  
9.38  $\frac{1}{2}$  OF PROJECT #2.

NOV. 5<sup>th</sup> 1934

NE. COR. SEC. 3. T36N, R4E - W Val. 40°30' E. 79.60 fell  
1.86 1/4 S of Cor. to SEC. 3, 4, 33 + 34 corrected Val. 30 1/2° E  
FOUND 2 of original B.T. STPS. IRON PIPE POST AND POINT  
of old wooden STAKE

original

HEM 15 S 31 E 18 LNS. STP  
" 20 S 79 W 30 " ROOTS  
" 20 S 28 W 12 " STPS  
" 20 N 50 E 29 " gone

NOV. 6<sup>th</sup> 1934

new BT.

W.P. STP. 25 S 14 W 4 1/2 LNS  
W.P. " 26 S 82 1/2 E 80 1/2 "

SET 1/4 Post BWT. SEC. 3 + 34 on Line at 39.80

NO TREES NEAR FOR B.T.

S FROM 1/4 P. ON N LINE OF SEC. 3 - 28.18 to  $\frac{1}{2}$   
OF PROJECT #2

COURSE AND DISTANCE OF PROJECT #3 7

STARTING AT THE 1/4 SEC. COR. bwt. Sec. 21 + 28  
T37N, R4E. EAST 372 FT.  $\frac{1}{2}$  OF COUNTY TRUNK - T-  
THENCE SOUTH ON Co. TRUNK - T-

S 3 E 816 FT.

S 27 W 610 "

S 45 E 606 "

S 2 E 389 "

TOTAL 2421 " ENTERSECT PROJECT #3

N 37 E 956 FT. PROJECT #3 - OR FUR FROM ROAD

N 56 E 355 "

N 57 E 1494.3 " ENTERSECT SEC. LINE BWT. 27 + 28 631 FT. S. of Cor.

N 54 E 1091 "

N 81 E 855.8 "

N 83 E 719.6 "

N 40 E 235.5 " ENTERSECT N+S 1/4 LINE. 125.5 N. 1/4 COR. SEC. 22-27

N 36 E 6.67 CHAINS

N 64 E 28.18 "

N 22 E 7.00 "

N 39 E 4.06 "

N 77 E 215.5 "

S 68 E 12.94 "

S 57 E 4.70 "

S 61 E 6.39 "

N 84 E 356.75 "

N 41 E 2.04 "

N 25 E 4.47 "

N 38 E 401.50 "

N 82 E 739.50 "

N 88 E 8.25 "

S 76 E 7.00 "

N 48 E 5.51 "

N 58 E 6.8175 "

S 88 E 10.90 "

N 68 E 1.74 "

S 82 E 278.50 "

N 72 E 1.00 " FUR FARM COTTAGE

N 54 E 3.37 " ENTERSECT SEC. LINE BWT. SEC. 23-24-644 FT. S. OF 1/4 COR.

## 8 COURSE + DISTANCE PROJECT #3.

N 36 E	1.66	CHAINS
S 51 E	1.66.75	"
S 26 E	2.00	" $\frac{1}{4}$ OF FUR FARM BRIDGE
S 26 E	5.64.50	"
S 51 E	15.81	"
S 87 E	14.80.25	"
S 50 E	2.65	" ENTERSECT MAIN TRUNK OF PROJECT #3

STARTING ON PROJECT #3 WHERE IT ENTERSECTS  
PROJECT #2 - IN SEC. 1 - T 36 N, R 4 E

N 22 1/2 E	12.45	ENTERSECT N-S $\frac{1}{8}$ LINE - 22.00 S. W $\frac{1}{8}$ PORT N. LINE
N 22 1/2 E	5.66.75	"
N 22 1/2 E	13.49	"
N 21 1/2 E	5.05.50	" T-LINE BWT. SEC. 1-36 - 11.04 W $\frac{1}{4}$ P.
N 21 1/2 E	3.66.50	"
N 22 1/2 E	17.34	" N-S $\frac{1}{4}$ LINE SEC. 36 - 17.32 N $\frac{1}{2}$ S $\frac{1}{4}$ P.
N 22 1/2 E	8.09.50	"
N 60 E	5.66.25	"
N 21.45 E	15.22	" E+W $\frac{1}{4}$ LINE SEC. 36. 23.47 W OF E $\frac{1}{4}$ P.
N 21.45 E	26.46.75	"
N 21 E	17.64	" SEC. LINE BWT. SEC. 36-25 - 4.54. W $\frac{1}{4}$ N.E. COR. SEC. 36
N 21 E	2.19.50	"
N 9 W	3.07.25	"
N 18 1/2 W	18.49.75	"
N 18 W	6.47	CULVERT - CREEK - NW-SE.
N 18 W	1.66	"
N 41 W	2.23.50	"
N 54 1/2 W	13.06	" E+W $\frac{1}{4}$ LINE SEC. 25 - 21.48. W $\frac{1}{4}$ E $\frac{1}{4}$ P.
N 54 1/2 W	2.04	CULVERT
N 54 1/2 W	8.77	"
N 54 W	8.62.75	"
N 29 W	1.72	CULVERT
N 29 W	2.46	"
N 23 W	14.77.50	"
N 20 W	6.18	"
N-O -	3.82	" SEC. LINE - 5.29 - W $\frac{1}{4}$ P. bwt. SEC. 24-25
N-O -	2.09.50	" $\frac{1}{4}$ OF FUR FARM ROAD #3 - W-BRANCH
N-O -	8.24.50	"

## Project # 3

N 8 E	9.59.50	"
N 39 1/2 E	1.15	"
N 52 1/2 E	1.78	CULVERT
N 82 1/2 E	4.33	"
S 42 1/2 E	3.30.75	"
S 79 1/2 E	1.27	"
N 42 1/2 E	1.11	"
N 2 W	2.43.75	"
N 20 1/2 E	6.49.50	"
N 41 1/2 E	2.39.75	"
N 2 1/2 W	2.76.50	"
N 42 E	2.00	- E+W $\frac{1}{4}$ LINE - SEC. 24 - 25.51 - W $\frac{1}{4}$ E $\frac{1}{4}$ P.
N 42 E	2.4	W. $\frac{1}{4}$ E OF BRIDGE OVER RICE RIVER
N 40 E	3.25.25	"
N 37 E	2.26.50	"
N 11 1/2 W	5.25.75	"
N 1 1/2 E	27.51.50	"
N 10 W	11.23.75	"
N 43 1/2 W	21.63	"
N 61 W	6.85.50	"
N 16 1/2 W	19.00.75	"
N 9 1/2 E	30.45	"
N 2 1/2 E	5.38.50	- SEC. LINE bwt. SEC. 12-13, 1 C. E. OF $\frac{1}{4}$ POST
N 2 1/2 E	1.08.25	"
N 22 1/2 E	7.89.50	"
N 30 1/2 E	3.80.75	- TIED ONTO END OF LOGGING ROAD
N 23 1/2 E	8.10.50	"
N 55 1/2 E	7.68.50	"
N 42.45 E	6.10	"
S 76 1/2 E	1.93.25	"
S 18 1/2 E	1.52	- TIED ONTO END OF KRAFT ROAD
S 52 E	6.39.50	"
S 42 1/2 E	1.67.50	"
S 33 1/2 E	5.49.50	"
S 64 1/2 E	4.38	"
N 84 E	7.24.75	- RANGE LINE bwt. R <sup>s</sup> 4+5 - SEC. 7+12 - T 37 N, R-4-5 E

Project #13 3/7-1935  
TRAVERS & DISTANCE

10

COMMENCING AT THE INTERSECTION OF #13 &  
FEDERAL HIGHWAY #51 - 3.00 CHS. E. OF S-1/4 P  
OF SEC. 5 - T35N, R6E LINCOLN Co.

S 86.30	W	15.80	
S 86.30	W	15.31	
S 86.30	W	5.91	
N 34	W	17.61	
N 38	W	29.44	
N 70.30	W	3.47	
S 85	W	6.45.50	
S 54.15	W	9.47.50	
N 67.45	W	2.31.50	
N 32.30	W	5.28	
S 89.30	W	35.18	
N 57	W	6.99	- 4 chs. SEC. LINE 2 1/2 S TO P
N 29.30	W	4.90	CULVERT
N 29.30	W	6.61.50	
N 66.30	W	6.41	
N 75.45	W	9.49	CULVERT
N 75.45	W	16.79	
N 31.30	W	2.16	
N 4.30	W	16.00	
N 50	W	4.73	
S 87.15	W	3.75	CULVERT
S 87.15	W	31.60	CULVERT - Bridge
S 87.15	W	37.38	INTERSECT - FEDERAL Hqy. #8 - AT COR TO SECS. 12, 35 & 36 ON TOWN LINE BWT. T'S 35-36N R5E.

PROJECT #2 - TRAVERSING

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STARTING ON THE TOWN LINE BWT. SEC. TOWNS  
36-37 N, R4E. 46 LKS. EAST OF NW COR. OF SEC. 3,  
T36N, R4E. TO C of HIGHWAY - T-

S 3° E	39.94	- ENTERECT PROJECT #2
N 70 E	10,06.50	- ON PROJECT #2
N 40 1/2 E	3.85	"
N 68 E	11.13	"
N 89 E	4.46.50	"
N 83 E	3.00	" FIRE LANE GATE
N 83 E	6.76.75	"
N 56 E	2.82.25	- N + S 1/4 SEC. 3, 28.18 - S OF N 1/4 POST
N 56 E	5.88.75	"
N 60 E	6.04	"
N 54 E	6.11	"
N 83 1/2 E	5.72	"
N 53 E	14.07	"
N 57 E	2.14	- CULVERT
N 57 E	1.63	"
N 87 E	1.90.75	"
S 67 E	1.93	"
N 87 1/2 E	.99 1/2	chs. SEC. LINE BWT. SEC. 2-3, 9.38, S of NE cor. SEC. 3
N 82 E	3.40	- C of BRIDGE - CREEK 6 LKS. WIDE
N 82 E	2.61.50	"
N 60 1/2 E	3.72	"
S 64 1/2 E	1.41	"
S 0 -	2.00	"
S 18 W	4.61	CULVERT
S 18 W	2.78	"
S 49 E	4.86.50	"
S 68 E	2.81.75	"
S 38 1/2 E	5.22.50	"
N 87 E	3.61.25	"
N 74 E	6.92.50	"
N 26 1/2 E	1.32	- C of BRIDGE - CREEK 16 LKS. WIDE.
N 26 1/2 E	4.00.75	"
N 67 E	3.05	"
N 42 E	4.72.25	"



PROJECT # 2 - TRAVERSEING

N 71 E	1.42	- CULVERT	# 2
N 71 E	1.42.50	- N4S 1/4 LINE SEC. 2 - 15.21 - S of 1/4 POST	"
N 71 E	1.85.50	"	"
S 88 E	5.81	"	"
N 61 E	9.09	"	"
S 64 1/2 E	17.06.25	"	"
S 51 E	12.00	- SEC. LINE BWT. SEC. 1+2, 20.00 N of W 1/4 POST	"
S 51 E	1.86	"	"
S 82 1/2 E	10.25.50	"	"
S 60 E	2.90	- ENTERSECT - $\frac{1}{2}$ of PROJECT # 3	10.40
S 46 1/2 E	8.42	- ENTERSECT N4S 1/8 LINE - IN NW 1/4 - SEC. 1 - 13.39	10.40
		N of 1/8 POST - 6N E+W 1/4 LINE W of CEN.	
S 46 1/2 E	3.24.50		
S 27 E	7.36	- ENTERSECT PROJECT # 26 - TO MUSKELONGE LAKE	
S 27 E	1.88	- " E+W 1/4 LINE SEC. 1 - 13.63 W of CEN. ←	
		SEC. 15 & 34. # 2 CONTINUED	
S 21 45' E	7.78		
S 11 1/2 E	33.95.75	- ENTERSECT SEC. LINE BWT. 14+12, 7.50 W of 1/4 P.	
S 11 1/2 E	2.45		
S 30 1/2 E	7.81	CULVERT	
S 30 1/2 E	3.05		
S 55 1/2 E	20.58	CULVERT	
S 55 1/2 E	5.80	CULVERT	
S 55 1/2 E	15.19.50		
S 8 1/2 E	3.00	INTERSECT $\frac{1}{2}$ PROJECT # 4	
S 8 1/2 E	.49.50	" E+W 1/4 LINE SEC. 12+36 NR 4E, 9.55 W of E 1/4 P.	
S 8 1/2 E	3.12.50	CULVERT	
S 8 1/2 E	6.02	"	
S 8 1/2 E	12.25	"	
S 18° 15' E	14.17	"	
S 18° 15' E	4.76	- SEC. LINE BWT 12+13 - 3.60 W of cor. To $\frac{127}{131.8}$	
S 18° 15' E	15.35	- RANGE LINE BWT. R-4+5, 14.70 S of cor. To	
S 18° 15' E	.55	- $\frac{1}{2}$ of PROJECT # 2 " INDIAN VILLAGE TRAIL "	
S 18° 15' E	6.64.75		
S 40 1/2 E	4.22.25		
S 78° 45' E	4.50		
S 83 E	3.33.75	CULVERT - FIRE LANE GATE	
S 41 E	7.78		

Project # 2 TRAVERSEING

S 36 1/2 E	4.07.50	- ENTERSECT E-W 1/4 L. SEC. 18 - 17.65 E of 1/4 P.
S 36 1/2 E	1.15	" $\frac{1}{2}$ PROJECT # 26 - TO BASS LAKE
S 11 E	11.60	
S 23 1/2 E	2.80	CULVERT
S 23 1/2 E	2.20	
S 5° E	25.54	SEC. LINE BWT. SEC. 18+19 at 1/8 P. E of
		Cor. to $\frac{131.8}{241.9}$ T36 NR 5E.

PROJECT # 2 INDIAN ROAD

S 73 W	13.40.50	
S 70 1/2 W	8.20	
S 41 W	1.00	BRIDGE - SOMO RIVER
S 41 W	8.11	
S 34 1/2 W	3.65	
S 16 W	5.30	
S 12 W	5.12	BRIDGE CREEK
S 12 W	2.69	
S 2 15' E	4.98	
S 27 1/2 W	1.00	BRIDGE CREEK
S 27 1/2 W	7.18	
S 27 1/2 W	16.27	
S 6° 15' E	6.65	FENCE - MAPLE TREE SQUARED UP
S 6° 15' E	9.39	
S 8 1/2 W	20.62	
S 5 1/2 E	5.48	
S 33 1/2 E	4.82.50	
S 16 1/2 E	3.56	
S 7 1/2 E	10.95.50	
S 1/2° E	2.15	
S 4 1/2 E	3.93	- EAST END OF TOWN ROAD - ON S, E+W 1/8 LINE of SEC. 24.

PROJECT # 26 - BASS LAKE ROAD

N 43 E	7.99	
N 70 E	7.00	WATERS EDGE
N 70 E	.91	END OF DOCK

TRAVERSING PROJECT #26

14

STARTING AT JCT. OF PROJECTS-2 & 26 - 1.88 N 7  
E & W 1/4 LINE SEC. 1-T36N, R4E

S 68 1/2 W 4.65.50 ENTERSECT E & W 1/4 LINE AT THE  
1/8 POST W OF CEN.

S 68 1/2 W 8.91

S 69 1/2 W 5.68 - CULVERT

S 69 1/2 W 1.22.50

S 85 1/2 W 2.65 - END OF #26 - ENTERSECTS LAKE

15

JAN-2<sup>nd</sup> 1935

1/4 P. Int Rec 1436-37-4E. N - Jan 5° 15' E  
80.71, FELL 3.31 3/4 OF N 1/4 P. - NOTE BOTTOM  
OF PAGE #1 - THIS ABOVE IS CORRECTED & FINAL

DEC. 7<sup>th</sup> 34 - Cor. of Sec. 7, 12, 13 & 18 - T36N, R4E SE

original { Y. Birch 12 N 60 W 19 1/4 STP.  
" " 20 S 45 E 27 " GONE  
" " 12 N 55 E 26 " Sp. boxing. BT.  
SUGAR 12 S 10 W 20 " GONE

NEW BT - HEM 12 S 75 E 19 3/2 Lts.

N - Jan 4° 30' E, 19.97 1/8 P. fell E 20 Lts., 37.37.50  
OFF SET W. 24 1/4 Lts. 60.11.3/4 N 1/8 P but 7 & 12 fell E.  
78.75 Lts. tied out 1/8 P, N 20.12 1/2 fell 18 Lts of cor. to  
rec. 1-6-7 & 12 - corrected Var. 4° 45' E.

NEW BT - HEM. 14 N 50 1/2 E 82 1/2 Lts.

revised { HEM. 24 N 45 E 29 Lts. STP.  
" " 12 S 42 W 30 " "  
" " 12 N 10 W 19 " GONE  
Y. Birch 12 S 10 E "

SET 1/4 P. AT 39.97 - NO BT - NO TREES OR STPS. NEAR.

DEC. 11<sup>th</sup> 1934 -

Cor. 1 SEC. 7, 12, 13 & 18 ON RANGE LINE T36N, R4E SE  
S. Val. 4° E, 14.63 E Project #2 - 40.00 CHS. found  
for 1/4 cor. continued on 79.80 FELL 2.08 1/2 W. OF  
COR. TO REC. 13, 18, 19 & 24 - CORRECTED VAR. 6° 27' E  
SET 1/4 P ON LINE AT 39.90 - NO TREES NEAR FOR BT.  
E. ON EW 1/4 LINE OF SEC. 18-36 S. Val. 3° E ENTERSECT PROJECT  
#2 AT 17.45.

DEC. 13<sup>th</sup> 1934

1/4 P. BWT. SEC. 1 & 12 T36N, R4E. found Dorr's  
OLD STAKE AND ORIGINAL B.T.S.

original { TAM. 12 S 13 W 15 Lts. STP. 1800 MARK  
SPRUCE 10 N 23 E 20 " down - " "  
NEW BT. { Y. BIRCH 14 S 71 E 20 1/2 Lts.  
" " 12 N 1/2 W 41 "

W - Val. Jan. 3° E. 7.28 INTERSECT #2 - 40.05  
FELL S 1.87 3/4 q. cor. to Rec. 12, 12 & 11. cor. Val. 15° E

SET W  $\frac{1}{8}$  P on S. LINE of SEC. 1 - at 20.02  $\frac{1}{2}$

{ BIRCH 30 S 62 W 106  $\frac{1}{2}$  lks.

W  $\frac{1}{8}$  P ON S LINE SEC. 1. N - VAR. 3° 30' E  
40.65.75 fell 60 lks W of W  $\frac{1}{8}$  P ON EW  $\frac{1}{4}$  LINE  
CORRECTED VAR. 2° 30' E -

SET 16 P AT 20.28  $\frac{1}{2}$  { HEM. 13. N 47 W 48  $\frac{1}{4}$  lks

12-17<sup>th</sup> 1934

SW-Cor. Sec. 1 - T36N, R4E  
N - Var 1° E 40.71  $\frac{1}{2}$  FELL 89 lks E of W  $\frac{1}{4}$  COR.  
correct var. 2° 35'. SET S  $\frac{1}{8}$  P ON W LINE AT  
20.35  $\frac{3}{4}$  - NO TREES NEAR for BT.

12-18<sup>th</sup> 1934

S  $\frac{1}{4}$  P OF SEC. 1 - T36N, R4E  
N - Var. 4° E 40.77 FELL 79 lks W OF CENTER  
correct var. 2° 50' - SET  $\frac{1}{8}$  P S of CENTER AT  
20.38  $\frac{1}{2}$  - NO TRACES NEAR for BT.

W - from  $\frac{1}{8}$  P S of center ON EVEN NEEDLE  
39.87 fell N of  $\frac{1}{8}$  P ON W LINE 50 lks correct  
var. 25° E - SET 16 P AT 19.72

{ HEM 13 N 47 W 48  $\frac{1}{4}$  lks

12/27<sup>th</sup> 1934

SW cor. Sec. 36 - T37N, R4E  
N - Var. 79.94  $\frac{1}{2}$  fell E 2.87 of cor. to sec 25-26-35-36  
correct var. 6° E

SET W  $\frac{1}{4}$  P on line at 39.97  $\frac{1}{4}$

{ W. PINE 18 S 50° E 160  $\frac{3}{4}$  lks.

JANUARY 2<sup>nd</sup> 1935

NW-Cor. SEC. 36 - E Var. 3° 80.29 fell 2.37 S of NE COR  
on RANGE LINE correct VAR. 4° 50' E  
SET N  $\frac{1}{4}$  P of Sec. 36 - on line at 40.14  $\frac{1}{2}$

{ W. BIRCH 5 S 83 E 28  $\frac{3}{4}$  lks.

1/7-1935

E  $\frac{1}{4}$  P - Sec. 36, T37N, R4E ON RANGE LINE  
VAR 4° 30' 79.89  $\frac{3}{4}$  FELL 1.81  $\frac{1}{2}$  N OF W  $\frac{1}{4}$  P.  
CORRECTED VAR. 5° 47' E.

1/8-35 SET -  $\frac{1}{4}$  P AT CENTER 45.00 W. OF E  $\frac{1}{4}$   
AND 40.34 N OF S  $\frac{1}{4}$  P

{ HEM 20 S 77° W 162  $\frac{1}{2}$  lks.

1-10-35

NW-Cor. Sec. 7 - T36N, R5E.

E - VAR. 5° 05' E - 67.00 - RICE RIVER 77.71  $\frac{1}{2}$  FELL S  
1.44  $\frac{1}{2}$  OF COR. - TO SEC. 5, 6, 7 & 8

ORIGINAL { TAM - 10 N 45 W 9 lks. STP.  
Cedar 8 N 40 E 14 " DOWN

NEW BT → { Cedar 6 S 33  $\frac{1}{2}$  E 47 lks

SET  $\frac{1}{4}$  P ON LINE bwt 687 at 38.85  $\frac{1}{4}$

{ Cedar 6 - N 27  $\frac{1}{2}$  W 6  $\frac{1}{4}$  lks  
" 9 - S 41  $\frac{1}{2}$  W 6 " "

INTERSECT - PROJECT #4 bwt sec. 647 at 40.79.25 E  
OF NW-Cor. OF SEC. 7 OR 194 E OF  $\frac{1}{4}$  P, + 7.23 NE OF BRIDGE

1/15-35

NW-Cor. SEC. 8 - T36N, R5E.

E - VAR. 6° E, 15.74 INTERSECT PROJECT #4 - 80.96  $\frac{1}{2}$   
FELL N 3.61 OF COR. TO SEC. 4, 5, 8 + 9 - CORRECTED  
VAR. 3° 20' FOUND - THE ORIGINAL 90° COR. AS THE

ORIGINAL STAKE WITH NOTCHES - IN PERFECT STATE OF  
PRESERVATION - BOTH TREES WITH BT AND ALL IRON  
MARKS STILL THERE

PUT IN NEW STAKE

{ TAM - 5 - S 31 E 21 lks.  
" 4 - N 26 W 42 " "

SET  $\frac{1}{4}$  P ON LINE bwt. SEC. 5 & 8 AT 40.48  $\frac{1}{4}$

{ PINE STP. 28 N 54 E 3 lks.

1-16-35

SW - SEC. 5 - T36N, R5E.

N - VAR. 4° - 23.96 & PROJECT #4 - 8.95 SE. OF BRIDGE

1-17-35

NE-Cor. SEC. 7 - T36N, R5E.

S - VAR. 6° E - 43.65 RICE RIVER - 80.00 - LOOKED FOR COR.  
TO SEC. 7, 8 + 17 - CREW LOOKED 4 hrs. did NOT FIND IT  
3 NOW 4 FEET IN SWAMP

JANUARY - 21, 22, 23, 24. TEMPERATURE - 38-42-46-30 BELOW ZERO  
18 SNOW - 33 INCHES ON THE LEVEL

1-25<sup>th</sup> 1935

NE. COR. SEC. 8 - T36N, R5E

S - VAR. 6° E 40.00 1/4 P ALL GONE 61.43 INTERSECT

PROJECT #4 AT 2.44 E OF BRIDGE OVER RICE RIVER

S - AT 81.39 FELL 1.81 W OF COR. TO SEC. 8, 9, 16 & 17

CORRECTED VAR. 7° 27' E.

1/28<sup>th</sup> 1935 original { TAM - 10 N 18 W 15 LKS. DOWN

{ BIRCH 8 S 64 E 47 " GONE

NEW BT { W. BIRCH 7 S 40° W 53 LKS.

{ MAPLE 5 S 52° E 50 "

1/29-35.

SET 1/4 P. bwt. SEC. 8 & 9 ON LINE AT 40.69 1/2

{ BALSAM 10 N 32 1/2 E 102 LKS

{ W. PINE 18 N 59 W 160 "

E 1/4 P - SEC. 8

W - VAR. 3° E 47.47 SET HUB - 47.74 & PROJECT #4

THEN SE 6.36 TO C. OF BRIDGE OVER RICE RIVER

1-30<sup>th</sup> 1935

COR. TO SEC. 8, 9, 16 & 17 T36N, R5E.

E. VAR. 3° E. 27.76 & STAKE AT DITCH. 28.21 TO & OF PROJECT #4

79.35 FELL 8-3.24 OF COR. TO SEC. 9, 10, 15 & 16 CORRECTED

VAR. 5° 33' E Found original BT. Y. PINE STP. ASPIN GONE

RE-SCRIBED ORIGINAL STP. NO OTHER TREES NEAR.

SET 1/4 P. bwt. 9 & 16 ON LINE AT 39.67 1/2

{ W. PINE STP. 30 S 14 E 31 1/2 LKS.

1-31-35.

NE. COR. SEC. 16 - T36N, R5E.

S - VAR. 3° E - 40.00 - LOOKED FOR 1/4 P. EVERYTHING BURNED

AND GONE. 59.68 - & #4 - 65.00 RICE CRACK 20 LKS WIDE

73.17 FELL .39 LKS. W OF COR. TO SEC. 15, 16, 21 & 22

CORRECTED VAR. 3° 28' E. Found original BT'S - STPS.

SPENT - FEB-14<sup>th</sup> NEW BT { SPRUCE 6 N 34 E. 133 LKS

LOOKING FOR THIS COR.

NO OTHER TREES NEAR

2-5-1935

SET 1/4 P. bwt. SEC. 15 & 16 ON LINE AT 36.58 1/2 NO TREES

NEAR FOR BT'S.

W - FROM E 1/4 P. OF SEC. 16. VAR 3° 30' 23.17 TO & #4

TOWN 36N-R5E

19

4-1<sup>st</sup>  
FEB-6<sup>th</sup> 1935

COR. TO SEC. 15, 16, 21 & 22 T36N, R5E

E - VAR. 3° 30' E. 3.00 OLD RICE RIVER BED 4.00 RICE RIVER

20 LKS WIDE N+S ? #PROJECT #4 40.00 - OLD

BURNING ALL TIMBER GONE 79.38 FELL .40 LKS S OF

COR. TO SEC. 14, 15, 22 & 23 Found original BT. ON

CEDAR TREE LAYING DOWN BIRCH WAS GONE - CORRECTED

VAR. 3° 58' E NEW BT { W - BIRCH 6 N 18 W 27 1/2 LKS.

{ W - ASH 7 S 69 E 88 3/4 "

FEB-8<sup>th</sup> 1935

SET 1/4 P. bwt. SEC. 15 & 22 ON LINE AT 39.69

{ ASPIN 6 N 40 E 3 1/4 LKS.

N 1/4 P. OF SEC. 22

S - VAR. 3° 30' 10.34 & OF PROJECT #4

FEB-11<sup>th</sup> 1935

NW COR. SEC. 23 - S VAR 4° E 13.00 & #4

" " " " E - LOCAL ATTRACTION BAD

STARTED ON 4° E VAR. AFTER LEAVING SWAMP NEEDLE

SHOWED 1° E AT 20.00 SHOWED 3° AT 60.00 1° 30'

AT 84.64 1/2 - FELL .01 1/4 LKS - N OF COR. TO SEC. 13, 14, 23 & 24

NEEDLE HERE WAS ON 2° E. Found original BT.

AND STAKE 12 INCHES DOWN UNDER SURFACE OF

TOWN ROAD - RAY HALL - HAD PUT UP TWO NEW BT'S.

{ B. PINE 12 S 11 W 1.04 1/4 LKS

{ B. PINE 6 N 42 W 59 "

SET 1/4 P. bwt. SEC. 14 & 23 AT 42.32

{ SPRUCE 7 S 35 W 10 1/2 LKS.

{ W. PINE 10 N 87 W 17 "

N 1/4 P. SEC. 23 - S 17.74. HUB - 18.00 & #4 VAR. 3° 30'

TWENCE EASTELY ALONG #4 B. 22 TO & OF BRIDGE

OVER DAM ON RICE RIVER

FEB-13<sup>th</sup> 1935

COR. TO SEC. 13, 14, 23 & 24 -

S - VAR. 2° 45' E - BRIDGE OVER RICE RIVER AT 13.00

46.50 - ORIGINAL 1/4 P. 80.27 HIT COR. TO SEC.

23, 24, 25 & 26 - ORIGINAL COR.



NOV. 23<sup>rd</sup> 1934 TRAVERSEING OF PROJECT # 4

20 STARTING AT THE COR. SECS. 23, 24, 25 + 26, T36N, R5E.

CHAINS

S 4° E	9.68	- ON TOWN ROAD TO JCT. OF PROJECT #4
N 43 1/2° W	9.53.50	
N 43° W	8.38	
N 33 1/2° W	16.96	
N 23° W	9.86.75	
N 45° W	7.23.75	
N 67 1/2° W	3.74	
N 28 1/2° W	3.78.25	
N 11 1/2° W	9.71.50	
N 13 1/2° W	4.29.25	
N 13° E	1.96	
N 45° E	3.07	
N 22° W	3.56.50	⊕ Bridge RICE CREEK
N 22° W	1.13	
N 62° W	4.10.75	
S 88° W	9.55.75	
N 69 1/2° W	4.90	
N 26° W	4.19	
<del>N 76 1/2° W</del>		
N 76 1/2° W	4.74.50	
N 65° W	7.11.50	
S 74 1/2° W	3.87	
S 88 1/2° W	11.35.75	SEC. LINE BWT, SEC. 22-23 - 8.14 S. OF SEC. COR.
S 76° W	3.34	
S 45° W	5.04.75	
S 65 1/2° W	8.55.25	
S 87 1/2° W	9.76.25	
N 56° W	4.70.75	
N 88° W	13.39.50	
N 83° W	6.17.75	
N 60 1/2° W	4.06	
S 81 1/2° W	8.42.50	
N 71° 15' W	7.78.75	
N 50 1/2° W	1.52	
N 31 1/2° W	5.28	
N 71° 45' W	3.96.25	
N 35 1/2° W	10.50	
N 42 1/2° W	8.00	
N 42 1/2° W	2.38.50	CULVERT-DITCH TO RICE CREEK

## TRAVERSEING OF PROJECT # 4

21

N 63° W	8.95.50	
N 44° 15' W	11.12	
N 30° 45' W	28.68.75	
N 58° W	46.76	DEC. 5 <sup>th</sup> 1934
N 68 1/2° W	6.81	- CULVERT
N 68 1/2° W	4.48	
S 62 1/2° W	3.66	BRIDGE - RICE CREEK
S 62 1/2° W	5.73	
S 76 1/2° W	2.00	CULVERT
S 76 1/2° W	4.77	
S 81° 75' W	6.52.50	
N 31° 15' W	18.24.50	CULVERT
N 81° 15' W	11.14.50	
N 39° 15' W	8.35.50	BRIDGE RICE CREEK
N 60° 45' W	5.86.50	
N 42° W	5.70.50	
N 20 1/2° W	7.94	
N 48° W	6.77.50	
N 26° W	55.05.25	
S 89 1/2° W	8.62.75	
N 58° 45' W	6.69	
S 68° W	1.36	BRIDGE RICE CREEK
S 68° W	18.68.25	
S 49 1/2° W	13.63.50	
S 4 1/2° W	8.51.75	
S 16° 45' W	10.91.50	
S 33° 45' W	3.35.50	CULVERT
S 33° 45' W	24.01.50	
S 60 1/2° W	37.06.50	INTERSECT ⊕ PROJECT # 2 CULVERT IN DITCH LINE # 2

FEB. 13<sup>th</sup> 1935

COR. TO SEC. 23, 24, 25 + 26

W-VAR. 2°30'E 7.95 @ PROJECT #4 40.05 FELL  
 25 LKS N  $\frac{1}{4}$  P. ORIGINAL COR. HALL HAD  
 PUT UP NEW BT. { SPRUCE 58 19 W 47 LKS.  
 CORRECTED VAR. 2°51'E

SET E  $\frac{1}{8}$  P ON S LINE OF SEC. 23 AT 20.02  $\frac{1}{2}$ { B. PINE 10 N 42 E 40  $\frac{3}{4}$  LKS

3/8-1935

TRAVERSING OF PROJECT #4 - E. OF BURROW'S LAKE  
 COMMENCING AT THE NW COR. OF SEC. 12, T36N, R5E

N 1°	W	34.86
N 47.30'	W	6.36
N 67	W	8.78
N 74	W	11.14
N 33°30'	W	7.42
N 82°15'	W	7.27
S 79.45'	W	4.49
N 34.45'	W	4.30
N 74	W	5.35
S 61	W	5.84
S 41	W	12.84
S 41.45	W	15.63
S 51	W	4.31
S 35.30	W	7.20
S 61.30	W	9.47
N 64	W	4.94
N 57	W	6.43
N 66.30	W	14.61
W 0	W	6.77
N 42	W	4.17

INTERSECT - RESORT ROAD  
 JUST EAST OF BLDGS.  
 IN SEC. 3 - NEAR THE CENTER

3/11-1935

NW-COR. SEC. 4, T35N, R5E.

S. VAR. 2°45'E, 22.82 @ 800 LINE R.R. TRACK 83.55 FELL  
 2.13 W OF COR. TO SEC. 4, 5, 8 + 9 CORRECTED VAR. 4°12'E  
 FOUND OLD POST "DOWN" WITH THE IRON MARKS ON IT. ROOTS  
 OF ORIGINAL BT TREES STILL THERE - EVERYTHING WITHIN  
 SIGHT BURNED - NO TREES NEAR FOR NEW BTS. PUT IN  
 NEW POST

3/12-1935

NW-COR. SEC. 4 - T35N, R5E

E-VAR. 3°E 80.37 HIT POST TO COR. SEC. 3, 4, 33 + 34  
 ORIGINAL COR. STAKE IN ROAD [HIGHWAY #8] ONE OF ORIGINAL  
 BT. STPS STILL THERE - NEW BTS { MAPLE 10 S 30  $\frac{1}{2}$  W 54 LKS.  
 " " 28 S 19  $\frac{1}{2}$  E 167 "  
 ORIGINAL STP → MAPLE 12 S 30 W 40 "

3/13-1935

NE-COR. SEC. 4 - T35N, R5E.

S. VAR. 3°E 40.23 - @ 800 LINE R.R. TRACKS 84.99  $\frac{1}{2}$  FELL  
 1.41  $\frac{1}{2}$  W OF COR. TO SEC. 3, 4, 9 + 10 CORRECTED VAR. 3°58'E

4/8-1935

PROJECT #11 - TRAVERSING  
 COMMENCING AT THE S  $\frac{1}{4}$  P OF SEC. 10 - T35N, OF R 4E AT THE  
 JCT. OF COUNTY TRUNK-T- AND TOWN ROAD - [HARMONY SCHOOL]

N 88°	E	39.87	SEC. COR. 10, 11, 15 + 16
S 5°	E	20.00	$\frac{1}{8}$ P - ?
N 86°	E	11.44	Low + wet
N 77°	E	3.32	
S 85°	E	5.50	$\frac{1}{8}$ P ?
S 5°	E	14.00	
S 73°	E	14.25.50	
N 86°	E	44.98	11.00 CH'S @ THIS IS FILL - IRON PIPE ? AT CORNER
S 8°	E	9.31	
S 7°45'	E	31.40	NEW GRADING FOR FIRE LANE OF TRUCK TRAIL
S 1°30'	E	19.47	EXCELLENT PLANTING PROJECT
S 47°	E	6.66	
S 23°30'E		5.91	
S 69°36'E		8.46	
S 22°	E	11.63	
S 65°36'E		3.38	
S 40°36'E		6.65	

## PROJECT # 11 CONTINUED - TRAVERSING

S	73° E	4.75	
S	38°30' E	2.00	BRIDGE OVER CREEK-
S	9° E	4.1250	SLAB & SANDUST PILE
S	34°30' E	5.13	APRIL 9TH 1935
S	41° E	→ 8.24	
S	57° E	5.51	
N	78° E	3.06	
S	71° E	2.91	BURNED OUT BRIDGE
S	31° E	7.48	
S	26° E	4.61	
S	3° W	13.58	CULVERT
S	13° E	3.73	
N	88° E	7.90	SAW FIRST SNAKE OF SEASON
N	86°30' E	11.75	BELIEVE TO BE R-LINE AT 1/8 P. BWT. SEC. 25-30
N	53°30' E	6.00	
N	61° E	3.65	
S	79°30' E	4.71	
S	65° E	12.52	675' FIRE GATE FENCE LINE
S	53°30' E	15.66	} IN FIELD
S	53°30' E	11.44	
S	81°30' E	.87	1/8 P. N OF CEN. SEC. 30 T35N, R5E JCT. WITH TOWN ROAD

PROJECT # 9 - TRAVERSING THE HONEY ROAD <sup>25</sup>

APRIL 12TH 1935

1/8 P. S. OF CENTER OF SEC. 6 T35N, R5E.

N	84°30' E	11.29	
N	88° E	9.07	
S	3° E	20.29	
N	88°30' E	20.63	
S	3° E	20.07	1/8 P. - N.P. STP. B.T.
S	2°30' E	37.82	
S	4°30' E	26.43	
S	.30° E	36.84	
N	85° E	40.50	1/4 P - FELL N OF POST 20 LKS.
S	1° E	19.51	1/8 P - DISTANCE FROM HUB
S	1° E	19.28	S-1/4 P SEC. 17
S	2° E	38.33	1/4 P CEN. OF SEC. 20 FULL W OF P 26 LKS
N	85° E	19.68	1/8 P - DISTANCE FROM 1/4 P
N	85° E	19.69	1/4 P - E. SIDE OF SEC. 20
N	75° E	14.19	6.43 W OF 1/8 P.
S	46°30' E	9.36	6.56 S OF 1/8 P.
S	2° E	32.91	W 1/8 P. SOUTH LINE SEC. 21
N	86°45' E	20.23	
N	88°30' E	41.00	
S	3° E	23.95	
S	4°30' E	17.74	TO C OF BRIDGE OVER SOMO RIVER

PROJECT #26 - SOMO LAKE TRUCK TRAIL

26 LOCATED IN SEC. 17 T35N, R5E

4/16<sup>th</sup> 1935

STARTING 6.84 S OF CENTER OF SEC. 17 ON PROJECT #26

S	59°30'	E	2.58	
S	69°	E	2.73	
N	87°	E	1.54	
N	60°30'	E	8.00	
N	22°	E	4.19.50	
N	7°	W	3.47.50	
N	37°	E	2.67.50	
N	1°30'	W	2.37.50	
N	33°	E	.56	EDGE OF FILL
N	"	E	.34	CULVERT - STREAM 5LKS WIDE
N	"	E	1.00	END OF FILL
N	"	E	1.39	
N	13°	W	3.68	
N	11°	W	2.65.50	
N	21°	E	2.46	
N	59°	E	1.73	
N	87°	E	2.08.50	
N	61°	E	1.00	
N	14°	W	2.69	
N	28°30'	E	.25	EDGE OF FILL
N	"	E	1.25	FILL - 8 1/2 FEET LONG
N	"	E	.59.50	
N	80°	E	4.84	
N	89°30'	E	1.87	
S	57°	E	1.75	
S	61°30'	E	2.58	SOMO LAKE - GOOD TURN AROUND

PROJECT #4 - BURROW'S LAKE - GOING EAST

APRIL 23<sup>rd</sup> 1935 -  
LOCATION - SEC. 34.5 - T36N, R5E.

27

STARTING AT THE INTERSECTION OF PROJECT #4 AND THE  
SEC. LINE 23.96 US. N OF COR. TO SECS. 5, 6, 7 & 8.

N	88°	E	7.62	C #4
N	77°	E	4.72	BURROW'S LAKE BRANCH
N	66°	E	4.92	
N	9°	E	2.00	ENTER SWAMP
N	9°	E	2.00	FILL LEAVE SWP.
N	9°	E	1.39	HUB
N	38°	E	4.87.50	
N	41°30'	E	9.38	
N	78°	E	8.24	APRIL 24 <sup>th</sup> 1935
N	46°15'	E	3.31	
N	52°30'	E	2.15	
N	71°	E	1.65	
N	84°	E	1.51.50	
N	44°	E	1.87	START OF SIDE HILL ROAD
N	60°30'	E	1.91.50	
N	50°30'	E	1.84	
N	87°	E	2.22	
S	77°	E	2.66	
S	82°	E	1.75	
S	71°	E	.95	
N	84°30'	E	2.63.50	APRIL 25 <sup>th</sup> 1935
N	60°30'	E	1.39	- WEST END OF FILL
N	89°30'	E	4.13	LENGTH OF FILL
S	85°30'	E	1.77	HUB
N	83°	E	2.49.50	
N	70°	E	3.04	
N	76°30'	E	4.31	END OF SIDE HILL ROAD
N	59°	E	1.86.50	
N	86°	E	2.52.50	
S	59°	E	2.12	
S	23°30'	E	1.23.50	APRIL 26 <sup>th</sup> 1935
S	30°	E	3.09	
S	5°	W	2.08	ENTER SWAMP
S	1°	E	9.33	32 FODS OF FILL
S	39°	E	5.49	CROSSED SEC. LINE 4+5



## PROJECT #4. BURROW'S LAKE BRANCH - CONTINUED -

S 10°	W	✓	.90	April 29 <sup>th</sup> 1935
S 37.30'	W	✓	1.82	66 FT. LENGTH OF FILL HERE
S 23	E	✓	3.29	
S 71	E	✓	2.44	Enter Swp.
S 71	E	✓	.93	FILL
S 71	E	✓	4.91	HUB
N 66	E	✓	4.81.50	- FILL 66 FT. LONG - CULVERT
N 88.30'	E	✓	4.98.50	
N 13°	E	✓	3.18.50	April 30 <sup>th</sup> 1935
N 7°	W	✓	3.67	
N 31	E	✓	2.14	
N 68	E	✓	3.35	
S 83	E	✓	2.47	
S 50	E	✓	2.13.50	
S 35	E	✓	2.08.50	
S 48	E	✓	2.90.50	
S 1°	W	✓	1.49.50	
S 9	W	✓	2.33	
S 47	E	✓	2.90	
S 79	E	✓	2.04	
N 54.30'	E	✓	3.20	
N 39	E	✓	2.67	
S 65.30'	E	✓	2.27	
S 17.30'	E	✓	1.88	
S 3°	W	✓	2.18.50	MAY 1 <sup>ST</sup> 1935
S 16	E	✓	1.88	
S 50	E	✓	1.91	
S 12° 30'	E	✓	2.82	
S 21	E	✓	1.89	
S 47	E	✓	3.11	
S 76	E	✓	1.90	
N 23° 30'	E	✓	5.70	
N 58	E	✓	2.14	ABOUT 30 DGS. S. OF W-END OF LAKE
S 73° 30'	E	✓	3.24	
S 29	E	✓	1.73.50	
S 48° 30'	E	✓	2.83	
S 67	E	✓	2.22	
N 86° 30'	E	✓	3.33	

## PROJECT #4. BURROW'S LAKE BRANCH - CONTINUED -

S 85	E	✓	4.74	
N 72	E	✓	5.61.50	
N 80° 30'	E	✓	2.21	
N 58	E	✓	2.90.50	☞ OF OLD LOGGING ROAD
N 84.30	E	✓	2.43	
N 61	E	✓	2.32.50	
N 51	E	✓	2.44	W-END OF ISLAND 8.00 DGS. N.
N 68	E	✓	2.93	MAY 2 <sup>ND</sup> 1935
S 69	E	✓	2.53.50	
N 78	E	✓	2.68	
N 14	E	✓	3.11.50	
N 30	E	✓	5.74	
N 60	F	✓	2.92	
N 32	E	✓	4.26	- 1.00 CH. FILL CULVERT - CREEK
N 2	E	✓	3.26	
N 58.30	E	✓	1.57	Enter Swamp
N 78	E	✓	5.64	ALL FILL - SWAMP
N 30	E	✓	1.12.50	
N 21	E	✓	3.42	
N 34.30'	E	✓	2.68	
N 49	E	✓	1.00	ENTER SWAMP
N 49	E	✓	1.71	FILL - E-END OF LAKE - 100 DGS. N
S 64	E	✓	1.54	
N 30	E	✓	2.65	ENTERSECT RESORT ROAD
N 58	E	✓	.92	along " "
S 86	E	✓	5.25.50	- RESORT BLDGS
N <del>57</del> 67E		✓	2.36	- ENTERSECT WEST OF RANDOM LINE COMMING FROM THE EAST - SEE PAGE - 22

MAY 6<sup>TH</sup> 1935

PROJECT #4 CONTINUED - EAST TO ENTERSECTION - COUNTY TRUNK				
NW-Cor. SEC. 12 - T36N, R5E				
N 88° 5'	E	✓	31.64	- 6.60 TO CREEK
S 30°	E	✓	10.30.50	
S 38°	E	✓	7.47	- 3.00 TO CREEK
S 9°	E	✓	12.01	
S 4° 30'	E	✓	1.478	
S 55°	E	✓	4.26	
N 88°	E	✓	34.38.50	TO E 1/4 P OF SEC. 12 ON RANG LINE
N 88°	E	✓	24.48.50	ENTERSECT ☞ COUNTY TRUNK - 4-

MAY 6TH 1935

COR. TO SEC. 1, 2, 11 &amp; 12 T36N, R5E

Found - OLD STAKE WITH IRON MARKS ON IT - also  
ONE OF THE ORIGINAL BT STPS.ORIGINAL { Y. PINE 12 N 51 E 27 LKS. 90VE  
" " 14 N 44 W 24 " STP THERENEW BT. { Y. PINE 12 N 88 1/2 W 79 1/2 LKS.  
PUT IN IRON STOVE GRATE " " 13 S 49 W 102 "  
FOR STAKE BURIED ONE FT. BELOW SURFACE

N 1/4 P SEC. 12 - T36N, R5E.

Found ORIGINAL COR.

{ W. PINE 10 S 44 E 19 LKS. STP THERE  
TAMARAC 12 N 28 W 6 " " "

E - 1/4 P. SEC. 12 - T36N, R5E

found THE STPS OF ORIGINAL BT TREES

BOTH STPS. THERE { W. PINE 24 N 20 W 75 LKS.  
W. PINE 24 S 70 W 88 "

W 1/4 P. OF SEC. 1 - T36N, R5E

found - ORIGINAL BT. STP'S

{ B. PINE 8 N 40 W 20 LKS. THERE  
" " 8 S 78 E 17 " ROOTS

THIS COR. IS 120 LKS W - OF ROAD

11/7-1935  
SEC. 29 - T35N, R9E

NE. COR. CONCRETE POST. ORIG. COR.

S - VAR. 3° E. BUT. SEC. 28-29

19.88 FELL E. of WILSON'S TEMPORARY 1/8 COR. 03 LKS.

39.21 " 29 LKS. N of WILSON'S 1/4 POST. WHOLE CREW SPENT  
TWO HRS. LOOKING FOR EVIDENCE of ORIG. COR. did NOT  
FIND ANY - CONTINUED SOUTH

11-8-35

STARTING AT 4:00 CH. PROLONGED RANDOM TO 72.00  
ROUGH COUNTRY, HEAVY TIMBER - GREEN CREW AND  
SNOWING HARD MADE SLOW PROGRESS - TAKING MY TIME  
TO BREAK IN CREW TO UNDERSTAND THE WORK.

11-23-35

77.98 FELL 01 LK. E of COR. TO SEC. 28-29-32-33

Found OLD ORIGINAL STP. ROTTEN -

NEW { MAPLE 18 S 26 W 25 LKS.  
" " 20 S 30 1/2 E 36 "

CORRECTED N - SET 1/4 COR. AT.

38.94 { SUGAR 13-S 28 W 43 1/2 LKS.  
" " 18-S 86 1/2 E 52 "11-25-35 COMMENCING AT E 1/4 P. OF SEC. 29. W-VAR. 3° E  
96.57 INT. SET TRUCK TRAIL OR - PROJECT # 57

11-26-35

80.00 CHS. STOPPED TO LOOK FOR W 1/4 COR. Found ORIGINAL  
STP. WITH BT. JUST BEFORE QUITTING FOR THE DAY

11-27-35

80.78 - FELL N. of W 1/4 COR. 79 1/2 LKS. Found ORIG. STPS  
NEW { W.P. STP. 24 N 9 W 35 LKS.

39.96 - SET CENTER BT

12-2-35 { W. ASH - 13 N 40 1/2 W 88 LKS.

S 1/4 COR. SEC. 29. T35N, R9E. N-VAR. 1° E.

24.91 INT. Logging Road - R. NW-SE

30.45 " TRUCK TRAIL

78.82 FELL 53 LKS. E. of N 1/4 COR. CORRECTED VAR. 38° E

39.79 1/2 SET CENTER OF SEC. 29.

32  
12-4-35 SEC. 29-T33N,R9E

S  $\frac{1}{4}$  Cor. Sec. 29 - E. VAR.  $3^{\circ}30' E$

28.69 - Logging Road

41.10 - FELL 74 LKS. S. of Cor TO SEC'S 28-29-32-33  
CORRECTED VAR.  $4^{\circ}33' E$

20.55 - SET. E.  $\frac{1}{8}$  cor ON S. LINE

{ HEM 12 N  $10\frac{1}{2}$  E  $7\frac{1}{4}$  LKS.

12-5-35

E  $\frac{1}{8}$  Cor. ON S. LINE N. VAR.  $2^{\circ}20' E$

6.49 INT. Logging NW-SE

39.40 FELL 21 LKS. E. of E.  $\frac{1}{8}$  cor. ON E-W  $\frac{1}{4}$  LINE  
BT. FOR E  $\frac{1}{8}$  cor { Y-BIRCH 18 S  $18\frac{1}{2}$  E 25 LKS.  
ON E-W  $\frac{1}{4}$

S  $\frac{1}{8}$  Cor. ON E. LINE { LINDEN 16 N  $21\frac{1}{2}$  W 47 LKS.

12-6-35

S  $\frac{1}{8}$  Cor. ON E. LINE W. VAR.  $4^{\circ} E$

40.49 FELL 99 LKS S OF S.  $\frac{1}{8}$  cor. ON NTS  $\frac{1}{4}$  LINE

SET. CENTER SE  $\frac{1}{4}$  OF  $\frac{1}{16}$  cor AT 20.24

$\frac{1}{8}$  cor. ON NTS  $\frac{1}{4}$  { ELN 18 S 71 E 40 LKS.

CENTER OF SE  $\frac{1}{16}$  { BIRCH 18 N 36 E 49 LKS.  
{ HEM 14 S 7 W  $40\frac{3}{4}$  "

TOWN 33N. R10E.

12-16-1935

NW-Cor. SEC. 17 VAR. S-VAR.  $7^{\circ}38' E$  cor. IN SWAMP  
CORRECTED VAR.  $2^{\circ}47' E$

9.00 LEFT SWAMP NW+E

36.05 INT. DYNAMITE TRUCK TRAIL

40.00 SPENT 1  $\frac{1}{2}$  hr. looking for  $\frac{1}{4}$  cor. did NOT find IT

12-17-35

80.00 SPENT 2 hrs. looking for Sec. Cor. found IT JUST  
AT QUITTING TIME

12-18-35

80.71 FELL 11.18 E. OF Cor. TO SEC. 17-18-19-20 - THIS Cor.  
HAS BEEN RECOGNIZED FOR YEARS AND CHECKED  
BY - COUNTY SURVEYOR - HUTCHINSON

SET  $\frac{1}{4}$  cor. ON LINE AT 40.35  $\frac{1}{2}$

BT { CEDAR 13 S  $14\frac{1}{2}$  W  $33\frac{3}{4}$  LKS.

W  $\frac{1}{4}$  cor. S VAR.  $2^{\circ}47' E$

20.17  $\frac{3}{4}$  SET  $\frac{1}{8}$  cor. { CEDAR 10 N  $14\frac{1}{2}$  W  $22\frac{1}{2}$  LKS.

33  
SEC. 17-T33N,R10E

12-19-1935

S  $\frac{1}{8}$  cor. ON W. LINE E. VAR.  $3^{\circ} E$ .

20.00 SET TEMPORARY  $\frac{1}{16}$  POST - NO BT'S.  
N- FROM " " VAR.  $2^{\circ}47' E$

16.00 INT. TRUCK TRAIL

20.17  $\frac{3}{4}$  SET TEMPORARY  $\frac{1}{8}$  P. NO BT'S.

W- FROM " " VAR.  $3^{\circ} E$ .

9.89 INT. TRUCK TRAIL

19.91 FELL  $2\frac{1}{2}$  LKS. S. of W  $\frac{1}{4}$  cor. N- FROM W  $\frac{1}{4}$  VAR.  $2^{\circ}47' E$

10.69 INT. TRUCK TRAIL AND PUT UP MARKER.

12-27-35 SEC. 20-T33N,R10E.

SE. Cor. N. VAR.  $7^{\circ}30' E$ .

19.65 FELL  $7.05\frac{3}{4}$  LKS. E. OF  $\frac{1}{8}$  cor.

{ BIRCH 14 N 15 W  $14\frac{1}{2}$  LKS.

{ SUGAR 15 S 60 W  $15\frac{1}{2}$  "

39.43 FELL  $06\frac{1}{2}$  E. OF E.  $\frac{1}{4}$  cor.

OLD BT'S { BIRCH 16 S 78 E 7 LKS.

" " 14 S  $88\frac{1}{2}$  W 13 "

NEW BT - SUGAR 14 N 10 E  $24\frac{1}{2}$  LKS.

E.  $\frac{1}{4}$  cor. W. VAR.  $2^{\circ}30' E$  - CORRECTED VAR.  $2^{\circ}17' E$ .

8.27 INTERSECT TRUCK TRAIL 9.50 ENTER CEDAR SWAMP

12-29-1935

38.42 INT. NTS Logging Road

12-30-1935

53.36 " " " "

57.39 " " " "

1-2-1936

79.61 HIT AN OLD NTS BLAZED LINE - TOO LATE TO  
SPEND ANY TIME LOOKING FOR THE W.  $\frac{1}{4}$  cor.

1-3-1936 SPENT ALL A.M. BEFORE HE FOUND W.  $\frac{1}{4}$  cor.

79.68 FELL  $.18\frac{3}{4}$  LKS S. OF W  $\frac{1}{4}$  cor. found OLD ORIGINAL  
CORRECTED VAR.  $2^{\circ}17' E$

~~1-3-36~~ SET. CENTER AT 38.01

1-9-36

E  $\frac{1}{4}$  cor. SEC. 20 N. VAR.  $4^{\circ}45' E$  - COR. VAR.  $2^{\circ}35' W$ .

41.82 FELL 4.68 W OF MC - cor.

44.82 TO LAKE

48.46 " cor. IN LAKE VAR. FROM MC  $17^{\circ} E$

34  
1-13-1936 SEC. 20-T33N, R10E

NW. COR. SEC. 20 E. VAR. 5°45'E-CORRECTED VAR. 6°E.

20.00 LEAVE SWAMP  
40.00 AM W+N OF 1/4 COR. SAID TO BE SET BY PIPER  
45.00 TRUCK TRAIL

1-14-1936

GOV. CALLS FOR 73.00 TO LAKE AT 74.97 HIT  
LAKE NWTSE.

79.89 INTERSECT NTS. SEC. LINE ON THE ICE FELL  
55 LKS S OF MC. COR ON E. SHORE AND  
3.05 S " " " " N. "

THIS THROWS MY LINE N ENOUGH TO FIT  
THE GOVERNMENT'S DISTANCE OF 73.00 TO LAKE

BUT IT'S A HELL OF A MIX-UP AND CALLS  
FOR TIME AND WORK TO STRAIGHTEN OUT.

1-15-36

40.12 FOUND ORIG. 1/4 COR. } HEAV. STR. 10 NIDE 13 LKS.  
" " 22 S 24 W 35 LKS  
NEW BT } HEAV. 16 N 9 1/2 W 42 LKS.  
" " 16 S 45 1/2 W 27 "

FELL S OF 1/4 COR. 25 LKS.

20.06 SET W 1/8 COR. } BITCH 16 S 69 W 29 LKS.

60.00 1/2 SET E. 1/8 COR. } SUGAR 24 S 30 W 20 LKS.  
" " 18 N 37 1/2 E 29 3/4 LKS.

S FROM N 1/4 COR. VAR 3° E. CORRECTED VAR. 2°55'E.

7.49 INT. LORD'S MILL ROAD  
21.00 ENTER CEDAR SWAMP  
25.20 C OF LOGGING ROAD NW-SE.

1-16-36 - 12 BELOW ZERO

50.00 INT. OLD LOGGING ROAD E+W

1-17-36

84.19 1/2 FELL 7 1/2 LKS. E. OF S 1/4 COR. OLD BT. TREE DOWN  
NEW BT } CEDAR 13 N 20 E 29 LKS.  
" " 12 N 15 E 24 1/2 LKS.

46.24 1/2 SET CENTER } CEDAR STR. 20 S 24 W 26 1/2 LKS.  
" " 8 N 74 E 39 LKS.

18.97 1/2 SET 1/8 COR. S OF CENTER } CEDAR 8 S 25 1/2 W 7 LKS.  
" " 8 N 17 E 12 "

1-20-36 SEC. 20-T33N, R10E

10 BELOW ZERO

SET E. 1/8 COR. ON E-W 1/4 LINE  
{ CEDAR 8 N 60 E 10 1/2 LKS.  
" " 10 S 42 E 14 "

E 1/8 COR. E OF CENTER N VAR. 1°45'E

7.30 OLD LOGGING ROAD NW-SE

11.00 LEAVE SWAMP

13.82 INT. TRUCK TRAIL

1-21-1936 - 12 BELOW ZERO

47.45 FELL 10 1/2 LKS. E OF E. 1/8 P. ON N-SEC. LINE

1-22-36 - 18 BELOW ZERO

58.75 SET 1/8 COR. W OF CENTER ON E-W 1/4 LINE

{ CEDAR 8 S 85 W 17 1/2 LKS.  
" " 8 N 37 E 23 1/2 "

W 1/8 COR. ON E-W 1/4 LINE N VAR. 2°15'E.

1-28-36 - 4 BELOW ZERO.

15.62 - ROAD E+W

29.92 - MAIN LOGGING ROAD E+W

34.88 - OFFSET E. 2.00 TO GO ROUND SAWMILL + LEAVE  
SWAMP

37.17 - SET BACK ONTO LINE

42.93 FELL 13 1/2 LKS. W OF W 1/8 COR. ON N-SEC. LINE

S 1/8 COR. ON E. SEC. LINE W VAR. 1°20'E

2.98 TRUCK TRAIL

5.00 LOGGING ROAD NTS

8.33 ENTER SWP.

1-29-36

39.45 FELL 46 LKS N OF S 1/8 POST ON NTS 1/4 LINE  
CORRECTED VAR. 2°E

S 1/8 COR. ON NTS 1/4 LINE W VAR. 2°E

6.00 LOGGING ROAD NTS

15.00 " " SE-NW+N

20.56 PUT UP TEMPORARY 1/2 COR. NO BT'S. 10 BELOW ZERO



7-30-1937 SEC. 16, T 36 N, R 12 E

S 1/4 COR. FOUND ORIGINAL CEDAR FELL DOWN BURIED  
IN SWAMP DUG UNDER & FOUND THE IRON MARKS  
ALL THERE } CEDAR 10-80 W 10 LKS.  
MADE NEW STAKE

N - FROM S 1/4 COR. VAR. 2°30' E - CORRECTED VAR. 1°56' E  
IN SWP ALL THE WAY TOWARD GOING

70.00 - ENTER WET OPEN SWAMP WHERE A BLOW DOWN HAD  
HAPPENED 50 YRS. AGO.

79.32 FELL 8 LKS. W OF N 1/4 COR.

ORIGINAL } CEDAR 7 N 66 E 13 LKS - DOWN BURIED  
" " 85 63 W " " - STP. BOLING " }  
FOUND THE N-BT DOWN WITH BOXING VERY  
PLAIN BUT IRON MNS. BURNED & ROTTED  
S - BT. DOWN & ROTTEN - CHECKED BOTH TRISES  
FOR COURSE & DISTANCE THEY WERE O.K. FOUND  
PLENTY OF OTHER EVIDENCE - AX MARKS ON LINE  
E + W ON SEVERAL DOWN TREES

7-22-37

S 1/4 COR. E. VAR. 7° E - CORRECTED VAR. 6°56' E

8.50 LEAVE SWP.

24.80 INT. OLD LOGGING R.R. BED

41.28 FELL 7 LKS. N OF COR. TO SEC. 15-16-21-22

OLD DRIF } BRCH 15 S 49 W 39 LKS. STP. STILL THERE  
" " 16 N 55 E 21 " FOUND THE ROOTS  
AN OLD R.R. BIANE WHEEL + STEM WAS USED FOR  
POST - CORRECTED VAR. 3° W.

20.64 SET E 1/8 COR. ON SOUTH LINE NO. BT

7-23-1937

SE. COR. SEC. 16 N VAR. 3° E

20.00 INT. LOGGING R.R. BED - S. EDGE OF RIGHT OF WAY

39.58 FELL 4.47 W OF E 1/4 COR. PUT IN NEW POST + BT  
} CEDAR 11 N 41 E 21 LKS.

19.94 - SET - S 1/8 COR. ON E LINE

11-17-1937

E 1/4 COR. W VAR. 3°30' - CORRECTED VAR. 5°45' E

44.01 1/2 INT. N + S 1/4 LINE

11-18-37 SEC. 16 - T 36 N, R 12 E CONTINUED

37

50.20 FELL 2.98 N OF W 1/4 COR. FOUND ONE OF THE  
OLD ORIGINAL BT. STP. WITH BOXING BURNED  
THE ROOTS OF THE OTHER BT. STILL THERE - N + S  
OF COR. WERE OLD 3 SPOT LINE TREES AT LEAST  
50 YEARS OLD - INDICATING IT TO BE THE ORIG.  
N + S - W - SEC. LINE

44.01 1/2 SET - CENTER

11-19-37

20.44 1/2 SET S 1/8 COR. ON N + S 1/4 LINE  
} CEDAR 85 57 E 5 LKS.

S 1/8 COR. ON N + S 1/4 LINE E. VAR. 6°19' E - COR. VAR. 6° E

42.66 FELL 67 LKS. S OF S 1/8 COR. ON E. SEC. LINE  
AT 21.42 SET 1/16 COR. ON E + W 1/8 LINE

E 1/8 COR. ON S LINE N VAR. 45' W

20.22 HIT 1/16 COR.

11-20-1937

S 1/4 COR. W - VAR. 3°30' E.

2.59 CHECK 10 LKS WIDE NW

6.00 " 10 " " NW

13.27 " 14 " " SW

38.23 HIT RICE LAKE

40.00 SET STAKE ON ICE WENT N TO 1/4 COR. BUT - 16-17  
THEN RAN S VAR. 2° W AND HIT STAKE ON ICE  
AT 39.82 - PROLONGED THIS LINE S TO M.C. ON  
SEC. LINE ON S SHORE AND MISSED IT W  
BY 1-LN. DECIDED TO CALL IT GOOD AND  
SET W 1/8 COR. ON S LINE AT - 19.15 NO BT'S.

7-29-1937 SEC. 19-T34N, R12E

1/4 cor. BWT. SEC. 18+19 E VAR. 3° E.  
 2.00 ENT. TOWN ROAD & FOLLOWED SAME E+W  
 19.00 CROSS " " WHERE IT TURNS N.  
 20.00 - SET TALLY STAKE  
 26.94 - ENTER SWP. N+3  
 40.31 - FELL 62 LKS. N OF COR. TO SEC. 17-18-19-20  
 CORRECTED VAR. 2° 7' E  
 20.15 1/2 SET 1/8 COR. { IRON PINE 12 N 56 1/2 E 103 1/2 LKS.

7-30-37

N 1/4 cor. S-VAR. 2° E  
 33.95 ENTER SWP. E+W  
 35.75 LEAVE "  
 36.95 HIT AN OLD WHISKY STILL  
 39.00 ENTER SWP. & OPEN MARSH  
 39.65 CREEK E+W 18 LKS. W  
 63.00 LEAVE SWP.  
 72.15 ROAD - E+W  
 78.00 INT. MAHONEY FIRE LANE  
 80.78 FELL 97 1/2 LKS. E OF S 1/4 COR.  
 CORRECTED VAR. 1° 14' E  
 40.45 SET - CENTER

8-3-1937 W 1/4 COR. IRON PIPE LOCATED IN MAHONEY'S  
 CHICKEN YARD  
 W 1/4 COR. E. VAR. 1° 30' E

34.35 ENTER SWP.  
 75.31 CREEK 20 LKS. W - RUNS S  
 80.54 FELL 1.66 1/2 N OF E 1/4 COR. BWT. 14+20  
 FOUND THE OLD ORIGINAL BT. STPS.  
 CORRECTED VAR. 1° 18' E  
 39.96 SET CENTER { CEDAR - 7 N 87 E 33 LKS.  
 60.96 " 1/8 COR. N+BT " 4 N 40° 30' W 16 1/2 LKS.

NE. COR. SEC. 19 - S VAR. 1° 30' E

35.95 CREEK 20 LKS. W. SW-NE  
 40.95 FELL 2.17 W OF 1/4  
 20.47 1/2 SET N 1/8 COR. ONE LINE { SPRUCE 12 S 55 E 33 LKS.  
 CORRECTED VAR. 1° 30' E

8-5-1937 SEC. 19-T34N, R12E

N 1/8 cor. ON E SEC. LINE W. VAR. 1° 5' E  
 20.00 LEAVE SWP.  
 40.58 FELL <sup>4 1/2</sup> N OF N 1/8 ON N+3 1/4 LINE  
 CORRECTED VAR. 2° E.  
 20.40 SET 1/6 COR. { BALSAM 10 S 60 E 19 LKS.  
 E 1/8 ON N-LINE S VAR. 1° 30' E  
 20.30 HIT 1/6 POST

12-13-1937 TRAVERSE OF LILLY-MILL TRUCK TRAIL

MAGNETIC COURSE DECLINATION 3° E  
 COMMENCING AT THE INT. OF COUNTY TRUNK Q AND  
 THE E+W 1/4 LINE (SEC. 9-T34N, R9E) 29.00 W. OF  
 THE E 1/4 COR. THENCE S ON C-T-Q S 11° W. 4.14  
 TO PLACE OF BEGINNING - INT. OF LILLY TRAIL & Q  
 S 65° 30' E 1.08 - C+NW R.R. TRACK  
 E 5.46  
 S 85° 30' E 9.38 NEEDS STRAIGHTENING - HERE - F. GATE  
 S 71° E 11.36  
 S 57° 30' E 7.24 - TURN OUT  
 S 29° E 2.12  
 S 13° E 1.48 INT. E+W 1/8 L. 1.88 W. OF 1/8 COR.  
 4.56  
 S 49° 30' E 1.89  
 S 78° 45' E .07 INT. N+3 - SEC. LINE BWT. 9-10 - 4.09 S OF 1/8 COR.  
 5.64  
 N 76° E 2.41  
 S 63° 45' E 6.69 CULVERT  
 4.81 STRAIGHTEN  
 S 55° E 2.75 INT. N+3 1/8 L. 11.20 N-OF 1/8 COR.  
 3.91 STRAIGHTEN  
 S 79° E 4.25  
 N 78° 30' E 4.44  
 N 61° 30' E 5.02 STRAIGHTEN  
 N 76° E 5.21 INT. N+3 1/4 L. 15.12 N-OF 1/4 COR.  
 5.25

## TRAVERSING OF LILLY-MILL TRAIL CONTINUED

N 60° 30' E	2.17	
N 24° E	2.11	CULVERT
	3.12	
N 43° 30' E	2.70	
N 67° E	.39	- TURN OUT
	5.16	
S 79° E	3.46	} STRAIGHTEN
S 53° E	2.37	
S 75° E	2.02	
S 15° E	1.63	
S 11° W	4.77	
S 14° E	3.97	
S 6° W	2.29	
S 31° E	2.74	INT. NTS 1/8 L. 4.48 N. of 1/8 cor.
	7.38	
S 83° E	2.00	TURN OUT
	2.72	STRAIGHTEN
S 72° E	.23	INT. SEC. L. DWT. 10-15 - 5.36 E of 1/8 cor.
	4.07	
N 74° 30' E	4.74	} STRAIGHTEN
S 62° E	4.16	
N 67° 30' E	1.06	- C. OF BRIDGE - 55 LKS LONG
	1.89	INT. SEC. L. BWT 14-15 - 159 S of cor. 10-11-14-15
	3.13	
S 87° E	4.53	
S 70° 30' E	1.95	STRAIGHTEN
S 76° E	3.84	INT. PRAIRIE RIVER TRUCK TRAIL - going SO.
	7.06	
S 70° 30' E	2.82	} STRAIGHTEN
S 88° 30' E	2.20	
	7.83	INT. NTS 1/8 L. 4.65 S of 1/8 cor.
S 59° E	3.43	STRAIGHTEN
	4.36	TURN OUT "
S 54° E	3.44	STRAIGHTEN
S 66° 30' E	5.37	"
S 49° 30' E	2.21	INT. NTS 1/4 L. 12.07 S of 1/4 cor.
	4.61	STRAIGHTEN
S 35° 30' E	3.24	"
S 45° E	5.09	"

TRAVERSING OF LILLY-MILL TRAIL CONTINUED<sup>41</sup>

S 62° 30' E	5.18	
S 87° E	3.79	
N 66° 30' E	2.50	
N 55° E	.89	INT. NTS 1/8 L. 20.14 S of 1/8 cor.
	1.34	TURN OUT
	2.54	
N 88° 30' E	6.53	
N 80° E	3.32	
S 81° E	3.57	
S 63° 30' E	6.09	STRAIGHTEN
N 84° E	.51	CULVERT
	.77	INT. SEC. L. DWT. SEC. 13-14 - AT N. 1/8 P. IN ROAD
	5.97	STRAIGHTEN
S 85° 30' E	9.88	"
N 79° E	4.20	INT. NTS 1/8 L. 22.16 S. of 1/8 cor. TURN OUT
	5.57	
N 80° E	7.09	
S 85° E	4.06	CULVERT
	10.67	
N 78° E	2.29	INT. NTS 1/4 L. 21.00 S. of 1/4 cor.
	2.97	
N 84° 30' E	6.18	
N 71° E	5.79	
N 46° E	5.58	CULVERT
	8.35	INT. NTS 1/8 L. 14.00 S. of 1/8 cor.
	8.48	TURN OUT
N 33° E	3.33	} STRAIGHTEN
N 68° E	5.39	
N 68° 30' E	1.95	
N 67° E	5.13	
S 75° 30' E	3.90	
N 83° E	4.44	
N 27° E	.16	
	1.72	CENTER BRIDGE - L. 27 LKS. F.L. GATE ON END OF B.
	3.81	
N 46° E	10.48	
N 75° 30' E	6.41	
N 84° E	4.96	TURN OUT
	7.64	INT. NTS 1/8 L. 3.79 N. of 1/8 cor.
	11.28	

$$\frac{12}{13} / \frac{7}{18}$$

## LILLY-MILL TRUCK TRAIL CONTINUED

N 89° 30' E 12.77 INT. NTS  $\frac{1}{4}$  L. 4.16 N. OF  $\frac{1}{4}$  COR.  
 24.14 TURN OUT  
 S 88° E 11.41 INT. NTS  $\frac{1}{8}$  L. 3.58 N. OF  $\frac{1}{8}$  COR.  
 20.83  
 S 67° 30' E 7.22  
 S 77° 30' E 1.94 - INT. COR. TO SEC. 7-8-17-18 IN CEN. OF ROAD  
 S 86° E 8.93 - INT. END OF TOWN ROAD AND N. END OF THE

TOTAL CHS = ~~42.74~~ OLINATED TRUCK TRAIL

~~43.174~~ - LESS THE TURN = 42.60 OR 5.34 MILES ACTUAL LENGTH

WEST END - 5<sup>th</sup> TRAIL - LOCATED IN T34N.R9E.

COMMENCING AT COR. TO SEC. 19-20-29-30-T34N.R9E  
 THENCE N. ON SEC. L. BWT-19420. 16.40 TO  
 PLACE OF BEGINNING THENCE

S 54° E 1.00 FIRE LANE GATE

3.16  
 S 76° E 4.53  
 N 33° 30' E 3.14  
 N 63° E 5.81 CULVERT  
 S 36° 30' E 1.54  
 S 10° 30' E 4.73  
 S 2° 30' E 1.64  
 S 22° E 7.98  
 S 60° E .16 INT. NTS  $\frac{1}{8}$  L. 2.85 N. OF  $\frac{1}{8}$  COR.  
 2.24  
 S 23° E 3.39  
 S 50° E 4.96  
 S 77° 30' E .40 CULVERT  
 4.70  
 N 86° E 1.83 CULVERT  
 8.31 INT. NTS  $\frac{1}{4}$  L. 3.47 S. OF  $\frac{1}{4}$  COR.  
 8.88  
 S 86° 30' E 3.50 CULVERT  
 6.66  
 S 78° E 11.82  
 S 78° 30' E 1.06 INT. NTS  $\frac{1}{8}$  L. 4.87 S. OF  $\frac{1}{8}$  COR.  
 6.40  
 N 59° E 5.09  
 N 45° E 4.43  
 S 73° E 6.26 INT. SEC. L. BWT. 28-29-200 S. OF COR. TO 20-21-25-29

W-END OF 5<sup>th</sup> TRUCK TRAIL CONTINUED

N 76° E 3.39 CULVERT  
 N 55° 30' E 6.12  
 N 45° E 2.42 CULVERT  
 5.09  
 N 61° 30' E 2.91  
 S 88° E 1.59  
 S 62° E 2.52  
 N 89° 30' E 1.43 INT. NTS  $\frac{1}{8}$  L. 5.62 N. OF  $\frac{1}{8}$  COR.  
 7.28  
 N 86° E 6.24  
 N 50° 30' E 4.00  
 N 89° E .64 CULVERT  
 4.47 INT. NTS  $\frac{1}{4}$  L. 9.00 N. OF  $\frac{1}{4}$  COR.  
 4.68  
 N 89° E 3.17  
 N 53° E 4.25  
 N 87° E .49 CULVERT  
 3.00  
 N 27° E 1.60 CULVERT  
 3.56  
 N 88° E 5.14  
 S 65° 30' E 3.26 INT. NTS  $\frac{1}{8}$  L. 13.97 N. OF  $\frac{1}{8}$  COR.  
 5.11  
 S 50° 30' E 3.07  
 S 16° E 2.56 CULVERT  
 5 6.53  
 S 46° E 3.47 CULVERT  
 6.23  
 S 85° 30' E 6.15  
 N 88° E 3.26 INT. NTS SEC. L. 21115 N. OF COR. TO 21-22-27-28  
 4.48  
 N 77° E 3.45  
 N 73° E 2.63  
 S 54° E 1.22 CULVERT  
 2.37  
 S 80° E 4.00  
 N 77° E 4.18



W-END 5<sup>4</sup> TRUCK TRAIL-CONTINUED

N 66°	E .44	CULVERT
	3.52	N+S $\frac{1}{8}$ L. 20 LKS. S OF $\frac{1}{8}$ COR.
	3.57	
S 89° 30'	E 2.56	
S 61° 30'	E 2.62	
S 62°	E 2.27	
S 42°	E 2.18	
N 89°	E 2.77	
N 17°	E 4.54	
N 66°	E 1.80	
N 88°	E 3.05	CULVERT
	3.64	INT. N+S $\frac{1}{4}$ L. 20 LKS. N. OF $\frac{1}{4}$ POST
	4.81	
S 35°	E 8.32	
S 38° 30'	E 3.57	
S 82° 30'	E 2.85	
N 71°	E 3.62	
N 82°	E 5.00	INT. N+S $\frac{1}{8}$ L. 7.51 S. OF $\frac{1}{8}$ COR.
S 89°	E 5.11	
N 72°	E 5.47	INT. PRAIRIE RIVER TRAIL AT ITS N-END OF S-PART
	E 6.17	
N 44°	E 3.18	BRIDGE- LENGTH 14 FT. OVER CREEK
	E 4.83	
N 63°	E 4.68	
N 84°	E 1.02	INT. SEC. L. BWT. 22-23- 27 LKS. N. OF COR. TO $\frac{22}{23}$
N 89° 30'	E 6.93	
N 89°	E 5.42	
S 63° 30'	E 6.77	TURN OUT
N 88° 30'	E .80	INT. N+S $\frac{1}{8}$ L. 2.07 S OF $\frac{1}{8}$ COR.
	1.83	INT. S. END OF N. BRANCH OF PRAIRIE RIVER TRAIL
	2.64	CULVERT
	7.84	
N 82° 30'	E 3.91	CULVERT
	7.20	
N 72°	E 5.24	INT. N+S $\frac{1}{4}$ L. 7.1 LKS. N. OF $\frac{1}{4}$ COR.
N 69° 30'	E 1.39	TURN OUT
	1.44	
S 72° 30'	E 2.70	
N 59° 30'	E 6.88	

W-END 5<sup>4</sup> TRUCK TRAIL CONTINUED 45

N 79°	E 2.05	
S 57°	E 3.85	
S 78°	E 3.60	INT. N+S $\frac{1}{8}$ L. 1.88 N OF $\frac{1}{8}$ COR.
	10.30	
S 58°	E 1.50	CULVERT
	2.79	
S 87°	E 5.24	
S 60°	E 2.24	TURN OUT
S 88° 30'	E 1.91	
N 45°	E 2.05	INT. N+S. SEC. L. 28 LKS. N-TO COR. OF
	2.80	
N 88°	E 8.32	
S 70°	E 5.70	
S 69°	E 2.69	
N 80°	E 2.07	INT. N+S $\frac{1}{8}$ L. 2.07 S. OF $\frac{1}{8}$ COR.
N 56°	E 6.23	
S 80°	E 2.64	
S 75°	E 3.74	
N 72°	E 3.59	
S 85°	E 3.12	
S 78°	E 1.10	INT. N+S $\frac{1}{4}$ L. 8.1 LKS. S OF $\frac{1}{4}$ COR.
	2.60	TURN OUT
	4.27	
N 66°	E 2.99	
S 84°	E 2.18	
S 86° 30'	E 3.89	
N 84°	E 3.35	
S 88°	E 2.82	
S 78° 30'	E .50	INT. N+S $\frac{1}{8}$ L. 1.39 S OF $\frac{1}{8}$ COR.
	1.89	
N 77°	E 1.45	
S 75°	E 2.03	
N 77°	E 4.75	
N 87°	E 4.31	
N 71° 30'	E 3.25	TURN OUT
N 82°	E 1.98	INT. RANGE LINE BWT. SEC. 19-24. 15 LKS. N-OF COR. TO $\frac{24}{19}$
	5.10	
S 84° 30'	E 2.54	
S 81°	E 3.26	

W-END-5<sup>th</sup> TRUCK TRAIL CONTINUED

N 69° E 10.79  
 S 88° E 2.02  
 S 33° 30' E 4.11  
 S 59° E 2.07 INT. NTS  $\frac{1}{8}$  L. 1.88 S OF  $\frac{1}{8}$  COR.  
 S 23° 30' E 7.00  
 S 49° E .50 TURN OUT  
 2.00

N 69° 30' E 4.58  
 S 81° 30' E 7.28  
 S 67° 30' E 2.73  
 S 43° 30' E 3.06  
 S 4° 30' E 9.41  
 S 52° E 8.04  
 S 52° 30' E 5.67 CULVERT

6.26 INT.  $\frac{1}{2}$  OF THE OLMSTED TRUCK TRAIL

S 31° W 6.41 INT. E+W  $\frac{1}{4}$  L. 40.36 W. OF E  $\frac{1}{4}$  COR. OF SEC. 30  
 TOTAL CHS = 541.9 LESS 22.81 CHS. FOR TIE-INS ON DAM ENDS, TAMM RIDE  
 MARKS ACTUAL LENGTH OF TRAIL 519.10 CHS. OR 6.49 MILES

## N-BRANCH- PRAIRIE RIVER-TRUCK TRAIL

COMMENCING ON SEC. LINE BWT. SEC. 14-15. 1.59  
 S. OF COR. TO SEC'S. 9-10-14-15-THENCE EASTERLY  
 ON THE LILLY-MILL TRUCK TRAIL 9.61 TO PLACE  
 OF BEGINNING. THENCE

S 20° W 5.17  
 S 2° W 14.89 INT. E+W  $\frac{1}{4}$  L. 8.32 E OF  $\frac{1}{8}$  COR.  
 20.04  
 S 49° E 8.12  
 S 1° 30' E 3.46  
 S 34° 45' W 1.19 CULVERT  
 S 53° W 2.83 "  
 7.83  
 S 29° W 1.70 INT. ~~N~~ E+W  $\frac{1}{4}$  L. 5.00 E. OF  $\frac{1}{4}$  COR.  
 9.55  
 S 1° 30' W 6.23 INT. NTS, SEC. L. BWT. 14-15. 6.40 N. OF  $\frac{3}{8}$  COR.  
 S 20° W 4.11  
 S 33° W 3.91 INT. E+W  $\frac{1}{8}$  L. 4.12 W OF  $\frac{1}{8}$  COR.  
 4.67  
 S 2° 15' W 14.69

## PRAIRIE RIVER TRUCK TRAIL CONTINUED

S 30° E 3.39  
 S 60° 30' E 4.70  
 S 88° E 1.23 INT. SEC. L. BWT. 14-15, .27 LKS. N. OF COR. TO  $\frac{15}{22}$   $\frac{14}{23}$   
 8.16  
 N 59° E 5.88  
 S 81° 30' E 3.49  
 S 43° E 2.64  
 S 9° E .76 INT. SEC. L. BWT. 8. 14-23, 2.15 W OF  $\frac{1}{8}$  COR.  
 6.08  
 S 44° E 3.27  
 S 69° E 5.54  
 S 46° E 9.00  
 S 70° 30' E 3.98  
 S 38° E 4.14 BIG TURN AROUND  
 S 7° E 3.82 INT. E+W  $\frac{1}{8}$  L. 37.90 E OF  $\frac{1}{8}$  COR.  
 6.67  
 S 8° W 8.52  
 S 22° 30' E 5.93  
 S 11° 30' W 1.31 INT. E+W  $\frac{1}{4}$  L. 39.72 E. OF  $\frac{1}{4}$  COR.  
 1.47 CULVERT  
 4.22  
 S 51° 30' W 2.00 CULVERT  
 6.93 } STRAIGHTEN  
 S 35° W 4.32 }  
 S 61° 30' W 8.59 CULVERT  
 10.08  
 S 34° 30' W 1.71  
 S 8° 30' E .39 CULVERT  
 2.82 INT. E+W  $\frac{1}{8}$  L. 27.29 E OF  $\frac{1}{8}$  COR.  
 4.50  
 S 9° 30' W 4.99  
 S 8° E 5.58 } STRAIGHTEN  
 S 20° 30' W 4.05 }  
 S 6° W 2.33 INT. SEC. L. BWT. SEC. 23-26, 1.98 E OF  $\frac{1}{8}$  COR.  
 4.74 INT. 5<sup>th</sup> TRUCK TRAIL. THENCE WESTERLY  
 ALONG SAID TRAIL 32.23 TO PLACE  
 OF CONTINUING PRAIRIE RIVER TRAIL  
 THENCE ON SOUTH BRANCH  
 S 17° E 3.21

TOTAL CHS = 216.94  
 OF N-BRANCH OR 2.71 MILES

## 48 PRAIRIE RIVER TRUCK TRAIL - CONTINUED

S 21° 30' E 7.41  
 S 18° E 2.68  
 S 46° 30' E 3.20 INT. ETW 1/8 L. - SOLKS. W OF 1/8 COR.  
 7.20  
 S 21° 30' W 11.80  
 S 7° 30' E 5.60 INT. ETW 1/4 L. 1.56 W OF 1/4 COR.  
 8.38  
 S 26° 30' W 1.88  
 S 30° 30' W 3.41  
 S 26° W 4.84  
 S 13° 30' E 8.75 INT. ETW 1/8 L. 4.61 W OF 1/8 COR.  
 8.90  
 S 28° E 2.39  
 S 6° 30' E 3.60  
 S 38° 30' W 5.28  
 S 16° W 5.43  
 S 21° 30' W 4.43 INT. ETW SEC. L. BWT. SEC. 27-34, 9.47 W. OF COR. TO  
 27/26  
 34/35  
 S 12° W 5.40  
 S 71° 30' E .74 CULVERT  
 6.43  
 S 59° 30' E 2.28  
 S 19° E 4.67  
 S 11° E 3.60 CULVERT  
 6.83  
 S 11° W .81 INT. ETW 1/8 L. .06 LNS. E OF 1/8 COR.  
 8.93  
 S 16° E 4.95  
 S 7° 30' E 3.73 INT. NTS. SEC. L. BWT. S. 34-35. 2.64 N OF 1/4 COR.  
 4.98  
 S 30° 30' E 2.20 INT. ETW 1/4 L. 1.32 E OF 1/4 COR.  
 9.34  
 S 4° W 7.42  
 S 15° 30' W 4.83  
 S 10° 30' E 1.30 INT. ETW 1/8 L. 3.46 E OF 1/8 COR.  
 3.66  
 S 21° E 4.45 CULVERT  
 5.73

## PRAIRIE RIVER TRUCK TRAIL CONTINUED 49

S 38° E 3.80 CULVERT  
 4.31  
 S 4° 30' E 1.77  
 S 21° 30' W 7.34 INT. TOWN L. BWT. TOWNS 33-34 N. R9E 5.00 E OF  
 COR. TO 34/35  
 3/2  
 S 21° W 5.56  
 S 10° 30' E 4.31  
 S 24° 30' E 11.18  
 S 6° E .97 INT. ETW 1/8 L. - 10.48 E OF 1/8 COR.  
 5.40 CULVERT  
 S 18° 45' W 2.49  
 S 53° 30' W 13.20  
 S 3° W 4.91 INT. END OF TOWN ROAD AT THE 1/4 COR. IN  
 TOTAL CRS = 473.33 CENTER OF ROAD BWT. SEC. 3-4. T33N, R9E  
 LENGTH OF So. BRANCH 214.55 LNS. OR. 2.68+ MILES

## OLMSTED TRUCK TRAIL

BEGINNING AT THE 1/4 COR. BWT. SECTIONS 32-33  
 T34N, 10E THE 1/4 POST IN CENTER OF COUNTY TRUNK - T  
 N 30° E 12.05  
 N 56° 30' W 5.44  
 N 81° W 3.88  
 S 80° W 7.09 INT. NTS 1/8 L. 29.32 S OF 1/8 COR.  
 7.16  
 N 77° W 3.30 CULVERT  
 3.88  
 N 54° W 3.50 FIRE LANE GATE  
 N 48° 30' W 7.04  
 N 23° W 6.06 POWDER MAGAZINE - BELONGS TO 91-5  
 10.26  
 N 38° W 10.69 CULVERT  
 14.27 INT. SEC. L. BWT. 8. 29-32. 1.06 N OF 1/4 COR.  
 18.30  
 N 59° 30' W 3.38  
 N 52° 30' W 3.50 CULVERT  
 4.27  
 S 81° 30' W 10.17 CULVERT  
 10.60 NTS 1/8 L. 5.00 N OF 1/8 COR.  
 21.50

## OLMSTED TRUCK TRAIL-CONTINUED

S 76°	W 3.28	
S 56° 30'	W 2.45	
S 52° 30'	W 5.15	INT. SEC. L. BWT. SEC. 31-32 - .90 LKS. N. TO COR. $\frac{30}{31} \frac{29}{32}$
	12.89	
S 71°	W 3.00	CULVERT
	3.49	
N 89° 30'	W 2.89	
N 69°	W 5.97	
N 65°	W 2.26	CULVERT
	3.24	N + S $\frac{1}{8}$ L. 3.00 N TO $\frac{1}{8}$ COR.
	10.30	
N 88° 30'	W .38	CULVERT
	9.56	
N 62°	W 4.30	
N 38°	W .76	INT. N + S $\frac{1}{4}$ L. 1.54 N OF $\frac{1}{4}$ COR.
	3.18	CULVERT
	3.64	
N 17°	W 3.25	
N 2° 30'	E 13.63	CULVERT
	24.26	TURN OUT
	33.82	
N 20° 30'	E 1.65	INT. E + W $\frac{1}{4}$ L. 40.37 W OF $\frac{1}{4}$ COR.
	3.28	
N 35°	E 4.72	INT. E. END OF W. END 5 <sup>4</sup> TRUCK TRAIL
	20.33	INT. E + W $\frac{1}{8}$ L. 28.84 W OF $\frac{1}{8}$ COR.
	31.15	CULVERT
	32.69	
N 44°	E 2.40	
N 62°	E 4.25	
N 68°	E 6.36	
N 48°	E 1.51	CULVERT
	1.72	
N 25° 30'	E 2.65	INT. SEC. L. BWT. SEC. 19-30 - 7.79 W. OF COR. TO DO $\frac{19}{20} \frac{20}{29}$
N 25° 30'	E 4.12	INT. 5 <sup>4</sup> TRUCK TRAIL GOING EAST
N 23° 30'	E 9.45	FIRE LANE GATE
N 4° 30'	E .36	CULVERT
	7.04	TURN OUT
	9.88	INT. E + W $\frac{1}{8}$ L. 4.52 W OF $\frac{1}{8}$ COR.
	10.65	

## OLMSTED TRUCK TRAIL-CONTINUED

N 4°	E 4.46	HANDYSIDE FARM
N 13° 30'	W 2.92	
N 30°	W 1.33	INT. E + W $\frac{1}{4}$ L. 6.63 W. OF $\frac{1}{4}$ COR.
	6.78	
N 51°	W 3.22	
N 60°	W 10.86	
N 55° 30'	W 5.52	
N 31°	W 1.70	
N 7° 30'	W 5.88	
N 42°	E 3.47	INT. E + W $\frac{1}{8}$ L. 26.67 - W OF $\frac{1}{8}$ COR.
	8.03	
N 46° 30'	E 8.07	
N 33° 30'	E 3.14	
N 12°	E 3.42	INT. SEC. L. BWT. SEC. 18-19, 11.67 W. OF COR. TO $\frac{18}{19} \frac{17}{20}$
	8.19	
N 26° 30'	E 8.10	CULVERT
	12.69	CULVERT
	15.97	
N 3° 30'	E 2.06	
N 11° 30'	W .78	INT. SEC. L. BWT. 8.17-18 AT $\frac{1}{8}$ POST IN E. EDGE OF TRAIL
	4.86	
N 13° 30'	W 7.16	CULVERT
	7.77	
N 2° 30'	W 2.44	BRIDGE LENGTH = 12 FT. OVER PRAIRIE RIVER
	8.32	INT. E + W $\frac{1}{4}$ L. 28 LKS. E OF $\frac{1}{4}$ COR.
	13.35	FIRE LANE GATE
N 2°	E 4.06	
N 1° 30'	E 2.00	INT. E + W $\frac{1}{8}$ L. 4.45 E OF $\frac{1}{8}$ COR.
	22.86	INT. TOWN ROAD AND THE E. END OF THE
TOTAL CAS =	432.10	LILLY-MILL TRUCK TRAIL 8.93 E. OF COR. TO $\frac{7}{8} \frac{8}{17}$
		OR 5.40 MILES



5<sup>4</sup> TRUCK TRAIL

COMMENCING ON THE SEC. LINE BWT. SEC.  
19-30, T34N, R1E. THENCE N. 1.47 CHAINS ON THE  
OLMSTED TRUCK TRAIL VAR. 48° E. TO PLACE OF BEGINNING  
THENCE.

S 56° 30' E 2.56

S 88° 30' E 3.80 CULVERT

5.09 - INT. SEC. L. BWT. S. 29-30, 30 LKS. S. OF COR. TO  $\frac{19}{30} | \frac{20}{29}$ 

10.79

S 87° 30' E 7.57 CULVERT

10.75

N 73° E 4.01 INT. N + S  $\frac{1}{8}$  L. 1.00 N OF  $\frac{1}{8}$  COR.  
9.95

S 57° 30' E 5.26

S 80° E 2.62

S 88° 30' E 1.75 TURN OUT

6.44

N 40° E 1.50 INT. N + S  $\frac{1}{4}$  L. 1.32 N OF  $\frac{1}{4}$  COR.

N 30° E 7.83

N 30° E 8.68 - 2.40 S OF  $\frac{1}{8}$  COR. ON N + S  $\frac{1}{4}$  LINE

N 47° 30' E 2.00

N 59° 30' E 3.58

N 43° E 3.35

N 38° E 6.25 CULVERT

8.78

N 40° 30' E .97 TURN OUT

3.67

N 21° 30' E 3.20

N 73° E .12 CULVERT

1.51

S 79° E 8.99

N 86° 30' E 4.02

N 77° E 7.90

S 59° 30' E 3.65 INT. SEC. L. BWT. SEC. 20-21, 6.20 S OF  $\frac{1}{4}$  COR.

S 56° E 3.43

S 78° E 4.67

S 59° E 3.23 TURN OUT

4.34

S 84° E 2.57

5<sup>4</sup> TRUCK TRAIL - CONTINUED

N 88° E .75 CULVERT

2.10

S 76° E 2.07

N 59° 30' E 1.94 CULVERT

4.47

N 56° 30' E 1.35 CULVERT

6.35

N 48° 30' E 1.91

N 23° E 2.28

N 21° 30' E .92

N 70° 30' E 5.33

S 88° E .76 TURN OUT

5.05

S 83° E 4.45

N 82° 30' E 2.47

N 48° E 5.12

N 2° W 1.90

N 19° 30' W 4.43

N 9° 30' E 11.69 TURN OUT

N 38° 30' E 3.60 INT. N + S  $\frac{1}{8}$  L. 19.57 S OF  $\frac{1}{8}$  COR.

7.78

N 44° E 16.52 CULVERT

19.49 TURN OUT

N 44° 2.00 INT. SEC. L. BWT. S. 16-21, 5.83 W. OF COR. TO SEC.  $\frac{16}{21} | \frac{15}{22}$ 

10.13

" " " " " 15-16, 5.47 N. " " " " " 7

10.36

N 4° 30' E 2.25 CULVERT

7.68

N 1° 30' E 3.03 CULVERT

6.60 - S  $\frac{1}{8}$  COR. BWT. S. 15-16 IN TRAIL

8.06 TURN OUT

14.02

N 2° E 8.61 CULVERT

13.01 -  $\frac{1}{4}$  POST BWT. SEC. 15-16 IN TRAIL

16.00

N 6° W 1.51

N 10° 30' E 2.85

N 2° 30' E 10.30 TURN OUT

10.94

5<sup>6</sup> TRUCK TRAIL-CONTINUED

N 5° 30' W 1.87 INT.  $\frac{1}{8}$  LINE E & W.  $\frac{1}{2}$  LNS. E OF  $\frac{1}{8}$  COR.  
 9.90  
 N 34° 30' W 1.51  
 N 22° 30' E 2.03  
 N 6° W 3.86 FIRE LANE GATE  
 N 5° 30' E 4.06 INT. COR. TO SEC. 9-10-15-16 IN CENTER OF THE  
 TOTAL CHS. 299.05 ENTERPRISE-LILLY TOWN ROAD  
 LESS ~~1.37~~ <sup>1.37</sup> OR 3.73-MILES

## MALONEY TRUCK TRAIL

APRIL-APR 1938

COMMENCING AT THE W  $\frac{1}{4}$  COR. ON RANGE LINE OF SEC. 19, T31N, R12E  
 THENCE E. 2.58 CHS. TO PLACE OF BEGINNING - VAR. 2° E THENCE

S 13° W 4.03  
 S 64° E 5.31  
 S 45° E 4.18 FIRE LANE GATE (IRON)  
 9.08  
 S 20° 30' E 1.08 CULVERT - WOODEN  
 9.98 " "  
 S 32° E 1.75 TURN OUT  
 3.92  
 S 58° 30' E 3.60 CULVERT. "  
 5.22  
 S 66° E 4.61 BRIDGE - HEWED LOGS - 22 FT. IN LENGTH  
 11.46  
 S 60° 30' E 6.34  
 S 49° 30' E .82 INT. NTS  $\frac{1}{4}$  L. SEC. 19, 4.14 N OF  $\frac{1}{4}$  COR.  
 3.60 TURN OUT  
 4.60  
 S 54° 30' E 4.22  
 S 60° E 10.55  
 S 48° E 6.60  
 S 71° 30' E 2.20 CULVERT, WOODEN  
 4.88 TURN OUT  
 S 45° 30' E 6.34  
 S 70° E 5.38  
 S 60° E 4.12  
 S 19° E 2.00 CULVERT WOODEN 8 FT.  
 4.15

## MALONEY TRUCK TRAIL CONTINUED

S 11° W 7.29 INT. E & W  $\frac{1}{4}$  L. OF SEC. 30, 4.41 W. OF  $\frac{1}{4}$  COR.  
 8.32  
 S 40° 30' W 5.57 TURN OUT  
 10.59  
 S 50° W 1.70  
 S 62° W 13.87  
 S 40° 30' W 3.31  
 S 11° E .87 CULVERT WOOD  
 4.40  
 S 3° E 2.21  
 S 39° 30' E 3.70  
 S 89° E 3.89  
 N 85° E 5.94  
 S 52° 30' E 3.70 TURN OUT  
 S 39° 30' E 7.06  
 S 49° 30' E 7.21 INT. SEC. 1. BWT. SEC. 29-30, 7.4 LNS. N OF COR. TO <sup>30</sup> 29  
 12.28 31 32  
 N 33° 30' E 2.30  
 N 57° E 1.08 INT. SEC. 1. BWT. 29-32, 7.00 E OF COR. TO "  
 6.91  
 N 48° E 6.75  
 N 56° 30' E 2.86 TURN OUT  
 10.63  
 N 47° 30' E 5.81  
 N 60° 30' E 11.64  
 N 72° E 8.97 TURN OUT  
 15.26  
 N 50° E 8.13  
 N 70° E 6.36  
 N 30° 30' E 2.26 CULVERT (STEEL TUBE 12 IN.)  
 4.33  
 N 54° E 6.84  
 S 86° E 3.90  
 N 81° 30' E 2.00  
 N 50° 30' E 7.00 TURN OUT  
 8.21  
 N 54° 30' E 11.80  
 N 73° E 4.70  
 N 46° E 6.54  
 N 66° E 2.15 CULVERT WOODEN

## MALONEY TRUCK TRAIL - CONTINUED

S 61° 30' E 5.40 INT. N + S  $\frac{1}{4}$  L. SEC. 28 - 10.00 S OF  $\frac{1}{4}$  COR.  
 S 20 E 2.89  
 S 10° 30' E 2.82 CULVERT Wood  
 3.48  
 S 40 E 2.62  
 S 65 E 9.17  
 N 67° 30' E 2.12  
 N 50 E 4.88  
 N 66° 30' E 2.96 - N + S  $\frac{1}{4}$  L. a GUESS  
 6.52  
 N 58° 30' E 13.80  
 N 44° 30' E 2.77  
 N 10° 30' E 3.58  
 N 44° 30' E 3.60  
 N 78° 30' E 1.26 INT. SEC. L. BWT. SEC. 27-28, 2.26 S OF COR. TO  $\frac{21}{22}$   
 8.11 GATE (POLE)  $\frac{28}{27}$   
 8.85 INT.  $\frac{1}{2}$  OF STATE HIGHWAY #55

APRIL-12-1938 TOTAL CHS. 383.71 - LESS - 2.58 ft. LOSS = 381.13 CHS. or  $\frac{476}{1000}$  MILES  
 NORTH END OF MALONEY OR SWAMP CREEK TRUCK TRAIL X

COMMENCING AT THE  $\frac{1}{4}$  COR. CENTER OF THE SE  $\frac{1}{4}$  OF SEC. 7  
 T-34N, R.11E. THENCE W. ON THE  $\frac{1}{2}$  L. OF COUNTY TRUNK-K  
 26.24 CHS. TO PLACE OF BEGINNING. VAR. 2° E. THENCE

N 13° 30' W 4.28  
 N 30° W 9.93 GATE (POLE)  
 10.22 BRIDGE - HENN LOGS - 10  $\frac{1}{2}$  FT.  
 15.30 TURN OUT  
 15.81 INT. E + W  $\frac{1}{4}$  L. SEC. 7  
 35.80 CULVERT Wood  
 39.62 TURN OUT  
 N 54° 5' W 12.34  
 N 22° 30' E 1.33 CULVERT (STEEL TUBE 12")  
 4.84 INT. N. L. SEC. 7  
 10.50 TURN OUT  
 20.52  
 N 6 W 3.91  
 N 15 E 3.48  
 N 20° 30' E 5.04  
 N 3 W 3.77

## NORTH END MALONEY TRAIL CONTINUED

N 17 W 3.55  
 N 36° 30' W 2.89 BRIDGE 10 FT.  
 5.63 " 24 "  
 6.34 INT. E + W  $\frac{1}{4}$  L. OF SEC. 6  
 8.70  
 N 18° 30' W 3.74  
 N 7 E 3.06  
 N 21 E 8.91 TURN OUT  
 11.10  
 N 40° 30' E 7.52  
 N 27 E 2.96  
 N 22° 30' E 6.17  
 N 31° 30' E 2.92 TURN OUT  
 3.82 INT. TOWN L. BWT. T.S. 34-35 N. R. 11E. 27.45 E. OF  $\frac{36}{31}$   
 9.94  $\frac{8}{16}$   
 N 25° 30' E 15.16  
 N 11° 30' E 1.62 INT. E + W  $\frac{1}{8}$  L. SEC. 31, T. 35N, R. 11E, 2.51 W OF  $\frac{1}{8}$  COR.  
 8.33 TURN OUT  
 22.48 INT. E + W  $\frac{1}{4}$  L. SEC. 31, 12 LNS. E OF CENTER  
 23.26  
 N 22 E 2.30 TURN OUT  
 7.64  
 N 28° 30' E 9.72  
 N 16 E .93 TURN OUT  
 1.00 INT. N  $\frac{1}{4}$  L. SEC. 31, 500 E OF N  $\frac{1}{8}$  COR.  
 5.65  
 N 10 E 9.66 BRIDGE 10 FT.  
 10.38  
 N 6 E 7.67 INT. SEC. L. BWT. 30-31 - E OF  $\frac{1}{4}$  COR.  
 9.53  
 N 23° 30' E .85 BRIDGE HENN LOGS 10 FT.  
 5.61  
 N 27° 30' E 4.16 CULVERT Wood  
 9.31 TURN OUT  
 15.11 INT.  $\frac{1}{8}$  L. 100 E. OF  $\frac{1}{8}$  COR. CENTER OF SE  $\frac{1}{4}$  SEC. 30  
 15.31  
 N 10 E 4.25  
 N 3 E 3.87

## MALONEY DR SWAMP CREEK TRAIL CONTINUED

N 22 E 8.51 COLVERT WOOD

14.06

N 14 E .75 LKS. COLVERT (STEEL TUBE 12')

2.63 GATE

5.93 INT.  $\frac{1}{4}$  OF TOWN ROADTOTAL CHS.  $306.34 =$  LESS TIE IN  $\frac{1}{4}$  OF 26.24 = 280.10 CHS. OR  $3\frac{1}{2}$  MILES

FIRE BREAK - T33N, R11E, PROJECT #98

4-13-1938

BEGINNING AT THE JCT. OF COUNTY TRUNK - T- AND  
FIRE BREAK TRAIL .58 LKS. E. OF CORNER TO SEC.'S  $\frac{5}{14}$   
THENCE.

S 68° E 3.10

S 89 E 3.27

N 76 E 5.18

S 66° 30' E 4.80

S 82 E 2.36

N 81 E 2.10 INT. N + S  $\frac{1}{8}$  L. 1.69 - S. OF  $\frac{1}{16}$  COR.

872

S 64° 30' E 5.16

S 77 E 4.29

S 21° 30' E 3.92

S 9 E 2.54

S 62 E 3.28

N 69° 30' E 2.5 INT. N + S  $\frac{1}{4}$  L. OF SEC. 9 - 11.00 S OF  $\frac{1}{4}$  COR. VAR 30°

2.10

N 20° 30' E 3.82

N 40° 30' E 1.74

N 73 E 3.08

S 71 E 4.37

S 84 E 3.01

90° E 1.20

N 74° 30' E 2.33

S 88 E 9.28 - INT. S. END OF N. BRANCH. PUT IN HUB. ←

S 89 E 3.34

N 80 E 2.40

N 74° 30' E 5.18

S 72 E 2.88 INT. SEC. L. BWT. SEC. 9-10 - 1.00 S OF COR. TO  $\frac{4}{13}$ 

4.42

S 89° 30' E 3.20

## FIRE BREAK - CONTINUED

N 75° E 3.74

N 80° E 2.53

E 90° E 7.52 INT. N + S  $\frac{1}{8}$  L. .65 LKS. S OF  $\frac{1}{16}$  COR.

9.99

S 76° 30' E 6.65

N 78 E 7.67

N 63 E 2.10 INT. N + S  $\frac{1}{4}$  L. .12 LKS. S. OF  $\frac{1}{4}$  COR.

2.84

S 88 E 4.43

S 63 E 1.98

S 62° 30' E 2.16

S 82° 30' E 1.23 INT.  $\frac{1}{4}$  OF TOWN TRAIL.

TOTAL CHS. = 139.31 OR 1.74+ MILES

4/13-1938 NORTH BRANCH - OF FIRE BREAK - PROJECT #98

BEGINNING BACK AT HUB SET AT JCT. ON S. END  
THENCEN 20° W 4.06 INT. SEC. L. BWT. 4-9, 5.26 E. OF  $\frac{1}{16}$  COR.

N 15 E 2.48

N 20 E 2.89

N 12° 30' W 4.24

N 11° 30' E 1.78

N 18° 30' E 3.69

N 6° 30' E 1.99

N 39 E 1.32

N 9 E 2.05

N 59 E 3.15

N 22° 30' E 2.44

N 8° 30' E 2.45

N 23° 30' E 2.67

N 10° 30' W 2.72

N 32° 15' E 2.58

N 12° 30' E 2.98

N 23° W 2.90 INT.  $\frac{1}{4}$  OF COUNTY TRUNK - T-

TOTAL CHS. = 46.39 OR .58- MILES



4/14-1938

## 60 TRUCK TRAIL #33N, R1E - PROJECT #38

COMMENCING AT THE COR. OF SECS.  $\frac{15}{22}$   $\frac{N}{23}$  THENCE  
 S 87.30° E. 1.34 TO PLACE OF BEGINNING. THENCE

N 1° W 15.64 INT. CTN-W. R.R. - RUNS NE-SW  
 20.98 " E 4 W  $\frac{1}{8}$  L. 1.57 E. OF  $\frac{1}{16}$  COR.  
 21.00 GATE - POLE CONSTRUCTION  
 24.12

N 50° W 7.95

N 34° W 12.00 INT. E 4 W  $\frac{1}{4}$  L. 10.72 W. OF  $\frac{1}{4}$  COR.  
 16.55

N 15° W 5.09

N 63° E 2.68 CULVERT - Wood -  
 5.85

N 103° E 8.07

N 323° W .62 INT. E 4 W  $\frac{1}{8}$  L. 13.00 W. OF  $\frac{1}{16}$  COR.  
 7.44

N 23° W 4.10

N 103° W 10.90 INT. SEC. L. BWT. 10-15, 2.27 W OF E.  $\frac{1}{16}$  COR.  
 16.60

N 44° W 6.44

N 53° W 5.01

N 303° W 3.13

N 28° W 9.63

N 7° W 5.34

N 43° W 14.42

N 8° E 9.28

N 203° W 4.75

N 43° E 11.82

N 293° E 8.09

N 54° E 3.24 INT. FIRE BREAK OR PROJECT #98  
 4.74

N 61° E 2.65 INT. SEC. L. BWT. 3-10, 13.20 E OF  $\frac{1}{4}$  COR.  
 7.34

N 54° E 8.96

N 623° E 6.94

N 89.30 E 5.20

N 13° E 2.64 GATE. POLE CONSTRUCTION

N 20° E 3.22 INT. E 4 W  $\frac{1}{8}$  L. 3.71 W OF  $\frac{1}{16}$  COR.  
 5.98

N 203° E 3.39 INT.  $\frac{1}{4}$  COUNTY TRUNK - T - TOTAL CHS = 228.41

LESS 134 CHS. FOR TRAIL  
 = 227.07 CHS.  
 OR 2.931 MILES

4/19-1938

## DUCK LAKE TRUCK TRAIL

61

COMMENCING AT THE  $\frac{1}{4}$  COR. BWT. SECS. 32-33, T34N, R10E.  
 THENCE S 86° E ALONG THE  $\frac{1}{4}$  OF COUNTY TRUNK - T - ~~TO~~  
 10.77 CHS. TO PLACE OF BEGINNING. THENCE

S 15° W 1.04 GATE - POLE - CONSTRUCTION  
 2.09

S 203° W 5.85

S 1° E 3.38

S 215° E 2.46

S 343° E 10.40 CULVERT - Wood -

S 20° E 2.80

S 0° 2.62 " "

S 9° W 2.85 OLD GATE DOWN  
 7.24 INT. TOWN LINE BWT. T'S 33-34 N, R10E.  
 7.15

S 73° E 2.80

S 23° E 3.31

S 40° E 2.89

S 47° E 12.00

S 63° E 2.66

S 803° E 2.78

N 83° E 4.06 .75 CHS. N-TO S-SHORE OF DUCK LAKE

N 75° E 7.65 " " " " " " 400 N. TO ISLAND

S 863° E 3.64 LEAVING LAKE

S 68° E 2.63

S 473° E 2.98

S 273° E 2.74

S 15° E 46.88 X STOP - END OF DAY'S WORK

S 403° E 3.87 4-20-1938

S 43° E 3.10

S 59° E 2.78

S 703° E 7.93

S 533° E 2.39

S 37° E 2.56

S 15° E 3.10

S 43° W 2.52

S 22° W 1.91 INT. SEC. L. BWT. 4-10, 4.15 E OF COR. TO  $\frac{1}{10}$ 

S 373° W 2.39

S 46° W 16.11



4/21-1938

## DYNAMITE TRUCK TRAIL

BEGINNING AT THE  $\frac{1}{4}$  COR. BWT. SEC'S. 28-29, T33N, R10E

N 4° W 33.54  
 N 8.30° W 7.27 INT. SEC. L. BWT. 20-29, 1.00 W OF COR. TO  $\frac{20}{29}$ / $\frac{21}{28}$   
     7.66  
 N 3.30° W 4.44  
 N 11° W 9.28 CULVERT - WOOD  
     15.77  
 N 23.30° W 5.13  
 N 9.30° W 2.68  
 N 20° W 5.24  
 N 14.30° W 4.72 CULVERT - WOOD  
     5.96  
 N 47° W 1.41 INT. E-W  $\frac{1}{4}$  SEC. 20, 8.07 W OF E.  $\frac{1}{4}$  COR.  
     5.45  
 N 26.30° W 8.72  
 N 38.30° W 7.18  
 N 55° W 4.50  
 N 61.30° W 3.90  
 N 36° W 1.56 CULVERT - WOOD  
     4.75  
 N 61° W 5.02  
 N 14° W 3.88  
 N 2° E 9.19 INT. LOYD'S ROAD  
 N 19.30° E 4.45 GATE - POLE CONSTRUCTION  
     7.53 INT. SEC. L. BWT. 17-20, 4.94 E OF N.  $\frac{1}{4}$  COR  
     5/10-1938  
 N 6.30° W 1.87  
 N 14.30° W 11.96  
 N 12.45° W 4.07  
 N 16° W 5.07  
 N 45.30° W 2.98  
 N 55.30° W 4.04  
 N 45° W 4.02  
 N 62° W 3.59  
 N 57° W 4.95  
 S 86.30° W 1.95  
 N 69.30° W 9.32  
 N 34.30° W 3.24 INT. E-W  $\frac{1}{4}$  L. SEC. 17  
     3.42

## DYNAMITE TRUCK TRAIL [CONTINUED]

N 30.30° W 3.34  
 N 43.30° W 8.92  
 N 30° W 5.36  
 N 55° W 1.21 INT. SEC. L. BWT. SEC. 17-18, 10.69 N OF  $\frac{1}{4}$  COR.  
     4.64 ✓  
 N 43° W 3.69  
 N 61.30° W 3.90  
 N 74.30° W 5.52  
 N 59° W 4.84  
 N 40° W 3.42  
 N 29° W 8.61  
 N 53° W 3.08  
 N 66° W 5.46  
 N 58.45° W 9.23 INT. NYS  $\frac{1}{4}$  L. DEC. 18, .56 LNS. S. OF  $\frac{1}{4}$  COR.  
     12.42 " JET-WREN SO. BRANCH OF DYNAMITE TRAIL  
 N 58.45° E 4.64 " SEC. L. BWT. SEC. 7-18, 4.50 W OF  $\frac{1}{4}$  COR.  
     12.84  
 N 32.30° E 1.00 BRIDGE - LOG CONST.  
     3.55  
 N 10.30° E 4.14  
 N 3.15° E 3.44 " " "  
     10.15  
 N 30.15° E 2.83  
 N 58.30° E 2.81  
 N 80° E 1.11 CULVERT - LOG CONST.  
     11.43  
 S 77.45° E 4.30  
 S 70° E 11.71 INT. SEC. L. BWT. 7-8, 25.00 N OF COR. TO  $\frac{7}{18}$ / $\frac{17}{17}$   
     14.99  
 S 86° E 16.05  
 S 72° E 3.50  
 S 58.30° E 6.92  
 S 81.30° E 11.33 INT. PROJECT #40 AT HUB  
 N 44° E 9.55 5/11-1938  
 N 42.30° E 7.80  
 N 68.30° E 1.00 BRIDGE LOG CONST.  
     3.44  
 N 32.15° E 4.20

## DYNAMITE TRAIL [CONTINUED]

N 37 30 E 2.15  
 N 55 30 E 9.68  
 N 24 E 2.89  
 N 3 30 E 2.29  
 N 11 30 E 1.80 CULVERT-LOG CONST.  
     5.41  
 N 4 W 4.41  
 N 3 30 E 2.35  
 N 13 30 W 6.29  
 N 22 30 W 4.89  
 N 2 W 4.92  
 N 7 W 3.18  
 N 9 W .38 INT. SEC. L, BWT. SEC. 5-8, 6.00 W. OF COR. TO  $\frac{51}{89}$   
     2.31  
 N 8 30 E 5.76  
 N 21 30 W 2.64 BRIDGE-LOG CONST.  
     5.02  
 N 60 W 7.04  
 N 36 30 W 2.27 - HIT SE SHOPE DYNAMITE LAKE - 30 LKS. E. OF IT  
 N 12 15 E 4.57  
 N 12 W 1.87 CULVERT-STEEL TUBE 16" DIA.  
     3.09  
 N 45 E 1.54  
 N 83 E 2.22  
 N 28 30 E 2.04  
 N 8 E 3.00 CULVERT-LOG CONST.  
     5.16  
 N 15 30 W 2.59  
 N 3 30 W 3.26 HIT THE LAKE AGAIN ON E. SHOPE  
 N 13 30 W 2.31  
 N 21 30 E 1.00 TURN OUT  
     3.69  
 N 53 E 2.75  
 N 82 30 E 4.73  
 N 23 30 E 1.22  
 N 5 30 E 3.89  
 N 41 E 9.51  
 N 23 30 E 3.29  
 N 41 30 E 2.07

## DYNAMITE TRUCK TRAIL [CONTINUED]

N 21 30 W 3.09  
 N 39 W 4.35  
 N 25 W 4.82 CULVERT-LOG CONST.  
 N 42 W 7.65  
 N 8 W 1.38 GATE-POLE CONST.  
     2.02 INT-TOWN LINE BWT. SEC. 5-32-TS 33-34 N, R 10 E  
 TOTAL LKS. = 578.48 AND THE  $\frac{1}{4}$  OF COUNTY TRUNK-T-30.92 W OF  
 LESS = 30.92-TIE-IN COR. TO  $\frac{32}{51}$   
 TOTAL 547.56 LKS. OR 6.84 MILES

5/11/38 SOUTH BRANCH OF PROJECT #40-DYNAMITE T.  
 COMMENCING AT THE  $\frac{1}{4}$  COR. BWT. SEC. 7<sup>13</sup> THENCE S-, .56 LKS. TO  
 $\frac{1}{4}$  LINE OF DYNAMITE TRAIL THENCE S 80<sup>45</sup> W - 3.19 LKS. TO  
 PLACE OF BEGINNING  
 S 50 30 W 23.6 BRIDGE LOG CONST. 13  
     49.35 INT. RANGE L, BWT. R/S, 9-10-, SECS. 18-24- 6.75 N  
     81.00 BRIDGE LOG CONST OF  $\frac{1}{4}$  COR.  
     12.86  
 S 68 15 W 4.02  
 S 71 30 W 5.28  
 S 57 W 3.17 INT.  $\frac{1}{8}$  L. .50 LKS. N OF  $\frac{1}{16}$  COR. BWT. SEC. 13-24  
     3.57  
 S 49 W 20.13  
 S 48 W 8.72  
 S 32 W 4.72  
 S 19 W 4.59 CULVERT-WOOD-NEEDS REPAIRING  
     49.85  
 S 35 W 3.84  
 S 43 W 3.47 GATE POLE CONST.  
     21.03  
 S 85 30 W 1.42 INT. END OF TOWN ROAD AT THE  $\frac{1}{4}$  COR. BWT.  
     SEC'S. 23-26 T 33 N, R 9 E.  
 TOTAL ~~235.44~~ LKS. OR 2.98 MILES.  
 238.63 LESS TIE IN  $\frac{1}{8}$  3.19 = 235.44 LKS. OR 2.94 MILES



5-12-1938

#51

68

## HUNTING RIVER TRUCK TRAIL

COMMENCING AT COR. TO TOWN'S 33-34, RANGES 10-11 &  
SECTION'S  $\frac{36}{16}$  THENCE ALONG THE  $\frac{1}{2}$  OF TOWN ROAD  
DEC 30 E

N 1530 E 4.65

N 530 E 4.13

N 30 E 1.88 TO PLACE OF BEGINNING THENCE

N 64 15 E 4.90

N 38 30 E 4.34

N 80 30 E 11.80

N 54 E 4.03

N 39 30 E 21.21

N 63 E 7.12 INT. NYS  $\frac{1}{4}$  L. SEC. 31 - 58 LKS. S OF  $\frac{1}{4}$  COR.  
9.38

S 89 30 E 2.73 Bridge Log CONST.

3.07 GATE POLE CONST

12.46

S 65 30 E 4.54

S 5 W 5.34

S 66 30 E 2.56

N 73 30 E 4.28

N 45 E 3.74

N 46 E 6.47

N 68 30 E 9.94

N 87 E 1.38 INT. SEC. L. BWT. 31-32, 2.47 N OF  $\frac{1}{4}$  COR.

4.94 CULVERT - Log CONST

6.39

N 56 E 7.96

N 40 E .75 " " "

3.09 " " "

22.27

N 74 E 8.25

S 72 E 3.30 " " "

4.30

S 60 E 12.51

E 0 E 5.70 " " "

7.92

N 53 30 E 3.46

14.61

#51

69

## HUNTING RIVER TRUCK TRAIL [CONTINUED]

N 42 E 2.69

N 17 E 20.38

N 28 E .73 BRIDGE OVER HUNTING RIVER

1.41 INT. SEC. L. BWT. 29-32

2.10 OVER BRIDGE

2.48

N 230 E 2.28

N 7 E 3.00 CULVERT Log CONST.

7.72

N 9 E 25.92

N 32 E 1.74

N 51 30 E 2.94

N 54 E .74 INT. E-W  $\frac{1}{4}$  L. SEC. 28 . 53 LKS. E. OF  $\frac{1}{4}$  COR.

6.66

N 29 30 E 6.01

N 40 15 E 5.04

N 60 E 5.29

N 56 E 6.13

N 76 30 E 5.85

S 86 E 10.36

N 77 E .62 GATE POLE CONST.

2.30 W-L OF RIGHT OF WAY TO TOWN ROAD

2.96 INT.  $\frac{1}{2}$  OF TOWN ROAD - ABOUT AT THE  $\frac{1}{16}$  COR.TOTAL 314.367 CHS. OR ~~3.79~~ MILES.LESS 10.66 - TIE-IN'S

303.70 CHS. OR 3.79+ MILES

5-13-1938

# 51

## 70 EAST SECTION OF HUNTING RIVER TRUCK TRAIL

BEGINNING ON THE SEC. L. 20 LKS. W. OF THE  $\frac{1}{4}$  COR.

BWT. SECTION'S 28-33, T34N, R11E. DEC. 30 E

I FOUND THE OLD ORIGINAL AND RE-ESTABLISHED IT

B.T. { BOULDER (GRANITE) WITH X MARK  
 3 1/2 FT. X 5 FT. IN LENGTH, 2 1/2 FT.  
 ABOVE 9 ROUND LEVEL  
 N 66 W 98 1/4 LKS.

THENCE

S 15 W 20.00  $\frac{1}{2}$  INT. E-W  $\frac{1}{8}$  L. 17 LKS. W OF  $\frac{1}{16}$  COR

S 50 E 7.98

S 50 E 22.94

S 23 30 E .51 INT. E-W  $\frac{1}{4}$  L. SEC. 33. 1.00 W OF  $\frac{1}{4}$   
5.29

S 13 E 11.62

S 8 W 2.31

S 12 30 E 8.55

S 21 30 E 4.49

S 38 W 1.28 TO BRIDGE HUNTING RIVER

2.00 OVER "

2.93

S 52 E 7.88

S 26 E 3.22 INT. T.L. BWT. TS. 33-34, SECS. 4, 33, 15 LKS.  
W of Cor. To  $\frac{3}{4}$  34  
4 | 3

9.87

S 4 E 7.13

S 15 E 5.27

S 38 E 7.83

S 25 30 E 2.02

S 34 15 W 4.09

S 58 W 7.56

S 61 30 W 2.70

S 27 30 W 2.40 GATE POLE CONST. INT. E-W  $\frac{1}{4}$  6.72 W OF  
 $\frac{1}{4}$  COR. BWT. SEC. 3+4, T33N, R11E.

3.06 INT. Q. OF COUNTY TRUNK-T. THENCE

TOTAL ~~150.34~~ CHS. OF 1.88 MILES

N 82 W 15 1/2 TO INTERSECTION OF FIRE BREAK + C.T.-T.

TOTAL CHS. 150.34

LESS " 6.72 FIRE-PI

143.62 CHS. OF 1.79+ MILES.

5/13-1938

# 32

## JACK LAKE TRUCK TRAIL DEC. 20 30 E

71

BEGINNING AT THE  $\frac{1}{4}$  COR. BWT. SEC. 15-16, T32N, R11E.

N 2 W 11.45

N 5 W .47 GATE POLE CONST.

8.28

N 27 W .89 INT. E-W  $\frac{1}{8}$  L. 58 LKS. W OF  $\frac{1}{16}$  COR.

5.74

N 53 30 W 4.82

N 34 W 2.75

N 12 30 E 1.76

N 50 30 E 2.89

N 57 E 3.00 INT. SEC. L. BWT. 15-16, 260 S. OF COR. TO  $\frac{9}{10}$   
16 | 15

5.85

N 65 30 E 2.15

N 13 E 1.73

N 5 W 6.70

N 13 W .61

N 3 W 6.62

N 39 W 5.70 INT. SEC. L. BWT. 9-10 AT THE N.  $\frac{1}{16}$  COR.  
10.00

N 9 W 1.43

N 15 E 2.90

N 27 30 E 2.73

N 13 45 W 4.00 TURN OUT

4.66

N 63 30 E 5.30 INT. E-W  $\frac{1}{4}$  L. SEC. 9 - .36 LKS. W OF  $\frac{1}{4}$  COR.  
5.76

N 25 30 E 9.64

N 33 E 8.64

N 11 E 5.33

N 17 W 3.16

N 60 30 W 6.04

N 33 W 1.43

N 3.30 W 8.18 INT. SEC. L. BWT. 4-9, UNKNOWN DIST. FROM COR.  
9.81 TURN OUT

11.04

N 24 W 6.71

N 4 W 5.75

N 30 W 3.45

N 18.30 E 3.60

#32  
JACK LAKE-TRAIL [CONTINUED]

N 46 E 5.99  
 N 20 30 E 5.38  
 N 50 15 E 5.55 TURN OUT  
 7.22 HUB - AT END OF DAY WORK  
 N 22 E 3.58 5-16-1938  
 N 12 W 4.92  
 N 29 30 E 4.91  
 N 7 30 E 5.55  
 N 25 30 W 5.89 CULVERT - Log CONST.  
 N 4 30 E 5.23  
 N 12 30 E 4.34  
 N 12 E 8.12  
 N 21 30 W 1.18 T. OUT  
 3.63 INT. TOWN L. BWT. T.S. 32-33 N. RHE. 4.39 W or W  $\frac{1}{16}$  BWT.  $\frac{34}{3}$   
 N 15 0 W 13.28 CULVERT STEEL TUBE 12"  
 16.04  
 N 20 W 3.34  
 N 17 E 1.42 INT. EN  $\frac{1}{8}$  L. 13.66 E of  $\frac{1}{16}$  COR. SEC. 34  
 10.75  
 N 8 E 2.02  
 N 30 30 E 3.75  
 N 22 30 W 5.97  
 N 30 W .27 INT. EN  $\frac{1}{4}$  L. SEC. 34, 15.62 E of  $\frac{1}{4}$  COR.  
 2.39 INT.  $\frac{1}{2}$  OF TRUCK TRAIL - OR PROJECT \* 80  
 8.42  
 N 29 W 5.24  
 N 34 45 W 3.42  
 N 16 W 28 - CENTER OF BRIDGE - .44 MILES N LENGTH  
 5.31 INT. EN  $\frac{1}{8}$  L. 4.33 E. of  $\frac{1}{16}$  COR.  
 11.25  
 N 14 W 9.33  
 N 13 E 2.69  
 N 48 30 E 3.10  
 N 57 30 E 1.47 INT. SEC. L. BWT. SEC. 27-34, 3.39 E. OF COR. TO  $\frac{28}{32}$  |  $\frac{27}{34}$   
 5.14  
 N 33 15 E 1.02 HUB - INT.  $\frac{1}{2}$  OF FIRE BREAK - THENCE TRAVERSE  
 OF FIRE BREAK  
 E 0 E 5.38 - ON FIRE BREAK  
 N 56 15 E 1.08

## JACK LAKE-TRAIL - WITH FIRE BREAKS INCLUDED

N 4 E 2.84  
 N 61 15 E 2.54  
 S 39 30 E 2.04  
 S 89 E 5.07  
 S 54 E 3.26  
 N 74 E 4.85  
 S 13 30 E 2.77  
 S 80 E 2.05  
 S 89 E 19.89 - AT THE  $\frac{1}{4}$  COR. BWT. 27-34 -  $\frac{1}{4}$  P. WAS MY HUB  
 N 15 W 39.08  
 N 4 30 W 2.25  
 N 86 W 18.06 - HUB - INT.  $\frac{1}{2}$  OF JACK LAKE TRAIL AND S. END  
 TOTAL CHS = 111.16 OR 1.39 MILES OF WEST FIRE BREAK. THENCE  
 OF E. FIRE BREAK BACK TO HUB - ON JACK LAKE TRAIL  
 AT INT. OF THE S. END OF THE E. FIRE BREAK  
 N 19 E 1.62 CULVERT - STEEL TUBE 12"  
 2.51  
 N 10 E .66 TURN OUT  
 7.34  
 N 35 E 3.80  
 N 54 30 E 9.45  
 N 59 30 E .34 INT. EN  $\frac{1}{8}$  L. 16.10 E. OF  $\frac{1}{16}$  COR.  
 4.33  
 N 36 E 4.37  
 N 29 30 E 6.38  
 N 23 15 E 10.92 INT. EN  $\frac{1}{4}$  L. 26.58 E OF  $\frac{1}{4}$  COR.  
 13.30 " HUB AT JCT. OF BOTH E & W, FIRE BREAKS.  
 N 14 E 8.46  
 N 11 E 5.60  
 N 43 30 W 6.20  
 N 29 45 W 3.18  
 N 14 30 W 6.91  
 N 7 30 W 4.73  
 N 17 45 W 3.68  
 N 12 E 3.19 INT. SEC. L. BWT. 22-27, 15.58 E. OF COR. TO  $\frac{21}{22}$  |  $\frac{22}{27}$   
 13.35 28 | 27  
 N 18 30 E 5.18  
 N 6 E 5.19 INT. EN  $\frac{1}{8}$  L. .51 MILES W OF  $\frac{1}{16}$  COR.  
 5.66 GATE-POLE CONST.  
 9.93 HUB - END OF DAY'S WORK

5/17-1938

# 32

## 74 JACK LAKE TRAIL AND FIRE BRAKES [CONTINUED]

N 30° E 15.29 INT. E-W  $\frac{1}{4}$  L. AT THE W  $\frac{1}{16}$  COR.  
 35.09 HUB-INT. Q OF THE END OF W. FIRE BRAKE  
 35.31 INT. E-W  $\frac{1}{2}$  L. AT THE  $\frac{1}{16}$  COR.  
 JACK LAKE TRAIL 55.24 " TOWN ROAD ~~BY~~ THE Sec. L. BWT. 15-22, AT THE  $\frac{1}{16}$  COR.  
 484.64 THEN WENT BACK TO HUB AT SET. OF  
 TRAIL NTS, OR 606 MILES N-END OF E. FIRE BRAKE AND S. END  
 OF W- FIRE BRAKE-THENCE  
 TRAVERSE OF THE W- FIRE BRAKE

N 87 W 21.00 INT. TRAIL GOING SO. TO LAKE, 8.00 CHS. FOR WATER  
 21.52

N 87 W 6.00 INT. Sec. L. BWT. 27-28 - 3.00 N OF  $\frac{1}{4}$  COR.  
 14.99

N 86 30 W 3.02  
 N 75 W 2.72  
 S 80 W 2.39  
 N 86 W 2.85  
 S 84 30 W 2.37  
 N 45 W 3.14  
 N 67 30 W 2.76  
 N 43 15 E 2.81  
 N 12 45 E 2.78  
 N 26 30 W 2.40  
 N 79 W 5.11  
 S 88 30 W 1.98  
 N 32 15 W 3.37  
 N 54 W 1.00  
 N 26 W 2.43  
 N 59 W 1.54  
 N 27 W 3.73  
 N 71 W 2.36  
 N 38 W 5.58  
 N 23 15 W 3.46  
 N 11 W 8.16  
 N 51 30 W 3.19  
 N 75 W 2.59  
 N 17 30 W 2.18  
 N 82 30 W 2.34  
 N 1 30 W 1.20  
 N 39 30 E 4.82

# 32

## JACK LAKE TRAIL AND FIRE BRAKES [CONTINUED] 75

N 3 E 3.97  
 N 30° E 4.42  
 N 39 W 1.79  
 N 22 30 E 4.07  
 N 2 E 4.79  
 N 9 30 E 2.04  
 N 84 30 E 4.62  
 S 83 E 6.39  
 N 82 30 E 9.99  
 N 88 E 7.85  
 S 55 E 3.41  
 N 73 30 E 5.18  
 N 63 30 E 3.03 INT. Temporary  $\frac{1}{16}$  COR.  
 N 1 30 W 19.34  
 S 88 30 E 20.18 INT. Sec. L. BWT. 21-22, 27 LNS. S of N  $\frac{1}{16}$  COR.  
 S 86 30 E 20.22 INT. JACK LAKE TRAIL AT HUB - 22 LNS. S. OF  $\frac{1}{16}$  COR.

TOTAL CHS = 250.98 OR 3.13 MILES  
 OF W- FIRE BRAKE

JACK LAKE TRAIL-TOTAL DISTANCE 484.64 CHS. OR 608 MILES  
 EAST FIRE BRAKE- " " 191.18 " " 1.48 "  
 WEST " " " " 250.98 " " 3.13 "  
 GRAND TOTAL 846.78 " " 1059 MILES



5/20-1938

## KENT TRUCK TRAIL SYSTEM

COMMENCING AT THE  $\frac{1}{4}$  COR. IN THE CENTER  
OF SEC. 18-T32N, R13E. THENCE FOLLOWING THE  
& OF TOWN ROAD

N 2° E 10.65 TO & OF C.T.-E. THENCE

N 62° 30' E 4.72 ON " - " - " - "

N 51° 30' E 14.71 TO PLACE OF BEGINNING THENCE  
ON KENT TRUCK TRAIL AS FOLLOWS

S 74° 30' .18 GATE-LUMBER CONST.  
.93

N 83° E 7.76

N 70° 30' E 4.59

N 89° E 2.34

S 34° 30' E 2.71

S 59° 30' E 1.34

N 84° 30' E 2.88

S 74° E 4.10 INT. NTS-SEL. 1.53 N OF  $\frac{1}{16}$  COR. BWT-17-18

N 80° 30' E 2.96

N 59° 30' E 5.00

N 18° 30' E 5.39

N 43° 45' E 5.44

N 26° 30' E 3.89

N 60° 30' E 6.51

N 83° 15' E 5.24

S 73° 15' E 6.32

S 88° 30' E 1.98 INT. NTS  $\frac{1}{4}$  L. SEC. 17, 1.84 S. OF  $\frac{1}{4}$  COR. BWT  $\frac{8}{17}$   
5.06

S 55° 45' E 4.81

S 32° 30' E 8.42

S 59° 30' E 9.48

S 76° 30' E 7.34

S 57° 30' E 3.18

S 21° 30' E 2.76

S 14° E 19.94

S 52° E 3.86

S 54° 15' E 1.55 INT. SEC. L. BWT. 16-17. 4.30 S OF  $\frac{1}{4}$  COR.  
21.47

S 20° 30' E 4.24

S 13° 30' W 5.99

S 26° 30' E 2.00

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 39° E 5.69

S 43° 0' E 3.41

S 22° 30' W 6.19

S 12° 30' W 3.75

S 14° 30' E 4.01

S 35° 45' E 4.52

S 49° 45' E 6.27 - HUB # ① INT. ROAD TO KENT FIRE TOWER

S 51° 30' E 8.69 5/23-1938

S 60° E 7.27

S 48° 30' E 2.00 CULVERT STEEL TUBE 18"  
5.64

S 69° E 4.99

N 81° 30' E 3.63

N 67° 15' E 4.30

N 89° 45' E 7.51

S 61° 30' E 4.27

S 43° 45' E 9.30

S 52° E 7.14

S 28° E 5.88 HUB # ② INT. ROAD INTO LAKE FOR WATER  
5/24-1938

S 7° W 4.54

S 11° W 18.17

S 43° 30' W 3.06

S 50° 15' W 1.85

S 33° 30' W 9.85

N 79° W 4.32

S 51° 30' W 9.89

S 25° 30' W 7.29

S 43° W 8.40

S 67° W 4.73

S 73° W 5.88

S 36° W 11.66

S 39° 45' W 6.62

S 69° 30' W 4.20

S 89° 15' W 4.77

N 86° 30' W 3.65

S 72° 45' W 4.54

S 52° 15' W 7.99

S 31° 30' W 3.78

} AROUND Big POT HOLE

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 7.30 W 6.77  
 S 17 45 E 2.35 CULVERT STEEL TUBE 18"  
 4.90  
 S 43 45 E 11.03  
 S 78 45 E 3.84  
 N 80 15 E 10.21  
 S 66 45 E 3.55  
 S 32 45 E 4.93  
 S 10 30 E 2.90  
 S 10 W 8.46  
 S 2.30 E 5.30  
 S 10 30 E 7.20  
 S 22 E 10.00  
 S 89 30 W 2.47  
 S 22 30 W 19.85  
 S 2 W 3.67  
 S 6 E 8.35  
 S 19 30 E 4.61  
 S 30 30 E 7.69  
 S 10 30 E 5.10  
 S 6 15 E 12.40  
 S 16 30 W 3.31  
 S 37 15 W 16.77  
 S 36 15 W 7.31  
 S 11 W 3.35  
 S 13 E 3.23  
 S 39 E 15.77  
 S 25 15 E 4.61  
 S 14 45 E 6.62  
 S 2 E 5.30  
 S 12 30 W 3.87  
 S 30 W 5.03  
 S 52 30 W 3.65  
 S 74 30 W 3.26 HUB #4  
 N 84 30 W 8.97 5/25-1938  
 S 74 15 W 2.67  
 S 55 30 W 10.97  
 S 34 30 W 26.59  
 S 13 45 W 3.29

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 13 30 E 2.91  
 S 23 15 E 9.69 CULVERT LOGS CONST.  
 21.44  
 S 31 45 E 8.19  
 S 17 45 E 3.46  
 S 10 30 W 3.46  
 S 33 W 13.71  
 S 37 30 W 12.12  
 S 27 15 W 4.14  
 S 54 W 3.57  
 S 66 15 W 3.24  
 S 27 E 1.41  
 4.26  
 S 6 15 E 3.24  
 S 2.30 E 3.44  
 S 14 E 4.26  
 S 0 0 S 1.85 INT. ETW 1/2 L  
 N 86 15 W .40 GAGE LUMBER CONST.  
 4.47 INT. R.R. ROADWAY 2.60 E OF 1/4 COR. BWT. 16-17 3IN. RISE  
 S 18 15 E 3.48  
 S 36 E 3.33  
 S 56 15 E 7.36 } ALONG N-SIDE OF R.R. TRACK ON THE R/WAY  
 S 51 30 E 4.43 } INT. 1/4 OF NYS. STREET IN VILLAGE OF ELTON, N.Y.  
 S 30 E 7.80 TO 1/4 OF HIGHWAY #64  
 N 89 30 W 16.48 - ON 1/4 OF " " " TO 1/4 COR. BWT. 16-17  
  
 NEW LOCATION FOR KENT TRAIL INTO ELTON  
 COMMENCING AT THE 1/4 COR. BWT. SEC. 16-17, 3IN. RISE THENCE  
 S 89 30 E 16.48 ALONG 1/4 OF HIGHWAY #64 TO INTERSECTION  
 OF STREET GOING NORTH IN THE VILLAGE  
 N 0 45 E 20.00 TO VILLAGE LIMITS  
 28.00 LOW WET GROUND  
 38.47 CREEK  
 38.79 OVER CREEK  
 40.17 INT. SEC. L. BWT. SEC. 9-16, ABOUT 5.00 W OF 1/4 COR.  
 43.00 BASE OF LARGE GRAVEL PIT  
 45.70 OVER GRAVEL PIT  
 50.17 INT. KENT TRUCK TRAIL  
  
 TOTAL CEN. ON  
 MAIN TRAIL TO ELTON  
 897.21 - LESS  
 NEW LOCATION

TOTAL ACTUAL LENGTH OF  
 KENT TRAIL FROM HIGHWAY #E  
 TO ELTON IS = 795.52 CHS.  
 OR 9.94 MILES  
 THIS BY WAY OF NEW LOC. #7, ON  
 ON SOUTH END

1/4 OF BRIDGE 20 FT. LONG - NEEDS NEW BRIDGE

## KENT TRUCK TRAIL SYSTEM [CONT. INURE]

## HUB # ① - ROAD TO KENT TOWER

S 65 30 W 1.07

S 86 W 3.95

S 63 30 W 5.96

S 74 15 W 5.93

N 56 30 W 2.96 To CENTER OF TOWER BASE

29.87 TOTAL CHS. INTO TOWER OR .37 MILES

## HUB # ② - TRAIL INTO LAKE

N 10 E 5.70

N 41 15 E 4.26

N 65 45 E 10.29

N 81 30 E 4.92

N 87 30 E 6.35

N 76 E 2.28

N 80 30 E 5.14

S 86 30 E 5.45

N 81 30 E 6.42

N 74 E 3.70

N 52 15 E 3.50

N 33 30 E 5.31

N 18 15 E 8.20

N 9 30 E 5.32

N 5 E 4.33

N 62 E 2.28

N 83 30 E 4.90

N 37 30 E 4.30

N 70 E 2.52

N 37 E 6.78

N 4 15 E 3.14

N 8 W 2.11

N 4 15 E 1.67

N 42 30 W 2.39

INT. SEC. L E+W

4.69

N 29 30 W 3.20

N 36 W 5.77

N 24 45 E 5.35

N 33 E 4.70

N 64 E 3.25

5/23-1938

## HUB # ③ INT. OF BRANCH TRAIL

LEAVE R.R. GRADE AT THIS POINT

ENTER VIRGIN TIMBER OF YARNEY-BISSEL LG. 6.

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 79 E 2.86

S 63 45 E 3.12 INT. SEC. L. BWT. 14-15

3.54

S 60 E 2.54

N 81 E 3.29 END OF TRAIL AT WATER EDGE

TOTAL CHS. = 148.09 - OR 1.85 MILES

## HUB # ③ - BRANCH TRAIL

N 50 30 E 4.41

N 74 30 E 4.34

N 5 W 3.81

N 23 30 W 2.65

N 41 30 W 4.57

N 25 45 W 3.63

N 22 30 W 4.54

N 26 W 5.29

N 11 30 W 3.02

N 4 45 W 3.93

N 28 W 4.36

N 45 W 2.61

END OF BRANCH

TOTAL CHS. = 76.13

OR .57+ MILES

## HUB # ④ - 5/25-1938

S 84 30 E 6.03

N 74 30 E 3.08

N 62 45 E 22.36

N 62 15 E 33.74

N 49 E 2.51

N 42 30 E 46.37

N 42 30 E 34.85

N 50 30 E 4.47

GATE Lbr. CONST.

N 62 15 E 3.54

N 67 15 E 21.52

HUB # ⑤ BRANCH INTERSECTION

N 67 15 E 29.95

HUB # ⑥ INT. BRANCH GOING NE

N 67 15 E 22.54

N 83 30 E 3.02

S 78 E 2.72

S 59 E .50

INT. SEC. L. BWT. 35-36, 18.00 S. OF COR. TO  $\frac{26.15}{35.04}$ 

2.50

S 51 E 11.40

S 58 E 19.51

HUB # ⑦ INT. TRAIL GOING SE + S

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 7930 E 3.33  
 N 80 E 4.58  
 N 67 15 E 3.03  
 N 48 15 E 2.83  
 N 33 30 E 7.42  
 N 49 30 E 2.34  
 N 62 30 E 15.75 ✓  
 N 53 E 2.73  
 N 44 30 E 1.30  
 N 57 30 E 1.37  
 N 32 15 E 6.44  
 N 37 E 2.03  
 N 72 30 E 1.54  
 S 87 45 E 2.07

N 62 E 3.50 HUB # ⑧ INT. BRANCH GOING S+SE  
 4.89

N 48 30 E 2.49

N 35 30 E .84

N 77 30 E 1.00 INT. RANGE LINE BWT. P-13-14, 1.36 S OF COR. TO <sup>2530</sup>

TOTAL CMS. 336.42 OR 4.20 MILES <sub>3631</sub>

HUB # ⑤ 5/27-1938

S 13 15 W 7.55  
 S 30 W 1.39  
 S 50 30 W 2.39  
 S 67 W 2.26  
 S 66 W 2.03  
 S 52 W 2.69  
 S 13 W 2.54  
 S 22 45 E 2.78  
 S 63 E 1.89  
 S 44 E 3.08  
 S 66 E 4.61  
 S 13 30 E 2.65  
 S 85 E 2.70  
 S 30 45 E 2.55  
 S 14 30 E 2.45  
 S 48 30 E 3.08  
 S 65 30 E 3.13  
 S 11 E 2.34

almost thru near TOWN LINE

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 14 30 E 2.18

S 68 30 E 4.58

S 74 30 E 1.34

S 30 W 5.53

S 14 15 E 4.11 INT. TOWN LINE BWT. T'S 31-32, 2.00 EQ.  $\frac{1}{4}$  COR. BWT.  $\frac{2}{35}$   
 8.20

S 23 30 W 2.74

S 37 W 4.60 INT. CT-P ON  $\frac{1}{2}$  L-89 AKS. E OF  $\frac{1}{16}$  COR. N OF CENTER SEC. 2  
 TOTAL CMS = 82.28 OR 1.03 - MILES T-31N, R-13E

HUB # ⑥ 5/31-1938

N 12 15 W 2.50

N 12 45 E 3.46

N 19 30 E 1.54

N 3 E 4.68

N 35 W 4.80

N 7 E 5.98

N 33 30 W 2.71

N 30 W 3.31

N 5 15 E 1.44

N 25 30 E 1.93

N 23 30 W 5.74

N 24 45 E 1.13

N 48 E 2.55

N 57 E 3.67

N 46 30 E 1.76

N 30 15 E 3.20

N 53 15 E 1.56

N 77 E 5.46

N 63 30 E 2.35

N 69 30 E 3.76

N 58 E 3.21 - POT HOLE

S 87 E 2.86

N 70 45 E 8.56

S 81 30 E 4.21 HUB # ⑨ INT. BRANCH GOING NW

N 85 30 E 2.68

N 63 45 E 3.89

N 88 15 E 4.04

N 74 E 2.40

N 64 15 E 7.67



## 84 KENT TRUCK TRAIL SYSTEM [CONTINUED]

N 62 E 6.36  
 N 57 E 1.93  
 N 67 E 7.53  
 N 4 E 4.86  
 N 46 E 3.94  
 N 33 45 E 1.17  
 N 62 E 3.06  
 N 29 45 E 6.86  
 N 25 E 2.31  
 N 79 E 5.65 ✓  
 S 40 E 3.65  
 S 84 30 E 1.79  
 N 37 15 E 3.81  
 N 72 30 E 2.53  
 S 81 30 E 2.46  
 S 70 E 3.02  
 S 68 E 1.77 INT. ROAD going To Logging CAMP #17  
 S 67 E 4.30  
 S 13 E 2.16  
 S 67 30 E 2.00 INT. SEC. L. BWT SEC. 25-30 25.88 S of Cor.  $\frac{24}{25} \frac{19}{30}$   
 3.64  
 S 49 45 E 1.19  
 S 60 E 5.04  
 N 80 30 E 4.44  
 N 68 E 4.88  
 S 49 30 E .84 ABOUT 350 W OF R.R. SPOO LINE  
 S 31 15 7.75 ALONG Landing ground.  
 TOTAL CHS = 195.99 OR 2.48+ MILES  
 HUB # (9) 6/1-1938  
 N 48 30 W 6.90  
 N 31 30 W 2.26  
 N 26 E 2.98  
 N 22 15 W 1.46  
 N 29 45 W 7.73  
 N 17 W 6.22  
 N 41 W 6.92  
 N 63 15 W 3.16  
 N 77 30 W 3.23  
 N 72 W 3.51

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

85

N 65 15 W 2.40  
 S 89 45 W 2.89  
 N 66 45 W 1.16  
 N 38 15 W 2.64  
 N 31 W 3.59  
 N 43 W 2.25  
 N 51 W 2.44  
 N 36 30 W 3.41  
 N 39 30 W 3.41  
 N 36 15 W 2.69  
 TOTAL CHS. = 70.25 OR .88- MILES  
 HUB # (7) 5/26-1938  
 S 58 E 11.10  
 S 38 30 E 3.19  
 S 16 E 2.58  
 S 7 W 3.21  
 S 14 30 W 8.63  
 S 4 30 W 13.94  
 S 2 45 E 2.87  
 S 42 30 W 2.42  
 S 55 W 3.98  
 S 60 45 W 8.12  
 S 44 W 3.11  
 S 27 30 W 10.93  
 S 52 W 3.65  
 S 78 30 W 2.79  
 S 89 W 2.35  
 N 77 45 W 3.51  
 N 69 30 W 3.98  
 N 84 30 W 2.40  
 S 81 W 5.14  
 N 86 30 W 5.85  
 S 68 30 W 5.15  
 S 73 W 2.36  
 S 58 W 1.19  
 N 67 30 W 3.93  
 N 81 30 W 2.19  
 N 80 W 1.25  
 S 87 15 W 2.33

## 86 KENT TRUCK TRAIL SYSTEM [CONTINUED]

N76 W 2.13

S68 W 2.29

W 0 0 W 4.51

S65 30 W 3.82 INT.  $\frac{1}{2}$  C-T-P.N12 W 1.90 INT. NTS  $\frac{1}{4}$  AT  $\frac{1}{2}$  COR. N OF CENTER OF SEC. 2.

TOTAL CHS. 136.80 OR 1.71 MILES T SIN, RISE

HUB # 8 6/1-1938

S 46 30 E 3.37

S 41 30 E 2.45

S 68 45 E 5.16

S 66 30 E 4.15

S 40 E 9.07

S 53 30 E 1.96 ✓

S 33 E 5.24

S 26 45 E 1.76

S 19 E 1.99

S 6 E 3.00

S 25 E 1.30

S 54 30 E 2.66

S 40 E 1.92

S 28 E 4.42

S 52 30 E 1.32

S 66 30 E 4.82

S 62 30 E 1.79

S 71 30 E 2.07

S 18 45 E 3.05

S 15 30 E 1.71

S 31 30 E 1.40

S 48 45 E 3.47

S 54 30 E 4.13

S 22 E 2.54

S 8 30 E 2.39

S 44 E 4.43

S 2 E 7.80

S 30 W 2.39

S 27 45 E 2.04

S 47 E 2.04

S 13 15 E 3.05

S 38 45 E 3.30

2.91

6/2-1938

TOWN L  
INT. SEC. L. BWT. 6-31-80 W 7

28.00 W A COR. TO

31/32

6/5

36.31

7/6

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

87

S 47 30 E 3.95

S 79 E 6.30

S 43 15 E 3.67

S 22 30 E 8.06

S 33 30 W 2.10

S 51 30 W 3.97

S 40 30 W 1.91

S 52 W 2.01

S 23 30 W 3.09

S 14 30 E 2.36

S 32 45 E 3.69

S 33 30 E 3.45

S 9 15 E 4.74

INT. E-W  $\frac{1}{4}$  L SEC. 6 ABOUT 1000 W 9  $\frac{1}{4}$ 

10.49

S 24 30 E 2.67

S 25 30 E 1.69

S 41 15 W 3.15

S 22 W 1.32

S 44 30 W 2.86

S 33 15 W 6.94

S 51 45 W 1.62

N 81 30 W 1.37

N 35 W 1.62

INT-SOME KIND OF LINE

N 25 30 W 1.53

N 63 30 W 3.27

N 48 W 1.03

S 74 30 W 1.62

S 60 W 2.84

W 0 0 W 1.72

N 76 W 3.04

N 79 W 3.00

INT. NTS  $\frac{1}{4}$  L. SEC. 6 OF CENTER (6)

4.31

N 77 W 1.56

S 84 30 W 2.35

S 74 15 W 2.70

N 68 45 W 1.80

INT-E-W L. of SOME KIND

S 57 30 W 4.28

S 44 W 2.58

S 73 30 E 1.43

## KENT TRUCK TRAIL SYSTEM [CONTINUED]

S 24 E 2.56 INT. Old Logging Road going EAST  
 S 46 30 W 2.38  
 S 73 30 W 8.71  
 N 56 45 W 3.63  
 S 89 W 2.42  
 S 61 W 7.33  
 S 46 W 6.66  
 S 23 W 2.42  
 S 9 W 2.64  
 S 19 W 3.23 GATE LUMBER CONST.  
 S 41 W 3.70 INT. E-W SEC. L. 4.50 W. OF 4 SPOT TREE

570

S 43 30 W 7.01

S 72 W 2.25

S 5 W 8.29

S 4 E 3.67

6/3-1938

S 21 30 E 8.26

S 8.15 E 5.97 ✓

S 3 W 7.57

S 5 1/2 W 19.92

S 8 30 W 4.16

S 46 E 2.56

S 15 45 E 4.98

S 53 15 E 2.33-INT. RANGE LINE BWT. R13-14 AT COR. TO  $\frac{12}{7}$ S 2.30 W 13.00 " HIGHWAY #64  $\frac{13}{18}$ 

TOTAL CHS. = 354.50 FOUND STONE WITH X ON IT  
 LESS 13.00 TIE-IN ROUTED IN ROAD - PNT UP NEW BT  
 341.50 - OF 4,294 MILES MAPLE 14 S 38 1/2 E 101 LNS.

NEW LOCATION

TOTAL CHS. IN KENT SYSTEM = 2300.80 CHS.  
 28.76 MILES

ACTUAL-LENGTH OF TRAILS AS FOLLOWS

TOTAL CHS. INCLUDING ALL TIE-INS AND RE-LOCATION TRAVERS

TOTALS = 2300.80 CHAINS OR 28.76 MILES

LESS TIE-IN RELOCATION =  $\frac{114.95}{2185.85}$  CHAINS OR 27.32+ MILES

5/19-1938  
JACK LANE TRUCK TRAIL SYSTEM #80

BEGINNING AT THE 4 COR. CENTER OF SEC. 35, T33N, R11E. THENCE  
 S 53 30 W 1.58  
 S 15 30 W 7.05  
 S 35 30 W 4.42  
 S 29 30 W 2.01  
 S 14 30 W 1.41 E OF BRIDGE 28 FT. LONG LOG & TIMBER CANT  
 2.78  
 S 15 30 W 7.23  
 S 47 45 W 2.29  
 S 26 30 W 1.73  
 N 56 30 W 1.77  
 N 37 30 W 1.42  
 N 56 W 2.81  
 N 18 W 4.20  
 N 4 W 1.92  
 N 42 W 2.74  
 N 88 30 W 7.53 GATE POLE CONST.  
 N 84 30 W 4.68  
 S 78 W 3.61  
 N 34 30 W 2.77  
 N 67 30 W 2.90  
 N 68 W 2.00  
 S 69 30 W 1.00 INT. SEC. L. BWT 34-35, 6.35 N of ST. COR.  
 1.51  
 N 82 W 4.82  
 N 29 30 W 3.33 CULVERT STEEL TUBE 16"  
 6.07  
 N 68 W 1.93 TURN OUT  
 3.80  
 S 71 W 2.71  
 S 43 30 W 3.53  
 S 88 30 W 4.09  
 S 65 30 W 2.59  
 S 82 W 3.45  
 N 84 30 W 11.46  
 N 42 W 2.07  
 S 76 30 W 4.67  
 N 64 45 W 2.48 TURN OUT  
 N 32 30 W 3.53

## 90 JACK LAKE TRUCK TRAIL SYSTEM [CONTINUED]

N 9 W 5.52  
 N 49 W 3.94  
 N 69 30 W 5.61  
 N 44 W 2.75  
 N 81 W 2.93  
 S 60 30 W 9.55  $\frac{1}{2}$  OF MAIN JACK LAKE TRAIL  
 11.37  
 S 47 30 W 1.20 INT. E-W  $\frac{1}{4}$  L. SEC. 34, 12.18 E  $\frac{1}{4}$  COR.  
 2.48  
 S 49 30 W 11.41  
 N 88 W 7.00 INT. SEC. L. BWT. 33-34, 7.63 N  $\frac{1}{4}$  COR.  
 7.19  
 N 75 30 W 4.70  
 N 51 30 W 7.65  
 S 72 30 W 2.36  
 S 62 W 2.79 TURN OUT  
 4.03  
 N 55 W 1.29 CULVERT-LOG CONST 5/20-1938  
 2.89  
 N 49 30 W 2.53 CULVERT STEEL TUBE 12"  
 3.13  
 S 84 W 3.12  
 S 72 30 W 9.65  
 S 63 W 9.06  
 S 66 30 W 3.48 TURN OUT  
 7.08  
 N 71 W 6.18  
 N 29 30 W 3.30  
 N 59 W 2.04 CULVERT LOG CONST.  
 2.99  
 S 81 15 W 3.35 " " "  
 12.60  
 N 58 30 W 1.21 " STEEL TUBE 18"  
 2.94  
 N 16 45 W 6.68 " LOG CONST.  
 7.40  
 N 67 30 W 1.06 INT. SEC. L. BWT. 32-33, 2.00 S  $\frac{1}{4}$  COR.  
 1.49

## JACK LAKE TRUCK TRAIL SYSTEM [CONTINUED] 91

S 24 30 W 3.79 CULVERT LOG CONST  
 9.93 " STEEL TUBE 12"  
 10.31  
 N 43 30 W 1.73  
 N 20 15 W .95 GATE POLE CONST.  
 2.98  
 N 87.30 W 6.78 INT. E. END  $\frac{1}{4}$  TOWN ROAD ON E-W  $\frac{1}{4}$  L. SEC. 32.  
 289.99 OR 362+ MILES  
 TOTAL CHRS. E-W JACK LAKE TRAIL

## ACKLEY TRUCK TRAIL 6/22-1938

COMMENCING AT COR. TO SECTIONS  $\frac{24}{25}$   $\frac{14}{30}$  ON RANGE.  
 LINE BWT. T'S 31N, R'S 9-10E, TENCE E. VAR. 27'E.  
 N 89 30 E 16.82 Along  $\frac{1}{2}$  OF HIGHWAY #66  
 S 89 45 E 22.84 " " " "  
 N 67 15 E 31.53 TO PLACE OF BEGINNING THENCE  
 N 70 15 W .55 GATE POLE CONST.  
 6.29  
 N 76 15 W 7.15  
 N 79 30 W 10.90 CULVERT WOOD CONST.  
 27.90  
 N 76 45 W 3.10  
 N 78 15 W 3.70 " " "  
 16.92 " " "  
 26.66 INT. SEC. R. LINE BWT. SEC. 19-24 COR.  
 59.00 CULVERT WOOD CONST.  
 6/23, 1938 96.49  
 N 77 W 15.49 INT. SEC. L. BWT. 23-24, 2.52 S.  $\frac{1}{4}$  COR. +  
 34.18 FIBRE BRAKE  
 N 68 30 W 6.47  
 N 60 45 W 5.45  
 N 52 W 6.41  
 N 14 30 W 5.28 CULVERT WOOD CONST.  
 6.12  
 N 36 W 4.24 " " "  
 4.78



## ACKLEY TRUCK TRAIL [CONTINUED]

N 33° 45' W 73.13 INT. SEC. L. BWT. 15-14  
 76.64 CULVERT - WOOD  $\frac{10}{11}$   
 118.39 INT. SEC. L. 24.19 W OF COR. TO  $\frac{15}{14}$   
 144.86 CULVERT WOOD  
 180.05 " "  
 215.12 INT. SEC. L. 2.72 W OF COR. TO  $\frac{4}{3}$   
 219.12 E+W FIRE BREAK  $\frac{9}{10}$   
 257.53 CULVERT WOOD  
 320.07 INT. TOWN LINE. BWT. TS 31-32, R 9 E.  
 356.00  
 N 38° W 26.07 CULVERT  
 51.24

N 27° 30' W 2.17 " " "  
 4.18

N 11° W 2.80

N 1° 30' W 2.92

N 11° 30' E 3.28 INT. SEC. L. BWT. 37-14.95 E OF  $\frac{1}{10}$

N 24° E 2.78 " " "

3.21

N 38° E 3.49

N 48° 30' E 2.36

N 59° 30' E 2.82

N 67° E 19.41 BRIDGE POOL + UNSAFE  
 19.72 OVER "  
 19.76

N 70° 30' E 12.56

N 68° E 22.63 GATE POLE CONST.

N 68° E 3.97 CULVERT WOOD CONST.  
 13.79

N 58° E 3.46

N 44° E 3.35

N 28° 15' E 1.15 INT. E+W FENCE L.  
 3.69

N 16° E 3.21

N 2° E 3.61

N 30° W 2.78 - BRIDGE - LENGTH 126 + IN POOL CONDITION

10.41 INT. E+W FENCE LINE

25.03 CULVERT WOOD CONST.

32.35 - INT. S. LINE OF C.T.C. RIGHT OF WAY

## ACKLEY TRUCK TRAIL [CONTINUED]

N 1° 30' W .56  $\frac{1}{2}$  OF COUNTY TRUNK - C -  
 8.00 CULVERT WOOD CONST.  
 20.00 " " "  
 46.63

N 15° W 9.47

N 1° W 4.00 " " "

10.68 " " "

49.26

N 4° 30' E 12.06 " " "

38.79

39.15

53.55

N 4° 30' E 12.25  $\frac{1}{2}$  OF TOWN ROAD E+W

16.44

31.00

47.47

N 7° W 4.26

N 20° W 2.42

N 29° W 3.30

N 40° 30' W 3.87

N 51° W 2.75

N 2° W 30.35 INT. SEC. COR. IN ROAD OF  $\frac{4}{3}$

34.33

N 1° 15' W 8.93 BRIDGE

9.23 OVER "

25.78

37.22

N 4° 45' W 51.00 INT.  $\frac{1}{2}$  OF COUNTY TRUNK - H -

TOTAL CHS. = 1228.80 OR 15.46 MILES.

TOTAL CHAINS OF TRUCK TRAIL 1157.615 - OR 14.42 MILES

↑

METER-TIE-INS ARE TAKEN OFF LEAVING

ACTUAL LENGTH

8/19-1938 S. JOHN'S & JUNGLE LAKE TRUCK TRAIL SYSTEM  
 94 COMMENCING AT  $\frac{1}{4}$  COR. BWT. SEC. 23-26, T34N, R12E, DEC. 2° E

CONTINUED

95

THENCE E. 43.66 TO  $\frac{1}{4}$  OF TOWN ROAD THENCE  
 ALONG  $\frac{1}{4}$  OF TOWN ROAD - N 27° E. 6.34 TO PLACE OF  
 BEGINNING, THENCE ON TRUCK TRAIL

S 71 E 8.19  
 N 76 30 E 4.04 INT. PICKEREL LAKE ROAD GOING E.  
 N 48 E 17.35  
 N 37 15 E 29.58  
 N 36 30 E 5.18 INT. E & W  $\frac{1}{4}$  L.  
 11.83 HUB - ENDING DAYS WOLK  
 N 32 45 E 9.00 GATE WOOD CONST.  
 11.18 CULVERT STEEL TUBE 14" DIA.  
 30.43  
 N 29 E 2.80  $\frac{1}{4}$  BRIDGE - 40 LKS. LONG  
 10.22  
 N 3 30 E 1.62 INT. SEC. L. BWT. SEC. 13-14, 4.25 W OF  $\frac{1}{4}$  COR.  
 5.87 ✓  
 N 14 15 E 4.14  
 N 31 30 E 4.03  
 N 37 15 E 15.22 TURN OUT  
 N 23 30 E 8.17  
 N 18 30 E 5.65  
 N 10 15 W 4.30  
 N 19 W 11.99  
 N 12 W 19.68  
 N 3 15 E 4.23 LOCATION OF OLD LOGGING CAMP HDQS  
 N 19 15 E .59 CULVERT WOOD - BIG SPRING  
 1.73 INT. SEC. L. BWT. 12-13, 5.00 E OF  $\frac{1}{4}$  COR.  
 3.68  
 N 37 E 3.76  
 N 53 E 4.52  
 N 53 30 E 2.74  
 N 29 45 E 3.19  
 N 13 30 E 2.62  
 N 44 E 3.57  
 N 65 15 E 3.07  
 N 82 30 E 2.85 → 3.37  
 S 77 E 12.63 INT. RANGE L. BWT. RS. 12-13, 15.00 N OF COR. TO  $\frac{12}{13}$  /  $\frac{7}{18}$   
 S 72 E 14.27

N 89 30 E 3.31  
 N 72 E 3.47  
 N 66 45 E 7.56 CULVERT WOOD  
 N 70 45 E 4.03  
 N 76 30 E 6.47  
 N 72 E 22.57  
 N 62 E 3.90  
 N 43 E 4.12  
 N 25 15 E 8.00 CULVERT STEEL TUBE 12" DIA.  
 12.69  
 N 39 E 4.69  
 N 52 E 3.86  
 N 67 30 E 1.00 CULVERT STEEL TUBE 12" DIA.  
 8.65  
 N 49 E 3.47  
 N 33 E 6.40 " " " 12" "  $\frac{6}{5}$   
 20.14 INT. SEC. L. BWT. SEC. 7-8, 5.00 S OF COR. TO  $\frac{7}{8}$   
 25.03  
 N 34 15 E 9.00 CULVERT - WOOD -  
 9.18  
 N 24 E 13.08  
 N 24 15 E 12.82 " STEEL TUBE 14" DIA.  
 13.10 - HUB - ① INT. TWO BRANCHES - ONE N - ONE W  
 S 45 30 E 7.50  
 S 79 E 7.02  
 S 84 30 E 6.94  
 S 71 45 E 4.75  
 S 65 30 E 6.97 CULVERT STEEL TUBE 14" DIA.  
 12.01  
 S 59 15 E 5.17  
 S 67 E 8.79  
 S 34 30 E 7.79  
 S 46 E .77 INT. SEC. L. BWT. SEC. 4-5, 5.00 N OF COR. TO  $\frac{5}{4}$  /  $\frac{8}{9}$   
 9.32  
 S 40 E 6.34  
 S 28 E 2.11 CULVERT STEEL TUBE 14" DIA.  
 9.34  
 8-23-1938  
 S 35 30 E 7.50

ST. JOHN'S + JUNGLE LAKE SYSTEM  
CONTINUED

S 47 E 4.59  
 S 43 30 E 4.60  
 S 61 15 E 3.42  
 S 73 45 E 2.46 - HUB - (2) INT. TRAIL INTO ST. JOHN'S LAKE  
 S 88 E 6.63  
 N 41 E 4.69  
 N 29 30 E 6.06  
 N 60 15 E 16.43  
 N 77 30 E 7.71  
 S 55 E 4.15 AROUND POT HOLE  
 N 58 15 E 1.60  
 N 35 45 E 4.93  
 S 88 45 E 1.71  
 S 72 30 E 6.69 INT. SECT. L. BWT. SECT. 10 ABOUT 5.00 S of Cor To  $\frac{V}{9} \frac{3}{10}$   
 7.00  
 7.21  
 N 73 15 E 1.31  
 N 60 E 3.10  
 S 89 E 1.77  
 S 51 E 3.15  
 S 43 E 2.90  
 S 70 E 1.66  
 N 68 E 1.26  
 N 31 30 E 3.39  
 N 68 15 E 1.72  
 N 83 30 E 3.76  
 N 65 E 4.50  
 N 59 15 E 3.14  
 N 74 30 E 1.79  
 N 56 E 2.71  
 N 76 E 4.77  
 N 81 15 E 6.79  
 S 67.30 E 2.66 INT. NTS  $\frac{1}{4}$  L. SECT. 10, 15.00 S of N- $\frac{1}{4}$  COR.  
 4.47 CULVERT WOOD  
 11.04 ALONG SHORE OF SMALL LAKE  
 N 71 30 E 1.00 " " " " "  
 3.87 INT. LOGGING ROAD GOING NORTH  
 8.74  
 S 77 E 1.34

CONTINUED

S 62 30 E 3.33  
 N 74 30 E 1.66  
 N 57 E 2.79 CULVERT WOOD  
 N 24 30 E 3.53  
 N 50 E 1.07 " "  
 2.76 INT. SECT. L. BWT. 3-10, 5.00 W of Cor. To  $\frac{3}{10} \frac{2}{11}$   
 3.91  
 S 86 E 3.29  
 N 81 E 2.22  
 S 69.30 E 4.51  
 S 35 E 3.33  
 S 78 30 E 2.02  
 S 87 45 E 1.49  
 S 64 30 E 4.90  
 S 87 30 E 2.96  
 N 56 30 E 1.00  
 N 28 E 2.44 - 100 N. TO SHORE OF JUNGLE LAKE  
 S 79 45 E 2.10 ALONG " " " "  
 S 56 30 E 7.25 " " " " "  
 S 80 30 E 1.34  
 N 79 30 E 3.90  
 N 74 30 E 2.10  
 N 83 30 E 6.26  
 N 71 E 14.83  
 N 48 15 E 4.54  
 N 55 30 E 2.74  
 N 68 30 E 4.89  
 N 51 E 2.58  
 N 13 15 E 4.76  
 N 54 E 1.64  
 N 88 45 E 7.51 CULVERT (2) STEEL TUBES 24" DIA. EACH  
 10.46 INT.  $\frac{1}{2}$  OF SPOON LINE R.R. TRACK  
 8/24-1938  
 N 72 E 1.57  
 N 59 15 E 3.16  
 N 84 30 E 5.45  
 S 42 30 E 1.99  
 S 36 30 E 5.45

S 56 E 7.91  
 S 69 30 E 8.16  
 S 69 30 E 4.16  
 S 57 30 E 4.04  
 S 2 30 W 2.26  
 S 62 15 E 2.06  
 N 79 30 E 2.83  
 N 64 E 14.27 GATE POLE CONST.  
 N 24 E 1.23 HUB ③ INT. N+S TRAIL - CONTINUED SOUTH  
 N 84 E 11.42  
 S 55 15 E 1.71 INT. ROAD EAST INTO ROBERTS LAKE  
 S 16 30 E 2.37  
 S 1 45 E 7.50  
 S 38 45 E 2.15 BRIDGE, 25 LKS. Long  
 3.39  
 S 17 15 E 4.71  
 S 2 E 2.08  
 S 1 45 W 5.71  
 S 27 30 W 10.48  
 S 32 15 W 4.22  
 S 40 30 W 7.48  
 S 23 15 W 12.31  
 S 22 30 W 6.06  
 13.30 GATE POLE CONST.  
 S 22 30 W 5.15  
 S 6 W 9.03  
 S 20 30 W 3.75  
 S 43 45 W 5.00 INT. E+W ROAD  
 10.90 CULVERT WOOD  
 14.61  
 S 21 W 6.93  
 S 18 W 3.45  
 S 8 W 5.04  
 S 27 15 W .50 CULVERT STEEL TUBE 14" DIA.  
 3.52  
 S 40 15 W 8.94  
 S 31 15 W 14.51  
 S 29 W 6.56 " " " "  
 7.55 INT. ROAD going W.

S 18 15 W 8.60  
 S 14 W 4.90  
 S 130 W 5.62  
 S 1030 W 6.28  
 S 15 W 10.47  
 S 2 W 3.76  
 S 19 W 9.49  
 S 730 W 7.14  
 S 3 E 29.00 JONES SPUR  
 48.00 INT. ROAD going WEST.  
 49.00 " OLD R.R. GRADE NE-SW  
 85.53  
 S 3 E 19.32  
 S 230 E 23.00 INT. ROAD going WEST  
 50.90  
 S 2° 45' E 14.78 CULVERT (2) STEEL TUBES 30" DIA. EACH  
 44.91  
 S 22 30 W 2.87  
 S 28 W 7.27 - INT. C of COUNTY TRUNK - E, ON TOWN LINE  
 TOTAL CASH. 1250.73 BWT. SEC. 1-36, 4.86 E of COR. TO 35 36  
 BACK TO HUB ② ST. JOHN'S LAKE BRANCH 2 | 1  
 S 6 15 E 9.40 INT. C of COR. CENT. OF SEC. 9, TOWN, RISE ON SHORE  
 S 67 E 2.20 along SHORE of ST. JOHN'S LAKE  
 S 47 E 6.28 " " " "  
 S 36 E 5.15 " " " "  
 S 29 E 2.39 " " " "  
 S 10 E 2.78 " " " "  
 S 3 45 W 1.36 " " " "  
 S 8 W 1.16 " " " "  
 S 23 45 W 2.64 " " " "  
 S 35 45 E 3.88 LEAVE LAKE  
 S 35 15 E 9.42  
 S 9 30 E 2.87  
 S 330 E 2.23 CULVERT STEEL TUBE 14" DIA.  
 4.20  
 S 56 30 E 3.34  
 S 45 E .45 INT. SEC. L. BWT. SEC. 9-16, 1500 E of 1/4 COR.  
 6.75

1,250.73 CASH.  
 LESS = 20.00 " for TRAVEL  
 1,230.73 CASH. OR 15.38 MILES





ST. JOHN'S + JUNGLE LAKE TRAIL SYSTEM  
CONTINUED

100

S 67 45 E 6.00  
N 86 15 E 2.62  
N 85 E 2.78  
S 24 E .78 CULVERT WOOD  
S 330 E 6.00  
S 24 30 E 3.81  
S 37 30 E 3.94  
S 43 E 5.37 INT. SEC. L. BWT. SEC. 15-16, 24.00 S OF COR. TO 16 VS  
9.81  
S 27 E 3.40  
S 9 30 E 2.08  
S 12 W 2.48  
S 28 45 W 6.47 INT. E & W 1/4 L. SEC. 15, 1.75 E OF 1/4 COR.  
8.38  
8/26-1938  
S 11 30 W 1.83  
S 7 E 3.16  
S 21 E 5.49  
S 53 E 3.86 GATE POLE CONST.  
S 11 45 E 3.19  
S 1 W 8.81  
S 9 30 E 10.61  
S 7 45 E 3.48 INT. SEC. L. BWT. SEC. 15-22, 7.00 E OF COR. TO 21 | 22  
10.57  
S 230 W 2.51  
S 1 45 W 6.03  
S 4 E 4.27  
S 18 E 3.80  
S 25 30 E 6.79  
S 34 30 E 10.31  
S 25 15 E 9.42  
S 34 30 E 4.33  
S 46 30 E 4.25  
S 49 45 E 5.21 HUB (2) TRAIL INTO LILLY LAKE  
S 26 45 E 4.80  
S 15 E 2.41  
S 0 0 0 3.27  
S 15 W 3.01

9/10

16/15

CONTINUED

101

S 26 30 W 13.06  
S 12 15 W 7.34  
S 3 E 2.70 OR 3.23+ MILES  
S 18 E 2.46 INT. TOWN ROAD ON N. SHORE OF ABOUTUS LAKE  
TOTAL CHS. 258.69 BACK TO HUB (4) INTO LILLY LAKE  
N 11 W 2.68  
N 7 30 E 3.38  
N 21 E 8.04  
N 21 E 6.21  
N 14 E 6.43  
N 10 15 E 8.94  
N 23 E 3.84  
N 34 30 E 3.16  
N 43 45 E 4.38  
N 35 15 E 3.48  
N 29 E 2.80  
N 17 E 3.01  
N 9 15 E 5.10  
N 17 E 8.12 OR .9+ MILES  
N 21 15 E 2.62 - END OF TRAIL AT TURN AROUND. 15.00 W OF  
72.19 BACK TO HUB (1) LILLY LAKE - NO TRAIL TO LAKE  
AUG-30TH. 1938  
S 77 W 1.90 TRAIL TO DEEP HOLE LAKE - SEC. 6-T34N R3E  
N 76 30 W 2.31  
N 70 15 W 2.42  
S 91 30 W 4.64  
S 80 30 W 4.26  
S 89 W 1.73  
N 54 45 W 1.42  
N 38 W 1.17  
N 56 15 W 2.51 - TURN AROUND ON SHORE LAKE AT OLD Logging  
TOTAL CHS = 22.36 OR .28 - MILES CAMP SITE  
BACK TO HUB (1) GOING N + EAST  
N 24 15 E 6.58 CULVERT STEEL TUBE 18" DIA.  
13.00  
20 15 INT. E & W 1/4 L. SEC. 5 T34N, R13E  
N 41 30 E 3.86  
N 57 30 E 2.93

## ST. JOHN'S &amp; JUNGLE LARE TRAIL SYSTEM "CONTINUED"

102

7  
 N 62 30 E 9.46 INT. NTS  $\frac{1}{4}$  L. SEC. 5, T34N. R13E, AT THE N  $\frac{1}{4}$  COR.  
 10.70 CULVERT STEEL TUBE 14" DIA.  
 22.30 " " " " "  
 33.48  
 N 63 30 E 11.23  
 N 62 45 E 7.70 INT. TOWN L. BWT. TS 34-35N, 40 LKS. W. OF COR. TO 5  $\frac{1}{4}$  32 | 33  
 9.48  
 N 62 45 E 20.47  
 N 55 30 E .88 CULVERT STEEL TUBE 24" DIA.  
 3.00  
 N 34 15 E 3.25  
 N 12 15 E 3.49  
 N 5 E 5.40  
 N 5 45 W 6.55  
 N 7 30 E 4.08 " " " 14" DIA.  
 15.59  
 N 2 30 E 3.66  
 N 18 W 3.55  
 N 39 45 W 12.71  
 N 25 15 W 4.76  
 N 10 30 W 8.87  
 N 3 30 W 3.89  
 N 24 15 E 3.21  
 N 51 30 E 2.58  $\frac{1}{2}$  OF BRIDGE .60 LKS. LONG BRANCH OF SUP. CREEK  
 N 78 E 3.10  
 S 85 E 12.62  
 N 82 45 E 3.97  
 8/31-1938  
 N 63 15 E 3.81 INT. SEC. 6, BWT. SEC. 28-33, AT THE  $\frac{1}{4}$  COR. T35N R15E  
 5.72  
 N 58 E 22.88  
 N 58 E 18.00 INT. SEC. 6, BWT. SEC. 27-28, 15.00 S OF  $\frac{1}{4}$  COR.  
 24.14  
 N 77 15 E 2.64  
 N 35 15 E 4.25  
 N 57 15 E 3.35  
 N 28 45 E 1.14 INT.  $\frac{1}{2}$  OF SMOO LINE P.R. TRACK  
 N 64 15 E 7.90 GATE POLE CONST  
 9.44

CONTINUED

103

S 70 E 6.26  
 N 50 15 E 3.60  
 S 89 E 8.32  
 N 57 30 E .30 INT.  $\frac{1}{4}$  COR. CENTER SEC. 27, T35N R13E.  
 3.70  
 N 84 E 5.19  
 N 58 E 8.16  
 N 54 E 2.13  
 N 36 E 7.19  
 N 38 E 2.60  
 N 62 E 6.98  
 N 75 30 E 3.98  
 N 60 45 E 10.01  
 N 47 E .72 INT. SEC. 6, BWT. SEC. 26-27, 15.00 S-OF COR. TO 27  $\frac{1}{2}$  22 | 23  
 3.92  
 N 64 E 9.65  
 N 61 15 E 4.91 GATE POLE CONST. OR 4.54+ MILES  
 5.45 HUB (5)  $\frac{1}{2}$  OF NTS TRUCK TRAIL  
 TOTAL CUS = 363.52 / BACK TO HUB (3)  
 N 48 30 W 2.07  
 N 18 30 W 5.16  
 N 15 30 W 12.51  
 N 19 W 14.84  
 N 23 45 W 10.74  
 N 52 30 W 4.51  
 N 32 30 W 4.13  
 N 19 30 W 5.21  
 N 7 W 2.32  
 N 49 45 W 8.45  
 N 27 W 7.88  
 N 22 45 W 12.82  
 N 37 W 10.72  
 N 14 30 W 6.20  
 N 61 W 3.85  
 N 82 30 W 2.81  
 N 79 W 2.92  
 N 32 W 3.62  
 N 11 30 E 2.15  
 N 38 W 4.44

ST. John's + JUNGLE LANE TRAIL SYSTEM  
— CONTINUED —

104

N 7030 W 12.68  
 N 4415 W 1.54  
 N 845 W 1.16 Bridge 20 LKS. LONG  
 2.12 HUB - QUIT HERE TO GO ON ANOTHER PROJECT  
 N 3315 E 5.24 OCT-12-1938  
 N 1 E 3.82  
 N 1045 W 3.06  
 N 71 W 4.52  
 N 7745 W 6.09  
 N 4730 W 4.69  
 N 1545 W 5.40  
 N 45 E 12.52 INT. E & W ROAD  
 N 945 W 2.94  
 N 1545 W 10.78  
 N 1845 W 3.59  
 N 2845 W 2.00 going AROUND WEST SIDE OF OPEN SWAMP  
 N 2 E 2.93 " " " " " "  
 N 76 W 4.21 " " " " " "  
 N 430 W 2.06 " " " " " "  
 N 2930 E 1.71 " " " " " "  
 N 20 W 1.20 INT. OLD R.R. GRADE  
 6.08  
 N 5230 W 2.32  
 N 5615 W 2.45  
 N 20 W 9.90  
 N 530 W 4.01  
 N 1330 E 3.66  
 N 1130 W 2.11  
 N 31 W 4.28  
 N 31 W 3.68  
 N 730 W 3.46  
 N 2 W 15.04 GATE POLE CONST.  
 15.86 INT. HUB # (5) CONTINUED ON  
 N 215 W 26.75 CULVERT WOOD  
 27.75 HUB # (6) RAT TOWER TRAIL GOING EAST  
 28.67 CULVERT WOOD  
 32.22

CONTINUED

105

N 33 W 2.19  
 N 5330 W 19.17  
 N 5230 W 16.30 INT. TRAIL GOING N & E  
 S 7715 W 8.96  
 S 88 W 5.92  
 N 77 W 5.51  
 N 5530 W 6.75  
 N 1215 W 2.00  
 N 45 W 14.62 INT. OF SEC'S.  $\frac{12}{13}$  TOWN 35N, R13E.  
 N 4 W 3.70  
 N 1 W 6.25 INT. SO. END OF TOWN ROAD  
 TOTAL CHS = 400.65 BACK TO HUB # (6) THENCE  
 N 88 E 1.26 GATE POLE CONT.  
 6.50 CULVERT WOOD  
 23.30  
 N 7215 E 3.56 INT. N.T.S.  $\frac{1}{4}$  L. SEC. 23, T35N, R13E, 12.00 S of  $\frac{1}{4}$  COR.  
 9.22  
 N 4530 E 2.92 CULVERT WOOD  
 6.27  
 N 5630 E 5.90  
 N 7930 E 7.19  
 N 82 E 6.80 INT. OLD LOGGING R.R. GRADE  
 10.50 INT. SEC. L. B.W.T. SEC. 23-24, 15.00 N OF  $\frac{1}{4}$  COR.  
 24.70 CULVERT WOOD  
 28.00 HUB # (7) TRAIL GOING EAST.  
 N 730 E 6.40 INT.  $\frac{1}{16}$  COR. CENT. OF NW  $\frac{1}{4}$  SEC. 24  
 26.00 " SEC. L. B.W.T. 13-24, 300 E OF W  $\frac{1}{16}$  COR.  
 45.02 CULVERT  
 66.22 INT. E & W  $\frac{1}{4}$  L. SEC. 13, 12.00 W OF CENTER.  
 68.00  
 N 1330 W 10.95 10/13/1938  
 16.04  
 N 5 W 6.93  
 N 1315 W 16.23 INT. SEC. L. B.W.T. SEC. 12-13, 16.00 E. of COR. to  $\frac{11}{12}$   
 20.21 CULVERT STEEL TUBE 14" DIA.  $\frac{14}{13}$   
 30.94  
 N 1130 E 5.10

ST. JOHN'S + JUNGLE LAKE TRAIL SYSTEM  
CONTINUED

106

N 1745 E 18.51 CULVERT WOOD  
 23.27 INT. E & W  $\frac{1}{4}$  L. SEC. 12, 23.00 E. OF  $\frac{1}{4}$  COR.  
 25.57

N 34 E 6.31

N 1930 E 8.97

N 4730 E 5.15 INT. E & W  $\frac{1}{8}$  L. SEC. 12, 27.00 E OF  $\frac{1}{16}$  COR. ON SEC. L. BWT. 11-12  
 6.86 CULVERT WOOD

11.37 INT. N & S  $\frac{1}{4}$  L. SEC. 12, 10.00 S OF  $\frac{1}{4}$  COR.  
 13.47

N 28 E 14.32

N 4 E 248 INT. SEC. L. BWT. 1-12, 5.00 E. OF  $\frac{1}{4}$  COR.  
 3.36 CULVERT WOOD  
 5.37

N 2030 W 5.36

N 3330 W 5.53

N 41 W 4.08

N 230 E .55 CULVERT STEEL TUBE 18" DIA.  
 3.03

N 3515 E 1.17 INT. N & S  $\frac{1}{4}$  L. SEC. 1, 3.00 N OF S  $\frac{1}{16}$  ON  $\frac{1}{4}$  LINE  
 2.07 CULVERT STEEL TUBE 16" DIA.  
 11.14

N 2 W 4.18

N 945 W 4.67 INT. E & W  $\frac{1}{4}$  L. SEC. 1, 8.00 E OF CENTER  
 8.49 CULVERT STEEL TUBE 16" DIA.  
 10.69

N 30 W 4.26

N 845 W 4.23 CULVERT " " 14" DIA.  
 6.36

N 4 E 4.07

N 2115 E 1234 INT. TOWN L. AWT. SEC. 1-36, 6.00 W OF  $\frac{1}{4}$  COR.  
 16.72

N 1830 E 3.49 GATE POLE CONST.  
 4.62

N 245 E 6.62 CULVERT WOOD  
 23.77

N 45 E 3.88 " STEEL TUBE 12" DIA.  
 9.34 RT. CENTER OF SEC. 36, T36N, R13E.  
 10.54

CONTINUED

107

N 20 W 10.70

N 2215 W 7.88 CULVERT STEEL TUBE 14" DIA.  
 8.64 INT.  $\frac{1}{4}$  ROAD TO RAT LAKE TOWER, SET HUB ⑤

N 3 W 6.39 CULVERT STEEL TUBE 14" DIA.  
 14.40

N 3045 W 5.49 INT. SEC. L. BWT. SEC. 25-36, ABOUT 6.00 W OF  $\frac{1}{4}$  COR.  
 8.57 CULVERT STEEL TUBE 24" DIA.  
 9.92

N 830 W 6.13 " " " 18" AT INT. OF HIGHWAY #8+32

S 6345 W 12.44 ALONG  $\frac{1}{4}$  ON 9-H-#8+32

S 7230 W 5.67 " " " - INT. SEC. L

TOTAL CHS = 463.15 BWT. SEC. 25-36 AT W- $\frac{1}{16}$  COR.  
 LESS - 18.11  
 445.04 - OF 6.58+ MILES

N 80 E 20.37

S 7545 E 1.20 INT. N & S  $\frac{1}{4}$  L. SEC. 24, T35N, R13E, 25.00 S OF  $\frac{1}{4}$  COR.  
 40.43 RANGE L. BWT. R's. 13+14 - SEC. 19-24 and

TOTAL CHS = 60.80 GATE - WHICH SEPARATES FEDERAL + STATE  
 OR - .76 MILES FOREST DISTRICTS

BACK TO HUB ⑤ INTO RAT LAKE TOWER

S 130 E 7.46 CULVERT STEEL TUBE 14" DIA.

S 3330 W 14.90 TO CENTER OF BASE OF TOWER - THIS

TOTAL CHS. 23.36 COMPLETES THE ST. JOHN'S + JUNGLE SYSTEM  
 OR .29+ MILES

TOTAL CHS. OF ST. JOHN'S + JUNGLE LAKE + RAT  
 TOWER + BROWN TRAIL SYSTEM SOUTH OF HIGHWAY  
 #8+32 = 2,915.49 CHAINS OR 36.44 MILES.  
 LESS - FOR TIE-IN'S = 38.11  
 2,877.38 OR 35.96+ MILES



10/14/1938 LAONA CAMP TRUCK TRAIL SYSTEM  
108 NORTH OF STATE HIGHWAY #8+32

COMMENCING AT THE S.  $\frac{1}{4}$  COR. ON THE RANGE LINE  
BWT. SEC. 25-30, T36N, R13E THEN

N 83 15 W 4.04 TO INT. OF TRUCK TRAIL & HIGHWAY #8+32 TRENCH  
N 12 30 W 3.84  
N 28 45 W 8.14 GATE POLE CONST.  
10.05  
N 22 15 W 7.66  
N 21 45 W 1.05 INT. E+W  $\frac{1}{4}$  L. SEC. 25, ABOUT 1,200 E OF  $\frac{1}{4}$  COR.  
5.44  
N 2 30 W 7.49  
N 28 30 W 9.03 INT. N+S  $\frac{1}{8}$  L. 100 N. OF  $\frac{1}{16}$  COR. CENT. OF NE  $\frac{1}{4}$  SEC. 25  
9.64 CULVERT STEEL TUBE 14" DIA.  
15.18  
N 13 45 W 7.54 " " " 12" "  
13.14 INT. SEC. L. BWT. SEC. 24-25, 5.00 E OF  $\frac{1}{4}$  COR.  
22.23 CULVERT STEEL TUBE 12" DIA.  
31.79 " " " " "  
48.40 " " " " "  
55.78 INT. E+W  $\frac{1}{4}$  L. SEC. 24, ABOUT 3.00 E. OF CENTER  
68.14 C. OF BRIDGE - OVER OUT-LET OF SPRING  
69.19 INT. E+W TRAIL + SET HUB @ 12.00 N OF CENT.  
N 12 30 E 8.59  
N 40 30 E 6.88  
N 12 E 4.88  
N 18 45 E 8.78 INT. SEC. L. BWT. 19-24, 150 E OF  $\frac{1}{4}$  COR.  
11.57  
N 1 30 W 11.89  
N 31 W 2.00 INT. N+S  $\frac{1}{4}$  L. SEC. 13, ABOUT 15.00 N OF  $\frac{1}{4}$  COR.  
3.51  
N 55 W 3.48 - BRIDGE 10 FT. LONG  
6.32  
N 30 45 W 1.54 CULVERT WOOD  
4.29  
N 16 E 3.41  
N 45 E 4.01  
N 61 15 E 4.00 INT. N+S  $\frac{1}{4}$  SEC. 13, ABOUT 8.00 S OF CENTER  
10.62

CONTINUED

N 29 15 E 2.93 INT. E+W  $\frac{1}{4}$  L. SEC. 13, ABOUT 5.00 E OF CENTER.  
6.58  
N 19 30 E 2.09  
N 71 30 E 9.57  
N 74 15 E .70 INT. N+S  $\frac{1}{8}$  L. 5.00 N OF E  $\frac{1}{16}$  COR. ON E-W  $\frac{1}{4}$  L.  
4.33 CULVERT STEEL TUBE 12" DIA.  
10.84  
N 21 E 9.19 INT. N, E+W  $\frac{1}{8}$  L. SEC. 13, 1000 W OF E  $\frac{1}{16}$  COR.  
10.45 BRIDGE 10 FT. LONG  
15.41  
N 7 30 E 11.11  
N 13 45 W .82 BRIDGE - 10 FT. "  
3.59 INT. SEC. L. BWT. SEC. 12-13, 5.00 W OF COR. TO  $\frac{12}{13}$   
33.18  
N 19 E 11.38 INT. E+W  $\frac{1}{4}$  L. SEC. 12, 5.00 W OF  $\frac{1}{4}$  COR.  
22.94  
N 7 W 1.95 CULVERT WOOD  
29.00 INT. SEC. L. BWT. 1-12, 5.00 W OF COR. TO  $\frac{11}{12}$   
38.36  
N 25 45 E 12.13 INT. S, E+W  $\frac{1}{8}$  L. SEC. 1, 2.00 W OF  $\frac{1}{16}$  COR. ON R. LINE  
N 26 E 4.75  
N 30 W 13.06 INT. E+W  $\frac{1}{4}$  L. SEC. 1, .25 S. W OF  $\frac{1}{4}$  COR.  
25.13  
N 25 8.33 INT. N, E+W  $\frac{1}{8}$  L. SEC. 1, .30 S. W OF  $\frac{1}{16}$  COR.  
19.88  
N 2 30 E .05 GATE POLE CONST.  
8.81 INT. TOWN ROAD + TOWN LINE BWT. SEC. 1-36  
TOTAL CASH = 419.64  
4.04 OR 5.19 MILES) 29 LKS. W OF COR. TO 36/31 T535-36N, R513-14E  
LESS = 415.60 BACK TO HUB @ 10/19/1938 116  
S 76 30 W 5.50 CULVERT STEEL TUBE 20" DIA.  
5.88 OLD LAONA C-CAMP SITE  
N 75 15 W 9.50 ROAD GOING S. TO BIG SPRING  
14.59  
N 76 W .43 GATE POLE CONST.  
9.30 CULVERT WOOD "  
16.65  
N 74 45 W 2.12 INT. SEC. L. BWT. 23-24, 1.33 S OF N  $\frac{1}{16}$  COR.  
11.69 - FIRE BREAK - GOING N.

N 87 30 W	2.34	CULVERT STEEL TUBE 20" DIA.	
	3.65		
S 67 W	3.44		
S 61 W	2.07	" " " 36" "	
	8.96		
S 82 W	5.52		
S 89 W	2.40	" " " 12" "	
	8.34		
N 75 45 W	5.18	INT. NTS $\frac{1}{4}$ L. SEC. 23, 3.20 S OF $\frac{1}{16}$ COR.	
	6.96		
N 47 W	3.17		
N 21 45 W	7.07		
N 51 30 W	3.67		
N 63 30 W	2.27	CULVERT-TWO STEEL TUBES 18" DIA. EACH	
	10.62		
N 85 45 W	6.06		
N 87 30 W	5.40	" (1) " " 12"	
	14.55		
N 70 45 W	.93	" " " " 36" DIA.	
	2.23	INT. SEC. L. BWT. 22-23, 5.45 S OF COR. TO $\frac{15}{22}$   $\frac{14}{23}$	
	17.85		
N 70 W	.27	" " " " 22-15, 3.40 E OF $\frac{1}{16}$ COR.	
	3.10	" $\frac{1}{8}$ L. 1.50 N OF $\frac{1}{16}$ COR. SEC. 15	
	15.40	CULVERT WOOD	
	19.36	OLD ROAD GOING N.	
	25.36	INT. NTS $\frac{1}{4}$ L. SEC. 15, 8.64 N OF $\frac{1}{4}$ COR.	
	28.53		
N 70 45 W	8.19	CULVERT WOOD	
	14.63		
S 85 30 W	4.87		
S 66 W	4.42		
S 47 30 W	3.80		
S 38 W	11.43	CULVERT STEEL TUBE 12" DIA.	
	12.78	INT. SEC. L. BWT. SEC. 15-22, 3.03 E OF COR. TO $\frac{16}{21}$   $\frac{15}{22}$	
	13.18	-HUB (2) BRANCH TRAIL GOING NE	
S 36 15 W	1.00	GATE POLE CONST.	
	3.92	CULVERT STEEL TUBE 12" DIA.	
	4.30	INT. TWIN ROAD, 3.83 S. OF COR. TO $\frac{16}{21}$   $\frac{15}{22}$	
TOTAL CHS.	226.72	OR 2.83+ MILES	

BRAN TO HUB (2) THEN E

N 18 30 E	1.25	CULVERT WOOD	
	2.79		
N 4.15 E	14.04		
N 7 E	2.35	" "	
	6.95		
N 9 45 W	12.08		
N 12 15 E	3.30		
N 28 E	2.60	" "	
	9.22		
N 49 45 E	2.70	OLD LOGGING CAMP SITE + CLEARING	
N 73 30 E	6.17		
N 53 E	2.50		
N 29 30 E	3.18		
N 20 E	7.93		
N 23 30 E	15.12	CULVERT WOOD	
	17.15		
N 41 15 E	.98	INT. SEC. L. BWT. 10-15, 7.00 W OF $\frac{1}{4}$ COR.	
	5.09	END OF BRANCH TRUCK TRAIL - AN OLD ROAD	
TOTAL CHS.	93.10	CONTINUES ON BUT IMPASSABLE	
		OR 1.16+ MILES	
TOTAL CHAINS OF CAMP LAONA N D			
HIGHWAY #58-32 = 739.46 CHS. OR 9.24+ MILES			
LESS 4.04			
735.42 CHS. OR 9.19+ MILES			

ROLLING STONE LAKE TRUCK TRAIL

112/12/13/1938

COMMENCING AT THE JCT. OF STATE HIGHWAY #55  
AND TRUCK TRAIL LOCATED IN THE NE-NE $\frac{1}{4}$  SEC. 4  
T34N, R12E. THENCE. E. VAR. 2° E. AS FOLLOWS

S 8930 E 12.57 INT. SEC. LINE BWT. 3-4, .82 $\frac{1}{2}$  M. S of Cor. To  $\frac{33}{24}$   
18.94

S 8930 E 27.39

S 7330 E 4.26

S 6545 E 5.13

S 7430 E 3.68

N 59 E 7.86

N 8930 E 26.96 INT. SEC. L. BWT. 2-3, .50 $\frac{1}{2}$  M. S. of Cor. To  $\frac{34}{32}$   
65.29 -  $\frac{1}{4}$  COR. BWT. 2-35, N. 70° E. 1.83

S 41 E 1.83

S 4 W 29.86

S 330 W 24.53

S 2 E 9.43

S 2030 E 6.00

S 14 E 7.90

S 23 W 6.78

S 1215 E 2.76

S 2930 E 5.48

S 68 E 6.65

S 2345 E 3.16

S 13 W .92

COLUERT WOOD  
3.28 INT. TOWN ROAD GOING TO ROLLING STONE LAKE  
TOTAL CHS. - 239.31 OR 2.99+ MILES

TRAIL TO THE PENCE LAKE TOWER<sup>113</sup>  
OCT-1926 1938

COMMENCING AT A POINT ON THE TOWN ROAD  
LOCATED IN THE NE-NE $\frac{1}{4}$  OF SEC. 26, T33N, R11E, THENCE

N 5815 E 2.99

N 71 E 1.14

N 4715 E 2.65

N 5330 E 12.42

N 35 E .72

N 9 E 3.87

N 1030 E 1.91

N 2130 E 4.78 INT. SEC. L. BWT. SEC. 24-25, .25 $\frac{1}{2}$  M. E of Cor. To  $\frac{23}{24}$   
231.24

N 2 E 7.85

N 2 E 1.45

N 3115 E 7.67

N 2315 E 4.74

N 2030 E 5.47

N 1030 E 2.75

N 44 E 5.42

N 2630 E 3.60

N 10 E 5.20

N 24 E 4.01

N 4115 E 3.98

N 7730 E 2.89

N 46 E 3.47

N 7215 E 3.57

N 73 E 2.36 - BASE OF PENCE LAKE TOWER.

TOTAL CHS. 94.91 OR 1.18+ MILES

## WILD LIFE SANCTUARY-T34N, R9E

1/11-1939

NE-Cor. Sec. 13, W, Var. 7°28'E

16.50 - PRAIRIE RIVER, 40 LKS. WIDE, RUNS NW

20.09 - HIT  $\frac{1}{16}$  COR.

24.00 - ENTER CEDAR &amp; TAMARACK SWAMP

40.20 - HIT  $\frac{1}{4}$  COR. BWT. SEC. 12 & 13S  $\frac{1}{4}$  COR. SEC. 12, N, VAR. 1°25'E21.76 FELL .38 LKS. E OF  $\frac{1}{16}$  COR. CORRECTED VAR. 0°09'E

23.00 PRAIRIE RIVER .53 LKS. WIDE RUNS E &amp; W

43.46 HIT  $\frac{1}{4}$  COR. CENTER OF SEC. 12 $\frac{1}{4}$  COR. CENTER OF SEC. 12 W, VAR. 5°0'E STILL IN SWP.

18.00 - LEFT SWP

20.00 - LOW GROUND - BALSAM &amp; TAMARACK

36.00 - HIGH "

39.00 - ENTER SWP AGAIN

41.06 $\frac{1}{2}$  FELL 1.10 S OF  $\frac{1}{4}$  COR. BWT. SEC. 11 & 12  
CORRECTED BACK VAR. 3°07'E $\frac{1}{4}$  COR. BWT. SEC. 11-12, VAR. 3°10'E STILL IN SWP.20.23 - FELL .26 LKS. S OF  $\frac{1}{16}$  COR. CORRECTED BACK 2°28'EE  $\frac{1}{16}$  COR. ON E & W  $\frac{1}{4}$  L. SEC. 11, W. VAR. 2°28'E - OPEN SWP20.24 - HIT  $\frac{1}{4}$  COR. CENTER SEC. 11 - ALL OPEN SWP.COR. TO SEC. 10 $\frac{11}{14}$  E. VAR. 3°0'E19.00 FELL -  $\frac{15}{14}$  FELL .31 LKS. N OF  $\frac{1}{16}$  COR. CORRECTED BACK, VAR. 2°20' $\frac{1}{16}$  COR. EAST OF COR. TO  $\frac{19}{14}$  EAST VAR. 2°04'E19.15 FELL .17 LKS. N OF  $\frac{1}{4}$  COR. BWT. 11 & 14 - CORRECTED  
BACK - VAR. 1°34'E - THIS PROVED THE  $\frac{1}{16}$  COR TO  
BE ABOUT 18 LKS. OUT OF LINE $\frac{1}{4}$  COR. BWT. SEC. 11-14, N, VAR. 2°30'E45.18 FELL .04 LKS. E OF  $\frac{1}{4}$  COR. CENTER SEC. 11.COR. TO  $\frac{19}{14}$  S. VAR. 3°30'E.22.00 FELL .21 LKS. N OF  $\frac{1}{16}$  COR. CORRECTED BACK, VAR. 4°03'EN  $\frac{1}{16}$  COR. ON W. L. OF 14 - VAR. 4°03'E22.13 FELL .16 LKS. W. OF  $\frac{1}{4}$  COR. CORRECTED BACK, VAR. 4°27'E  
THIS  $\frac{1}{2}$  STANDS OUT OF LINE

## WILD LIFE SANCTUARY [CONTINUED]

COR. TO SEC.  $\frac{15}{23}$  N - VAR. 7°18'E42.14 HIT  $\frac{1}{4}$  COR. BWT. 14-15COR. TO  $\frac{15}{23}$  E. VAR. 3°41'E21.30 HIT.  $\frac{1}{16}$  COR. AT POST.42.60 "  $\frac{1}{4}$  BWT. 14 & 23 $\frac{1}{4}$  COR. BWT. SEC. 14-23 E. VAR. 2°45'E36.65 FELL 1.79 N. OF COR. TO  $\frac{14}{23}$  CORRECTED BACK18.32 $\frac{1}{2}$  FOUND  $\frac{1}{16}$  COR. VAR. 0°03' $\frac{23}{24}$ COR. TO SEC.  $\frac{14}{23}$  E. VAR. 4°03'E18.25 FELL .04 LKS. S OF  $\frac{1}{16}$  COR.36.48 " .03 $\frac{1}{2}$  " S "  $\frac{1}{4}$  COR. BWT. SEC. 13-24COR. TO SEC.  $\frac{12}{17}$  S. VAR. 0°03'W

5.00 - ENT. PRAIRIE RIVER .40 LKS. W. RUNS. NW

9.60 " LILLY MILL TRUCK TRAIL

12.00 ENTER CEDAR &amp; SPRUCE SWP.

41.66 FELL 1.76 E OF  $\frac{1}{4}$  COR. CORRECTED BACK VAR. 2°44'W $\frac{1}{4}$  BWT. SEC. 13 & 18 - S. VAR. 1°27'W26.62 FELL .45 LKS. W OF  $\frac{1}{16}$  COR. KEPT ON 90° N43.25 " .90 " W OF COR. TO  $\frac{13}{19}$  CORRECTED BACK  
VAR. 0°12'W.COR. TO SEC.  $\frac{24}{19}$  W. VAR. 13°41'E11.12 FELL 1.1 LKS. N OF  $\frac{1}{16}$  COR. CORRECTED BACK, VAR. 14°03'E34.25 HIT -  $\frac{1}{4}$  COR. BWT. SEC. 13-24.

## LOCATION OF TOWER

NW OF THE SE  $\frac{1}{4}$  SEC. 9 - T34N, R12E.S  $\frac{1}{4}$  COR. SEC. 9 - N, VAR. 1°0'E20.00 INT.  $\frac{1}{4}$  OF COUNTY TRUNK - K -80.44 $\frac{1}{2}$  FELL .330 W OF N  $\frac{1}{4}$  COR. OF SEC. 9. CORRECTED - VAR

STARTING AT THE N. LINE OF C-T-R RIGHT OF WAY

N - VAR 1°22'W I RAN AND CUT OUT THE N & S  $\frac{1}{4}$  LINE

ON THE TRUE LINE AT

38.94 FELL .04 LKS. E OF CENTER OF SEC. 9 FOUND OLD STAKE

AND BT. STP. PUT IN NEW STAKE

CENTER  $\left\{ \begin{array}{l} \text{W. P. STP. 13 S 73 E 18 $\frac{1}{2}$  LKS.} \\ \text{STARTING AT 35.56 ON THE N & S  $\frac{1}{4}$  L. THENCE N 65 E, 7.56 LKS.} \\ \text{TO CENTER OF PROPOSED TOWER SITE} \end{array} \right.$ STARTING AT 35.56 ON THE N & S  $\frac{1}{4}$  L. THENCE N 65 E, 7.56 LKS.  
TO CENTER OF PROPOSED TOWER SITE



11-14-1938-LOCATION OF TELEPHONE LINE  
ACROSS COUNTRY IN CRANDON DISTRICT

SECTION 28 429 T36N, R13E

STARTING AT THE  $\frac{1}{4}$  COR. CENTER OF SEC. 28-COR. IN  
CENTER OF TOWN ROAD-STONE BURIED WITH X MARK  
BT'S ON STUMPS STILL THERE. THENCE W, VAR.  $3^{\circ}$  E  
39.85 FELL 13 LKS. N OF  $\frac{1}{4}$  COR. BWT. 28-29

CORRECTED BACK VAR.  $2^{\circ}49'$  E

$\frac{1}{4}$  COR. BWT. SEC. 28-29 N. VAR.  $3^{\circ}$  E

19.78 - HIT EAST END OF TOWN ROAD ASSUMED TO BE  
AT THE  $\frac{1}{16}$  COR. DID NOT CORRECT LINE AS  
MY RANDOM WAS CLOSE ENOUGH FOR LOCATION  
OF TELEPHONE LINE & RIGHT OF WAY

6-20-1938

SEC. 36 T34N R11E.

$\frac{1}{4}$  COR. ON RANGE LINE BWT. SEC. 31-36, S. VAR.  $1^{\circ}30'$  E

20.28 HIT OLD  $\frac{1}{16}$  POST ALL SCRIBED UP - IN SWP. ALL THE DISTANCE  
 $3\frac{1}{16}$  COR. ON E. SEC. 4, W. VAR.  $4^{\circ}30'$  E

3.00 LEAVE SWP. AND ENTER PLOWED FIELD

11.00 " PLOWED FIELD FENCE 100 CH. S.

11.50 ENTER SWP - NW-SE.

20.00 SET TEMPORARY  $\frac{1}{16}$  P.

$\frac{1}{16}$  TEMP. P. IN CENTER OF SET  $\frac{1}{4}$  SEC. 36, N. VAR.  $1^{\circ}30'$  E

6.53 ENTER SWP.

7.67 LEAVE " AT EDGE OF PLOWED FIELD

13.90 " " " "

21.52 FELL .30 LKS. E OF  $\frac{1}{16}$  COR. ON E+W  $\frac{1}{4}$  L.

CORRECTED BACK VAR  $2^{\circ}17'$  E

6-21-1938

NE. COR. SEC. 4, T34N, R12E S. VAR.  $4^{\circ}5'$  E

36.73 FELL 2.28 E OF  $\frac{1}{4}$  COR. BWT. SEC. 34, CORRECTED BACK  $3^{\circ}11'$  W, VAR.

18.36  $\frac{1}{2}$  FOUND OLD SCRIBED  $\frac{1}{16}$  P. DOWN - BUT IN LINE

N  $\frac{1}{16}$  COR. ON SEC. 4, BWT. 3-4, W. VAR.  $0^{\circ}30'$  W.

12.25 ENTER  $\frac{1}{2}$  OF STATE HIGHWAY #55

13.00 ENTER TIMBER

20.87 FELL .33  $\frac{1}{2}$  LKS. S OF  $\frac{1}{16}$  COR. CENTER OF NE  $\frac{1}{4}$  SEC. 4

CORRECTED BACK VAR  $1^{\circ}25'$  E

6/8/1938 WOLF RIVER PARK SEC. 14, T34N, R11E

COMMENCING AT THE  $\frac{1}{16}$  S OF  $\frac{1}{4}$  COR. BWT. SEC. 1041, STAR 0.30W  
20.98  $\frac{1}{2}$  FELL .03 LKS. E OF COR. TO  $\frac{11}{14}$   $\frac{12}{13}$

FOUND THE POINTS OF (3) OLD STAKES & BT-

OLD-BT ON STP. BLACK PINE 16 S  $84\frac{1}{2}$  W 76 LKS

PUT IN NEW POST & NEW BT'S. { JACK PINE 12 N  $78\frac{1}{2}$  W 64 " "

{ NORWAY PINE 14 N  $24\frac{1}{2}$  E  $58\frac{1}{2}$  " "

COR. TO  $\frac{11}{14}$   $\frac{12}{13}$  S. VAR. D.  $30^{\circ}$  E

20.00 SET TEMP.  $\frac{1}{16}$  POST

28.00 ENTER RIVER BOTTOM - WET

29.00 SET TALLY STAKE ABOUT 300 FROM N. BANK OF WOLF RIVER

TEMP  $\frac{1}{16}$  COR. W. VAR  $2^{\circ}30'$  E

19.50 ENTER SECT N+S ROAD

20.30 " " WIRE FENCE

26.00 " E+W " "

29.53 " N+S " "

39.87 " RIVER BOTTOM

6/9-1938

NE. COR. SEC. 14, N. VAR.  $1^{\circ}34'$  E

20.00 INTERSECT E. LINE OF OLD ROAD

20.50 " N+S WIRE FENCE

41.41 FELL .14 LKS. S. OF  $\frac{1}{4}$  COR. BWT. SEC. 11-14 FOUND THE OLD

STAKE SCRIBED UP WITH TOP BURNED OFF, ALSO (2) BT'S

STPS. ONE BT LOOKED AS TREE HAD BEEN CUT ABOUT

(2) YRS PREVIOUS - SHOWED BY COUNTING THE RINGS

THAT THE BT HAD BEEN PUT ON 48 YEARS AGO

PUT IN NEW STAKE. { Y.P. 20 N  $64$  W  $76\frac{1}{2}$  LKS.

{ " " 13 N  $8$  E  $96$  " "

20.70  $\frac{1}{2}$  SET  $\frac{1}{16}$  ON LINE BWT. SEC. 11-14

{ JACK PINE 12 N  $55$  E  $124\frac{1}{2}$  LKS.

N  $\frac{1}{4}$  COR. SEC. 14, S. VAR.  $1^{\circ}$  E

12.85 ENTER SECT E+W WIRE FENCE

18.62 " N. BANK OF WOLF RIVER BOTTOM. 36 LKS. W OF OLD FENCE

E  $\frac{1}{16}$  COR. ON N. SEC. 4, S VAR. D.  $45^{\circ}$  E - 30 LKS. W OF FENCE

24.00 E+W - WIRE FENCE

35.76 TALLY STAKE ON N. BANK OF WOLF RIVER

6/10-1935  
118

WOLF RIVER PARK CONTINUED

W  $\frac{1}{4}$  SEC. 14, E. VAR. 5°03' W  
24.47 HIT  $\frac{1}{16}$  COR. IN  $\frac{1}{4}$  OF TOWN ROAD 43.00 ENTER SWP. WED  
48.98 FELL 26 LKS. N. OF  $\frac{1}{16}$  COR. CENTER SEC. 14 IN SWP  
CORRECTED BRILL VAR. 5°31' W

S  $\frac{1}{4}$  COR. SEC. 14, N- VAR. 2°15' W  
41.83 FELL .98 LKS. E OF CENTER - CORRECTED BACK VAR. 0.53' W  
20.91  $\frac{1}{2}$  SET. S  $\frac{1}{16}$  P. ON NTS  $\frac{1}{4}$  L. AND FOUND BOTTOM OF OLD  
STAKE  $\frac{1}{2}$  LK. W. OF MY NEW POST. ALSO BT STP

6/13-1935

9 DORR'S SURVEY

$\frac{1}{4}$  COR. CENTER OF SEC. 14, N VAR. .53' W IN SWP  
12.00 INTERSECT S. BANK OF WOLF RIVER  
14.51 " " N. " " " "  
19.45 " " N " " RIVER BOTTOM  
36.40  $\frac{1}{4}$  COR. ON N. L. OF SEC. 14  
18.20 SET  $\frac{1}{16}$  COR. ON NTS  $\frac{1}{4}$  L. IN RIVER BOTTOM  
 $\frac{1}{16}$  COR. ON NTS  $\frac{1}{4}$  L. S OF  $\frac{1}{4}$  COR. E. VAR. 2°19' W  
40.47 INTERSECT E. L OF SEC. AT  $\frac{1}{16}$  COR. { S. PINE 13 N 63 W 5 LKS.

SET CENTER OF NE  $\frac{1}{4}$  AT

20.38 E OF N  $\frac{1}{16}$  COR. ON NTS  $\frac{1}{4}$  L. LINE  
S. PINE 20 S 32  $\frac{3}{4}$  W 237 LKS  
6/14-1935 { JACK " 12 S 58 E 244 "

CONTINUING E & W  $\frac{1}{4}$  LINE OF SEC. 14 WITH AN OFF-SET  
AT 42.16 W OF W  $\frac{1}{4}$  COR. 5.00 UTS. SOUTH AT R. B. ANGLE  
THENCE E. VAR. 5°31' W AT

58.00 INTERSECT W & S, BANK OF WOLF R. AT BEND  
60.00 OVER RIVER  
67.65 OFF-SET 5.50 S. TO GET BY RIVER FLOWAGE  
70.50 ENTER TAMARAC SWP. & RIVER BOTTOM.

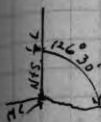
6/16-1935

NE-COR. SEC. 14 - S. VAR. 3°45' W

20.86 - SET  $\frac{1}{16}$  COR.  
29.00 - FELL .56  $\frac{1}{2}$  LKS. W OF W.C. BT  
30.54 - SET M.C. POST AT EDGE OF RIVER BOTTOM  
E-  $\frac{1}{16}$  COR. ON N. L. SO. VAR. 1°50' W  
19.75 HIT  $\frac{1}{16}$  COR. CENT. OF THE NE  $\frac{1}{4}$  SEC. 14  
23.40 - WIRE FENCE & EDGE OF TIMBER { S. PINE 10 N 44  $\frac{1}{2}$  W 19  $\frac{1}{2}$  LKS  
34.27 - SET M.C. ON N. BANK OF WOLF RIVER { " " 16 N 44  $\frac{1}{2}$  W 38  $\frac{1}{4}$  LKS

6/17-1935 WOLF RIVER PARK CONTINUED

COMMENCING AT THE M.C. COR. ON THE NTS  $\frac{1}{8}$  L. OF THE NE  $\frac{1}{4}$   
THENCE ON MAGNETIC COURSE MEANDERING THE RIVER BANK



CHS.  
S 52°30' E 1.47  
S 41° E 2.14 - 15 LKS. N OF WATER & INTERSECTION OF OLD BRIDGE  
S 36°30' E 2.32 " " " " " Edge  
S 49°30' E .50 LEAVE OPEN WATER  
2.45 ON EDGE OF OPEN SWAMP  
S 89°15' E 1.24 " " " " " "  
N 51°36' E 2.62 " " " " " "  
N 50°15' E 2.63 " " OPEN WATER .25 LKS. S  
N 32°15' E 1.99  
N 64° E 1.93 OPEN SPOT FOR CAMP SITE  
N 25° E 1.73 ALONG EDGE OF OPEN SWAMP  
N 50° E 1.41 " " " " " 1.50 S. TO OPEN WATER  
N 60° E 2.68 " " " " " 3.00 " " " "  
N 43°30' E 1.93 " " TO M.C. ON E. SEC. 14.  
26.54

TRAVERSING OF ROADS IN NEW WOLF RIVER PARK

COMMENCING 1.95 E OF E  $\frac{1}{16}$  COR. ON EW  $\frac{1}{8}$  L. IN THE NE  $\frac{1}{4}$  SEC. 14  
THENCE - ON MAGNETIC COURSE VAR. 0°  
S 2°30' E 14.00 N. EDGE OF TIMBER E. OF ROAD  
16.36 - PUT IN HUB # (1)  
S 68° E .96  
N 61°15' E 2.29  
N 80°30' E 3.98 LEAVE TIMBER GROWTH  
N 71° E 3.84 " " S & E OF ROAD  
N 39°15' E 1.57 " " " " " "  
N 31°45' E 5.63 OUT IN OPEN  
N 50° E 3.30 INTERSECT S. LINE .410 N OF M.C. POST  
BACK TO HUB # (1)  
S 12° E 1.51  
S 33°45' E .70  
S 57° E .75  
S 45°30' E 1.10

## WOLF RIVER PARK CONTINUED

S 50°30' E 1.53  
 N 75 E .92  
 N 56°30' E .44  
 N 18°30' E 1.06 SET HUB # (2)  
 N 19°15' W .88  
 N 37°30' W 1.50  
 N 54°30' W 1.74

BACK TO HUB # (2)

N 25 E 1.37  
 N 70°45' E 1.06  
 N 58 E .71  
 N 78 E .91  
 N 61°15' E .95 CAMP SITE  
 N 35 E 1.74 INTERSECT MAIN ROAD

4/16-1938-

SEC. 31-T34N, R12E

$\frac{1}{4}$  COR. IN CENTER OF SEC. 31. N. VAR. 3°15' E IN BED AT SPRING SWP.  
 17.99 - ENTERED OPEN SWP AND RIVER FLOWAGE 10 INCHES  
 OF WATER AND OPEN SWP TO RIVER SO QUIT. NO  
 HIGH LAND FOR PLANTING ON LAND WANTED

4/22/1938

W  $\frac{1}{4}$  COR. SEC. 31. T34N, R12E. E. VAR. 6°30' E FELL

40.29 FELL .04 LKS. N. OF CENTER FOUND THE OLD STAKE ROTTED  
 OFF AND LAYING DOWN - RT. BADLY ROTTED - PUT IN NEW COR.  
 } SPRUCE 9 S 26 $\frac{1}{2}$  W 19 $\frac{3}{4}$  LKS.  
 { " 7 N 41 E 18 $\frac{1}{2}$  "

SET - W  $\frac{1}{16}$  ON EW  $\frac{1}{4}$  L. AT20.14 $\frac{1}{2}$  IN  $\frac{1}{4}$  OF COUNTY TRUNK "U" SET W  $\frac{1}{8}$  .30 LKS. N OF  $\frac{1}{16}$  P.W  $\frac{1}{16}$  COR. ON W OF CENT. ON E+W  $\frac{1}{4}$  L. N. VAR. 4° E

18.67 - ENTER SWP - OPEN NW-SE

29.50 - OVER "

33.55 - ENTER SPRUCE SWP.

40.00 - SET TEMP.  $\frac{1}{16}$  P. .51 LKS. N OF E+W RANDOM LINE

4/25/1938 - SEC. 31-T34N, R12E CONTINUED

SE. COR. SEC. 31. VAR. 5°30' E - GOING WEST  
 40.01 FOUND HUTCHINSON'S  $\frac{1}{4}$  COR. IN ROAD - SET IRON STAKE  
 1 FT. BELOW SURFACE OF ROAD AND SET IRON PIPE FOR  
 W. E. 50 LKS. S OF COR.

S  $\frac{1}{4}$  COR. SEC. 31. N. VAR. 3°30' E

41.00 FELL E OF CENTER .36 LKS. CORRECTED BACK VAR. 3° E AND AT  
 20.50 SET  $\frac{1}{16}$  IRON STAKE IN ROAD NEAR WEDGE. SET IRON S. 10 LKS. W  
 FOR WC

SE-COR. SEC. 31. N VAR. 4°30' E

42.07 - FELL 1.43 W OF E  $\frac{1}{4}$  COR. MARKED X ON STONE~~240 $\frac{1}{2}$~~  CORRECTED BACK VAR. 2°30' E21.03 $\frac{1}{2}$  SET  $\frac{1}{16}$  COR. IN LINE  $\frac{1}{2}$  W. PINE 12 N 73 W 32 $\frac{1}{2}$  LKS.E  $\frac{1}{4}$  COR. SEC. 31. W. VAR. 6°30' E

41.23 FELL 1.30 S OF CENTER. CORRECTED BACK VAR. 5°42' E  
 4-26-1938

20.61 $\frac{1}{2}$  SET  $\frac{1}{16}$  COR. E. OF CENTER. { N. PINE 12 S 3°30' IN. 84 LKS.E  $\frac{1}{16}$  COR. ON E+W  $\frac{1}{4}$  L. N. VAR. 2°45' E

4.00 ENTER OPEN SWP - STOPPED

E  $\frac{1}{16}$  COR. ON E+W  $\frac{1}{4}$  L. S - VAR. 2°45' E41.58 FELL .19 LKS. W OF E  $\frac{1}{16}$  COR. ON S. L. OF SEC. 31.

CORRECTED BACK VAR. 2°32' E

20.80 - SET CENT OF SE  $\frac{1}{4}$  SEC. 31 ON THIS L.

20.0 $\frac{1}{2}$  SET  $\frac{1}{16}$  COR. ON S. LINE W OF SE. COR. 1" IRON PIPE IN  
 CENT. OF C-T-U -  $\frac{3}{4}$  IN. IRON PIPE. 50 LKS. N. FOR WC.

S  $\frac{1}{16}$  COR. ON N 45  $\frac{1}{4}$  L. SEC. 31. E. VAR. 5°15' E40.61 FELL .34 LKS. N OF S  $\frac{1}{16}$  COR. ON E. SEC. 31.

CORRECTED BACK VAR. 4°47' E

20.32 SET - CENT. OF SE  $\frac{1}{4}$  - { BLACK PINE 10 S 36 $\frac{1}{2}$  W 16 LKS.

4-28-1938

4-27-1938 - SEC. 19, T34N, R12E

ESTABLISHED  $\frac{1}{16}$  COR. ON NTS  $\frac{1}{4}$  LINE20.16 $\frac{1}{2}$  S. OF CENTER IN SWP.S.  $\frac{1}{16}$  COR. ON N 45  $\frac{1}{4}$  L. W. VAR. 1°20' E

3.13. CREEK .40 LKS. WIDE. SW-NE

10.45 LEAVE SWP.

21.00 ENTER "

22.67 LEAVE "

26.50 ENTER "

28.70 LEAVE "

35.58 HIT RIVER FLOWAGE - OPEN WATER AHEAD



4-28-1938  
122

Subdivision  
SEC. 28, T34N, R12E.

NE-Cor. of Sec. 28, W. Var. 3°E  
20.18 FELL 25 LKS. S OF  $\frac{1}{16}$  COR. FOUND THE OLD STAKE ROTTED  
OFF AND LAYING DOWN, AN OLD DEAD STUB WITH MITTEN  
BLAZED ON IT, ESTIMATE THIS COR. TO BE 25 YRS. OLD.

E  $\frac{1}{16}$  COR. ON N. LINE OF SEC. 28, S. 2°E  
18.25 ENT. MALONEY TRUCK TRAIL  
60.02 IN WIRE FENCE. 83 LKS. E  $\eta$  COR. OF FENCE

MAY 2<sup>ND</sup> 1938

SE, Cor. Sec. 28, W. Var. 1°30'E  
20.70 COR. OF FENCE SUPPOSED TO BE ON THE  $\frac{1}{8}$  LINE  
38.32 FELL 2.69 S OF  $\frac{1}{4}$  FOUND ORG. COR.

{ STAKED 105 78 E 14 LKS.  
{ DEAD BUT STILL STANDING ALL IRON MARKS

CORRECTED VAR. 2°30' W STILL THERE

19.16 SET  $\frac{1}{16}$  COR. { B. PINE 14 S 85  $\frac{1}{2}$  W 62  $\frac{1}{2}$  LKS.

MAY 3<sup>RD</sup> 1938

STARTING AT TALLY STAKE # 54+98 ON THE E.  $\frac{1}{8}$  L. PRO-  
LONGING IT ON S.

80.02 FELL 50  $\frac{1}{4}$  LKS. E OF  $\frac{1}{16}$  COR. ON S.L. OF SEC. 28

E  $\frac{1}{16}$  COR. ON S. LINE W. VAR. 2°30' W

1.52 INT. WIRE FENCE

19.05 FELL .05 LKS. S OF  $\frac{1}{4}$  COR.

E  $\frac{1}{16}$  COR. ON N. LINE SEC. 28 W VAR. 2°45'E

19.50 ENTER SWP.

20.08 FELL 15 LKS. S OF  $\frac{1}{4}$  COR. FOUND ORG. BT. DOWN ALL  
THE FROWN MARKS ON IT - PUT IN NEW P. AND BT

{ CEDAR S 70 E 36  $\frac{1}{2}$  LKS.

N  $\frac{1}{4}$  COR. SEC. 28, S 3°30'E

17.74 INT. MALONEY TRUCK TRAIL

38.71  $\frac{1}{2}$  OF OLD LOGGING ROAD ~~NW~~ SE, NE-SW

78.34 FELL 30 E  $\eta$  S  $\frac{1}{4}$  COR. CORRECTED BACK - VAR. 2°38'E

SET CENTER AT 38.80  $\frac{1}{2}$

MAY - 5-1938

E  $\frac{1}{4}$  SEC. 28 - W. VAR. 1°E

SET  $\frac{1}{16}$  COR. E OF CENTER AT 19.61  $\frac{1}{2}$  { W. P. 12 S 26  $\frac{1}{2}$  E 36  $\frac{1}{2}$  LKS

40.61 - ENT OLD LOGGING ROAD { W. 14 N 76  $\frac{1}{2}$  W 26  $\frac{1}{4}$  .

74.67 ENTER SPRUCE & CEDAR SWP. NE-SW

78.01 - FELL S 2.38 OF OLD P. BT. BLAZED NO IRON MARKS  
SET - CENTER AT 39.23

SEC. 28 - T34N R12E CONTINUED

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MAY 6-1938 - COLD & SNOW SQUALLS

SET CENTER  $\frac{1}{16}$  COR. E. OF CENTER - SEE PAGE 122  
 $\frac{1}{16}$  COR. E OF CENTER S VAR. 1°45'E

20.11 FELL 55 LKS. E OF COR. TO WIRE FENCE

40.19 FELL .04  $\frac{1}{2}$  LKS. W OF THE E  $\frac{1}{16}$  COR. ON S.L. SEC. 28  
CORRECTED  $\frac{1}{8}$  L. N. 20.00 CL.

DIMENSION OF GROUND FENCED IN ON COUNTY LAND =  
20.05 X 1.03.5 CHS. = 2.12 ACRES.

2-14-1939 WILD LIFE SANCTUARY LOCATED IN  
SECTIONS 6-7, T34N, R12E

$\frac{1}{16}$  COR. CENTER OF THE SE  $\frac{1}{4}$  OF SEC. 7, N. VAR. 0°30' W.

20.18 - HIT E  $\frac{1}{16}$  COR. ON E-W  $\frac{1}{4}$  LINE

E  $\frac{1}{16}$  COR. ON E-W  $\frac{1}{4}$  L. E. VAR 2°E

19.82 FELL 2  $\frac{1}{2}$  LKS. S OF  $\frac{1}{4}$  COR. BWT. SEC. 7-8

$\frac{1}{4}$  COR. BWT. SEC. 7 & 8 N. VAR. 1°E

38.69 FELL 61 LKS. E  $\eta$  COR. TO  $\frac{61}{78}$  CORRECTED BACK VAR. 1°54'E

2-15-1939

COR. TO  $\frac{61}{78}$  N. VAR. 0°30' W

39.22 HIT  $\frac{1}{4}$  COR. BWT. 5-6

$\frac{1}{4}$  COR. BWT. 5-6 N. VAR. 2°15'E HIT COR. ON TOWN LINE

BWT. T'S 34+35 N -  $\frac{31}{61.5}$

$\frac{1}{16}$  COR. CENTER OF SW  $\frac{1}{4}$  SEC. 7, N. VAR. 0°45'E

19.18 HIT  $\frac{1}{16}$  COR. ON E-W  $\frac{1}{4}$  W  $\eta$  CENTER SEC. 7

W  $\frac{1}{16}$  COR. ON E-W  $\frac{1}{4}$  L. N. VAR. 0°15'E

39.86 HIT W  $\frac{1}{16}$  COR. BWT. SEC. 6-7

W  $\frac{1}{16}$  COR. BWT. SEC. 6-7 W, VAR. 5°E

19.01 FELL 02 LKS. N OF COR. ON P.L.  $\frac{1}{12}$   $\frac{1}{17}$

COR. TO  $\frac{1}{12}$  N. VAR. 2°E

39.49 HIT  $\frac{1}{4}$  COR. BWT 1-6

$\frac{1}{4}$  COR. BWT. 1-6 N. VAR. 2°45'E

38.61 HIT TOWN COR.  $\frac{36}{31}$   $\frac{1}{16}$

COR. TO  $\frac{36}{31}$  E - BWT. T'S 34+35 N VAR. 1°E

39.51 HIT  $\frac{1}{4}$  COR. BWT. SEC. 6-31 ON W BANK OF SWP CREEK

$\frac{1}{4}$  COR. BWT. 6-31 E. VAR. 3°45'E

.07 LKS. ENT. W. BANK CREEK.

.43 " OVER

39.85 HIT COR. TO  $\frac{31}{61.5}$



COMMENCING AT COR. TO SEC. 13/18 ON RANGE LINE, THENCE  
S 19° W. .97 LKS. TO  $\frac{1}{2}$  OF HIGHWAY-45-47. 1.97 TO  
PLACE OF BEGINNING - THENCE

S 37 1/2 W 5.93

N 64 W 4.98

N 2 E 2.19

N 62 30 W 1.91

N 83 45 W 5.04

S 62 45 W 5.92

S 25 30 W 1.77

S 10 E 2.88

S 38 30 W 2.74

S 58 30 W 2.09

S 44 15 W 2.35

4/18-1939

S 76 45 W 7.58

S 29 30 W 11.79

S 54 30 W 8.60

S 47 30 W 2.57

S 49 45 W 2.18

S 67 15 W 2.54

S 70 15 W 1.24

N 48 30 W 1.85

N 83 30 W 2.77

S 41 15 W 2.97

S 30 W 1.59

S 76 W 2.43

N 86 30 W 6.72

S 20 W 6.10

S 1 30 E 5.05

S 22 W 1.13 - SET HUB # ①

S 31 E 2.68

S 37 15 W 1.91 - END OF ROAD

S 89 45 W, 2.09 TO LAKE

BACK TO HUB ①

S 60 45 W 1.39

N 70 W 2.11

N 49 30 W 2.44

N 45 45 W 2.23

N 74 15 W 1.70

N 79 15 W 1.57

N 78 45 W 1.74

S 81 45 W 1.82

S 80 W 1.35

S 67 W 1.58

INT. SEC. L. BWT. 13-14, 6.39 S OF  $\frac{1}{4}$  COR.

1.92

S 43 W 1.82

S 11 15 W 1.03

S 5 45 E 1.17

S 43 30 E 1.79

S 29 E 1.58

S 11 E 1.92

S 32 W 1.41

SET-HUB (A)

S 63 W 1.25

N 82 30 W 1.34

2.10 CHS. TO LAKE

N 29 30 W .85

N 39 45 W 1.29

N 50 45 W 1.84

N 82 15 W 2.06

S 84 45 W 1.58

N 64 30 W 1.38

HUB - TURN AROUND

BACK TO HUB (A)

N 64 30 E 1.47

S 77 15 E 1.28

S 32 E 2.78

S 79 45 E .90

N 72 E 1.76

S 85 30 E 2.64

N 72 30 E 1.96

N 55 E 2.21

N 70 45 E 2.16

N 37 30 E 2.54

TO HUB (B) FINISHED 4/21-39

TRUCK TRAIL - FOREST COUNTY - PART OF  
 LAONA CAMP SYSTEM - EXTENDED  
 8/10-1939 - T36N, R13E  
 DEC. 20<sup>E</sup>

COMMENCING ON SEC. L. AWT. SEC'S. 10-15 T36N, R13E  
 6.97 CHS. W - OF  $\frac{1}{4}$  COR. THENCE

N 39° E 9.90  
 N 53° E 20.52  
 N 6° E 20.30  
 N 27 15 E 3.83  
 N 32 45 E 10.69  
 N 1° E 2.23  
 N 14° E 3.73  
 N 24 30 E 4.45  
 N 7 30 E 1.60  
 N 20 W 8.04 INT. SEC. L. BWT. SEC. 3-10, 9.77 W OF E  $\frac{1}{16}$  COR.  
 9.54  
 N 19 45 W 12.63  
 N 19 45 W 18.60 INT. NTS  $\frac{1}{4}$  L. SEC. 3 - 11.28 S OF CENTER  $\frac{1}{4}$  COR.  
 19.22  
 N 19 15 W 7.08  
 N 36 W 3.12 INT. SEC. E & W  $\frac{1}{4}$  L. SEC. 3, 2.52 W OF CENTER  
 22.85 " E-W  $\frac{1}{4}$  L. SEC. 3, 2.27 W OF N  $\frac{1}{16}$  COR. ON N-S  $\frac{1}{2}$  L.  
 N 130 W 3.76 OPPOSITE FARMER'S GATE INT. END  
 152.34 CHS. OF TOWN ROAD

RE-LOCATION - PART OF ST. JOHN'S TRAIL - SEC. 9 - T34N, R13E,  
 COMMENCING ON NTS  $\frac{1}{4}$  L. SEC. 9, 9.40 N OF CENTER. THENCE  
 S 85° E 6.56 TO PLACE OF BEGINNING THENCE

S 22 15 W 4.42 8/11-39  
 S 45 E 2.15  
 S 28 E 3.30  
 S 51 30 E 6.15  
 S 46 E 2.40  
 S 75 15 E 4.67  
 S 84 E 2.25  
 S 26 45 E 3.65  
 S 11 15 W 5.22  
 S 50 W 2.62  
 S 58 W 4.56  
 S 43 W 2.67 INT. OLD TRAIL  
 44.06

LOCATION OF TOWER SITE - ON COUNTY - K -  
 SEC. 9 - T34N, R13E - LANGLEAD, CO. WIS  
 SEPT - 5<sup>th</sup> - 1939  
 127  
 Subdivision of SEC. 9

$\frac{1}{4}$  COR. BWT. SEC. 9-16 - THENCE N 88° 19' E  
 9.00 INT. OLD R.R. GRADE -  
 11.00 LV - " " "  
 18.00 OPEN FIELD  
 39.08 FELL 1.42 S OF COR. TO 16/15 IN LOW GROUND  
 SET  $\frac{1}{16}$  COR. AT 14.54 - NO BITS - NO TREES NEAR  
 9-6-1939

SE-SE. COR. SEC. 9, N 192° E  
 7.24 LV. Symp - E & W  
 20.29 INT.  $\frac{1}{4}$  OF COUNTY TRUNK - K -  
 41.56 FELL .08  $\frac{1}{2}$  LKS. W OF  $\frac{1}{4}$  COR. BWT. 9-10  
 $\frac{1}{4}$  COR. BWT. 9-10 S 87.19 W

2800 - HIGHEST POINT ON RANDOM LINE  
 33.41 FELL .56 LKS. N OF #2 *Geodetic* MONUMENT  
 39.16 " 1.33  $\frac{1}{2}$  S OF CENTER  
 SET -  $\frac{1}{16}$  COR. ON E & W  $\frac{1}{4}$  L. AT 14.53 } SUGAR MAPLE 12 S 85° 30' W  
 24  $\frac{1}{2}$  LKS.

$\frac{1}{16}$  COR. E OF CENTER S 88° 47' E  
 20.13 INT.  $\frac{1}{4}$  OF COUNTY TRUNK - K.  
 40.23 FELL .08 LKS. W OF E  $\frac{1}{16}$  COR. ON S - SEC. L.  
 SET  $\frac{1}{16}$  COR. ON E & W  $\frac{1}{4}$  L. CENT. SET AT 19.58  $\frac{1}{2}$   
 } BIRCH 20-S-20W 28 LKS.  
 S  $\frac{1}{16}$  COR. ON NTS  $\frac{1}{4}$  L. N 87.41° E  
 39.10 FELL .62 LKS. N OF S  $\frac{1}{16}$  COR. ON E. SEC. LINE - SET  $\frac{1}{16}$

9-11-39  
 SET S  $\frac{1}{16}$  COR. ON E. L. AT 20.28  
 } MAPLE 20-S 12W 96 LKS.  
 WITNESS POST - 3' 12" W. 50 LKS.

E  $\frac{1}{16}$  COR. SEC. 9 - N 1° 12' W  
 40.56 FELL 12  $\frac{3}{4}$  LKS. W OF COR. TO  $\frac{4}{3}$   
 9/10  
 NE-COR. SEC. 9. S 87° 45' W  
 19.45 FELL .19  $\frac{1}{2}$  LKS. N OF DORR'S  $\frac{1}{16}$  COR. - OLD POST & BIT  
 STP - STILL THERE - PUT IN NEW POST  
 & BIT. W-PINE STP. 13N 86° 30' E 21  $\frac{3}{4}$

E  $\frac{1}{16}$  COR. ON N. LINE S 1° 30' W  
 40.69 FELL .32 LKS. E OF E  $\frac{1}{16}$  COR. ON E-W  $\frac{1}{4}$  L.

BEGINNING AT THE  $E\frac{1}{16}$  COR. ON THE  $E+W\frac{1}{4}$  LINE. THENCE WEST ON SAID  $E+W\frac{1}{4}$  LINE 7.00 CHAINS THENCE  $N10^{\circ}30'W$  5.00 CHAINS. THENCE  $E$  PARALLEL WITH THE  $E+W\frac{1}{4}$  L. 7.00 CHAINS. THENCE  $S$  ON EAST  $\frac{1}{8}$  L. 5.00 CHS. TO PLACE OF BEGINNING.

ELEVATION TAKEN BY USING U.S. GEODETIC MONUMENT NO. (U) FOR A B.M. I FOUND A SPOT 12 FT. HIGHER LOCATED IN THE NW COR. OF THE ABOVE DESCRIBED PARCEL OF LAND. LOCATED IN THE SE. COR. OF THE  $SW\frac{1}{4}$  NE  $\frac{1}{4}$  SEC. 9.

LOCATION ROAD LEADING TO TOWER SITE COMMENCING AT THE  $E\frac{1}{16}$  COR. CENT. OF THE  $SE\frac{1}{4}$  THENCE  $N$  ON  $\frac{1}{8}$  L. -  $N10^{\circ}12'E$  .27 LKS.  $\frac{1}{2}$  OF COUNTY TRUNK - K - .17 " TO N-BOUNDARY L. OF " " - PLACE OF BEGINNING

~~18.22~~  
 $N10^{\circ}12'E$  18.22  
 $N44^{\circ}W$  189 INT.  $E+W\frac{1}{4}$  L. 1.51 W OF  $E\frac{1}{16}$  COR.  
 6.44 TO END OF ROAD AT TOWER SITE  
 27.59 CHS. FINISHED SEPT. 15~~1939~~

9/15-39 SEC. 32, T34N, R12E - CONTROL LINES FOR PLANTING  
 SW-COR. SEC. 32, N - BWT. SEC. 31-32,  $N23^{\circ}30'W$   
 21.07 - HIT SITE COR. BWT. 31-32  
 34.00 - ROAD  $E+W$   
 42.14 - FELL .01 LK - W. OF  $\frac{1}{4}$  COR. BWT. 31-32 - X ON STONE  
 $\frac{1}{4}$  COR. BWT. 31-32,  $N20^{\circ}W$   
 11.62 ENTER OPEN MEADOW RIVER BOTTOM  
 13.50 - SOUTH BANK WOLF RIVER  
 $\frac{1}{4}$  COR. BWT. 31-32,  $N87^{\circ}E$   
 5.58 ENTER W-EDGE OF RIVER BOTTOM  
 7.50 INT. " BANK OF WOLF RIVER  
 $3\frac{1}{16}$  COR. BWT. SEC. 31-32,  $N88^{\circ}30'E$   
 11.50 - INT OLD WAGON ROAD NTS  
 24.41 - INT. WEST BANK OF WOLF RIVER  
 SW-COR. SEC. 32,  $N87^{\circ}45'E$   
 30.35 INT. W. BANK OF WOLF RIVER FLOWAGE  
 SET STAKES ON W-LINE OF SEC. 32. FOR A 20 FT. FIRE BREAK  
 PLANTING AREA 92 ACRES

$\frac{1}{4}$  COR. BWT. SEC. 8+17  $988^{\circ}44'W$   
 11.15 INT. OLD TOTE ROAD  $SW+N$  E  
 17.90 " " " " SE-NW  
 20.39  $\frac{3}{4}$  X FELL .27.5 LKS. S OF  $W\frac{1}{16}$  COR.  
 31.63 INT. OLD ROAD NTS  
 40.95 FELL .56 LKS. S OF COR. TO  $\frac{718}{1817}$

$\frac{718}{1817}$  9-20-1939  
 COR. TO  $SW\frac{1}{4}$   $S10^{\circ}20'W$  - CORRECTED TO  $S10^{\circ}53'W$   
 19.91 FELL .19  $\frac{1}{2}$  LKS.  $E$  OF  $N\frac{1}{16}$  COR.  
 $N\frac{1}{16}$  COR. BWT. 17-18 -  $S10^{\circ}53'W$   
 19.91 FELL .01  $\frac{1}{2}$  LKS.  $E$  OF  $\frac{1}{4}$  COR.  
 $\frac{1}{4}$  COR. BWT. 17-18 -  $S02^{\circ}14'E$ .  
 .62 LKS.  $\frac{1}{2}$  OF OLD ROAD NE-SW  
 9.18 " " " " NW-SE  
 13.00 CLEARING  
 14.09 - GINGHAM GARDEN + ALDG  
 14.97 OVER " " "  
 20.01  $\frac{1}{2}$  FELL .07 LKS.  $E$  OF  $S\frac{1}{16}$  COR.  
 $S\frac{1}{16}$  COR.  $S-02^{\circ}24'W$  - EDGE OF SWP  $E+W$   
 288 LV. SWP.  $E+W$

1952 - W.C. EDGE OF TOWN ROAD  
 20.02 FELL .7  $\frac{1}{2}$  LKS W OF COR. TO  $\frac{15117}{19120}$  IN ROAD  
 9-22-39

$W\frac{1}{4}$  COR.  $N87^{\circ}E$   
 .50 LKS. INT. OLD ROAD  $N+N$  SW  
 4.00 ENTER MARSH } ABOUT 2 ACRES  
 8.50 LV " }  
 12.00 ENTER OPEN MUDHOLE SWP.  
 24.37 LV " " "  
 28.00 ENTER " " "  
 38.00 LV " " "  
 74.00 ENTER " SWP.  
 77.80 FELL .30 LKS. N OF  $E\frac{1}{4}$  COR. IN TOWN ROAD  
 CORRECTED BACK - SET CENTER AT - 41.24 NO TREES  
 NEAR YDR BT'S  
 SET  $W\frac{1}{16}$  COR. AT 20.62 IN SWP - NO BT'S

SEC. 17-T33N, R11E. CONTINUED

130 9-23-1939

$\frac{1}{4}$  COR. BWT. SEC. 8+17, S1°30'W  
 30.00 ENTER OPEN SWP }  $\frac{1}{2}$  ACRES  
 34.00 LV " " }  
 44.00 ENTER " " }  
 58.57 LV " " }  
 76.81  $\frac{1}{4}$  OF C+NW R.R. PEARSON BRANCH  
 80.68 FELL BWT. DOTT'S + GORALKEY  $\frac{1}{4}$  POSTS. 0.1 LK. FROM EACH  
 SET N  $\frac{1}{4}$  P. AT 19.29  
 " CENT. " 38.58

9-27-1939

N  $\frac{1}{16}$  ON N+SW  $\frac{1}{4}$  LINE S87°48'W  
 34.24  $\frac{1}{4}$  OF OLD ROAD N+SW  
 41.09 FELL .23 LKS. S OF N  $\frac{1}{16}$  COR. ON W-LINE

9-28-39

W  $\frac{1}{16}$  COR. ON E+W  $\frac{1}{4}$  LINE N104°E  
 19.50 INT. E+W  $\frac{1}{4}$  L  
 39.10 HIT W- $\frac{1}{16}$  P. ON N-SEC. L.  
 AT-19.50 SET  $\frac{1}{16}$  COR. IN CENT. OF THE NW  $\frac{1}{4}$  SEC. 17  
 NO TREES NEAR TOP BT

9-29-1939

N  $\frac{1}{16}$  COR. ON E. SEC. L. BWT. SEC. 16-17 VAR. 2°58'E  
 20.60 INT. OLD ROAD NW+SE  
 30.26 ENTER SWP.  
 85.07 LV. " "  
 38.71 FELL-3.08  $\frac{1}{2}$  LKS FROM N  $\frac{1}{16}$  COR. ON N+SW  $\frac{1}{4}$  L.

TRAVERSING OF TRUCK TRAILS IN THE CAMP DUNBAR DISTRICT, MARINETTE COUNTY, WIS. NOV. 17<sup>th</sup> 1939 131 DEC. 1<sup>st</sup>

COMMENCING AT THE  $\frac{1}{4}$  COR. BWT. SEC. 4-9, T36N, R17E  
 N89°12'W, 94 LKS. TO  $\frac{1}{4}$  OF TRUCK TRAIL THE PLACE  
 OF BEGINNING-THENCE

S 12°45' W 4.80 CULVERT  
 8.29  
 S 11°15' W 19.73  
 S 11°45' W 43.28  
 S 16°30' W 13.08 INT. SEC. L. BWT. SEC. 9-16, 2.64 W OF W  $\frac{1}{16}$  COR. 301 W SET HUB ①  
 13.85  
 S 6° E 3.82  
 S 27° E 4.16  
 S 50° E 3.76  
 S 66°30' E 19.10  
 S 63°15' E 2.44 INT.  $\frac{1}{4}$  OF TOWN ROAD GOING E.  
 7.64 - SET HUB ② SET. OF CAMP-F-TRAIL  
 S 43°15' E 4.34  
 S 21°30' E 4.60 TURN OUT  
 S 17°30' E 4.92 GATE STEEL  
 7.60 TURN OUT  
 27.85 CULVERT  
 32.00 TURN OUT  
 45.97  
 S 18° E 3.00 TURN OUT  
 88.95 INT. SEC. L. BWT. 16-21, 3.68 E OF ~~W~~  $\frac{1}{16}$  COR.  
 24.00 TURN OUT  
 42.44  
 S 6° E 17.59  
 S 4°15' W 5.00 GRAVEL PIT - ON E. SIDE OF TRAIL  
 15.77 SET HUB ③ SET. OF TRUCK TRAIL  
 21.45 INT. END OF BRIDGE - OVER HARVEY CREEK  
 22.00 OVER " "  
 27.96  
 S 18°30' W 17.41  
 S 36°30' W 4.33  
 S 43° W 10.09  
 S 24° W 5.32  
 S 13°30' W 44.64 - SET HUB ④ SET. OF HARVEY-LOOP-TRAIL  
 S 34°45' W 1.65 CULVERT  
 4.44



S 54 <sup>0</sup> W	2.50 - INT. SEC. L. BWT. 28-33, 3.83 W OF $\frac{1}{4}$ COR. 4.04
S 67 W	10.05 SET HUB (5) Jct. of Camp J-TRAIL 11-20-1939
S 44 <sup>30</sup> W	3.77
S 29 W	2.86
S 11 15 W	24.74
S 7 30 W	4.16
S 2 15 E	8.72
S 22 30 E	3.10
S 46 30 E	3.04
S 68 30 E	4.56
S 71 30 E	3.95
S 52 45 E	4.76
S 66 15 E	3.54
S 77 45 E	4.01
S 50 30 E	2.46
S 14 30 E	.80 CULVERT 3.72
S 7 45 E	5.07
S 18 E	3.53
S 7 30 E	4.84
S 8 15 W	1.80 INT. L. BWT. T'S 35-36, 3.18 E OF $\frac{1}{4}$ COR. BWT. $\frac{33}{4}$ 17.15
S 2 15 W	4.91
S 13 30 E	4.71
S 19 45 E	6.45
S 6 E	4.84
S 1 30 E	9.63
S 15 W	6.27
S 16 15 W	4.64
S 21 15 W	12.64
S 39 W	7.84 INT. SEC. L. BWT. 4-9, 5.26 W OF $\frac{1}{4}$ COR.
S 43 W	14.58
S 32 30 W	4.40
S 18 30 W	3.88
S 12 30 W	7.34 STEEL GATE + GRAVEL PIT 9.61

S 2 30 E	4.67
S 19 E	5.48
S 33 E	4.64
S 47 30 E	4.52
S 61 30 E	1.80 CULVERT 5.25 - SET. HUB (6) BT. Poplar - 6N 30E 52 $\frac{1}{2}$ LKS. Jct. WITH TOWN ROAD

## BACK TO HUB (5)

S 70 15 W	8.39
S 86 15 W	3.98
N 76 30 W	8.35
N 77 30 W	24.41
W 0 0 W	3.56
S 75 W	4.56
S 61 30 W	4.52
S 52 30 W	10.58
S 52 45 W	35.15
S 52 30 W	10.35
S 32 30 W	4.08
S 27 W	6.24 INT. SEC. L. BWT. 31-32, 8.50 S OF $\frac{1}{4}$ COR. 15.93 SITE OF OLD CAMP J-
S 42 15 W	4.44
S 61 45 W	4.13
S 78 30 W	20.51
S 69 45 W	32.56 INT. TOWN L. BWT. TOWN'S 35-36, 12.50 W OF $\frac{36}{16}$ 35.00 TURN OUT 41.16 GATE STEEL 46.08 INT. RANGE L. BWT. SEC. 1-6, T35N, R16-17E 5.05 S OF COR. TO $\frac{36}{16}$

## 11-21-1939 BACK TO HUB (1)

S 35 30 W	3.01
S 47 W	8.00 TURN OUT 14.00 STEEL GATE 20.69 SEC. L. BWT. SEC. 16-17, 3.00 N OF $\frac{16}{16}$ 25.34 CULVERT - WATER RUNNING OVER ROAD
S 61 30 W	2.89 TURN OUT
S 76 W	3.25
N 87 45 W	30.07

## DUNBAR CONTINUED

184 11-21-1939

S 86 <sup>0</sup> 30 W	7.15
S 79 45 W	7.86
S 77 30 W	6.45
S 80 30 W	17.19 $\frac{1}{2}$ OF BRIDGE IN POOR CONDITION 20.39 INT. SEC. L. BWT. 17-18, 9.27 S OF N $\frac{1}{16}$ COR. 29.78
S 73 30 W	4.33
S 68 30 W	15.86
S 77 W	29.35 $\frac{1}{2}$ OF BRIDGE 44.97 INT. RANGE L. BWT. SEC. 13-14-T36N, R. 16-17-E 787 CHS. S OF <del>ERR.</del> $\frac{1}{4}$ COR.
BACK TO HUB (2)	
S 64 45 E	4.85
S 62 15 E	10.19
S 60 E	2.56 STEEL GATE 16.91
S 59 E	5.50 GRAVEL PIT 7.50 INT. SEC. L. BWT. 15-16. 29 CHS. S OF $\frac{1}{4}$ COR. 10.69
S 46 45 E	4.00
S 23 30 E	7.67
S 39 45 E	3.69
S 51 E	15.93
S 66 30 E	2.29 CULVERT 6.30 " 9.50 " DANGEROUS 13.47 " 14.94 SET HUB (7) JET. CAMP F - BRANCH
S 47 E	4.53
S 28 15 E	3.45
S 13 E	3.44 GATE - WOOD POLES 3.82
S 3 30 W	1.90 INT. SEC. L. BWT. 15-22, 3.49 E OF $\frac{1}{4}$ COR. 5.18
S 5 15 W	15.68
S 10 30 E	4.08
S 26 30 E	3.30
S 42 E	2.77 CULVERT 3.85

## DUNBAR - CONTINUED -

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S 41 30 E	3.88
S 59 30 E	3.77
S 77 45 E	3.92
N 86 E	1.28 CULVERT 3.33 " 6.15 " 13.40 "
S 89 E	11.10
S 83 45 E	1.79 INT. SEC. L. BWT. SEC. 22-23, 9.10 N OF $\frac{1}{4}$ COR. 14.81
S 82 30 E	12.46
S 65 E	3.30
S 47 E	3.51
S 26 30 E	3.25
S 7 E	3.17
S 7 W	19.76
S 9 45 W	14.26

11-22-1939

S 11 <sup>0</sup> 45 W	3.10 INT. SEC. L. BWT. SEC. 23-26, 7.30 E OF W $\frac{1}{16}$ COR. 4.93
S 3 45 E	3.45
S 12 E	3.35 CULVERT 5.18
S 24 30 E	3.52
S 16 45 E	4.03
S 41 15 E	5.32
S 61 45 E	2.75
S 79 30 E	6.18
S 53 E	5.34
S 35 E	5.89
S 21 30 E	5.69
S 30 15 E	6.39
S 8 E	12.49
S 16 30 E	3.79 GRAVEL PIT
S 37 45 E	2.44 INT. END OF BRIDGE 2.93 OVER " 5.18

S 1° 45' E	3.00	JET-HARVEY Loop
	3.89	
S 69° 45' E	3.06	
S 83° 15' E	6.29	
N 53° 30' E	7.16	
N 3° 45' E	3.39	
S 83° E	.46	INT. SEC. L. BWT. 25-26, 3.13 S OF S $\frac{1}{16}$ COR.
	2.46	BRIDGE
	3.36	
N 60° E	4.03	
N 87° 30' E	4.16	
S 32° 30' E	3.52	
S 62° 15' E	2.59	
S 19° 45' E	7.27	
S 57° 45' E	15.68	
N 87° 45' E	3.05	
N 68° 30' E	4.10	CULVERT
	4.51	
S 82° 45' E	1.00	CULVERT
	2.00	GATE STEEL
	3.53	
S 24° 45' E	1.26	INT. SEC. L. BWT. 25-36, 1.58 E of $\frac{1}{4}$ COR.
	2.39	
S 22° 45' E	3.15	
S 59° 15' E	6.27	
S 58° 45' E	17.05	
S 37° E	9.40	HUB ⑩ N. 62° 15' E. 14.19 9-SET HUB ⑩ Jct. OF MAIN TR
S 37° E	18.85	
S 15° 15' E	2.77	HUB ⑩ INT. E+W $\frac{1}{4}$ L. SEC. 31, 30 LNS. E OF $\frac{1}{4}$ COR. BWT. <sup>31-36</sup>
S 0° 0' S	3.27	
S 15° W	16.76	INT. N-E+W $\frac{1}{4}$ L. SEC. 31, 38 LNS. E OF S $\frac{1}{16}$ COR.
	36.75	" TOWN L. BWT. 35+36, 30 LNS. E OF COR. TO $\frac{36}{10}$
	41.66	
S 45° W	11.17	INT. E+W-N $\frac{1}{8}$ L. SEC. 1, 735 N. RME, 166 LNS. W OF N $\frac{1}{16}$
	31.32	" E+W $\frac{1}{4}$ L. SEC. 1, 2.10 W OF $\frac{1}{4}$ COR.
	42.41	
S 6° 15' W	4.39	
S 15° W	2.79	

S 3° 45' W	21.65	INT. SEC. L. BWT. SEC. 1-12, 5.11 W OF COR. TO $\frac{16}{12.7}$
	<del>7.65</del>	
	26.27	
S 1° 30' W	16.90	
S 26° 15' E	4.24	
S 20° 15' W	1.71	
S 10° E	3.12	
S 15° 30' W	8.02	
S 26° 15' W	2.48	INT. E+W $\frac{1}{4}$ L. SEC. 12, 7.44 W OF $\frac{1}{4}$ COR.
	4.79	
S 12° 15' W	6.95	
S 36° 30' W	3.07	
S 77° 30' W	5.09	
S 47° 45' W	4.72	INT. $\frac{1}{4}$ OF TOWN ROAD
		11-24-1939 BACK TO HUB ⑩
N 1° 30' W	15.86	
N 5° 15' E	8.52	INT. HUB ⑩
N 33° 15' E	3.32	
N 34° 45' E	15.00	INT. SEC. L. BWT. SEC. 30-31, 11.22 EX COR. TO $\frac{25}{36}$ $\frac{30}{31}$
	17.81	
N 68° 30' E	5.27	
S 72° 15' E	2.89	
N 76° 15' E	9.10	
N 67° 15' E	9.27	
N 63° E	6.44	
S 82° E	4.85	
S 74° 30' E	15.22	
N 64° 15' E	3.24	
N 46° 15' E	5.01	
N 72° E	3.09	
N 71° 15' E	15.00	INT. SEC. L. BWT. 29-30, 100 N OF S $\frac{1}{16}$ COR.
N 8	24.78	
N 89° 30' E	9.39	
N 73° E	5.18	
S 83° E	4.42	
S 65° 30' E	3.18	
N 86° E	2.11	

N 62 45 E	23.83
N 7 45 W	4.51
N 4 15 W	6.62
N 43 15 E	3.62
N 63 E	5.95
N 26 E	.72 GATE STEEL
	1.70 INT. END OF BRIDGE } 90-BRANCH OF PIKE R.
	2.09 OVER " }
	3.97
N 62 15 E	2.00 CULVERT
	8.12
N 62 15 E	7.75
N 44 15 E	3.00 INT. SEC. L. BWT. SEC. 28-29-7.40 N of N $\frac{1}{16}$ cor. ?
	9.08
N 49 E	6.93
N 18 E	3.60 INT. SEC. L. BWT. SEC. 21-28, 10.64 E of cor. To $\frac{20}{21}$
	4.39
N 10 30 W	3.69 GRAVEL PIT
N 22 30 W	4.67
N 1° W	3.32 CULVERT DANGEROUS
N 30 30 E	4.17
N 41 30 E	2.54 CULVERT
	5.57
N 4 E	3.00 E OF BRIDGE
	7.39 CULVERT
	9.07
N 32 E	4.90
N 59 30 E	2.59 CULVERT
	31.39
N 39 E	4.31
N 32 15 E	2.83 CULVERT
	6.44 INT. BRIDGE
	6.59 OVER "
	7.67
N 20 E	6.04
N 35 E	5.14 CULVERT
N 13 E	3.92
N 6 15 E	4.04

N 22 E	1.94 INT. SEC. L. BWT. SEC. 16-21, 3.10 W of E $\frac{1}{16}$ cor.
	7.96
N 4 15 E	16.44 HUB (11) Jct. of WINDSOR TRAIL, 36 LKS. N. BT
N 89 15 E	9.41 E of DAM AT PEARING POND
N 73 E	3.08 CULVERT
	7.71 "
	10.77 INT. SEC. L. BWT. SEC. 15-16, 5.03 N of S $\frac{1}{16}$ cor.
	17.00 CULVERT WOOD
	29.70 " " $\frac{1}{2}$ STEEL TUBE
	33.37 " WOOD
	42.89
N 81 E	2.60 " "
	10.32 - GATE - WIRE MESH STYLE
	31.55
S 88 E	17.62 INT. SEC. L. BWT. 14-15, 27 LKS. S of $\frac{1}{4}$ cor
	12-4-1939
N 15 E	20.48 INT. N $\frac{1}{8}$ L. SEC. 15 - .01 $\frac{1}{2}$ LKS. W of N $\frac{1}{16}$ cor. BWT. 14-15
	40.69 " SEC. L. BWT. 10-15, .03 $\frac{1}{2}$ LKS. W of cor. To $\frac{10}{15}$
	60.74 " 8 $\frac{1}{8}$ L. SEC. 10, .24 $\frac{1}{2}$ LKS. W of S $\frac{1}{16}$ cor.
	61.00 SET HUB (13) INT. of LANOET & RIT LAKE ROADS
	63.82
N 12 30 E	3.78
N 24 45 E	5.97
N 1 45 W	5.48
N 12 30 W	2.28 INT. ETW $\frac{1}{4}$ L. SEC. 11, 23.4 E of $\frac{1}{4}$ cor.
	15.55
N 1 30 E	7.27 " N $\frac{1}{8}$ L. SEC. 10, .45 LKS. W of N $\frac{1}{16}$ cor
	10.19
N 33 15 E	5.47
N 56 E	20.92 " SEC. L. BWT. 2-11, .26 LKS. W of W $\frac{1}{16}$ cor.
	26.61
N 51 E	7.51
N 33 15 E	33.70
N 33 15 E	12.50 CULVERT STEEL TUBE 16"
	14.24
N 17 15 E	4.54 " " 16"
	10.04
N 17 15 E	18.88



N 1930 E	.82	INT. TURN L. QWT. 1/3-36-37N-R1E. Sec. 2-35, 5.75 E of 1/4 cor.
	8.90	
N 48 E	4.32	
N 51 45 E	4.62	
N 3830 E	.85	CULVERT WOOD
	2.81	" STEEL TUBE 12"
	4.35	" " " 12"
	5.63	" " " 12"
	7.93	
N 2030 E	.14	INT. S. 1/4 L. SEC. 35, 2.25 LKS. W. 1/4 COR. QWT. SEC. 35-36, 1/4 N. R. 1E
	1.70	CULVERT STEEL TUBE 16"
	5.25	
N 25 E	5.11	
N 70 15 E	5.12	
N 5430 E	1.50	TURN OUT
	2.05	INT. END of BRIDGE } N. BRANCH PIKE ROAD
	2.46	OVER " }
	5.71	CULVERT WOOD
	8.27	
N 80 45 E	.67	" "
	6.01	
S 71 15 E	.73	" "
	3.50	GRAVEL PIT.
	4.73	
S 88 E	1.68	CULVERT WOOD
	3.44	" "
	4.22	
N 76 30 E	3.74	" "
	5.54	" "
	7.39	" "
S 7030 E	1.12	" "
	2.62	" "
	3.78	" "
	5.59	" "
	6.84	
N 7930 E	2.00	" "
	5.99	

N 63 E	.40	CULVERT WOOD
	4.47	
N 7730 E	8.54	
S 8545 E	1.39	" "
	4.03	
S 5815 E	4.74	
S 8830 E	6.23	
N 67 E	3.64	INT. R. L. QWT. SEC. 31-36, 0.82 LKS. N. 1/4 COR. T. 37N. R. 1E-19E
	6.03	
N 3915 E	4.56	
N 2830 E	2.11	
N 5530 E	4.10	
S 8745 E	2.19	CULVERT STEEL TUBE 12"
	4.36	" WOOD
	6.00	
N 6545 E	6.43	
	9.68	
N 76 E	4.19	TRAIL TO DYNAMITE HOUSE-N
N 6745 E	4.93	
N 4145 E	3.81	
N 1715 E	6.71	
N 53 E	2.30	INT. S. L. of BLD'g-DUNBAR CAMP. 1.5 LKS. N. TO cor. of Bldg
	3.82	
N 145 W	2.63	INT. STREET GARAGE
N 12 W	5.85	" N-EDGE of CAMP BUILDING'S
	7.63	" SEC. L. QWT. 30-31, 7.81 E of 1/4 cor.
	13.45	CULVERT STEEL TUBE 24"
	15.82	
N 1615 E	1.00	INT. BACK ROAD
	16.35	" HIGHWAY #8
12-51/439- BACK TO HUB (7) - CAMP "F" BRANCH		
S 6945 E	7.62	
S 8230 E	3.32	
N 7930 E	3.07	
N 7015 E	16.61	
N 7145 E	10.57	
N 7345 E	3.04	INT. SEC. QWT. SEC. 14-15, 0.38 LKS. S of 3/4 cor.
	11.16	

N 76 30 E 8.84  
 N 77 45 E 8.27  
 N 65 15 E 4.75  
 N 51 E 3.97  
 N 38 E 4.66  
 N 31 30 E 5.50  
 N 50 45 E 3.76  
 N 71 45 E 2.19 COLVERT WOOD  
                   3.50  
 S 88 E 3.17  
 S 80 45 E 5.75  
 S 83 15 E 6.39  
 S 71° E 4.79  
 S 64 30 E 4.26 SET HUB (14) INT. WINDSOR DAM TRAIL  
 N 86 45 E .63 COLVERT WOOD  
                   3.98  
 N 65 15 E 3.37  
 N 52 15 E 2.93  
 N 24 30 E 3.37  
 N 10 45 E 7.63 INT. SEC. L. BWT. 13-14, 8.00 S of N  $\frac{1}{16}$  cor.  
                   8.64  
 N 37 E 15.54  
 N 23 45 E 9.32  
 N 36 45 E 4.85  
 N 21 45 E 2.29 INT. SEC. L. BWT. 12-13, 2.83 W. of W  $\frac{1}{16}$   
                   3.95 SET HUB (15) 35 LKS. W TO WITNESS POST  
 N 4 15 E 4.41  
 N 7 45 W 7.28  
 N 17 45 E 2.92  
 N 35 30 E 7.85  
 N 48 45 E 11.38  
 N 35 15 E 5.06  
 N 25 E 8.11  
 N 17 45 E 6.71  
 N 15 E 4.22  
 N 22 15 W 7.99  
 N 23 W 2.12 GATE STEEL  
                   22.77 INT. SEC. L. BWT. 1-12, 7.58 E of W  $\frac{1}{16}$  COR. EN. of T. ROAD

## BACK TO HUB (15)

S 8 15 E 5.78  
 S 26 E 5.11  
 S 39 45 E 20.20  
 S 40 30 E 9.81  
 S 23 15 E 4.76  
 S 14 15 E 8.86  
 S 30 45 E 3.54  
 S 47 E 3.86  
 S 59 30 E 3.06  
 S 80 45 E 3.56  
 N 82 30 E 6.98  
 N 68 E 3.59  
 N 53 15 E 9.49  
 S 72 45 E 7.13 INT. R. L. BWT. SEC. 13-18-442 S of  $\frac{1}{4}$  cor.  
                   10.66 SET-HUB (16) INT. of WINDSOR DAM TRAIL

12-6<sup>28</sup>1939 - BACK TO HUB (14)

S 57 45 E 1.00 COLVERT WOOD  
                   3.87  
 S 44 30 E 3.93  
 S 38 30 E 5.00 " "  
                   9.38  
 S 50 15 E 2.66  
 S 66 E 3.40  
 S 73 15 E 2.17  
 S 61 E 3.24  
 S 53 45 E 9.65  
 S 51 15 E 15.12  
 S 59 30 E 4.43  
 S 69 E 4.52  
 S 76 45 E 3.32 INT. NTS.  $\frac{1}{4}$  L. SEC. 24, 18 LKS S of  $\frac{1}{4}$  cor. BWT 13-24  
                   9.27  
 S 70 45 E 6.64  
 S 87 15 E 2.86  
 N 72 15 E 3.04  
 N 60 15 E 2.79  
 N 51 E 5.75  
 N 39 15 E 3.62

## DUNBAR CONTINUED

N 24 45 E 5.37  
 N 32 E 4.54  
 N 31 45 E 22.00 INT. HUB (16) CONTINUE ON WINDSOR TRAIL  
 N 33 E 10.01  
 N 47 E 4.10  
 N 58 E 8.26  
 N 72 15 E 4.02  
 N 88 45 E 5.04  
 S 62 15 E 3.23  
 S 33 45 E 7.11  
 S 32 15 E 5.93  
 S 58 45 E 8.05  
 S 59 15 E 10.75 GATE WOOD  
                   10.96 CULVERT WOOD  
                   15.53  
 S 65 45 E 7.26  
 N 89 45 E 4.76  
 S 52 15 E 3.57  
 S 48 15 E 5.10 TURN OUT  
 S 74 15 E 1.29 INT. WINDSOR DAM  
                   1.47 OVER " "  
                   4.13  
 S 79 45 E 7.20 INT. SEC. L. BWT. 17-18, 2.52 S of S  $\frac{1}{16}$  cor.  
                   9.97  
 S 69 30 E 8.27 INT. WHITENALL Lodge Road B-NE  
 N 81 E 5.77  
 N 75 30 E 3.23  
 S 72 45 E 1.00 TELEPHONE LINE  
                   4.99  
 S 42 30 E 3.10  
 S 26 30 E 6.76  
 S 37 45 E 2.60  
 S 50 E 5.18  
 S 30 E 2.32 INT. SEC. L. BWT 17-20, 3.89 W of  $\frac{1}{4}$  cor.  
                   6.00  
 S 58 45 E 2.38  
 N 79 E 4.69  
 N 77 15 E 3.78

## DUNBAR CONTINUED

S 76 30 E 5.68  
 S 70 15 E 5.59  
 N 70 45 E 3.00  
 N 50 30 E 5.75  
 N 59 30 E 1.53 INT. SEC. L. BWT. 17-20, 12.00 W of cor. To  $\frac{17}{16}$   
                   6.59  
 N 30 E 5.19  
 N 59 E 5.74 " " " " 17-16, 10.00 of cor. To  $\frac{10}{16}$   
                   8.75  
 N 74 15 E 4.67  
 N 58 45 E 5.65  
 N 90 E 6.77  
 N 81 15 E 5.68  
 N 70 15 E 17.59  
 N 85 15 E 3.42  
 S 82 15 E 11.90  
 S 85 15 E 4.46 INT. HUB (11)  
                   BACK TO HUB (12)  
 S 88 15 E 10.49  
 S 88 E 51.40 CULVERT STEEL TUBE N  
                   64.87  
 S 34 15 E 2.39  
 S 4 45 E 5.37  
 S 32 30 E 5.14  
 S 11 30 E 2.37 INT. SEC. L. BWT. 13-14, 5.75 N of S  $\frac{1}{16}$   
 S 44 30 E 6.58  
 S 16 15 E 8.46  
 S 20 E 7.71  
 S 8 30 E 5.73 INT. SEC. L. BWT. 13-24, 10.00 E of W  $\frac{1}{16}$  cor.  
 S 34 15 E 4.26  
 S 55 F E 3.98  
 N 78 15 E 11.65  
 S 83 15 E 6.10 INT. COUNTY TRUNK - A  
                   BACK TO HUB (13) GOING EAST. 12-7-1939  
 N 76 E 13.86  
 S 88 30 E 12.02  
 S 60 15 E 5.52  
 N 86 15 E 3.46

N 70 15 E 3.02  
 N 66 E 23.15  
 N 45 15 E 7.11  
 N 72 45 E 3.67  
 S 87 15 E 13.58 INT. SEC. L. BWT. - 11-12 AT  $\frac{1}{4}$  COR.  
 S 87 30 E 21.81 COLVERT WOOD  
 32.94  
 S 88 E 11.00 " "  
 24.61  
 S 88 45 E 22.34 INT. R. L. BWT. SEC. 7-12 AT  $\frac{1}{4}$  COR.  
 BACK TO HUB (3) GOING WEST  
 N 88 45 W 3.02  
 N 35 15 W 75 GATE WOOD  
 8.89  
 N 66 15 W 19.28  
 N 66 W 6.57  
 N 33 45 W 12.62  
 N 55 30 W 14.24  
 N 15 15 W 2.92  
 N 1 15 E 2.44  
 N 12 15 W 4.19  
 N 63 15 W 3.43  
 N 72 45 W 7.67  
 N 85 30 W 4.16  
 S 80 15 W 2.92  
 N 68 15 W 5.86  
 N 62 45 W 2.21  
 N 86 15 W 2.19 INT. SEC. L. BWT. 9-10, 8.00 S  $\frac{4}{9}$   $\frac{3}{10}$   
 3.27  
 N 75 15 W 6.32  
 N 63 15 W 3.17  
 N 82 15 W 2.66  
 N 86 W 4.88  
 N 55 15 W 4.56  
 N 82 30 W 2.61  
 N 65 15 W 3.25  
 N 36 W 1.20 INT. SEC. L. BWT. 4-9, 12.60 E  $\frac{1}{2}$   $\frac{1}{4}$  COR.  
 6.29

N 41 W 11.30  
 N 16 15 W 5.28  
 N 2 15 W 4.68  
 N 16 45 W 5.09  
 N 16 15 E 5.48 GATE WOOD  
 5.89  
 N 31 15 E 4.37 INT. COLEMAN LAKE ROAD  
 W-C-D-TRAIL-TOWN 364, RISE - COMMENCING  
 AT S  $\frac{1}{6}$  COR. BWT. SEC. 21 & 22 THENCE - S 2 30' W 4.96  
 S 11 30' E 5.62 TO PLACE  
 OF BEGINNING THENCE  
 N 77 45 E 10.82  
 N 65 45 E 11.50  
 N 26 30 E 4.77  
 N 33 15 E 3.69  
 N 29 E 7.30  
 N 66 30 E 4.84  
 N 41 E 5.35  
 N 55 15 E 3.33  
 N 79 15 E 2.00  
 N 75 E 3.72  
 S 76 45 E 12.06  
 S 60 E 2.42  
 S 78 30 E 14.31  
 N 74 15 E 7.30 INT. SEC. L. BWT. 22-23, 3.74 S  $\frac{1}{4}$  COR.  
 12/8-1939  
 N 76 E 10.41  
 S 54 45 E 9.81  
 S 73 45 E 2.15  
 S 86 45 E 2.48  
 S 26 E 7.78  
 S 57 30 E 2.95  
 S 78 30 E 8.44  
 S 49 45 E 4.16  
 S 62 15 E 1.91  
 S 80 30 E 7.21  
 S 57 E 6.26



S 58 E 2.91  
 S 66 45 E 7.49  
 S 62 E 3.42  
 S 43 15 E 3.44  
 S 34 30 E 3.65  
 S 53 E 5.11 INT. SEC. L. BWT. 23-26, S, 44 W of cor. To  $\frac{22}{26}$ / $\frac{23}{25}$   
 S 3 15 E 8.29  
 S 28 45 E 5.00  
 S 56 15 E 3.07  
 S P W 5.67 INT. SEC. L. BWT. 25-26 AT N  $\frac{1}{16}$  COR.  
 N 45 30 E 3.03  
 N 58 15 E 3.02  
 N 16 E 4.73  
 N 6 15 E 4.14  
 N 16 45 E 3.40  
 N 4 15 E 2.98  
 N 26 15 E 1.20 INT. SEC. L. BWT. 24-25, 8, 10 E of Cor. To  $\frac{27}{26}$ / $\frac{24}{25}$   
 6.29  
 N 57 E 5.59 INT. E of C.T.H. "H"  
 BEGINS AT  $\frac{1}{4}$  COR. ON R.L. BWT. SEC. 7-12, 136N R18-19E  
 KNOWN AS THE TWELVE FOOT FALLS TRAIL  
 N 84 30 E 5.77  
 N 73 15 E 2.03  
 N 59 15 E 23.12  
 N 83 15 E 5.61  
 S 85 30 E 1.00 STEVENS TRAIL  
 8.92  
 S 85 E 10.00 TURN OUT  
 14.87  
 S 61 45 E 5.63  
 N 85 45 E 9.23 INT. SEC. L. BWT. 7+8, 6.99 S of N  $\frac{1}{16}$   
 14.87  
 N 52 15 E 3.95  
 N 44 E 8.34  
 N 74 30 E 3.90  
 S 83 45 E 7.25  
 N 67 30 E 5.00  
 N 33 45 E 5.60

N 32 15 E 3.36  
 N 59 86 E 4.64  
 N 85 45 E .92 INT. NYS  $\frac{1}{4}$  L. SEC. 8, 3.92 S of  $\frac{1}{4}$  cor. BWT 5-8  
 4.55  
 S 65 30 E 27.86  
 S 87 45 E 4.15  
 N 80 15 E 3.50 TURN OUT  
 4.73 CULVERT WOOD  
 6.34 INT. SEC. L. BWT. 8-9, 11.00 S of Cor. To  $\frac{5}{8}$ / $\frac{1}{9}$   
 21.65  
 N 72 E 26.28  
 S 76 30 E .16 INT. NYS  $\frac{1}{4}$  L. SEC. 4, 2.21 N of  $\frac{1}{4}$  cor. BWT. 4-9  
 4.16  
 S 43 15 E 4.03  
 S 33 30 E 18.10  
 S 34 E 23.57 CULVERT WOOD  
 27.44  
 S 66 15 E 3.00  
 S 80 45 E 4.20 INT. SEC. L. BWT. 9-10, 1.61 N of  $\frac{1}{4}$  cor. SET HUB ①  
 N 84 45 E 4.60 CULVERT WOOD  
 6.29  
 S 65 30 E 3.43 " "  
 4.16 TURN OUT  
 S 84 30 E 1.17 To BRIDGE N.B. PINE RIVER  
 2.00 OVER "  
 14.31  
 S 87 45 E 11.76 CULVERT WOOD  
 13.44  
 N 57 30 E 2.28 INT. of TOWN ROAD WILY LAKE ROAD  
 BACK TO HUB ① 12/11-1939  
 S 8 45 W 5.68  
 S 43 15 W 6.17  
 S 70 45 W 19.88 ✓  
 S 38 15 W 5.16  
 S 6° W 4.86  
 S 26 30 E 2.50 TURN OUT  
 4.64 CULVERT  
 14.18

S 2645 E 2.67 INT. SEC. L. BWT. 9-16. 61 LNS. E. of  $\frac{1}{4}$  cor.  
9.08

S 1215 W 5.31

S 4630 W 6.80

S 5930 W 5.10

S 96 W 12.74

S 86 W 17.45

S 5230 W 2.86

S 14 W 3.01

S 1° 15' W 7.00 INT. STEWENS TRAIL  
12.00

S 2 W 7.00 CULVERT WOOD  
15.98

S 3215 W 2.90

S 65 W 6.42

S 7345 W 5.96

S 8345 W 3.68 CULVERT WOOD  
5.52 INT. SEC. L. BWT. 16-17. 5.38 S of  $\frac{1}{4}$  cor.  
5.91

S 3715 W ~~2.60~~ INT. BARNETT TRAIL - SET HUB ②  
4.46

S 8815 W 1.00 CULVERT WOOD  
4.46

S 80 W 8.06

N 8530 W 3.12

N 66 W 14.33 CULVERT STEEL 20"

N 7445 W 4.36

N 52 W 2.87

N 2830 W 5.42

N 4630 W 4.61

N 6845 W 3.93

N 8015 W 3.79

N 75 W 4.37

N 62 W 2.82 CULVERT WOOD  
5.95 " "

26.13 INT. SEC. L. BWT. 17-18 AT  $\frac{1}{4}$  cor.

N 6315 W 4.89

N 5645 W 4.50

N 47 W 15.67

N 45 W 11.28

N 85 W 13.66

N 7215 W 14.83

S 8030 W 12.75 GATE WOOD  
15.00 INT. R.L. BWT. 13-18, 3.98 N of  $\frac{1}{4}$  cor.  
BACK TO HUB ②

S 5915 E 3.74

S 3415 E 1.19 CULVERT WOOD  
3.65

S 2130 E 3.00 " "  
3.97

S 30 W 2.00 " "  
3.35 INT. SEC. L. BWT. 21-16, 4.24 E of cor. To  $\frac{17}{20}$  | 17/16  
4.94

S 3445 E 5.18

S 1515 E 5.91

S 15 W 2.28 CULVERT WOOD  
3.47 " "

13.95 INT. TRAIL TO 12 FT. FALLS - SET HUB ③

S 5745 E 1.94

S 7545 E .69 CULVERT WOOD  
6.67

S 6415 E 8.18 TO BRIDGE }  
8.45 OVER " }  
9.17 TO " } N. BRANCH PINE RIVER AT 12 FT. FALLS  
9.43 OVER " }  
10.38

S 3545 E 3.79

S 4330 E 3.22

S 7715 E 2.44

N 6030 E 2.65

N 4430 E 8.00

N 4345 E 11.45 END OF LANE  
BACK TO HUB ③

S 6130 W 2.65

S 3415 W 16.66 INT. SEC. L. BWT. 20-21, 3.51 N of  $\frac{1}{4}$  cor.

S 3430 W 10.41

## DUNBAR CONTINUED

S 29 45 W 8.25  
 S 9 W 11.16  
 S 30 W 3.59  
 S 14 15 E 12.70 INT. SEC. L. BWT. 20-29, 9.34 W of cor. TO  $\frac{20}{21}$   
 14.24 To Bridge } WHISKEY CREEK  
 14.42 OVER " }  
 25.00 CULVERT WOOD  
 25.42  
 S 53 0 W 4.04  $\frac{1}{2}$  OF TOWN ROAD BEARS S 71 W 4 E  
 4.42 INT. N  $\frac{1}{8}$  L. SEC. 29, 9.56 W of N  $\frac{1}{16}$   
 12/12-1939 - CONTINUED  
 S 42 15 W 9.05 CULVERT WOOD  
 9.81  
 S 3 15 W 1.92 " "  
 4.75 " "  
 S 16 45 W 4.19 " " LITTLE WHISKEY CREEK  
 7.28  
 S 12 30 E 3.55  
 S 32 E 4.94  
 S 39 15 E 16.65  
 S 58 15 E 5.94 INT. SEC. L. BWT. 28-29, 2.88 S of S  $\frac{1}{16}$   
 8.69  
 S 43 E 4.67  
 S 41 15 E 9.00 CULVERT WOOD  
 17.51 INT. SEC. L. BWT. 28-33, 2.87 W of W  $\frac{1}{16}$   
 20.64 CULVERT WOOD  
 23.11 " "  
 24.24  
 S 58 15 E 7.95  
 S 31 45 E 7.80 " "  
 12.69  
 S 43 E 6.60  
 S 59 E 15.99  
 S 75 15 E 6.42  
 S 49 30 E 10.68  
 S 2 E 15.62  
 S 20 15 E 2.96

## DUNBAR CONTINUED

S 38 15 E 16.62 INT. SEC. L. BWT. 33-34, 9.22 N of cor. TO  $\frac{33}{4} \frac{94}{3}$   
 S 54 45 E 4.57  
 S 76 15 E 11.56  
 S 46 30 E 3.79  
 S 25 45 E 2.43 INT. T. L. BWT. SEC. 3-34, 46 LKS. W of W  $\frac{1}{16}$   $\frac{136}{135} \frac{N}{N}$   
 S 22 15 E 15.78  
 S 33 15 E 5.83  
 S 46 45 E 2.00 CULVERT WOOD  
 2.13 GATE WOOD  
 4.76  
 S 48 E 8.97  
 S 63 45 E 4.79  
 S 31 E 17.67 END OF FIRELANE - INTERLATS ROAD  
 BEARS S 83 E 4 S 75 W  
 AMBERG TRUCK TRAIL - 12/12/1939 TOWN R. 21 E  
 COMMENCING AT THE  $\frac{1}{16}$  COR. E OF THE CENTER SEC. 7, BEARS  
 THENCE S 83° 30' E, 3.55 TO PLACE OF BEGINNING THENCE  
 N 8 15 E 4.12  
 N 28 30 W 2.38 GATE WOOD  
 2.48 To Bridge  
 2.78 OVER "  
 3.88  
 N 3 30 W 3.19  
 N 23 E 2.60  
 N 3 45 E .07 CULVERT WOOD  
 3.31  
 N 26 30 W 3.25 " "  
 N 9 30 W 2.20  
 N 30 E 8.69  
 N 44 45 E 7.48  
 N 1 30 E 1.88  
 N 50 45 W 1.67  
 N 7 30 W 1.41  
 N 28 45 E .75 INT. SEC. L. BWT. 6-7, 8.90 W of cor. TO  $\frac{6}{7} \frac{15}{8}$   
 2.70  
 N 4 15 E 2.62

## DUNBAR CONTINUED

154 12-12-1934 AMBERG TRAIL

N 61 30 E 4.59  
 N 57 E 3.98  
 S 87 45 E 2.50 TO BRIDGE  
 2.85 OVER "  
 3.79  
 N 30 15 E 1.42  
 N 60 E 4.09  
 S 86 E 6.60  
 N 67 45 E 3.13  
 12-13-1939  
 N 1° 15' W 2.90  
 N 31 30 E 4.41  
 N 45° W 1.50 CULVERT WOOD  
 6.98  
 N 7° 45' E 6.66  
 N 2 W 8.81  
 N 89 45 E 10.14  
 N 87 45 E 2.67  
 S 89 30 E 5.78  
 N 87 45 E 5.83  
 N 17 30 E 3.53  
 N 83 0 E 3.30 CULVERT WOOD  
 4.30  
 N 43 30 E 2.78  
 N 12 15 W .56 " "  
 3.36  
 N 44 30 E 2.03  
 N 67 E 4.00  
 N 71 15 E 2.40  
 N 44 30 E 3.41  
 N 15 W 4.79  
 N 19 W 4.75  
 N 13 30 E 2.40 INT. T-L BWT-SEC. 5-32, 3.24 W of E  $\frac{1}{16}$  ENTER T36 NR 218  
 N 18 E 3.34  
 N 14 15 W 3.23  
 N 52 15 W 3.35  
 N 83 W 3.13  
 N 6 30 E 1.57 CULVERT WOOD  
 4.56

DUNBAR CONTINUED  
AMBERG TRAIL

155

N 53 1/5 W 7.80  
 N 10 45 E 4.00 CULVERT WOOD  
 5.60  
 N 16 30 W 3.78  
 N 55 W 4.68  
 N 52 30 W 6.32  
 N 29 30 W 2.00 " "  
 6.06  
 N 06 30 E 5.84 SET HUB @ INT. OF W. BRANCH OF TRAIL  
 N 46 45 E 2.35  
 N 15 15 E 10.50 CULVERT WOOD  
 19.33  
 N 3 30 E 3.50  
 N 37 15 E 2.12  
 N 9 15 W 5.02  
 N 35 W 4.74  
 N 65 30 W 9.05  
 N 74 15 W 5.45  
 N 18 15 W 1.43  
 N 6 45 E 1.36 INT. SEC. L. BWT-29-32, 3.00 E of W  $\frac{1}{16}$  cor.  
 6.72 INT. SEC. L. BWT-29-32, 3.00 E of W  $\frac{1}{16}$  cor.  
 N 21 45 W 1.94  
 N 14 30 W 4.39  
 N 35 W 3.93  
 N 20 45 W 7.40  
 N 18 30 E 9.06  
 N 19 15 E 10.73  
 N 1° 45' W 5.73  
 N 6 45 E 5.70  
 N 5 W 3.21  
 N 21 30 E 4.89  
 N 22 30 W 2.12 CULVERT WOOD  
 4.14  
 N 21 E 2.75  
 N 18 30 E 3.81  
 N 5 15 W 3.58  
 N 32 15 W 7.68 INT. SEC. L. BWT-29-20, 12.6 E of W  $\frac{1}{16}$  cor.  
 10.84



DUNBAR CONTINUED  
AMBERG TRAIL

N 845 E 5.23  
 N 56 E 2.19  
 S 73 E 3.55 GATE STEEL  
 4.84 INT. TOWN ROAD  
 BACK TO HUB ①  
 N 4845 W 2.95 INT. Y LEG N 4830 E  
 S 8630 W 2.44  
 S 7115 W 3.46  
 N 88 W 7.50  
 S 8445 W 7.00  
 N 8930 W 5.22  
 S 8715 W 3.79 INT. SEC. L. BWT. 31-32 AT THE  $\frac{1}{4}$  COR.  
 9.74 CULVERT  
 14.51  
 N 8930 W 9.93  
 N 89 W .20 INT. E  $\frac{1}{2}$  - SEC. 31, 1.00 S  $\frac{1}{6}$  E  $\frac{1}{16}$   
 17.28

12/13-1939 - CONTINUED

N 7145 W 3.50  
 S 8615 W .82 INT. N 48  $\frac{1}{4}$  L. SEC. 31, .50 L<sub>2</sub> N of CENTER  $\frac{1}{4}$  COR.  
 3.83 CULVERT WOOD  
 9.04  
 S 86 W 4.53  
 N 88 W 3.97  
 S 6045 W .35 " "  
 3.42  
 N 89 W 2.43  
 N 5230 W 2.54  
 N 86 W 1.25 " "  
 7.00  
 S 7530 W 3.18  
 N 8445 W 1.00 " "  
 5.08 INT. R. L. BWT. R'S 20-21 T 36 N, 7 SECS. 31-36, 17 L<sub>2</sub> S of  $\frac{1}{4}$  COR.  
 14.72  
 S 8615 W 6.54 CULVERT WOOD  
 N 8545 W 7.28  
 N 90 W 8.44 " "  
 8.59 GATE STEEL  
 12.30  
 N 8930 W 4.24 INT. TOWN ROAD

12/18-1939

DUNBAR CONTINUED  
CALDRON FALLS TRAIL / WIS. MICH. TRAIL 157

COMMENCING AT  $\frac{1}{4}$  COR. BWT. SEC. 18-19, T 32 N, R 18 E THENCE  
 N 89 E 40.00  
 S 8845 E 27.91 TO PLACE OF BEGINNING - THENCE

N 5530 E 14.94 INT. N 48  $\frac{1}{4}$  L. SEC. 17, 8.71 N of  $\frac{1}{4}$  COR. BWT. 17-20  
 N 90 E 6.95  
 N 5645 E 8.25 CULVERT WOOD - GATE WOOD  
 11.45  
 N 71 E 7.57  
 N 7715 E 7.78  
 N 6630 E 10.00 INT. SEC. L. BWT. 16-17, 4.50 N of S  $\frac{1}{16}$  COR.  
 29.58 CULVERT STEEL 14" TUBE  
 39.98  
 N 57 E 48.00 INT. TRAIL  
 52.45  
 N 62 E 6.37  
 N 33 E 3.82  
 N 4845 E 5.01 INT. SEC. L. BWT. 9-10, 1.75 of COR. TO 16/15  
 N 45 E 10.05  
 N 5615 E 31.00  
 N 7845 E 6.67 GATE WOOD END OF LANE, 8.37 N of S  $\frac{1}{16}$  COR.  
 ON N 48  $\frac{1}{4}$  L. of SEC. 10 -

WIS-MICH. TRAIL - 12-19-1939

COMMENCING AT S  $\frac{1}{16}$  COR. BWT. SEC. 9-10, T 31 N, R 19 E - THENCE  
 N 2915 E 8.60 TO HUB ① AND PLACE OF BEGINNING THENCE

N 5345 W 2.24  
 N 3845 W 5.72  
 N 3315 W 2.91  
 N 4615 W 5.83  
 N 31 W 2.49  
 N 1415 W 4.63  
 N 30 W 6.19  
 N 3045 W 3.29  
 N 2315 W 12.62  
 N 37 W 3.72  
 N 5345 W 3.31

DUNBAR CONTINUED  
WIS. MICH. TRAIL

N 58 45 W 7.00 COLVERT Wood  
     9.15  
 N 48 45 W 2.85  
 N 35 W 2.72  
 N 29 30 W 2.00 INT. SEC. L, BWT-4-9, 4.00 E 9  $\frac{1}{4}$  cor.  
     11.64  
 N 30 W 5.06  
 N 48 15 W 2.63  
 N 30 30 W 2.47  
 N 8 30 W .60 COLVERT Wood  
     2.55  
 N 27 15 W 3.54  
 N 15 45 W 6.08  
 N 8 45 W 5.17  
 N 1 15 E 8.94  
 N 4 30 E 22.40  
 N 3 30 W 10.51  
 N 9 W 6.75 RANDOM L. XOR. T.L. BWT. TS 37 38 N BWT. 4.33  
     9.88  
 N 22 15 W 2.83  
 N 16 45 W 7.22  
 N 4 E 2.65  
 N 17 45 E 3.10  
 N 36 30 E 2.63  
 N 42 45 E 4.84  
 N 43 E 13.00  
 N 42 45 E 4.61  
 N 46 45 E 3.61  
 N 42 15 E 2.62  
 N 49 E 2.65  
 N 41, 15 E 6.24  
 N 75 15 E 2.13  
 S 76 30 E 1.78  
 S 76 E 1.00  
 N 68 15 E 2.00 INT. FENCE AND GATE END of N-END of TRAIL  
     BACK TO HUB @ PLACE of BORING 12-20-1939  
 S 35 30 E 2.50 COLVERT WOOD - OUT  
     2.00

DUNBAR CONTINUED  
WIS-MICH TRAIL

S 56 30 E 5.10  
 S 69 E 6.78  
 S 84 30 E 4.89  
 S 59 30 E 3.27  
 S 46 45 E 13.36  
 S 47 E 5.34  
 S 50 15 E 2.73  
 S 57 E 5.96  
 S 54 45 E 4.35 INT. RANDOM XOR. SEC'S. 9-16  
     10.41  
 S 78 30 E 4.60  
 S 78 45 E 3.41 ✓  
 S 77 15 E 3.78  
 S 66 15 E 3.17  
 S 57 15 E 5.00  
 S 46 30 E 2.32  
 S 26 15 E 2.67  
 S 8 15 E 3.18  
 S 11 45 W 2.50 COLVERT - OUT  
     8.15  
 S 12 15 W 6.45  
 S 12 45 W 8.81  
 S 18 45 W 5.41 TO BRIDGE } OUT  
     5.56 OVER "  
     5.78  
 S 26 W 8.55 TO " }  
     8.74 OVER " } OUT  
     16.10 TO "  
     16.34 OVER "  
     17.73 TO "  
     17.97 OVER "  
     20.87  
 S 13 30 W 2.33 TO "  
     2.58 OVER "  
     3.94  
 S 4 30 E .48 TO "  
     1.39 OVER "  
     8.60

DUNBAR CONTINUED  
WIS-MICH. TRAIL

S 2645 E 3.08  
 S 4930 E 3.05 INT. E  $\frac{1}{8}$  L. SEC. 15, 1.84 N of E  $\frac{1}{16}$  BWT. 15-22  
 3.95  
 S 7215 E 2.58  
 S 80 E 5.34  
 S 6715 E 1583 TO BRIDGE  
 1675 OVER "  
 38.97 - SET HUB ② AT NOON - HAD TO WALK BACK + COME  
 IN FROM THE S.  
 S 7845 E 6.33  
 S 89 E 27.78  
 S 7830 E 7.57 CULVERT WOOD  
 10.03  
 S 8945 E 3.63  
 N 81 E 5.56 - BRANCH BRIDGE  
 8.30 INT. SEC. L. BWT. 23-24, 6.20 N of N  $\frac{1}{16}$  cor.  
 N 85 E 1.84 - TRAIL TO  $\frac{1}{2}$  Q.T. ROAD - N 41° E, 5.19 chs.  
 S 8730 E 3.68 TO LEFT BANK OF THE PENE BONWON RIVER  
 4.10 OVER RIVER  
 6.00  $\frac{1}{2}$  OF TOWN ROAD  
 15.73 LV. TOWN " SET HUB ③ PUT UP WIT. 10.14  
 BACK TO HUB ③ 12-21-1939  
 N 7845 E 3.29  
 N 70 E 3.01  
 N 8345 E 3.33  
 S 7815 E 10.12  
 S 6730 E .34 CULVERT WOOD  
 2.61  
 S 5845 E 2.35  
 S 5445 E 24.67  
 S 5345 E 13.73  
 S 4515 E 6.47  
 S 38 E 10.42  
 S 2945 E 3.53  
 S 21 E 4.33  
 S 1345 E 2.64  
 S 915 E 2.66 ✓  
 S 4 W 3.90  
 S 9 W 4.71

DUNBAR CONTINUED  
WIS-MICH. TRAIL

S 8930 W 3.00  
 S 1530 W 6.72  
 S 445 E 1.10 INT. SEC. L. BWT. 19-30, .58 LVS. E of  $\frac{29}{25}$ /<sub>30</sub>  
 5.00  
 S 8630 E 1.98  
 N 74 E 1.12  
 S 715 E 4.74  
 S 1530 E 4.54  
 S 2230 E 9.00 CULVERT WOOD  
 13.83  
 S 2230 E 11.50 " "  
 23.78  
 S 30 E 2.35  
 S 43 E 2.75 " "  
 3.37  
 S 6115 E 2.74  
 S 77 E 8.38  
 S 6315 E 3.83  
 S 4715 E 2.00  
 S 4230 E 29.22  
 S 2715 E 3.33  
 S 13 E .62 INT. SEC. L. BWT. 30-31, 6.55 E of E  $\frac{1}{16}$  cor.  
 3.35  
 S 2 E 2.00 CULVERT WOOD  
 5.85 TO BRIDGE  
 6.36 OVER "  
 6.62  
 S 245 W 6.31  $\frac{1}{2}$  OF UNDERPASS - OF SODDLINE P. R.  
 9.55  
 S 930 E 6.16  
 S 1815 E 2.84  
 S 3345 E 3.33  
 S 4330 E 11.22 CULVERT WOOD  
 11.98  
 S 3445 E 3.34 INT. E + W  $\frac{1}{4}$  L. SEC. 32, .49 LVS. E of  $\frac{1}{4}$  cor.  
 S 2115 E 2.77  
 S 1030 E 13.51

DUNBAR CONTINUED  
WIS-MICH. TRAIL & CATALINE TRAIL WISCO

S 715 E 8.25  
S 145 W 4.51  
S 930 W 8.93 Sec. Cor. <sup>31132</sup> 61 S BEARING S 80° 10' W  
S 2° W 1.76 " " " " N 66° 30' W  
S 115 E 2.68  
S 1630 E 2.58  
S 2730 E 1.25 RT. BANK of PEARL BONWON RIVER  
1.75 LT " " " " " "  
10.47  
S 4745 E 3.77  
S 6415 E 2.49  
300TH 1.30  $\frac{1}{2}$  of U.S.H. #8 END OF TRAIL

12/27-1939-

BEGINNING AT THE  $\frac{1}{2}$  COR. BWT. SEC. 13-14, T37N, R19E THENCE

N 8930 E .50  $\frac{1}{2}$  of TOWN ROAD-N43E

23.77

N 83 E 1040 GATE WOOD

1070 CULVERT OUT

15.16

N 7915 E 18.03

N 6915 E 24.62 INT. R.L. BWT. SEC. 13-18, 178 S  $\frac{1}{2}$  COR.

25.41 CONTINUE ON INTO RANGE 20E.

N 6145 E 18.38

N 5645 E 5.51

N 7745 E 3.25

N 8345 E 10.98

N 8330 E 30.30

N 70 E 3.18

N 5330 E 6.95 INT. SEC. L. BWT. 17-18, 175 N of N  $\frac{1}{2}$  COR.

11.52 GATE WOOD

N 8515 E 5.00

N 7845 E 3.77

N 7130 E 13.36

N 73 E 6.11

S 8545 E 14.21

N 8715 E 3.68

DUNBAR CONTINUED  
CATALINE TRAIL

S 82 E 8.38  
S 6515 E 4.04  
S 3345 E 2.25  
S 16 E 4.21  
S 71 E 4.16 INT.  $\frac{1}{2}$  of C-T-H "O"  
5.47  
S 70 E 3.85 CULVERT WOOD  
5.25  
N 5345 E 6.41  
N 7045 E 16.12  
S 6615 E 9.01  
S 6545 E 9.08  
S 9730 E 4.00  
N 7515 E 4.98  
N 7715 E 2.39  
N 8515 E 2.93  
S 6515 E 1.56  
S 3230 E 6.08  
S 4615 E 1.71  
S 6620 E 2.07  
S 4845 E 2.65  
S 38 E 5.08  
S 49 E 2.31  
S 2130 E 6.05  
S 4630 E 2.11  
S 23 E 2.81  
S 30 E 1.81  
S 3145 E 2.15  
S 4615 E 4.23  
S 345 E 5.75  
S 3330 E 1.74  
S 7130 E 3.10  
S 4415 E 2.97  
S 8315 E 1.56  
S 3515 E 4.19 INT. S.L. BWT. 15-16 .. 15  $\frac{1}{2}$  LNS. N of S  $\frac{1}{2}$  COR.  
S 2945 E 6.14  
S 2915 E 3.18



DUNBAR CONTINUED  
CATALINE TRAIL

S 43 E 3.22  
 S 35 45 E 5.50  
 S 24 30 E 2.96  
 S 49 30 E 5.41  
 S 89 30 E 4.28 INT. W  $\frac{1}{8}$  L. SEC. 22, 103 S of W  $\frac{1}{16}$  cor.  
 N 88 15 E 7.76 CLEARED FIELD  
 N 63 E 3.23  
 N 71 E 5.70  
 N 83 45 E 2.00 → S 28 45 E 3.33 CHS. TO  $\frac{1}{4}$  cor. BWT. SEC. 15-22 T37N R20E  
 N 2 W 4.45 SET HUB  $\odot$   
 12/28-1939 - 5 BELOW ZERO  
 N 86 45 E 2.45  $\frac{1}{2}$  OF ST. PAUL R.R. TRACK  
 2.77  
 N 34 E 4.30  
 N 49 15 E 2.60  
 N 62 E 2.48  
 N 84 30 E 3.26  
 S 85 15 E 16.50 GATE POLE  
 18.50 CULVERT OUT  
 26.00  
 S 85 15 E 2.50 INT. SEC. LINE BWT. 15-14 - ABOUT 10.00 N of cor.  $\frac{15}{23}$   
 3.50  $\frac{1}{2}$  OF HIGH POWER LINE  
 6.25 CULVERT OUT  
 8.50 " "  
 17.64  
 S 84 E 4.02  
 N 67 15 E 22.82  
 S 89 45 E .12 INT. N & S FENCE - THENCE  
 20.23 ALONG S. SIDE OF E & W FENCE TO  $\frac{1}{2}$  OF W. S. H. #41  
 THENCE S - ON HIGHWAY #41, 19.90 CHS. TO E  $\frac{1}{16}$  cor.  
 BWT. SEC. 14-23, T37N, R20E

## DUNBAR CONTINUED

12/27-1939

## BASS LAKE TRAIL + TOWER LOCATION

165

T.38N, R.17E - FLORENCE COUNTY, W.VA.  
 COMMENCING AT COR. ON TOWN LINE SECTION 35 36 THENCE  
 N 88 30 W, 4.61 CHS. TO PLACE OF BEGINNING  $\frac{1}{2}$  THENCE  
 N 12 45 E 4.02  
 N 8 W 4.97  
 N 29 45 W 4.18  
 N 40 30 W 4.48  
 N 26 15 W 5.28  
 N 11 30 W 16.96  
 N 11 45 E 2.16  $\frac{1}{2}$  OF FIVE LANE GOING NW  
 5.59  
 N 37 15 E 5.69  
 N 58 15 E 10.40 STATE TELEPHONE LINE  
 13.35 RANDOM L. BWT. 35-36  
 14.50  
 N 56 E 7.01  
 N 37 E 5.29  
 N 8 15 W 2.72  
 N 52 W 12.07  
 N 48 W 3.49  
 N 20 E 4.98 INT. SEC. L. BWT. 26-35, 152 W of cor. TO  $\frac{26}{25}$   
 84.21 " " L " 24-25, 114 N. S. E OF COR. TO  $\frac{23}{24}$   
 84.34 COR. IN ROAD - WC - STANDS 10 LBS. W of cor.  $\frac{26}{25}$   
 N 30 E .91 GATE STEEL  
 2.41 TOWER ROAD GOING WEST  
 7.00  
 N 30 E 4.35  
 N 30 E 9.07  
 12/29-1939  
 N 30 E 16.85  
 N 30 E 5.73 SET TALLY STAKE 20 LBS. W - FOR 2400 CHS. N of T.L.  
 13.25 INT. E & W TOWN ROAD  
 34.58  
 N 30 E 12.25 CULVERT WOOD  
 25.23  
 N 28 30 W 7.63  
 N 6 15 W 4.39  
 N 27 E 8.19

DUNBAR CONTINUED  
BASS LAKE TRAIL - AN OLD TOWER LOCATION  
FLORENCE COUNTY, WIS.

N 7.30 E 576 INT. SEC. LINE BWT. SEC. 13-12, 225 E of Brooks' <sup>11/12</sup> ~~cont'd~~  
2885  
N 23 15 E 4.57  
N 45 E 6.35  
N 6 15 E 4.24  
N 9 W 240 INT. E+W  $\frac{1}{4}$  L. SEC. 12, 7.40 E of  $\frac{1}{4}$  COR.

Found  $\frac{1}{4}$  COR. BWT. SEC. 11+12 T35N, R17E  
ORIGINAL - TAM STUB IRON MARKS ALL ON IT  
TAM - 8 N 20 W 19 LKS.  
" 10 S 20 E 16 " ROTTEN STUMP  
STILL THERE WITH THE B- of THE  
ST STILL ON IT.

Also found POINT OF THE ORIGINAL STAKE  
20 IN. BELOW SURFACE OF SWAMP  
SET NEW POST  $\frac{1}{2}$  CEDAR - NEW ST.  
SPRUCE 6 N 42° 30' W 18 LKS.

COR. TO  $\frac{26}{35} \frac{25}{36}$  found 3 of the ORIGINAL STUMPS  
PUT IN NEW STAKE

COR. TO  $\frac{23}{26} \frac{24}{25}$  found ORIGINAL W.P. ST. 12 N 34 W 19 LKS  
" ROOTS of B. OAK BURIED OUT 982 W 40 "

OTHER ST'S - IN ROAD AND GONE  
BASS LAKE PUT UP STAKE ON W-SIDE of ROAD  
TOWER SITE - I RAN NEW BOUNDARY LINES AROUND  
IT. AREA - 7.12 X 8.00 ACRES. = 2.506 ACRES.  
AND LOCATED IN SE. COR. of THE SE-SE of SEC. 23-33 T35N R17E

DUNBAR CONTINUED  
MARINETTE COUNTY BOY SCOUT CAMP LOCATION  
JAN-4-5/1940

LOCATED IN THE  $3\frac{1}{2}$  of THE NW  $\frac{1}{4}$  AND THE N  $\frac{1}{2}$  of THE  
SW  $\frac{1}{4}$  of SEC. 9 - T32N, R17E - THIS SITE ORIGINALLY BELONGED  
TO SENATOR IKE STEVENSON WHO USED IT AS HIS PRIVATE  
HUNTING & FISHING GROUNDS. ELEVATION & CONTOUR  
LINES WERE RUN - AND A PORTION OF SAND LAKE WAS  
TRAVERSED AS FOLLOWS.

BEARING ~~SET~~ AT THE INT. of THE E+W  $\frac{1}{4}$  AND THE E BANK  
of OUTLET of LAKE 223.0 FT. W of THE W  $\frac{1}{16}$  W of CENTER  
THENCE

N 4 E 150.0 FT.  
N 33 30 E 150.0 "  
N 15 45 W 205.0 "  
N 13 45 E 230.5 "  
N 37 15 E 134.5 " INT. W  $\frac{1}{8}$  L. 10.0 " FT. N of SHORE  
N 73 30 E 166.5 "  
N 78 E 123.7 "  
N 15 45 W 221.5 "  
N 69 45 W 76.0 "  
S 53 30 W 86.0 " INT. W  $\frac{1}{8}$  L.  
218.0 "



INDEX

Section	TOWNSHIP		RANGE		CITY or VILLAGE		ADDITION
	N.	S.	E.	W.			
17	36N		R.5E				
16	"		"				
15	"		"				
21	"		"				
22	"		"				
13	"		"				
14	"		"				
23	"		"				
24	"		"				
25	"		"				
26	"		"				
5-6	35		R.6E				
#36	36		R.5E				
1	35		R.5E				
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## Surveyor's Certificate

*I DO HEREBY CERTIFY that the field notes contained in this book are the complete original field notes of the Surveys herein referred to and described.*

*A. J. Lytle*

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Surveyor.