



A. J. LYTTLE # 18

Lumber Book  
325 1/2

IF FOUND PLEASE RETURN  
TO

A. J. LYTLE - RHINELANDER, WIS.

OR

C-C-CAMP, ELCHO, WISCONSIN.

29

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80.24  
20  $\frac{1}{2}$   
80.44.5

Dec-41396

N 65 E

3424  
132  
3556

LOCATION of TOWER  
NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$ , SEC. 9-T34N. R12E

OCT-20-1935

COMMENCING AT THE S  $\frac{1}{4}$  SEC. 9, VAR. 1° E

2000 INT @ 9 C.F.K

80.44.5, fall 3.33 W  $\frac{1}{4}$  Cor. corrected to line

N 7° 22' W - starting from C.F.K. and cut  
line on true course at 38.49 Hdg

1-2K E of Center - found stake + BT. Stop  
out in new stake { WP-15-S 73 E 15  $\frac{1}{2}$  LK  
Center }

starting at 3556 on the N-S  $\frac{1}{4}$  thence  
N 65 E 7.56 to center of new tower site

11-14-1935

LOCATION OF TELEPHONE LINE  
SEC. 28-29-T36N, R13E

STARTING AT THE  $\frac{1}{4}$  COR. CENT. SEC. 28-COR. NW  
CENTER TOWN ROAD - W, VAR. 3° 45' E

39.85 fall. 13 like N 9  $\frac{1}{2}$  W. BUT SEC. 28-29

W-FROM W  $\frac{1}{4}$  COR. SEC. 28 - VAR. 3° E

79.77 - HIT EAST END TOWN ROAD ASSUMED

TO BE THE  $\frac{1}{10}$  COR. did not  
CORRECT LINE AS MY RANDOM WAS  
CLOSE ENOUGH FOR LOCATION OF

TELEPHONE RIGHT OF WAY

1000.48-31 m R

Proposed - Winter Recreation Park

Nov. 23<sup>rd</sup> 1938

2102  
2020  
82

NW-SW-SEC. 5-T33-9

E 1/2 NW 1/4 SEC. 17-T33N, R10E

W 1/2 COR - E. VAR 1° E

1984 fell 42 lbs N 1/2 cor. Very old & all snow up to BT standing

W 1/2 COR ON E W 1/2 LINE S V 1°30' E

18.66 - Creek .50 m wide NE-SW

11/15-1939 SEC. 36, T28N, R10E

PART OF THE SW-NE-SE-NW-Lying South of the C & N W. R. R.

CENTER - N VAR. 1° E 216.5" INT. S-LINE of RR Right way

" - E. VAR. 89°41' S -

239.0 - TO W BANK of Embury River

247 - OVER River

271.5" to AUG -

N-20.0 R. ANGLE

510.0" WHOLE DISTANCE - of S-LINE.

N - AT R.R. WITH S-LINE - 269.7" - Right way

Center Sec. W - 1332.0"

Put in Trip with P. R.

N - to S - side of RR Right way 294.4"

759  
11/15

Conto <sup>218</sup>/<sub>1811</sub> S-W-SEC LINE S-VAR. 301° E

2102 fell 1/2 link W of N to COR

N 1/2 - S - 21.20 fell 3 LKS E of COR.

DEC. 15<sup>th</sup> 1935

N 1/2 COR. ON W-LINE of SEC. 17, E. VAR 2°30' E

13.17 - top of ridge - N8°W - Elev. 725 - 400 ft.

20.00 - set stake TEMP <sup>10</sup>/<sub>10</sub> P. ELEVATION 1000

20.32 - hit stake -

21.29 - TEMP <sup>10</sup>/<sub>10</sub> IN LAKE

<sup>1</sup>/<sub>16</sub> E. of NW-COR. 2115 1/2

W 1/2 COR. ON N-L of SEC. 17 - S, VAR 3° E

16.54 - HIT LAKE

17.37 - HUB - for angle to top of hill -

19.12 - to temp <sup>10</sup>/<sub>10</sub> P. on ICE IN LAKE

STARTING ON TRAIL - 8:54 S of <sup>1</sup>/<sub>16</sub>

9.15 CR - ELEV. 2020 -

3.11 " - " 8:42 - .56 LKS N of <sup>1</sup>/<sub>16</sub> POST

1.95 " - " 19:20

56 " - " 19:42 Top of Ridge

8:75 30E = " 4:0" DISTANCE

Roads <sup>2022</sup>/<sub>9.15</sub> x <sup>2042</sup>/<sub>3.11</sub> = <sup>1992.0</sup>/<sub>6.45</sub> x <sup>2.43</sup>/<sub>56</sub>

35° 20' ELEVATION 1200' HUB OF N 75° W 100 ft



4 12/13-1938 DEC. 2° E

Rolling Stone Trail  
T-34N, R 12E

Commencing at the Jet of

557	fire line	- 82	W	- 89	S	E	
Con to	$\frac{33/34}{4/3}$	- W	-	12.57	-		
	E						
S 89	30	E		6	37		
S 89	30	E		27	39		
S 73	30	E		4	26		
S 65	45	E		5	13		
S 74	30	E		3	68		
N 59		E		7	86	- INT - TOWN LINE	
N 89	30	E		26	96	- INT 90 CL BWT 2-3 2065	
				65	24	- 1/2 R N 70° E - 183 SAC $\frac{34/35}{2/2}$	
S 41		E		1	53		
S 4		W		29	86		
S 3	30	W		24	53		
S 7		E		9	43		
S 20	30	E		6	00		
S 14		E		7	90		
S 23		W		6	78		
S 12	15	E		2	76		
S 29	30	E		5	48		
S 68		E		6	65		

267.73

CONTINUED

80/250/1/3.55  
2x0  
44.170  
400  
x17

S 23 45 E 316

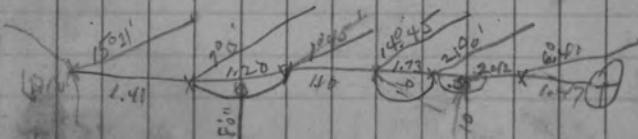
S 13 W 92 Culverts Road  
328 INT - TOWN LINE

284.17

CONTINUATION OF WINTER PARK

STARTING AT TALLY STAKE # 629 11.9 1/2 CL - THENCE

S 72	30	E	-	ELEVATION 30' -	Distance = 1.90
S 65	30	E	-	" 0.18' "	= 1.63
S 83		E	-	" 2036 "	= 2.48
S 80	30	E	-	DEP 2° 39'	= 2.54
N 59		E	-	" 1.00 "	= 3.60
S 77	45	E			1.26
S 2		W			4.10
S 18		W			



1257  
637  
1594

WILD GAME SANCTUARY

LOCATED IN SECS 11-12-13-14

1/11-1939

T34N, R9E

NE-COR- SEC. 13 - W - VAR. 72° E

16.50 - Prairie River 40' wide SE-MW

20.09 - HIT  $\frac{1}{16}$  POST

40.20 - "  $\frac{1}{4}$  COR.

1/12-1939

S  $\frac{1}{4}$  COR. SEC. 12 N 1° 25' E

21.76 full .38 lbs E of  $\frac{1}{16}$  COR

S  $\frac{1}{16}$  ON N + S.  $\frac{1}{4}$  L SEC. 12 VAR. 09°

2.00 Prairie River

21.70 - full .10 lbs E of  $\frac{1}{4}$  COR. CENTER 12

1/16-1939

COR. TO  $\frac{10/11}{15/14}$  E - VAR. 3° E

19.00 full .31 lbs N of  $\frac{1}{16}$  COR. CORRECTED BACK  
VAR. 2° 4' E

W  $\frac{1}{16}$  COR. ON NORTH LINE of SEC. 14. E. VAR. 2° 4' E

19.15 - full .17 lbs N of  $\frac{1}{4}$  COR. - proving the  
W  $\frac{1}{16}$  COR. to be 8  $\frac{1}{2}$  lbs out of line

COR. TO  $\frac{10/11}{15/14}$  S. VAR. 3° 0' E

20.00 full 20  $\frac{1}{2}$  lbs. W of  $\frac{1}{16}$  COR. CORRECTED BACK  
VAR. 4° 5' E

WILD LIFE SANCTUARY  
T34N, R9E.

1/17-39

$\frac{1}{4}$  P. CENTER OF SEC. 12 W. VAR. 5° E

20.00 LOW GROUND - BALSAM - SPRUCE - TAMARAC

37.29 Quit for the night - temperature  
1/18-39

41.06  $\frac{1}{2}$  full .10 S of  $\frac{1}{4}$  COR. BUT 11/12  
CORRECTED BACK VAR. 3° 0' E

$\frac{1}{4}$  COR. BWT. SEC. 11-12 W - VAR. 3° 10' E

20.23 full .26 lbs. S of  $\frac{1}{16}$  COR.

CORRECTED BACK VAR. 2° 8' E

1/19-1939

E  $\frac{1}{16}$  COR. ON E + W  $\frac{1}{4}$  L. of SEC. 11. W 2° 28' E

20.24 - HIT  $\frac{1}{4}$  P. CENTER of SEC. 11 - BT still  
there + PART of old post

1/23-39

SW-COR. SEC. 14. N - VAR. 7° 11' E

21.04 - full .7 lbs E of  $\frac{1}{16}$  COR. SNOW DEEP  
1/24-39

$\frac{1}{4}$  COR. BWT. SEC. 11-14. N. VAR. 2° 30' E

45.18 - full .04 lbs E of  $\frac{1}{4}$  COR. CENTER SEC. 11

S  $\frac{1}{16}$  COR. ON W. L. of SEC. 14 N. VAR. 7° 18' E

21.07 - HIT  $\frac{1}{4}$  COR. BWT - SEC. 14-15

8 SANCTUARY CONTINUED  
T34N, R9E

1/25-39

$\frac{1}{4}$  COR. BWT SEC. 14-15 N VAR.  $2^{\circ}47' E$

44.53 - HIT COR. TO  $\frac{10}{11}$   
 $\frac{15}{14}$

1/26-39

COR. TO  $\frac{15}{14}$  E. VAR.  $3^{\circ}41' E$   
 $\frac{22}{23}$

42.60 HIT.  $\frac{1}{4}$  COR. BWT-14-23

$\frac{1}{4}$  COR. - BWT. 14-23, E. VAR.  $2^{\circ}45' E$

36.65 full 1.79 N of COR. TO SEC.  $\frac{14}{13}$   
CORRECTED BACK VAR.  $0^{\circ}03' W$   $\frac{23}{24}$

COR. TO  $\frac{14}{13}$  E. VAR.  $4^{\circ}35' E$   
 $\frac{23}{24}$

18.25 full .04 lbs S of  $\frac{1}{16}$  COR.

1/27-1939

W- $\frac{1}{16}$  COR. ON S LINE SEC. 13, E. VAR.  $2^{\circ}35' E$

18.23 full .03 lbs S. of  $\frac{1}{4}$  COR. BWT SEC. 13-24

1/30-1939

COR. TO  $\frac{13}{18}$  S. VAR.  $0^{\circ}03' W$

20.60 full .90 lbs E of  $\frac{1}{16}$  COR.

41.66 " 1.76 E "  $\frac{1}{4}$  COR. - corrected back VAR.  $2^{\circ}44' W$

Continued

$\frac{1}{4}$  COR. BWT-13-18, S. VAR.  $1^{\circ}27' W$

1/31-1939

26.62 $\frac{1}{2}$  full .45 lbs W of  $\frac{1}{16}$  COR.

43.25 " .90 " " "  $\frac{13}{18}$  corrected back  
 $\frac{24}{19}$

VAR.  $2^{\circ}12' W$

COR. TO  $\frac{13}{18}$  W. VAR.  $13^{\circ}41' E$   
 $\frac{24}{19}$

17.12 full .11 lbs N. of  $\frac{1}{16}$  COR.  $\frac{24}{19}$   
E- $\frac{1}{16}$  COR. ON S.L. of SEC. 13-W. VAR.  $13^{\circ}41' E$

17.12 HIT  $\frac{1}{4}$  COR. BWT SEC. 13-24

2/2-1939

finished correcting all random lines

2/14-1939

## Wild life Sanctuary - SEC. 6-7-T3N, R1E

$\frac{1}{16}$  cor. center of SE  $\frac{1}{4}$  Sec. 7, N, V. 0.30' W  
 20.18 - HIT - E  $\frac{1}{16}$  cor. on E+W  $\frac{1}{4}$  L. Sec. 7  
 $\frac{1}{4}$  cor. BWT. SEC. 7+8 - W, VAR. 2° E  
 19.82 full -  $2\frac{1}{2}$  lks N of  $\frac{1}{16}$  cor.  
 $\frac{1}{4}$  cor. BWT. SEC. 7+8 - N, VAR. 1° E  
 38.69 full, 6 lks E of cor. to  $\frac{6}{11}$  corrected BWT  
 2/15-1939 Var. 1° 34' E  
 Cor. To  $\frac{6}{11}$  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. TOWNS 34-35 N  $\frac{31}{32}$   
 $\frac{6}{15}$

$\frac{1}{16}$  cor. CENT. of SW  $\frac{1}{4}$  of SEC. 7, N. VAR. 45° E  
 19.15 - HIT  $\frac{1}{16}$  ON E+W  $\frac{1}{4}$  L. W. of CENT. SEC. 7  
 W  $\frac{1}{16}$  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. S. 6-7, W. VAR. 5° E  
 19.01 full .02 lks N of cor. ON RANGE L.  $\frac{11}{16}$   
 Cor. To  $\frac{11}{16}$  N. VAR. 2° E HIT  $\frac{1}{4}$  at  $\frac{12}{17}$   
 39.99  
 $\frac{1}{4}$  cor. BWT. 1-6 N. VAR. 2° 45' E  
 38.61 HIT. TOWN COR.  $\frac{36}{31}$   
 $\frac{1}{16}$

## Wild life Sanctuary continued

Cor. To  $\frac{36}{31}$  TOWNS 34-35 R12 E. E. VAR. ME  
 39.51 - HIT  $\frac{1}{4}$  cor. ON T. L. BWT. S. 6-31 - ON W. R. of CORNER  
 $\frac{1}{4}$  cor. BWT. S. 6-31 E. VAR. 3° 45' E  
 39.85 - HIT cor. To  $\frac{31}{32}$   
 $\frac{6}{15}$

3/21-1939 - SEC. 4-T33N, R11E DEC. 23° E  
 SW cor. N-1° 25' W -

20.22  $\frac{1}{2}$  full .07  $\frac{1}{2}$  LKS. IN  $\frac{1}{16}$  cor.  
 $\frac{9}{16}$  cor. on W-L-E along fence to corner of  
 fence at 19.92 chains N along fence  
 18.61 to corner of fence - which was  
 1.36 south of  $\frac{1}{16}$  on E+W  $\frac{1}{4}$  L. IN field  
 put tally stakes every two chains  
 along fence going east to Center  
 of Sec. 4, as we figured it good  
 plan not to plant north of fence  
 as fence would keep cattle out  
 of planting ground  
 $\frac{E}{16}$  cor. set in road. 23.07  $\frac{1}{2}$  E of Center N 6° 10' W  
 19.23 - set  $\frac{1}{16}$  cor. center of NE  $\frac{1}{4}$   
 26.26 full 1.5 lks. W of E  $\frac{1}{16}$  cor. on TOWN LINE



3/26-1939 REC. 4-T33N, R11E continued

$\frac{1}{16}$  COR. ON TOWN LINE E. N88.01'E

22.13 full .10 LKS N OF COR. TO  $\frac{33}{4} \frac{34}{3}$

$\frac{1}{16}$  COR. ON TOWN L. S 87.50'W

22.14 full .05 LKS S of  $\frac{1}{4}$  COR. BWT 4-33

N  $\frac{1}{16}$  COR. W. N 82.45'W

19.76 full .14 LKS S of  $\frac{1}{16}$  COR.

W  $\frac{1}{16}$  COR. ON N-SEC. L. N 92.30'W

18.75 full .01 LKS N of COR. TO SECS.  $\frac{32}{5} \frac{33}{4}$

NW-COR. SEC. 4 - S 23.0'E

17.60 full .03 LKS W of  $\frac{1}{16}$  COR.

3/29-1939

$\frac{1}{16}$  COR. - N of CENTER - W. N 85.00'W

18.87 - HIT  $\frac{1}{16}$  COR. IN CENT. of NW  $\frac{1}{4}$ .

38.10 "  $\frac{1}{16}$  COR. ON W-LINE

W  $\frac{1}{16}$  COR. ON N-LINE. S 49'W

17.20 - HIT  $\frac{1}{16}$  COR. IN CENT. of THE NW  $\frac{1}{4}$ .

3/31-39 - SNOW DURING A.M.

N  $\frac{1}{16}$  COR. ON EASTLINE 90°W

22.60 HIT  $\frac{1}{16}$  CENTER OF NE  $\frac{1}{4}$

45.06 "  $\frac{1}{16}$  COR. N of CENT.

4/3-1939

SEC. 3-T33N, R11E DEE. 2°30'E

W  $\frac{1}{16}$  COR. ON S-L. N 21.8'E

39.91 - HIT W  $\frac{1}{16}$  COR. ON E + W  $\frac{1}{4}$  L.

W  $\frac{1}{16}$  COR. ON E + W  $\frac{1}{4}$  L. N 21.5'W

20.52 HIT  $\frac{1}{16}$  COR. CENT. NW  $\frac{1}{4}$

$\frac{1}{16}$  COR. CENT. NW  $\frac{1}{4}$  N 0°30'W

4-4-1939

2.56 INTERSECT FLOWAGE - HUNTING RIVER

$\frac{1}{16}$  COR. CENT. NW  $\frac{1}{4}$  S 0°30'E

9.58 INTERSECT W-BANK HUNTING RIVER

$\frac{1}{16}$  COR. CENT. of NW  $\frac{1}{4}$  N 21.5'W

4.63 INTERSECT S BANK OF HUNTING RIVER

N  $\frac{1}{16}$  COR. ON W-SEC. L. S 2.30'E

9.37 INTERSECT W-BANK of FLOWAGE of HUNTING RIVER

S  $\frac{1}{16}$  COR. ON W-SEC. L. N 1.0'E

18.00 full .06 LKS. N of  $\frac{1}{16}$  COR. ON W. NTS  $\frac{1}{8}$  L.

4/5-1939 SNOW + RAIN

S  $\frac{1}{16}$  COR. ON W  $\frac{1}{8}$  L. E - N 1.9'E

18.00 - HIT  $\frac{1}{16}$  COR. ON NTS  $\frac{1}{8}$  L. S of CENT.

$\frac{1}{16}$  COR. S OF CENT. E - S 0.45'E - 20.55 HIT  $\frac{1}{16}$  COR. ON  $\frac{1}{4}$  L.

41.25 HIT S  $\frac{1}{16}$  COR. BWT. SECTIONS 2-3

4/6-1939 SNOW - very cold windy

E  $\frac{1}{16}$  COR. ON S-L. N 1.23'E

19.32 HIT  $\frac{1}{16}$  COR. CENT. of SE  $\frac{1}{4}$

14.23 INT. S-BANK HUNTING RIVER

finished at N 1.30' R 11

4/6-1939  
14

43891 19.44  
12.00

PARK DEVELOPMENT SEC. 13-14 T33N. R1DE

Continued

4/10-1939

15

	DEC. 2° 20' E	
NW-Cor. SEC. 13-S-S 1/2 30' W		
37.79	FELL 2.3 LKS. E of 1/4 cor. BWT SEC. 13-14 CORRECTED BACK N 64° E	
1/4 cor. BWT, SEC. 13-14	N 64° E. 98.8 LKS. TO BM	
1/4 " " " "	S 43° W IN SWP.	
333	Leave SWP	
819	Intersect West End of Lake.	
1296	Enter OPEN SWAMP	
1477	Leave OPEN SWAMP	
2215	Intersect LAKE	
2574	OVER LAKE	
2935	Enter OPEN SWAMP	
3046	Leave OPEN SWAMP	
3484	ENTER SWAMP AROUND LAKE	
3572	INTERSECT EAST END of LAKE	
3921	Leave Open SWAMP AROUND LAKE	
4043	Fell West 2.10 Chs. Cor. to <sup>18113</sup> CORRECTED BACK N 137° E <sub>23124</sub>	

W. END SEC. 14-	
333	LEAVE OPEN SWAMP
750	INTERSECT LAKE
913	OVER LAKE
2021 1/2	SET TEMP. 1/16 Cor.
3042	INTERSECT EAST END OF POT HOLE
4045	FELL 3 LKS. E. of Cor. to <sup>18113</sup> <sub>23124</sub>
2022 1/2	SET 1/16 cor. (W. SP. 4 ft. N 88° 20' W <sup>18113</sup> N BENCH to N 21° E 15 LKS. <sub>23124</sub> )

TRAVERSING LAKES.  
COMMENCING AT 26.85 CHS. S of 1/4 cor. BWT SEC. 13-14  
TRUNCE 27° 19' W-<sup>17193</sup>  
To Place of Beginning TRUNCE <sup>16.99</sup>  
<sub>10115</sub>

N 8° 30' W.	1.92	1.2672	L
N 27° W.	2.26	1.4816	S.
N 19° 30' W.	2.385	1.57410	S. 25 CHS.

4/11/39

N 58° 30' W	2.03	1.3294	S.
S 76° 15' W	2.13	140.58	S.
S 15° 45' E	2.285	180.81	H.
S 32° 0' W	50	33	S.
N 72° 15' W	2.685	177.21	S.

## CONTINUED

9/11/39

N 99° 30' W	286	188.76	S	50 LRS
N 9° 30' W	434	286.44	S	50 LRS
N 57° 30' W	432	285.12	S	50 LRS
N 31° 15' E	268	176.88	S	1 CA. 1 W
N 49° 30' W	3465	238.69	S	
N 80° 15' W	234	154.44	S	
S 57° 15' W	482	318.12	S	100 CH. ON SH. SOLKIN W 55' LRS
S 3° 0' E	200	132.00	S	
S 36° 30' E	260	171.60	S	25 LRS
S 63° 15' E	260	171.60	S	25.00 - 25.15
S 49° 30' E	601	396.66	S	4.00 25 LRS
S 31° 45' E	2776	5.74	S	ISLAND 2.75 22 1.00 L. 0.50 W
S 8° 15' W	190	125.40	S	
N 76° 0' W	225	149.50	S	
S 25° 30' E	202	133.32	S	
S 57° 30' W	250	165.00	S	
S 56° 0' E	296	195.36	S	
N 33° 30' E	239	157.08	L	
N 11° 30' W	104	68.64	S	
N 73° 15' E	193	127.38	S	
S 27° 15' E	83	54.78	Δ	
S 60° 30' W	179	118.14	S	

## CONTINUED

4/11/39

S 62° 30' E	178	117.48	S	
S 92° 30' E	309	203.94	L	
S 58° 30' E	263	173.51	S	
N 26° 30' E	75	49.50	S	
N 24° 15' W	311	205.26	S	
N 67° 30' E	67	44.22	S	
S 57° 0' E	646	426.36	L	
N 87° 30' E	121	79.86	L	to place of Beginning.

Creation of Small Pond in the  
SE-SE, SEC. 14, T33N, R10E

Cor. To  $\frac{4913}{23124}$  N 50° W - 2.00 CH. ENTER OPEN SW P  
4.00 " OPEN WATER

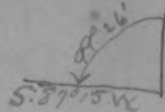
4/12-1939

T 30N R 10E Sec. 25

STARTING AT COR. <sup>2530</sup> ON TOWN LINE THENCE  
 N ON THE CENTER LINE OF TOWN ROAD  
 24.65 CHAINS TO PLACE OF BEGINNING THENCE  
 SOUTH 89° W  
 28.00 - To -  
 39.50  
 N 81° 15' W  
 3.64 to end of road  
 center of Iron N 14° 30' W  
 .90 lvs to #1 - Gardener's Survey Monument  
 ANIMAR

White Birch Park

4/13-1939



Dec 2° 23' E

BEGGINING AT 1/4 COR. BWT. SEC. 13-14

S 87° 15' W	879	5198.1	S
N 80° 15' W	468	3488.8	S
S 36° W	614	405.24	L 30 Lvs. W
N 69° 30' E	216	142.56	S
S 52° 30' E	200	132.00	E 25.4 lvs. W
N 70° 0' E	393	25.516	END OF OPEN WATER 4
N 51° 30' E	796	5236	TO PLACE OF BEGINNING

## TRAVERSE OF LAKE

COMMENCING AT 8.30 CHS S. OF  
 1/4 COR. BWT SEC 13-14.

S 41° 30' E	127	7.392	L
S 16° 6' E	1995	131.67	L
S 45° 30' E	168	110.88	L
S 20° 45' E	282	180.12	L
S 62° 0' E	240	151.20	L
N 89° 30' E	100	6.60	L
S 76° 30' E	179	119.14	S
N 62° 30' E	654	431.64	L 1.00 W
N 37° 30' E	517	341.22	L



4/13/39

			HUB	
N 74° 30' W	3.70	204.20	L	1st 1st
N 50° 0' W	4.15	273.10	S	
S 54° 0' W	3.33	217.71	S	1st W
N 84° 15' W	1.56	112.92	B	U
S 4° 0' W	87.	To <sup>57.42</sup> PLACE OF BEGINNING		

LOCATION OF ROAD THROUGH WHITE BIRCH PARK  
COMMENCING COR. TO SEC. 12, 17 ON RANGE LINE  
T33N. R510W. THENCE S 19° W

97.110 TO E. OF HIGHWAY # 45 64.02  
1.97 TO PLACE OF BEGINNING 130.02

S 37° 15' W. 5.93 391.31

N 69° 0' W. 4.99 328.68

N 2° 0' E. 2.19 144.54

N 62° 30' W. 1.91 125.06

N 85° 45' W. 5.04 HUB - QUIT FOR DAY

S 62° 45' W. 5.92 4/19/39

S 25° 30' W. 1.77 116.92

S 10° 0' E. 2.88 170.08

S 38° 30' W. 2.74

S 58° 30' W. 2.09 HUB - QUIT FOR DAY

4/18-39

S 44° 15' W	2.35		
S 76° 45' W	7.58		
S 29° 30' W	11.74		
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	1.95		
N 83° 30' W	2.77		
S 41° 15' W	2.97	HUB - QUIT FOR DAY	
S 30° 0' W	1.59	4/19/39	
S 76° 0' W	2.42		
N 96° 30' W	6.72		
S 20° 0' W	6.10		
S 1° 30' E	5.05		
S 22° 0' W	1.13	HUB # 1	
S 31° 0' E	2.68	176.18	
S 37° 15' W	1.91	127.00	END OF ROAD
S 89° 45' W	2.09		TO LAKE
			BACK TO HUB NO # 1
S 60° 45' W	1.39	9.74	

## CONTINUED

9/19/39

N 70 0 W	2 11	139 26	
N 49 30 W	2 44	161 04	
N 45 45 W	2 23	147 18	
N 74 15 W	1 70	112 20	
N 79 15 W	1 57	103 62	
N 78 45 W	1 74	114 14	
S 91 45 W	1 82	120 12	HUB - Quit For Day
S 80 0 W	1 35	89 10	4/20/39
S 67 0 W	1 58	310 13-14, 6 31 S. of 430	INTERSECTS See hub
	1 92	126 72	42 12 1/2
S 43 0 W	1 92	120 12	S 69 45 E TO LAKE
S 11 15 W	1 03	61 84	
S 5 45 E	1 17	37 22	
S 43 30 E	1 79	117 14	
S 29 0 E	1 58	104 28	
S 11 0 E	1 92	120 72	
S 32 0 W	1 41	83 10	HUB "A"
S 63 0 W	1 25	10 60	
N 82 30 W	1 34	81 12	81 12 N. Chas to Lake
N 29 30 W	85	56 10	
N 39 45 W	1 29	85 14	

## CONTINUED

4/20/39

N 50 45 W	1 84	121 44	
N 92 15 W	2 06	135 94	HUB #2
S 84 45 W	1 58	104 28	4/21/39
N 64 30 W	1 38	91 08	HUB
Back To HUB "A"			
N 64 30 E	1 97	97 02	
S 77 15 E	1 29	94 44	
S 32 0 E	2 79	184 14	
S 79 45 E	90	59 40	
N 72 0 E	1 76	116 16	
S 15 30 E	2 64	174 24	
N 72 30 E	1 96	129 36	
N 58 0 E	2 21	145 84	
N 70 45 E	2 16	142 86	
N 37 30 E	2 54	167 24	7 1/2 TO HUB "B"

CONTINUED

4/22/39

Commencing at NE Cor. SEC. 13, T. 14 N. R. 13 W.

TRENCH N 89° 45' W

100 -  $\frac{1}{4}$  COR. FEDERAL HIGHWAY N 45-47

200 - ENTER TOWN

575 - LV. END

20.43  $\frac{1}{2}$  FELL 37 LKS. N OF  $\frac{1}{4}$  COR. CORRECTED LINE

339° 12'

4/24-39

E  $\frac{1}{4}$  COR. ON N. L. S 89° 03' W

20.43 FELL .05 M<sub>6</sub> S OF  $\frac{1}{4}$  COR. BWT. SEC. 13-12

CORRECTED LINE S 89° 25' W

$\frac{1}{4}$  COR. BWT. SEC. 12-13 - S 0° 30' W

21.09  $\frac{1}{2}$  HIT W  $\frac{1}{6}$  COR. ON N. SEC. L.

W  $\frac{1}{6}$  COR. ON N. SEC. L. S 0° 30' W

9.00 INT.  $\frac{1}{2}$  TOWN ROAD

14.74 HIT - COR. TO  $\frac{11}{12}$  FROM THE DISTANCE

FROM  $\frac{1}{4}$  COR. TO SEC. COR. TO BE 40.33 AT

20.41 SET  $\frac{1}{6}$  POST IN LINE 68  $\frac{1}{2}$  M<sub>6</sub> E. OF HINTZ'S POST

4/25-39

SW-SEC. COR. OF 13 - S 88° 45' E - ON HINTZ'S BOUNDARY

.62 LKS. N. N. COR. AT 20.84 FELL .29 LKS. N. OF  $\frac{1}{6}$

CORRECTED BOUNDARY - TRUE L. IS N 88° 35' W

CONTINUED

24306  
21.53

8525  
4306  
24222  
21.11

24290  
21.16  
24306  
21.53

24326  
21.58

$\frac{1}{4}$  COR. BWT. SEC. 13-14 E - S 89° E

1.50 LEAVE SWP

11.00 ENTER TOWN BALDWIN SWP. } ABOUT 1  $\frac{1}{2}$  ACRES

15.50 LEAVE " " " }

17.35 INT.  $\frac{1}{2}$  OF PARK ROAD TO LAKES

21.93 SET  $\frac{1}{6}$  COR. NO TREES NEAR FOR D'S

43.06 FELL .09102 S. OF CENTER - SET NEW POST

4/26-1939

43.05 - FELL .08 LKS. S OF CENTER FOUND P. ROTTED & DOWN

14.17 - FELL .07 LKS. S OF  $\frac{1}{6}$  COR. IRON PIPE - FENCE

85.28 FELL .08 LKS. S. OF  $\frac{1}{4}$  COR. ON RANGE L. BWT. 13-12

DEC. OF CORRECTION - 0703565 - ON E-W  $\frac{1}{4}$  L

$\frac{1}{4}$  COR. BWT. SEC. 13-12 - S. 39° 30' W

39.01

19.95 - TEN  $\frac{1}{6}$

20.69 - INT.  $\frac{1}{2}$  TOWN ROAD

27.37 - INT.  $\frac{1}{2}$  OF LAKE ROAD

39.69 FELL .28  $\frac{1}{2}$  LKS OF OLD POST - CENTER - SET ON

56.57 ENTER OPEN SWP

59.69 - SET TEMP  $\frac{1}{6}$

71.63 LEAVE SWP

79.81 FELL .37 LKS E. OF  $\frac{1}{4}$  COR. BWT. 13-24

20.06 SET  $\frac{1}{6}$  COR. N OF  $\frac{1}{4}$  COR. ON N 4 S  $\frac{1}{4}$  L

CONTINUED

4/28-39

- $\frac{1}{4}$  COR. BWT. SEC. 13-12 - CORRECTED S -  $89^{\circ}45'N$   
 19.85 SET N  $\frac{1}{16}$  COR.  
 39.70 "  $\frac{1}{4}$  COR. CENT. SEC. 13  
 59.81 " S  $\frac{1}{16}$  COR. ON NYS  $\frac{1}{4}$  L. IN OPEN SWP.  
 79.81 COR. ~~TOW~~<sup>1918</sup>  
 N  $\frac{1}{16}$  COR. ON NYS  $\frac{1}{4}$  L. E. S  $89^{\circ}45'E$   
 200 YARD CLEARING  
 66.65 INT.  $\frac{1}{2}$  OF LAKE ROAD  
 20.79 FULL 108 LKS. S OF  $\frac{1}{16}$  COR. 1" IRON PIPE AT COR. OF TOWN  
 $\frac{1}{16}$  COR. CENT. OF NE  $\frac{1}{4}$  SEC. 13. N  $39^{\circ}5'E$ .  
 5.00 ENTER OPEN SWP  
 8.00 LV - SWP  
 12.40 INT. E - L. OF LAKE ROAD  
 16.55 "  $\frac{1}{2}$  OF LAKE ROAD  
 20.07 FULL 103  $\frac{1}{2}$  LKS. W OF DON'S  $\frac{1}{16}$  COR. 14 LKS. W OF HUNT'S P.  
 5-1-1939 - 100 P.M.  
 N  $\frac{1}{16}$  COR. ON NYS  $\frac{1}{4}$  L. S  $89^{\circ}31'W$   
 5.00 ENTER OPEN SWP  
 13.30 LV. " "  
 20.85 PUT IN TEMP  $\frac{1}{16}$  - HUB - GUNT FOR DAY -  
 39.35 ENTER SQUARE SWP  
 41.92 FULL 101 LK. S OF  $\frac{1}{16}$  COR. IN SEC. 1 - BWT. 13 + 14  
 SET  $\frac{1}{16}$  COR. CENTER OF NW  $\frac{1}{4}$  AT 20.91

1962  
 1960  $\frac{1}{2}$   
 3922  $\frac{1}{2}$

CONTINUED  
 MAY-2nd 1939

- W  $\frac{1}{16}$  COR. ON N - SEC. 13 S  $5^{\circ}18'W$   
 19.60  $\frac{1}{2}$  INT. E + W  $\frac{1}{4}$  L. 105  $\frac{1}{2}$  LKS. E OF  $\frac{1}{16}$  COR.  
 39.22  $\frac{1}{2}$  FULL 111 LKS. E OF W  $\frac{1}{16}$  ON E + W  $\frac{1}{4}$  L.



22 STATE FISH HATCHERY AT  
PELICAN LAKE, WIS.

907.115) SEC. 19, T35N, R11E 2029 Dec 2°30'E

Commencing at the NE cor of Lot A  
Block C of PELICAN VILLAGE a part  
of 907.115) Sec. 19-T35N, R11E. THENCE

27 KRAFT GAME REFUGE  
PROJECT #143

7/24-39

S  $\frac{1}{16}$  COR. BWT. SEC'S 8 & 9 T34N, R10E.

E. VAR 4°E, DEC. SET AT 2°30'E.

38.31 - fall 3.72 N of S  $\frac{1}{16}$  COR. RUNTS &  
line Sec. 9, T34N, R10E. Change  
of course 5°56' - corrected BACK  
angle of correction = .971

7/25-39

cutting out 12 ft. line - South Boundary of  
Game Refuge - Very HOT

7/26-39

finished the S-line and 60 CHS.  
of the W-LINE - STILL HOT

7/27-39

cut 12:00 o'clock by line on SW cor. to  
open trap - water to deep to wade  
went north to fence line & found  
cor. to Sec. 32-32

7/28-39 - cor. to  $\frac{22}{16}$  S 85°45'E

20,000 $\frac{1}{2}$  feet .33 LM. S. of  $\frac{1}{16}$  Post.

7/31-39

SET. SEC. LINE MARKERS ON MALONEY TRUCK TRAIL

CUT OUT TRAIL TO COR. ON TOWN L  $\frac{32}{16}$   
S 11° T34N, R10E

TRAVERSING TRUCK TRAIL  
 FORKST COUNTY

8/10-1939

T36N, R13E

COMMENCING ON SEC. 1. INE BWT-SEC.

10+15-T36N, R13E 6.97 CHS. W OF  $\frac{1}{4}$  COR.

N 39° E 9.90

N 5° 30' 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. 1, BWT. SEC. 3-10, 2.77 CHS. W OF  $\frac{1}{16}$  COR.

9.54

N 19° 45' W 12.63

N 19° 45' W 18.60 INT. NTS  $\frac{1}{4}$  L, SEC. 3-11, 28.9 CENT.  $\frac{1}{4}$  COR.

19.22

N 19° 15' W 7.08

N 30° W 3.12 INT. E-W  $\frac{1}{4}$  L SEC. 3, 2.52 W 9 CENT.  $\frac{1}{16}$  COR.22.85 " E-W  $\frac{1}{4}$  L " " 2.27 W OF N  $\frac{1}{16}$  ON NTS  $\frac{1}{4}$  L

N 1° 30' W 3.76 - OPPOSITE FARMER'S GATE - BEGINNING

OF TOWN ROAD

152.34 chains = 1.90 miles

ST. JOHN'S LAKE Trail

8/11-39

Location of change in Road

COMMENCING AT (HUB) (2) THENCE

S 88° E 6.56 TO PLACE of BEGINNING THENCE

S 22° 15' W 4.42

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 chains .55 MILES

## 32 RE-LOCATION OF DUCK LAKE TRAIL

8/4-3A

DEC. 2°30' E

S	5 15	E	291	
S	57 15	E	117	
S	34 45	E	228	
S	8 30	E	285	
S	71	E	62	INT. SEC. L. BWT. 9-10. 42 LBS SQ $\frac{1}{4}$ CO.
			413	
S	39	E	528	
S	24	E	144	
S	28 15	W	183	
S	61 15	W	256	
S	36 30	W	117	
S	1 15	W	202	
S	49 30	W	99	
N	86	W	99 $\frac{1}{2}$	
S	80	W	187	
S	30 30	W	115	
S	3 30	E	125	
S	26 30	E	186	
S	27 30	E	128	INT. EX. W. $\frac{1}{8}$ L. 1.41 E 9 S $\frac{1}{10}$ CO. Part SEC 9-10
S	34 15	E	156	

## CONTINUED

9: AM. 8/21-1st aid to W. Burn  
cut angle with X.

S	19 30	E	517	
S	2 30	W	596	INT. L. of MAIN TRAIL CHANGE of location from beginning
S	16 15	E	282	
S	21 30	E	160	INTER SWP
			260	OVER "
			597	
S	71	E	62	INT. SEC. L. BWT. 9-10. 42 LBS SQ $\frac{1}{4}$ CO.
			1109	
S	14 30	E	651	
S	58 30	W	342	
S	48	W	266	
S	25	W	656	
S	11	E	319	
S	21 45	E	171	
S	22 45	E	200	
S	20 30	E	306	
S	33 30	E	358	
S	42 30	E	193	
S	64	E	336	
S	52 45	E	149	
S	71 15	E	236	

34

CONTINUED

8/22-34

S	86	15	E	313	
S	85		E	216	
N	80	30	E	348	
S	87	30	E	196	
S	63	30	E	108	
S	44		E	97	
S	17		E	70	
S	7	45	W	718	
S	34		W	358	

INT. DUCK LAKE TRAIL 1.81 W  
OF BRIDGE 30.62 E. of SECK.

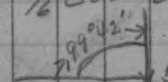
84.95-chains or = 1.06+ miles


35

BOUNDARY LINE OF CRYSTAL SPRINGS  
HATCHERY

AUG-31-1939

Commencing at  $\frac{1}{4}$  COR. BWT. SEC. 36 T33N R1E

W 2°30' W - VAR. - CORRECTED N89°30' W  
1.67 - INT.  $\frac{1}{2}$  - County tunnel - A -  
7.71 - INT.  $\frac{1}{2}$  - MAIN CREEK  
8.63 - INT.  $\frac{1}{2}$  - BRANCH CREEK.  
20.13 - FOLL N of  $\frac{1}{16}$  Cor but Sec 36  
57  $\frac{1}{2}$  CHS. 

$\frac{1}{4}$  - COR. BWT. 36-1 - T33N, R1E. N94°45' E. IN SWP.  
4.90 - DITCH - .08 LKS. WIDE - SW-NE  
6.00 Lv. SWP  
7.00 ROAD SIDE CAMP GROUND  
9.59 PRAIN DITCH - E-W  
10.89  $\frac{1}{2}$  HIT NE. COR. TO STATE PROPERTY  
NE. COR. of PROPERTY N89°30' W  
.89  $\frac{1}{2}$  of C-T-A  
4.04  $\frac{1}{2}$  of ROAD  
6.59 P.C. of SHORE LINE of SPRING  
SW-COR. of PROPERTY N94°45' E   
1.46 CREEK 24 LKS. WIDE NW-SE  
6.39 Lv. SWP  
1.34 INT.  $\frac{1}{2}$  of old road  
7.84 - P.C. - at clearing of spring



365 SEPT, 5<sup>th</sup> 1939

<sup>2026</sup>  
198.5  
41

405.6  
2028

90  
21

60  
19  
41

141  
257 24.38  
398 2.17  
60  
57

37

Dec. 9. T34N R12E, LANGRIDE Co. Wis

9/8-39

CONTINUED

$\frac{1}{4}$  COR. BWT. 9+18 E. VAR. O.D. E. N 88° 19' E - 100' N 1/2 E

S  $\frac{1}{16}$  COR. ON N 1/2 S. 1/2 LINE N 87° 4' E

9.00 INT. OLD R.P. 9+18 NE-SW

39.10 - full .62 LKS. N of S  $\frac{1}{16}$  COR. ON E. SEC. LINE

11.00 LV. " " " " NE-SW

SET -  $\frac{1}{16}$  COR. CANT. of SE  $\frac{1}{4}$  at 19.58 1/2 ON SW  $\frac{1}{2}$  L

18.00 OPEN FIELD

39.08 full 1.42 8 OF COR. TO <sup>9118</sup> 1615 IN LOW GROUND

9-11-39

{ RIVER - 20 S 2° W 28 LKS

CORRECTED - BACR. N 88° 19' E + Old 9 SWP

SET - S -  $\frac{1}{16}$  COR. ON E. LINE AT 20.5 { MAPLE 20 S 12 W 96 LKS  
COR. IN  $\frac{1}{2}$  OF C.T.K. W. Cor. Cedar P. 3 1/2 S W S

SET,  $\frac{1}{16}$  COR. at 19.54

9-6<sup>th</sup> 39

SE. Cor. SEC. 9. N. BWT. 9-10. N 1° 2' E

E  $\frac{1}{4}$  COR. SEC. 9 - N

7.24 LV. SWP - E+W

4056 - full .1275 LKS. W of Cor. TO <sup>413</sup> 910

20.39 INT.  $\frac{1}{2}$  OF C.T.K.

NE-COR. DEC. 9 - W - BWT SEC. 9-4. Var 2° 15' E or 989° 45' W

4056 full .03 1/2 LKS. W of  $\frac{1}{4}$  COR. BWT - 9-10

19.45 full .19 1/2 N OF - DOCK'S  $\frac{1}{16}$  COR. old Post

$\frac{1}{4}$  COR. BWT. 9-10. S 87° 19' W - or 4 1/2 E VAR. 2° 41' E

\* RT. STP. STILL THERE

{ W.P. STP. 13 N 86° 30' E 21 3/4 LKS

28.00 - HIGHEST POINT ON RANDOM LINE

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

93.41 full .56 LKS. N OF  $\frac{1}{2}$  BEED. MANVENT

93.22 - stopped for the day

9-13-1939

39.06 full 1.33 1/2 S. OF CENT. SEC. 9

1953 SET  $\frac{1}{16}$  COR. { Sugar Maple 12. S 85° 30' W 24 1/2 LKS

9-7-1939

$\frac{1}{16}$  COR. E of CENT. S 88° 47' E

40.69 full .32 LKS E of E  $\frac{1}{16}$  COR. ON E W  $\frac{1}{4}$  L

TO SE-COR. OF THE SW  $\frac{1}{4}$  OF THE NE  $\frac{1}{4}$  OF SEC. 9 -

20.13 INT.  $\frac{1}{2}$  C.T.K.

THENCE W 7.00 CHS. ON E+W  $\frac{1}{4}$  L. THENCE N. VAR. 13° W

40.23 full .08 LKS. W of E  $\frac{1}{16}$  COR. ON S. LINE

THENCE E. 7.00 CHS. PARALLEL WITH E+W  $\frac{1}{4}$  L

THENCE S. 5.00 CHS. ON  $\frac{1}{8}$  L. TO PLACE A RESERVING

family Boundary of former site

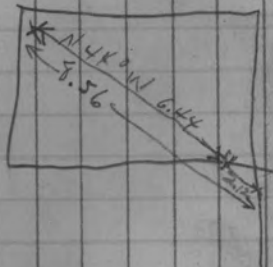
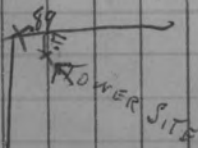


5.2	5.2	5.2	5.2	5.2	5.0
2.3	1.4	3.5	4.8	3.9	1.1
2.9	3.8	1.7	4	1.4	3.9
	1.7				8.3
	2.1		7.6		2.9
5.0			7		1.2
1.4			8.3		
2.1					

5.0  
1.4  
2.1

1.1

1	3.5	5.2	1.7
3	4.8	5.2	.4
2	3.8	5.2	1.4
1 mil	2.3	5.2	2.9
2	1.4	5.2	2.1
3	4	5.0	2.5
4	2.0	5.0	4.5
5	1.9	5.0	7.6
6	1.2	5.0	8.3
7	1.1	5.0	12.2



Location of Road into Tower 39  
Sec 9 T34N, R12E

SEPT. 15<sup>th</sup> 1939

Commencing at the  $\frac{1}{16}$  cor. cent of the  
S.E.  $\frac{1}{4}$  thence N on the  $\frac{1}{4}$  line Surtch  
NW  $\frac{1}{4}$  of the SE  $\frac{1}{4}$  Sec. 9. N. 10° E  
.27 Chs. S of C.T.-K.  
.77 - to N. Boundary line of said Highway,  
which is the place of beginning thence

18.22

N 44° W -

1.89 INT. E + W  $\frac{1}{4}$  1.51 W of  $\frac{1}{16}$  cor

6.44 TO END OF ROAD AT TOWER SITE

CHS. 27.59 - LENGTH OF TOWER

40  
9/18-39

SEC. 32 T34N R12E

SW COR. SEC. 32, N-BWT 31+32 - N2°30'W

21.07 - INT. ~~of~~ COR. BWT 31+32

34+01 INT. ROAD COR.  
42.14 - " " " " X ON STONE

$\frac{1}{4}$  COR. BWT. 31-32 N2°W

11.62 INT. OPEN MEADOW RIVER BOTTOM

13.50 " SOUTH BANK WOLF RIVER

$\frac{1}{4}$  COR. BWT-31-32 N87°E

5.58 - INT. W. EDGE OF RIVER BOTTOM

7.50 " " BANK OF WOLF RIVER

$\frac{3}{16}$  COR. BWT. 31-32 N 88°30'E

11.50 - old road NTS

24.41 - INT. W. BANK WOLF RIVER

SW COR. SEC. 32 N 87°45'E

30.35 - INT. W. BANK OF FLOWAGE

GET STAKES ON WEST LINE FOR 20 FT. FIRE BREAK

Planting area 92 acres

SUBDIVISION OF SEC. 17, T33N, R11E

9-19-39

Commencing at the  $\frac{1}{4}$  COR. BWT. SEC. 8-17

THENCE S88°44'W - DEL. 2°30'E

11.15 INT. OLD ROAD SW + EASTERLY

17.90 " " " " SE-NIN

20.39  $\frac{1}{2}$  full 1275 LKS S of  $\frac{1}{16}$  COR.

31.63 INT. Rd COR. NTS

40.95 full 156 LKS S. of COR. to  $\frac{28}{1817}$

9-20-1939

COR. TO  $\frac{21}{1817}$  S 1°20'W CORRECTED = S 1°53'W

19.91 - full 19.5 LKS E of  $\frac{1}{16}$  COR.

N  $\frac{1}{16}$  COR. BWT 17-18 - S 1°53'W -

19.91 full 19.5 LKS E of  $\frac{1}{16}$  COR.

$\frac{1}{4}$  COR. BWT. SEC. 17-18 S 0°21'E

.62 LKS.  $\frac{1}{2}$  of old road NE-SW

9.18 " " " " NW-SE

13.00 clearing

14.09 - Gincans Bldg

14.97 - over  
20.01  $\frac{1}{2}$  full 107 LKS E of  $\frac{3}{16}$  COR.

S  $\frac{1}{16}$  COR. 80°24'E - IN EDGE OF SWP EXN

2.88 LK. SWP - E+W -

19.52 W.C.

20.02 full .07  $\frac{1}{2}$  LKS W of COR. TO  $\frac{1817}{19130}$  IN  $\frac{1}{4}$  COR. of Town Road

42

Sec-17- Continued-  
9-22-39

W  $\frac{1}{4}$  COR. N 87° E

.50 W. INT. OLD ROAD N + SW -

4.00 ENTER MASH

8.50 LV. SWP. BY MARCH } about 2 miles

12.00 ENTER OPEN MUSKEY SWP } SET  $\frac{1}{16}$  COR.

24.37 LV. " " " } 20.02

28.00 ENTER " " "

38.00 LV. " " " } 41.24 SET - CENT

74.00 ENTER " " " } NO TREES NEAR TO B'T'S

79.00 FALL .30 LKS. N of E  $\frac{1}{4}$  COR. IN TOWN ROAD

9-23-39

 $\frac{1}{4}$  COR. BWT. OLD 8-17-31 31° 30' W30.00 ENTER OPEN MASH } 19.24 SET  $\frac{1}{16}$  COR.34.00 LV. " " " } 1  $\frac{1}{2}$  miles

44.00 ENTER OPEN SWP } 39.58 } CENT

58.57 LV. " " "

76.81  $\phi$  OF C&NW R.R. E+W PEARSON BRANCH80.68 FALL .01 W. OF Goulkey Cor. AND. O.H.E. OF  
DORR'S COR.

CONTINUED

9/27-39

88.50

38.92

.17

39.10

43

N  $\frac{1}{16}$  COR. ON N + S  $\frac{1}{4}$  LINE S 87° 25' W94.24  $\phi$  of old road N + S41.09 FALL 23 LKS S of N  $\frac{1}{16}$  ON W-SEC. LINE

9-28-39

W  $\frac{1}{16}$  COR. ON E+W  $\frac{1}{2}$  LINE N 194' E or VAR 194' E19.50 INT. E+W  $\frac{1}{2}$  L.39.10 - HIT W  $\frac{1}{16}$  COR. ON N-SEC. L. BWT. 8-17.19.50 SET  $\frac{1}{16}$  COR. CENT. of NW  $\frac{1}{4}$  of SEC. 17

NO TREES NEAR TO B'T'S

9-29-39

N  $\frac{1}{16}$  COR. ON E-SEC. L. BWT. 17-16. VAR. 2° 18' E20.60 INT.  $\phi$  OLD ROAD - NW + SE

30.26 ENTER SWAMP

35.07 LEAVE SWAMP

38.71 FALL 8  $\frac{1}{2}$  LKS. S. OF  $\frac{1}{16}$ COR ON N + S  $\frac{1}{4}$  LINE

DUNBAR Camp - 90-S. Nov-17-1939.  
 TRAVERSE of TRUCK TRAILS  
 MARINETTE, COUNTY, WIS

COMMENCING AT THE  $\frac{1}{4}$  COR. BWT. SECS. 4-9

T30 N, R17E - N 89° 12' W .74 CHS. TO  $\frac{1}{4}$  OF  
 TRUCK TRAIL - THE PLACE of BEGINNING, THENCE

S 12° 45' W 4.50 culvert  
 8.29

S 11° 15' W 19.73

S 11° 45' W 43.28

S 16° 30' W 13.08 INT. SECL. L. BWT-9-16-2.60 W. g  
 13.95 <sup>3.02 W. out HUB-D</sup>  
 with

S 6° E 3.82

S 29° E 4.16

S 50° E 3.76

S 66° 30' E 19.10

S 63° 15' E 2.44 INT. & TOWN ROAD GOING W.  
 7.64 HUB-C INT. 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

178.56 = CHS.

CONTINUED

S 18° E 3.00 TURN OUT

8.95 INT. SEC. BWT 16-21-3.67 E g =  $\frac{1}{16}$

24.00 TURN OUT

42.44

S 6° E 17.59

S 4° 15' W 5.00 gravel Pit

15.77 SET-HUB #3 - INT. TRUCK TRAIL

21.45 INT. BRIDGE

22.00 OVER " } HARVEY CREEK - E-W

27.96

S 18° 36' 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 HUB-D TRUCK TRAIL - Harvey Prop

S 34° 45' W 1.65 CULVERT

4.44

S 54° W 2.50 INT. SECL. BWT-28-33-2.83 W. g =  $\frac{1}{16}$

4.04

S 67° W 10.05 - HUB-E INT. Camp J Trail

188.31 = CHS



## CONTINUED

11/20-1939

S 44° 30' W 3.77

S 29° W 2.96

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 3.80

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. T.L. BWT. TS. 35-36-2/8 89 1/2 1/4 BWT. 32 1/4

17.15

S 2° 15' W 4.91

T35N, R17E

S 13° 30' E 4.91

117.60

## Continued

T35N, R17E

S 19° 45' E 6.45

S 6° E 4.94

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-SECT. BWT. 4-9-S 89° 45' E To 1/4 526 CHS.

S 43° W 14.58

S 32° 30' W 4.40

S 18° 30' W 3.84

S 12° 30' W 7.34

GATE STEEL-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

INT. TOWN ROAD-HUB (6) - 5 1/2 LKS

N-TO-RT-30° E

109.44

Continued

BACK TO HUB (5)

S	70	15	W	8.39	
S	86	15	W	3.95	
N	76	30	W	8.35	
N	77	30	W	24.51	
W	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. S. L. BWT. 31-32. 8.50 S q $\frac{1}{4}$ cor
				15.98	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. T. L. BWT. 75-35-36
				35.00	TURN OUT
				41.16	GATE STEEL
				46.08	INT. P. L. BWT. 16-17. 5.05 sq. cor
					36.31
					1/6
				209.02	chs. or 26.1 miles

Continued

11-21-1934

BACK TO HUB (1)

S	35	30	W	3.01	
S	47		W	8.08	TURN OUT
				14.00	GATE STEEL
				20.69	INT. S. L. BWT. 17-16 3.00 chs. N q $\frac{1}{16}$
				25.34	TURN OUT - Bad WATER R. near road
S	61	30	W	2.89	TURN OUT
S	76		W	3.25	
N	87	45	W	30.07	
S	86	30	W	7.15	
S	79	45	W	7.86	
S	77	30	W	6.45	
S	80	30	W	17.14	E of Bridge - POOR REPAIR
				20.39	INT. SEC. L. BWT. 17-18. 9.27 S q. N $\frac{1}{16}$ cor
				29.18	
S	73	30	W	4.33	
S	68	30	W	15.86	
S	77		W	29.35	E of Bridge - THIS STRUCTURE NEEDS A MODEL
				44.97	INT. P. L. BWT. SEC. 13-12 - TURN R. 16-17E
				78.7	chs. - so. of J. cor.
				180.86	chs.
					or 22.61 MILES

11-21-39

continued

BACK TO HUB (2)

S	64	45	E	4.85	
S	62	15	E	10.19	
S	60			2.56	GATE STEEL
S				16.91	
S	54		E	5.50	Gravel Pit
				7.50	INT. SEC. L. BWT. 15-16, 29.15-31 1/2
				10.69	
S	40	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 CORNER
				13.47	"
				14.94	HUB (9) INT. Comp F. B. WALL
S	47		E	4.53	
S	28	15	E	3.45	
S	13		E	3.44	GATE WOOD
				3.92	
S	3	30	W	7.90	INT. SEC. L. BWT. 15-22, 3.49 E 1/4
				5.18	

105.85 CHS. OR 1.32+ MILES

Continued

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	
S	41	30	E	3.85	
S	59	30	E	3.77	
S	77	45	E	3.92	
N	86		E	1.29	CULVERT
				3.33	"
				6.15	"
				13.40	
S	89		E	11.10	
S	83	45	E	1.79	SEC. L. BWT. 22-23; 8.10 N 9 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	HUB

133.62 CHS. OR 1.67 MILES

11/22-1939

## HUB (2) CONTINUED

S	11° 45'	N	3.10	INT. SEC. L. BWT. 23-26, 7.30	EQU. $\frac{1}{100}$
			4.93		
S	3 45	E	3.45		
S	12	E	3.35	CULVERT	
			5.15		
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	5.59		
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 "	
			5.19		
S	1° 45'	E	3.00	- JET. HARVEY LOOP	
			3.99		
S	69 45	E	3.06		

87.78

## HUB (2) CONTINUED

11-22-1939

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 39	$\frac{1}{6}$ 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	$\frac{1}{6}$ cor.
			2.39		
S	22 45	E	3.15		
			84.91		

## HUB (2) CONTINUED

11/22-1939

S	59	15	E	6.27	
S	58	45	E	17.05	
S	37		E	9.40	HUB (8) N 62.15° E 14.19 To HUB (9)
S	37		E	18.85	
S	15	15	E	2.77	HUB (10) INT. E-W $\frac{1}{4}$ SEC. 31. .30 LKS. EQ $\frac{1}{4}$ C.
S	0	0	S	3.27	
S		15	W	16.76	INT. E-W $\frac{1}{4}$ L. SEC. 35. .35 LKS. EQ $\frac{1}{6}$
				36.75	" T.L. BWT. 35-36. .30 LKS. EQ $\frac{1}{6}$
				41.66	
S	4	15	W	11.17	INT. E-W $\frac{1}{4}$ L. SEC. 1. .66 LKS. W $\frac{1}{4}$ C.
				31.32	" E-W $\frac{1}{4}$ SEC. 1 - 2.10 W $\frac{1}{4}$ C.
				42.41	
S	6	15	W	4.34	
S		15	W	2.79	
S	3	45	W	21.65	INT. SEC. 4. BWT. 1-12. 5.11 LKS. W $\frac{1}{4}$ C. <sup>1.6</sup>
				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	

233.31

## HUB (2)

## CONTINUED

11-22-39

S	26	15	W	2.48	INT. E-W $\frac{1}{4}$ SEC. 12. 7.44 W $\frac{1}{4}$ C.
				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. $\frac{1}{4}$ COUNTY ROAD
				24.62	



BACK TO HUB (10) 11/24-1939

N	130	W	15.86	
N	5	15 E	8.52	INT HUB (9)
N	33	15 E	3.32	" "
N	34	45 E	15.00	" SEC. L. BWT. 30-31 - 11.22 E 9 <sup>25/30</sup> <sub>29/31</sub>
			17.81	
N	67	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, 11.00 N 5-7
			24.78	
N	89	30 E	9.39	
N	73	E	5.18	
S	83	E	4.42	
S	65	30 E	3.19	
N	86	E	2.11	

159.46 ch. or 1.79+ MILES

HUB (10) CONTINUED  
11-24-1939.

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 } S.E. of Pine River
			2.09	IVER " }
			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, 2.40 N 1/16
			9.08	
N	49	E	6.93	
N	18	E	3.60	INT. SEC. L. BWT. 21-28 - 10.66 E 9 <sup>20/21</sup> <sub>27/28</sub>
			4.39	
N	10	30 W	3.64	GRAVEL PIT.
N	22	30 W	4.67	
N	9	W	3.32	CULVERT DANGEROUS
N	30	30 E	4.17	
N	41	30 E	2.84	CULVERT
			5.57	

106.19 ch. or 1.32 MILES

HUB (10)  
11-24-1939

CONTINUED

N	♀	E	300	BRIDGE
			739	CULVERT
			9,07	
N	32	E	4.90	
N	59 30	E	2.59	CULVERT
			3139	
N	39	E	4.31	
N	32 15	E	2.83	CULVERT
			6.44	INT BRIDGE
			6.59	WATER "
			7.67	
N	20	E	6.04	
N	35	E	5.14	CULVERT
N	13	E	3.92	
N	6 65	E	4.04	
N	22	E	1.94	INT SEC. L. BWT. 14-11, 30 W. E $\frac{1}{16}$ CON
			7.96	
N	4 15	E	16.44	HUB (10) INT. WINDOW. DAN TRAIL. 56 W. E
N	89 15	E	9.41	& A DAM AT PEARLING POND
N	73	E	3.09	CULVERT
			7.71	"
			10.77	INT. SEC. L. BWT. 15-16.2 5.00 N 25 $\frac{1}{16}$ CON
			17.00	CULVERT WOOD
			29.10	" STEG. - 12"
			33.27	" WOODS
			42.59	
				153.18 CH. OR 1.917 MILES

HUB (10) CONTINUED  
11-24-1939

N	81	E	2.60	CULVERT IN
			10.32	GATE - OLD STYLE WIRE MESH
			31.55	
				HUB (12)
S	88	E	17.62	INT. SEC. L. BWT. 14-15, 13 W. N. 9 W. CON. TO $\frac{1}{16}$ CON.
				12-4-1939 - HT. HUB (10)
N	15	E	20.48	INT. N $\frac{1}{8}$ SEC. L. 0.1 $\frac{1}{16}$ L. W. N. $\frac{1}{8}$ CON
			40.69	SEC. BWT. 10-15, 3 $\frac{1}{2}$ W. N. $\frac{1}{16}$ CON
			60.74	" S $\frac{1}{4}$ L. SEC. 10-24 $\frac{1}{2}$ W. S. $\frac{1}{16}$ CON
			61.00	HUB (10) LAMPREY + KID P. COLLECTION
			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. ETWY SEC. 11, 2.34 E. $\frac{1}{8}$ CON
			15.55	
N	1 30	E	7.27	" N $\frac{1}{8}$ L. SEC. 10, 45 W. 9 CON.
			10.19	
N	33 15	E	5.47	
N	56	E	20.82	INT. SEC. L. BWT. 11-2. 26 W. W. $\frac{1}{16}$ CON
			26.61	
N	51	E	2.51	

- 144.38 - OR 1.84 MILES - AS OF 12-4-39

## HUB (10) CONTINUED

12/4-39

N	33°	15'	E	33.70	
N	33	15	E	12.50	CULVERT STEEL "16" Tube
				24.24	
N	17°	15'	E	4.54	" " "16" "
				11.04	
N	17	15	E	18.89	" " " " " " " "
N	19	30	E	.82	INT. I.L. BWT. SEC. 2-35, 5.75 E 1/16" dia
				8.90	
N	48		E	4.32	
N	51	45	E	4.62	
N	38	30	E	.85	CULVERT WOOD
				2.81	" STEEL "12" Tube
				4.35	" " "12" "
				5.63	" " "12" "
				7.93	
N	20	30	E	.14	INT. S.C. 1/8" SEC. 35 .05 W. 9/16" BWT. 35-36
				1.70	CULVERT STEEL "16" Tube
				5.25	
N	25		E	5.11	
N	70	15	E	5.12	
				119.11	or 1.49 - MILES

## HUB (10) CONTINUED

12/4-39

N	54	30	E	1.50	TURN OUT
				2.05	END of BRIDGE
				2.46	OVER " " N.B. of RIDE RIVER
				5.71	CULVERT WOOD
				8.27	
N	80	45	E	1.67	" "
				6.01	
S	71	15	E	.73	" "
				3.50	GRAVEL PIT
				4.73	
S	88		E	1.69	CULVERT WOOD
				3.14	" "
				4.22	
N	76		E	3.74	" "
				5.54	" "
				7.39	
S	70	30	E	1.12	" "
				2.62	" "
				3.79	" "
				5.54	" "
				6.94	
N	79	30	E	2.00	" "
				5.99	
				43.45	or .54 + MILES

## HUB (10) CONTINUED

12/4-39

N 63	E	40	CULVERT	WOOD	
		4.47			
N 77 30	E	8.54			
S 85 45	E	1.39	CULVERT	WOOD	
		4.03			
S 58 15	E	4.74			
S 83 30	E	6.23			
N 67	E	3.64	Int. Range Line BET 31-36 N. of 1/4		0.92
		6.03			
N 39 15	E	4.56			
N 28 30	E	2.11			
N 55 30	E	4.10			
S 87 45	E	2.19	CULVERT	STEEL 12"	
		4.36	"	WOOD	
		6.00			
N 65 45	E	6.43	CULVERT	WOOD	
		9.68			
N 76	E	4.19	TRAIL to DYNAMIC H		
N 67 45	E	4.93			
N 41 45	E	3.81			
		<hr/>			
		69.23 - OR. 87 - MILES			

## HUB (10) CONTINUED

12/4-39

N 17 15	E	6.71			
N 53°	E	2.30	Int. line of s. edge of Building Area		15.54 S. N To Cor. of B.
		3.82			
N 01° 45' W		2.63	Int. Street behind Grading		
N 12° W		7.63	NORTH CORNERS of BUILDING		
			Int. Sec. Line BET 30-31		
			1.81 EAST of 1/4 CORN.		
		13.45	CULVERT - STEEL 24"		
		15.82			
N 16° 15' E		1.00	Int. Beck Road		
		15.35	INT. of Highway - 8 -		
		<hr/>			
		44.33 OR. 55 + 17.25 MILES			

64 BACK TO HUB (7)

Dec. 5 1939

Camp F Branch.

S 69° 45' E	7.62	
S 80° 30' E	3.32	
N 79° 30' E	3.07	
N 70° 15' E	16.61	
N 71° 45' E	10.57	
N 73° 45' E	3.04	Int. Sec. Line Bet. 14+15 0.38 SOUTH of 1/8 cor. S 1/10
	11.16	
N 76° 30' E	8.84	
N 77° 45' E	8.29	
N 65° 15' E	4.75	
N 51° E	3.97	
N 38° E	4.66	
N 31° 30' E	5.50	
N 58° 45' E	3.76	
N 71° 45' E	2.19	CULVERT WOOD
	3.50	
S 88° E	3.17	
S 80° 45' E	5.75	
S 83° 15' E	6.39	
S 71° E	4.19	

115.70 CHS. = 1.444 MILES

65

CONTINUED

S 64° 30' E	4.26	Int. WINDSOR DAM TRAIL
N 86° 45' E	.63	CULVERT WOOD HUB (14)
	3.98	
N 65° 15' E	3.37	
N 52° 15' E	2.93	
N 24° 30' E	3.31	
N 10° 45' E	7.63	Int. Sec. Line Bet. 13-14 8.00 SOUTH of N 1/16
	8.64	
N 37° E	15.54	
N 33° 45' E	9.32	
N 36° 45' E	4.85	
N 21° 45' E	2.29	Int. Sec. Line Bet. 12-13 2.83 WEST of W 1/16
	3.95	HUB - (15) (.35 W. of W. TRAIL P. 21/16)
N 04° 15' E	4.41	
N 07° 45' W	7.28	
N 17° 45' E	2.92	
N 35° 30' E	7.85	
N 48° 45' E	11.38	

94.25 = 1.14-MILES



CONTINUED

N 35° 15' E	5.06	
N 25° E	8.11	
N 17° 45' E	6.71	
N 00° 15' E	4.22	
N 22° 15' W	7.99	
N 33° W	2.12	GATE - STEEL
22.77		Int. Sec. Line BET 1-12
	7.58	? E of W 1/16

Back to Hub - (15)

S 08° 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	
130.38		or 1.64 - MILES

CONTINUED

442

N 68° E	3.89	
N 55° 15' E	9.49	
S 72° 45' E	7.13	Int. RANGE - LINE BET 12-13
		4.42 SOUTH of 1/4
10.66		Int. WINDSOR DAM TRAIL
		HUB - (16)

12-6-1939 - BACK TO (14)

S 57° 45' E	1.00	CULVERT	WOOD
	3.87		
S 44° 30' E	3.93		
S 38° 30' E	5.00	CULVERT	WOOD
	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		

81.89 - ch.

## CONTINUED

S 69°	E	452
S 76°45'	E	3.32
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
N 24°45'	E	5.37
N 32°	E	4.54
N 31°45'	E	22.00
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	1.11

112.17 chs

Set N+3 1/4 Line Sec. 24  
0.8 South of 1/4 Post Bet 1-24

Set H-16

CONTINUE WINDSOR DAM TRAIL

## CONTINUED

S 32°15'	E	5.98
S 58°45'	E	8.05
S 59°15'	E	10.75
S 65°45'	E	7.26
N 89°45'	E	4.76
S 52°15'	E	3.57
S 48°15'	E	5.10
S 74°15'	E	1.29
S 79°45'	E	7.20
S 69°30'	E	8.27
N 81°	E	5.77
N 75°30'	E	3.23
S 72°45'	E	1.06
S 42°30'	E	3.10

89.66 chs.

GATE - Wood  
CONVERT - Wood  
15.53

TURN OUT  
TO WINDSOR DAM  
OVER "

Set Sec. Line Bet. 17-18  
2.52 South of S 1/16

Set. WHITEHILL LODGET. Bagnose

TELEPHONE LINE

## CONTINUED

S 26°30' E	676	
S 37°45' E	260	
S 50° E	5.18	
S 30° E	2.32	Int. Sec. Line Bet 17-20
	6.00	3.89 West of 1/4 post
S 58°45' E	2.38	
N 79° E	4.69	
N 77°15' E	3.78	
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. Line Bet 17-20
	6.59	1200 West of $\frac{17\frac{1}{2}}{20 \times 21}$
N 30° E	5.19	
N 39° E	5.74	Int. Sec. Line Bet 17-16
	8.15	1000 West of $\frac{17\frac{1}{2}}{20 \times 21}$
N 74°15' E	4.67	
	76.63 ch.	

N 58°45' E	5.65	
N 90° E	6.77	
N 81°15' E	5.68	
N 76°15' E	17.59	
N 85°15' E	3.42	✓
S 82°15' E	11.90	
S 35°15' E	4.46	Int. Hub - (11)
		CH
		Back to Hub - (12)
S 88°15' E	10.49	
S 88° E	51.40	CULVERT - STEEL
	64.87	
S 34°15' E	2.39	
S 09°45' E	5.37	
S 32°30' E	5.14	
S 11°30' E	2.37	Int. Sec. Line Bet 17-14
		5.75 N. of 5/16
S 44°30' E	6.58	
S 16°15' E	8.46	
S 20° E	7.71	
S 08°30' E	5.73	Int. Sec. Bet 18-24
		10 ch. E of W 1/16
	177.38 ch.	

BACK to HUB (13) GOING WEST  
12/7/39 THENCE ON KIT LAKE TRAIL

S 34° 15' E	426
S 55° E	3.98
N 78° 15' E	11.65
S 83° 15' E	6.10

Int. County T 9

12/7-1939 BACK TO HUB (13)

N 76° E	13.86	GOING EAST
S 88° 30' E	12.02	
S 60° 15' E	5.52	
N 86° 15' E	3.96	
N 70° 15' E	3.02	
N 66° E	23.15	
N 45° 15' E	7.11	
N 72° 45' E	3.67	

Int. Sec. WING BET 12+11  
at 1/4 post (W.C. HERR'S)

S 87° 30' E	21.81	CULVERT - WOOD
S 88° - E	11.00	CULVERT - WOOD
S 88° 45' E	22.34	Int. Range Line Bet Sec. 12+7 at 1/4 post.

141.77 LMS. CIP

N 88° 45' W	3.02	
N 35° 15' W	0.75	GATE - WOOD
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 01° 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. WING BET. 9+10
N 95° 15' W	6.32	8.00 SOUTH of 4/3 9/0
N 63° 15' W	3.17	

113.15 - or 1.18+ Miles

## CONTINUED

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. Line Bet 9+4
	6.29	12.60 East of 1/4 p.c.
N 41° W	11.30	
N 16° 15' W	5.28	
N 02° 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 CLUB TRAIL
<hr/>		
60.86		

## W.C.D. FIRE LANE 3618.

CONTRACOR - AT 5/16 COR. BET. SEC. 21 &amp; 22

Thence

S 02° 30' W	4.96	
S 11° 30' E	5.62	to Place of BESMUDA
THENCE		
N 71° 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 58° 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. Line Bet 22 & 23 374 South of 1/4 p.c.

12/8/1939

N 76° E 10.41

S 54° 45' E 9.81

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124.21 chs.



## CONTINUED

S 73° 45' E	215	
S 86° 45' E	248	
S 26° E	7.78	
S 57° 30' E	295	
S 78° 30' E	8.44	
S 49° 45' E	416	
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	Incl Sec line Bet 23 & 26
S 03° 15' E	8.29	5.44 West of $\frac{23}{26}$
S 28° 45' E	5.00	
S 56° 15' E	3.07	
S 01° - W	5.67	Incl Sec. line Bet. 25 & 26
<del>S E</del>		at N 1/4
N 45° 30' E	303	

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94.42

N 58° 15' E	302	
N 16° E	4.73	
N 06° 15' E	4.14	
N 16° 45' E	3.40	
N 04° 15' E	2.98	
N 26° 15' E	1.20	Incl Sec. line Bet 24 & 25
	6.29	8.10 East of $\frac{23}{26}$
N 57° E	5.59	Incl C.T.H. B'

PLACE of BEGINNING

RANGE Line Bet. 18 &amp; 19 at 1

1/4 part Bet. 12 &amp; 17 T 36 N - R 19 E

TWELVE FOOT FALLS TRAIL

N 99° 30' E	5.17	
N 73° 15' E	2.03	
N 59° 15' E	23.12	
N 83° 15' E	5.61	
S 85° 30' E	1.00	STEVE'S TRAIL
	8.92	
S 85° E	10.00	TURN OUT

14.97

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100.47 clasi



## CONTINUED

S 61°45' E	563	
N 85°45' E	9.23	Int. Sec. Line Bet 7-8
	7	699 SOUTH of N 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 69°30' E	5.00	
✓ N 39°45' E	5.60	
N 32°15' E	3.36	
N 59°45' E	4.69	
N 85°45' E	0.92	Int N + S 1/4 line Sec 8
		3.92 SOUTH of N Post 58
	4.55	
S 68°30' E	27.86	
S 87°45' E	4.15	
N 80°15' E	3.50	TURNOUT
	4.73	CULVERT - WOOD
	6.34	Int. Sec. Line Bet 8-9
		11.00 SOUTH of $\frac{5}{8}$
	21.65	

120.70 chs.

## CONTINUED

N 72° - E	26.28	
S 76°30' E	0.16	Int. N + S line Sect 4
		221 NORTH of N Post 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. Line Bet 9-10
		1.51 NORTH of N Post
		HUB - (D) (Set)
N 89°45' E	4.60	CULVERT - WOOD
	6.29	
S 65°30' E	3.43	CULVERT - WOOD
	4.16	TURNOUT
S 84°30' E	1.17	TO BRIDGE N. B. PIKE R.
	2.00	Over
	14.31	
S 87°45' E	11.70	CULVERT - WOOD
	13.44	
N 59°30' E	2.25	Int. Town Road (Zilly Anne Road)

127.69 chs.

BACK to HUB ①  
12/11/29

S 08° 45' W	5.68	
S 43° 15' W	6.17	
S 70° 45' W	19.88	
S 38° 15' W	5.16	
S 06° W	4.86	
S 26° 30' E	2.50	TURNOUT
	4.64	CONVERT - Wood
✓ P	14.18	
S 26° 45' E	2.67	Int. Sec. line Bld. 9-16 OLD EAST of E 1/4
	9.08	
S 12° 15' W	5.31	
S 46° 30' W	6.80	
S 59° 30' W	5.10	
S 86° W	12.74	
S 86° W	17.45	
S 52° 30' W	2.86	
S 14° W	3.01	
S 01° 15' W	7.00	Int. Stearns trail
<del>S</del> W	12.00	
S 02° - W	7.00	CONVERT - Wood
	15.98	
	146.76	= 182+ Miles

S 32° 15' W	2.90	
S 65° W	6.42	
S 73° 45' W	5.96	
S 83° 45' W	3.68	CONVERT - Wood
	5.52	Int. Sec. line Bld. 16-17
	5.28	SOUTH of S 1/4
	5.91	
S 37° 15' W	2.80	Int. TRUMP TRAIL
		3 CT HUB - ②
N 88° 15' W	1.00	CONVERT WOOD
	4.46	
S 80° W	8.06	
N 85° 30' W	3.12	
N 66° W	14.33	CONVERT STEEL 20'
N 74° 45' W	4.36	
N 52° W	2.87	
N 28° 30' W	5.42	
N 46° 30' W	4.61	
✓ N 68° 45' W	3.93	
N 80° 15' W	5.79	
N 95° - W	4.37	
	84.33	= 1.05+ MILES

## CONTINUED

N 62° - W	3.82	CUVERT - Wood
	5.95	"
26.13		Int. Sec. line Bet. 17+18 at 1/4 post. (w.c. 20 ft. W)
N 63° 15' W	4.89	
N 56° 45' W	4.50	
N 47° W	15.67	
N 48° W	11.28	
N 75° W	13.66	
N 72° 15' W	14.83	
S 80° 30' W	12.75	GATS - Wood
15.00		Int. Range line Bet. 18+13 398 NORTH of N 1/16.
Back to HOB (2)		
S 59° 15' E	3.74	
S 34° 15' E	1.19	CUVERT - Wood
	3.65	
S 21° 30' E	3.00	"
	3.97	"
S 00° 30' W	2.00	"
3.35		Int. Sec. line Bet. 21-16
3.53		4.24 ECT of 7716 CUVERT - Wood 20.2
4.84		
<u>122.26 = 1.53-MILES</u>		

## CONTINUED

S 34° 45' E	5.18	
S 15° 15' E	5.91	
S 00° 15' W	2.28	CUVERT - Wood
	3.77	"
S	13.95	Int. Trail to 1/2 FOLLER HOB - (3)
S 57° 45' E	1.94	
S 75° 45' E	.69	CUVERT - Wood
	6.67	
S 64° 15' E	8.18	to BRIDGE
	8.45	OVER "
	9.17	to "
	9.43	OVER "
	10.38	
S 35° 45' E	3.79	
S 43° 30' E	3.22	
S 77° 15' E	2.44	
N 60° 30' E	2.65	
N 44° 30' E	8.00	
N 43° 45' E	11.45	END of LAKE
<u>75.58 = .94+ MILES</u>		



## Back to Hub ③

12/1/39

S 61° 30' W	2.65	
S 34° 15' W	11.66	Int. Sec. line Bet 20x21 3.51 NORTH of 1/4 post
✓ S 34° 30' W	10.41	
S 29° 45' W	8.25	
S 29° W	11.16	
S 00° 30' W	3.59	
S 14° 15' E	12.70	Int. Sec. Line Bet 20x29 9.34 West of $\frac{2021}{29108}$ ?
	14.24	to Ridge } WHISKY C.
	14.42	over " }
	25.00	CULVERT - Woods
	25.42	
S 05° 30' W	4.04	of Town Road BRG S 71° W + East
S 32° 45' W	4.42	Int N 1/8 line Sec. 29 9.56 West of N 1/16

$$81.60 = 1.02 \text{ MILES}$$

TOTAL for the day 510.03 CHS. = 6.37+ MILES

CONTINUED

12-12-39

S 42° 15' W	9.05	CULVERT - Woods
	9.81	
S 03° 15' W	1.92	CURVER - Woods
	4.75	" "
S 16° 45' W	4.19	CULVERT - Woods - Little Whisky
	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 line Bet 28x29 2.86 South of S 1/16
	8.69	
S 43° E	4.67	
S 41° 15' E	9.00	CULVERT - Wood
	17.51	Int. Sec. line Bet 28x33 2.87 West of W 1/16
	20.64	CULVERT - Woods
	23.11	" "
	24.24	
S 58° 15' E	7.95	
S 31° 45' E	7.80	CULVERT - Wood
	12.69	
	105.22	= 1.39+ MILES

CONTINUED

12/12/39

S 43° - E	6.60	
S 59° 15' E	15.99	
S 75° 15' E	6.42	
S 49° 30' E	10.68	
S 02° - E	15.62	
S 20° 15' E	2.96	
S 38° 15' E	16.62	Int. Sec. Line Bet 33 & 34
S 54° 45' E	4.57	9.22 NORTH of $\frac{33}{2} \frac{34}{2}$
S 76° - E	11.58	
S 46° 30' E	3.79	
S 25° 45' E	2.43	Int. Town Line Bet 3 & 34
		0.96 West of w 1/16
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 F.R. LINE
		Int. TOWN BRG S 83° E
		S 75° W

155.04 = 1.94 MILES

## AMBERG-TRAIL

COMMENCE AT 1/16 EAST of Cen  
of Sec. 7 THENCES 83° 30' E 3.55 T 35 N - R 21 E  
TO PLACE of BEGINNING

THENCE.		
N 08° 15' E	4.12	
N 28° 30' W	2.38	GATE - Wood
	2.48	Bridge
	2.78	Small Bridge
	3.88	
N 03° 30' W	3.19	
N 23° E	2.60	
N 05° 45' E	0.07	CULVERT - Wood
X	3.31	
N 26° 30' W	3.25	CULVERT - Wood
N 09° 30' W	2.20	
N 30° E	8.69	
N 44° 45' E	7.48	
N 01° 30' E	1.88	
N 50° 45' W	1.67	
N 07° 30' W	1.41	
N 28° 45' E	0.75	Int. Sec. Line Bet 6 & 7
		8.90 West of $\frac{6}{2} \frac{7}{2}$
	2.70	
N 01° 15' E	2.62	
	<u>49.07</u>	= .61 MILES

12/12-39-RAN 4.21 MILES

# AMBERG TRAIL

CONTINUED

N 61° 30' E	4.59	
N 57° - E	3.98	
S 87° 45' E	2.50	to Bridge
	2.85	over Bridge
	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 01° 15' W	2.90	
N 31° 30' E	4.41	
N 00° 45' W	1.50	CULVERT - WOOD
	6.98	
N 01° 45' E	6.66	
N 02° - 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	

85.31 = 1.664 MILES

N 08° 30' E	3.30	CULVERT - WOOD
	4.30	
N 43° 30' E	2.78	
N 12° 15' W	.56	CULVERT - WOOD
	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 00° 15' W	1.00	
N 07° 00' W	4.79	
N 19° - W	4.75	
N 13° 30' E	2.40	Int. Townline Bldg. 5432
		3.24 West of E/16
		ENTER T360-R21E
N 18° - E	3.34	
N 14° 15' W	3.23	
N 52° 15' W	3.35	
N 83° - W	3.13	
N 06° 30' E	1.57	CULVERT - WOOD
	4.56.	
	<u>54.40</u>	= .68 MILES

92  
1.36

## CONTINUED

N 53 15 W	7.80	
N 10 45 E	4.00	CULVERT - Wood
	5.40	
N 16 30 W	3.75	
N 55 W	4.68	
N 52 30 W	6.32	
N 29 30 W 1	2.00	CULVERT - Wood
	6.06	
N 06 30 E	5.04	Int Hub - ①
N 46 45 E	2.35	
N 15 15 E	10.50	CULVERT - Wood
	15.33	
N 03 30 E	3.58	
N 37 15 E	2.12	
N 09 15 W	5.02	
N 35 - W	4.74	
N 65 30 W	9.05	
N 74 15 W	5.45	
N 78 15 W	1.43	
N 06 45 E	1.36	Int Sec. Line Bet 30 & 20
		300 EAST of W 1/4 *
	6.72	
	85.47	= 1.08 MILES

93

N 21 45 W	1.94	
N 14 30 W	4.39	
N 55 W	3.93	
N 20 45 W	7.40	
N 18 30 E	9.06	
N 19 15 E	10.73	
N 01 45 W	5.73	
N 06 45 E	5.70	
N 05 - W	3.21	
N 21 30 E	4.89	
N 22 30 W	2.22	CULVERT - Wood
	4.14	
N 21 - E	2.75	
N 18 30 E	3.81	
N 05 15 W	3.55	
N 32 15 W	7.68	Int Sec line Bet 29 & 20
		1.26 EAST of W 1/4
	10.84	✓
N 08 45 E	5.23	
N 56 E	2.19	
S 73 E	3.55	Gate - STEEL
	4.84	Int. Low Road
	94.33	= 1.18 - MILES

BACK to HUB (1)  
 RAN - 4.53 MILES 12/13-39

N 48° 45' W	2.95	Int. Y Log N 48° 30' E
S 86° 30' W	2.44	
S 71° 15' W	3.46	
N 88° W	7.50	
S 84° 45' W	7.00	
N 89° 30' W	5.22	
S 87° 15' W	3.79	Int. Sec Line Bet 31 & 32
		AT 1/4 Post
	9.74	COLUERT - WOOD
	14.51	
N 89° 30' W	9.93	
N 89° W	30	Int. C 1/4 line 1.00 South of 1/4 Sec. 31
	17.28	
CONTINUED 12/13/39		
N 71° 45' W	3.58	
S 86° 15' W	0.82	Int. N + S 1/4 line
		0.50 North of center 1/4
	3.83	COLUERT - WOOD
	9.04	
S 86° W	4.53	
N 88° W	3.97	
	91.33	= 1.15+ MILES

CONTINUED

S 60° 45' W	0.35	COLUERT - WOOD
	3.42	
N 89° W	2.43	
N 52° 30' W	2.54	
N 86° W	1.23	COLUERT - WOOD
	7.00	
S 75° 30' W	3.18	
N 74° 45' W	1.00	COLUERT - WOOD
	5.08	Int. Range Line Bet 36N - 20E 21E
		0.17 South of 1/4
		BET Sec 31 & 36
	14.72	
S 86° 15' W	6.54	COLUERT - WOOD
N 85° 45' W	7.28	
WEST	8.44	COLUERT - WOOD
	8.59	GATE - STEEL
	12.30	
N 89° 30' W	4.24	Int. Town Road
	63.65	= .79 MILES
TOTAL - CHAINS - TO DATE 5.598.42 = 69.98 miles		



12/18-1939

## CALDERON FALLS TRAIL

COMMENCE AT  $\frac{1}{4}$  POST BET. 18 & 19  
T<sub>33</sub>N - R<sub>18</sub>E

THENCE			
N 89° - E	40.00		
S 88° 15' E	27.91	To Place of Beginning	
THENCE			
N 53° 30' E	14.94	Int. N x S of Sec. 17	
		8.71 N. of Post Bet. 17 & 20	
N 90° E	6.95		
N 56° 45' E	8.25	CULVERT - Gate - Wood	
	11.45		
N 71° - E	7.57		
N 77° 15' E	7.78		
N 66° 30' E	10.00	Int. Sec. line Bet. 16 & 17	
		4.50 N of S 1/16	
	29.07	CULVERT - STEEL 14"	
	39.98		
N 51° - E	48.00	Int. TRAIL	
	52.45		
N 62° - E	6.37		
N 33° - E	3.82		
N 48° 45' E	5.01	Int. sec. line Bet. 9 & 10	
		1.75 North of $\frac{9}{16}$	
		Cor. on ground $\frac{5}{16}$ 15'	

N 75° - E	10.05		
N 56° 15' E	31.00		
N 78° 45' E	6.67	GATE - Wood - End of Lane	
TOTAL CHS =	204.04	Int. N x S $\frac{1}{4}$ line	8.37
		for CALDERON FALLS TRAIL 2.55 MILE NORTH of S 1/16	

WIS MICH TRAIL 12-19-1939

COMMENCE AT S 1/16 Post. 9 &amp; 10

THENCE N 29° 15' E 8.60 T<sub>37</sub>N - R<sub>14</sub>E

TO PLACE OF BEGINNING

THENCE			
N 53° 45' W	2.24		
N 38° 45' W	5.72		
N 33° 15' W	2.91		
N 45° 15' W	5.83		
N 31° W	2.49		
N 14° 15' W	4.63		
N 30° W	6.19		
N 30° 45' W	3.29		
N 23° 15' W	12.62		
N 37° W	3.72		
N 53° 45' W	3.31		

N 39 45 W	7.00	Culvert
	9.15	
N 48 45 W	2.85	
N 35 - W	2.72	
	2.00	
N 29 30 W	11.64	2.00 chd. See line Post 4-9 4.00 EAST of 1st post
N 30 - W	5.06	
N 48 15 W	2.63	
N 30 30 W	2.47	
N 08 30 W	.60	Culvert - Wood
	2.55	
N 27 15 W	3.54	
N 15 45 W	6.08	
N 08 45 W	5.17	
N 01 15 E	8.94	
N 04 30 E	22.40	
N 03 30 W	10.51	
N 09 - W	6.75	Random for Townships
	7.88	
N 22 15 W	2.83	
N 16 45 W	7.22	
N 04 - E	2.65	

N 17 45 E	3.17
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 45 E	1.24
N 75 15 E	2.13
S 76 30 E	1.78
S 76 - E	1.00
N 65 15 E	2.00

214.31 - C.S. 17 2.68 MILES

BACK to PLACE of BEGINNING

THENCE	
S 35 30 E	1.250 2.00
S 56 30 E	5.10
S 69 - E	6.78
S 84 30 E	4.89
S 59 30 E	3.27

HUB ①  
CULVERT - OUT

CONT.

S 46 45 E 13.36

S 47 - E 5.34

S 50 15 E 2.93

S 57 - E 5.96

S 59 45 E 4.35

Int Random for Sec.  
line Bet 6+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 67 15 E 5.00

S 46 30 E 2.37

S 26 15 E 2.67

S 08 15 E 3.18

S 11 45 W 8.15

(250 Cu - VART out)

S 12 15 W 6.45

S 12 45 W 8.81

S 18 45 W 5.41

to Bridge } out  
5.56 over Bridge  
5.78

CONT.

S 26 - W 8.55 To Bridge

8.74 over

16.80 To " } OUT

16.34 over "

17.73 To "

17.97 over "

20.87

S 13 30 W 2.33 To Bridge

2.58 over Bridge

3.94

S 04 30 E 0.48 to Bridge

1.39 over Bridge

8.60

S 26 45 E 3.08

S 49 30 E 3.05 Int E/Kalms Sec. 15

1.84 NORTH of E/Kalms Sec. 15

3.95

S 72 15 E 2.58

S 80 - E 5.34

S 67 15 E 15.83 To Bridge

16.45 over "

38.97 Set Hub

(2)

Back to HUB  $\odot$ 

S 78 45' E	6.33	
S 49 - E	21.18	
S 78 30 E	7.57	CULVERT - Wood
	10.03	
S 89 45 E	3.63	
N 81 - E	5.56	Span Big SE
	8.30	Int. Sec Line Bet 23 & 24
		620 NORTH of N 1/6
	8.56	
N 85 - E	1.84	N 41 E. 5.19 to E of TR
S 87 30 E -	3.68	To Left Bank of Stream
	4.10	Right Bank
	6.00	E of Town Road
	15.73	Leave R of Town Rd

DAYS 10-14 275.13 = 3.48 MILES SET. HUB  $\odot$  IN LKS. N of SET UP  
12/21-1939

N 78 45 E	3.29	
N 70 - E	3.01	
N 83 45 E	3.33	
S 78 15 E	10.12	
S 67 30 E	.34	CULVERT
	2.61	

CONT.

S 58 45 E	2.35	
S 54 45 E	24.67	
S 53 45 E	13.73	
S 45 15 E	6.47	
S 38 - E	10.42	
S 29 45 E	3.53	
S 21 - E	4.33	
S 13 45 E	2.64	
S 09 15 E	2.66	
S 04 - W	3.90	
S 09 - W	4.71	
S 89 30 W	3.00	
S 15 30 W	6.72	
S 04 45 E	1.10	
	5.00	Int. Sec Line Bet. 30 & 19
S 96 30 E	1.98	0.55 EAST of 2414 (w.c. 40145)
N 74 - E	1.12	
S 07 15 E	4.74	
S 15 30 E	4.54	
S 22 30 E	9.00	CULVERT - W.D.
	12.83	

## CONT

S 22 30 E	11.50	CULVERT - W/O
	23.78	
S 30 - E	2.35	
S 43 - E	2.75	CULVERT - W/O
	3.37	
S 61 15 E	2.74	
S 77 - E	8.38	
S 63 15 E	3.53	
S 47 15 E	1.00	
S 42 30 E	29.22	
S 27 15 E	2.33	
S 13 - E	0.62	Int. Sec. line Bet 30 & 31
		6.55 EAST E 1/16
	3.35	
S 02 - E	2.00	CULVERT - W/O
	5.85	to Bridge L. of main
	6.36	over Bridge
	6.62	
S 02 45 W	6.31	CENTER of OVERPASS
	9.53	
S 09 30 E	6.16	

S 18 15 E	2.84	
S 32 45 E	3.33	
S 43 30 E	11.22	CULVERT - W/O
	11.98	
S 34 45 E	3.34	Int. E & W 1/4 line Sec. 32
		49 EAST of Road
S 21 15 E	2.77	
S 10 30 E	13.51	✓
S 07 15 E	8.25	
S 01 45 W	4.51	
S 09 30 W	8.93	Sec. Cor 31/32 Beg. S 80° 10' W
S 02 - W	1.76	6.55 " N 66° 30' W
S 01 15 E	2.68	
S 16 30 E	2.58	
S 27 30 E	1.25	RT. BANK of PENNSYLVANIA
	1.75	LT " " " "
	10.47	
S 27 45 E	3.77	
S 64 15 E	2.49	
Saving	1.30	of 0.84 3'

TOTAL - CHS. of WIS-MICH TRAIL IS  
824.43 CHS = 10.30+ MILES



PLACE of BEGINNING 12/27/39

S 1/6 Sect 13 &amp; 14 T 37 N - R 19 E

CONT.

N 81° 30' E	0.50	of Town Rd. By N & S E
	23.77	
N 83° - E	10.40	GATE - Wd
	10.70	CULVERT - OUT
	15.16	
N 79 15 E	18.03	
N 69 15 E	24.62	Int. Pave. line Bet 13 & 14
	25.41	1.78 South of 1/2 Sect. C. 1/2 of 37 N - 20 E
N 61 45 E	18.35	
N 56 45 E	5.51	
N 77 45 E	3.25	
N 83 45 E	10.98	
N 83 30 E	30.30	
N 70 - E	3.18	
N 53 30 E	6.95	Int. Sec. line Bet 17 & 18
	11.52	1.75 North of N 1/6
		GATE - Wd
N 95 15 E	5.00	
N 78 45 E	3.77	
N 71 30 E	13.36	
	<u>197.62</u>	

N 73 - E	6.11	
S 85 45 E	14.21	
N 87 15 E	3.68	
S 82 - E	8.38	
S 65 15 E	4.04	
S 33 45 E	2.25	
S 16 - E	4.21	
S 71° - E	4.16	of C.T.R. '0'
	5.47	
S 70° E	3.85	CULVERT - Wd
	5.25	
N 53 45 E	6.41	
N 70 45 E	16.12	
S 66 15 E	9.01	
S 65 45 E	9.08	
S 87 30 E	4.00	
N 75 15 E	4.98	
N 77 15 E	2.39	
N 85 15 E	2.93	
S 65 15 E	1.54	
S 32 30 E	6.08	
	<u>116.75</u>	

CONT.

S 46 15 E	171
S 66 30 E	207
S 48 45 E	265
S 38 - E	508
S 49 - E	231
S 21 30 E	605
S 46 30 E	211
S 28 - E	281
S 00 30 E	181
S 31 45 E	215
S 46 15 E	423
S 03 45 E	575
S 33 30 E	174
S 71 30 E	310
S 44 15 E	297
S 56 45 E	227
S 83 15 E	156
S 35 15 E	419
S 29 45 E	614
S 29 15 E	318

63.88

Int. Sec. Line Part 15 & 16  
0.155 NORTH of S 1/6

15-22

CONT.

S <del>43</del> 45 E	322
S 35 45 E	550
S 24 30 E	296
S 49 30 E	5.41
S 89 30 E	4.28
N 88 15 E	7.76
N 63 - E	3.23
N 71 - E	5.70
N 83 45 E	2.00
N 02 - W	4.45
N 86 45 E	2.95
N 39 - E	4.30
N 49 15 E	2.60
N 62 - E	2.48
N 84 30 E	3.26
S 75 15 E	16.50
	18.50
	26.00

85.92

Int. W 1/2 line Sec. 22.

1.03 South of W 1/4

CLEARED FIELD

S 28 45 E 3.53 To 1/4 Post 15 &amp; 22

12-28-1939 - S. BELOW ZERO

Q of ST. PAUL RR

GATE - POLE

OULVERT OUT



2258  
1685  
573

5000  
5742  
2258

CONT.

700

N 00 15 E	41.55	
N 01 30 E	9.07	
N 02 30 E	16.85	12/29-39
N 01 27 G	5.73	Set Marked 20 lbs W (B. to 50 10' EAST)
	13.25	CROSS ROAD
	34.58	
N 01 27 - G	25.23	12.25 COLUCART - W ← BACK S. READS N 45° E
N 28 30 W	7.63	LINE 29° 20'
N 06 15 W	4.39	
N 27 - C	8.19	✓
N 7 30 E	5.76	2.25 EAST of COR. B/B
	28.85	
N 23 15 E	4.57	
N 00 45 E	6.55	
N 06 15 E	4.24	
N 09 W	2.46	INT. 6 W 1/4 W. Sec 12 740 EAST of Post

Orig. Cor.

TAM. STOP TRAIN N. ALL TRACK

11 8 N 20 W 19

11 10 S 20 E 16 - 85-5111

N.B. SPRUCE 6 N 42° 30 W 18

TOTAL CHAINS OF TRAILS TRAVERSED  
IN THE DUNBAR DISTRICT  
7,540.51 = 94.25+ MILES

TOTAL CHAINES OF SEC. LINES  
RUN = 688.92 = 8.61+ MILES

TOTAL 9 8,229.43 CHAINS OR  
102.87- MILES

114 LOCATION OF B.M'S FOR  
TAKING LAKE LEVELS FT.

4/10-1940 - Greater Bass Lake  
set B.M. at intersection of South  
line of lot (1) Block (4) Langlade  
Beach Plat & the shore line of  
Bass Lake - located in govt.  
lot (5) Sec. 12, T33N, R10E, LANGLADE  
COUNTY, Wis.

4/11-1940 - Pelican Lake -  
SET B.M. on N. SEC. 4, RWT 26 ft  
26-T35N R10E -  
ONEIDA COUNTY,  
S-340 ft to CT-B directly N of Sta. 1R.

Duck  
Barry  
Wolf River near Pearson - Sec. 5-T33N, R12E  
Blanchard or Long Lake

3.4 - 8.1 1/2

4.9 1/2

N 74° 30'E - 11.5 FT. To SW of Pump House

KNIGHT TEMPLARS

EAST L. of LOT (2) 1/4th

Pine Crest Subdivision  
Part of East Lot (6) - SW 1/4 - SE 1/4  
Sec. (14) T36N R9E,

LEVEL - 3.4 1/4

1-H 3.9 1/2

FS 6.1 1/2

71.50	100.000
39.25	3.225
32.25	96.775

S 52° 30' W - 57. 1/2 ft

S 40° W To C of 47-8 133 ft

3.4.25

100.000
3.225
96.775

B.O.L  
1-H FS

3.0 1/2 - 6.3 1/2

3.5 H.L

N 57° W - 62 FT to corner of Fine Place

N 71° W - 133 " to C of Road Back of Cottages



116  
I.H. P. M. M. M.

66  
132

3.6  $\frac{1}{2}$  8.05 SW-SE, Sec. 5  
HL 4.6 - 11402

N 41° E - 55 FT. TO SE ABUTMENT OF

BRIDGE OVER WOLF RIVER AND  
OUT TO

S 21° W - 161.0 FT. TO COR. BWT. SEC. 5 - 8. TO 33 N 1/2 E

SW-SE - SEC 4 JAMES NICHOLS - Permit A  
T-33-R12

STEEPIEST COTTAGE  
S 3° 30' W

732  
038  
051  
084

117

August - 28 - 1941

Jim's Logging Camp - Highway 51

Commencing at the cor. of Sec. 4, Sec. 3/2

ON SEC. 1. BWT SEC. 3 - 1/2 TO 33 N 1/2 E  
THENCE 987° W - 986.7 FT. TO COR. OF ST. PAUL R.R.T.  
1238.5 - TO E BOUNDARY LINE OF RIGHT OF  
WAY - TO U.S. HIGHWAY #51 - THE PLACE OF  
BEGINNING. THENCE N - ALONG E.L. OF  
SAID RIGHT OF WAY - AT INTERVAL OF  
200 FT. MEASURED AT RIGHT ANGLES  
TO RIGHT OF WAY OF #51 - TO W - LINE OF  
RIGHT OF WAY TO THE ST. PAUL, R.R. TRACK

1188 | 432

184  
227  
1142  
246  
500  
201.8

→ 975.5  
329.3  
+ 99  
1319.0  
239.2  
214.2  
203.5  
201.8

227 ROAD

118 SEPT. 4<sup>th</sup> 1942

THE KATE McCREA - PROPERTY ON  
LAKE GEORGE

PART OF GOV. LOTS 5-6-T36N, R9E - SEC. 11

COMMENCING AT THE MC-COL. ON NORTH  
SHORE OF LAKE GEORGE, WHERE THE  
N + 3/4 LINE OF SEC. 11 INTERSECTS  
THE LAKE - M.R. IRON STAKE

BT. N. P. 14 N 43° W <sup>51</sup> LKS

THENCE NORTH 1° 30' N - 10.56 feet W OF 1/2  
POST, 50 LKS.

1/2 COR. N. P. 10 N 48° 30' W - 7 LKS.  
W. STAKE

CORRECTED VAR. 3° 45' W.

SEPT. 5-1942

ST

LOT 4 - LOCATED IN GOVT. LOT 6 -  
COMMENCING AT MC - ON N + 3/4 LINE OF  
SEC. 11 - NORTH 321 FT. SET STAKE FOR  
THE NE COR. OF LOT 4 - THENCE W AT AN  
ANGLE OF 90° 68' SET STAKE FOR  
THE NW COR. LOT 4 - THENCE S 351.5 FT.

TO STAKE ON SHORE LINE OF LAKE GEORGE  
THENCE N-EASTERLY AT AN ANGLE OF  
65° 4' 119° 6'

119

74.5 ft to M.R. THE PLACE OF  
BEGINNING

N-BOUNDARY OF THE PARCEL OF LAND  
LOCATED IN THE SW CORNER OF GOVT  
LOT 5 - SEC. 11 - T36N, R9E  
BEGINNING AT SOUTH 1/2 POST ON THE N + 3/4  
THENCE E - N 89° E - ON 1/2 L. 301 FT. TO WEST  
BANK OF CREEK - PUT IN 3 IN. HEM-  
STAKE - SERIALIZED 8 L - ON IT

120 J.A. RODE - NW-SE-SEC 27

A. PARCEL OF LAND. <sup>37.9</sup> 4 ACRES MORE OR LESS  
LOCATED IN GOVT. LOT ① SEC. 29, T. 37N, R. 9E.

MAY-24-1943

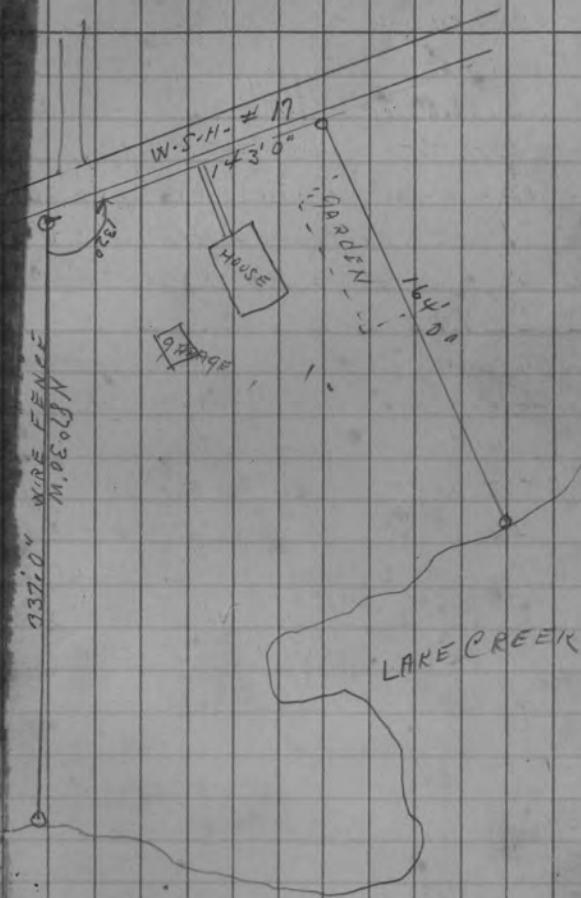
COMMENCING AT THE S  $\frac{1}{16}$  STAKE  
ON THE N & S  $\frac{1}{4}$  LINE OF SEC.  
27-T. 37N. R. 9E. THENCE NORTH  
ON SAID  $\frac{1}{4}$  LINE 3 CHAINS AND  
64 LINKS - TO WHERE IT INTERSECS  
THE NORTH BOUNDARY LINE OF  
THE 500 LINE P.R. RIGHT OF WAY  
THIS BEING THE PLACE OF  
BEGINNING. THENCE NORTH ON  
N & S  $\frac{1}{4}$  LINE 16.36 CHAINS TO CENTER  
OF SEC. THENCE EAST ON THE  
EAST & WEST  $\frac{1}{4}$  LINE 250 CHAINS  
THENCE SOUTH PARALLEL TO  
N & S  $\frac{1}{4}$  CHAINS TO N-BOUNDARY  
OF SAID RAIL ROAD - THENCE  
S-WESTALY ALONG SAID N-B-L  
TO PLACE OF BEGINNING

JUNE 17<sup>th</sup> 1943

121

LOT 12 - SEC. 29 - T. 37N R. 9E

THAT PORTION OF GOVT. LOT 12 - SOLD BY  
MATT HOLVICK + WIFE TO JOSEPH HOFFMANN

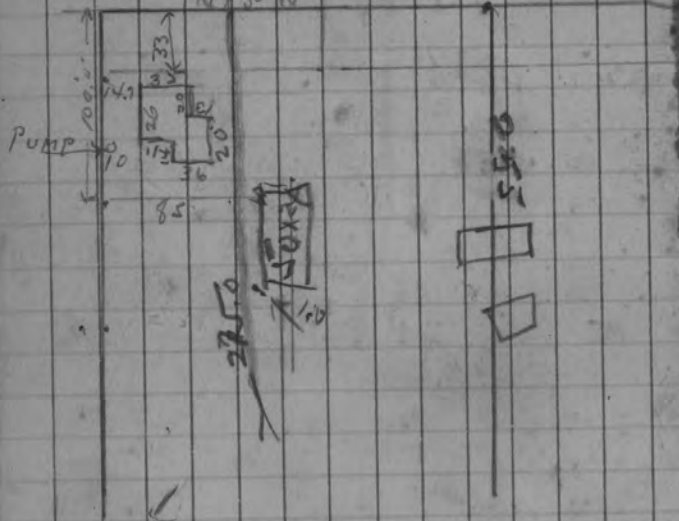


22 July - 20th 1943

85  
65  
150

THAT PART OF GOVT. LOT 2-T36R8E  
ONEIDA Co. Wis. DESCRIBED AS FOLLOWS

COMMENCING AT SEC. COR. ON TOWN L.  
BWT TWS 36-37N-R.8E SEC. <sup>2435</sup>/<sub>312</sub> THENCE  
S 5° E. ON SEC. LINE BWT. SEC'S 2 & 3, 102  
WHERE INTERSECTS THE CENTER LINE  
STATE HIGHWAY # 8, THENCE EASTERLY  
ON THE C. OF SAID HIGHWAY 1826'  
THENCE N 100' ~~W~~ TO PLACE OF BEGIN  
N 53° W



LEO L. HEBERT

123  
400  
330  
2730  
865

GOVT. LOT (B) SEC-3-T37N, R 4E

7/23-1943

1/4 COR. CENTER OF SW 1/4

S 83° W = 344.14  
N 30° W 5+21 full 21 AC. IN A MC  
MC-COR. W. & N. ON TOWN L. S 57° E  
10435 INTERSECT E. OF TOWN ROAD  
20.50 FOUND PLAYED LINE N 75°  
E W. BUT NO 1/4 COR.  
WENT BACK TO E. OF TOWN ROAD  
AND WENT SOUTH ON SAME  
NEEDLE SET ON "0"

- S. 0. 5.89
- S 6° E 6.15
- S 1° E 4.00
- S. 4° E 9.00
- S 20° E 12.74
- S (63° E) 2.00

7-24-1943

39.68 INTERSECT E. W. 1/4 L, THENCE  
S. 86° 30' W - 285.7

SET MC COR. Y P 20 N 24° W 69 LKS.

N 30° W  
S 83° W

3627  
225  
195

## ALONG LAKE SHORE

S 24°	W	199.4"	✓	
S 31	W	163.5	✓	
S 44	W	228.0	✓	
S 47	W	195.0	✓	
S 61.30	W	167.0	✓	
S 47	W	132.7		To S- cor of PLAT
N 65	E	387.6		To SE. cor of "
S 32	W	199.8"	✓	
S 31° 45	W	178.9"	✓	
S 37	W	821.5		
S 38	W	118.0		To SE cor. of PLAT
		302.2		
S 56°	W	186		
S 89 30	W	126.5		
N 76° 30	W	200.5		INT. S-L of govt. LOT (3)
				196 CHS. N OF 1/16 cor

7-25-1943

SW-COR-SEC. 3-N 2°30'W 20.00 CHS.  
 1/16 COR. TEMP 1/16 COR.  
 1/16 COR. CENTER OF SW 1/4 IN.



N+S, L. BWT.

SE-22+23-T39N R10E

DORR'S NOTES - 1903

NW-COR. 23 { SUG-7 N 25° W 30 LKE.  
 { HEM 7 S 77½° W 22½ LKE.

N½ ON W.L. { SUG 8 S 30 E 14¾ LKE

W¼ COR. { TAM. 4 N 12 E 30½ " }  
 { " 6 S 3 W 41½ " }

OF 9¼ TREES { Birch 10 N 44 E 30  
 { Y-PINE 10 S 21 W 35

S⅛ COR. { HEM-10 S 12½° " " }

VAUGHAN - 1901

¼ COR. BUT. Dec. 22-27

{ Y.B. 16 S 1½ E 22  
 { SUG. 12 N 32 E 52

T39N R10E  
 22 | 23  
 27 | 26

{ HEM 12 S 45 E 30  
 { " 10 N 54 W 8

126 Survey w/ral for Geo. Carpenter  
5/21-1944

Qd. 7-T36N-R9E

Course of line bet- Dr. Weight +  
Carpenter's property N52°W

7	1296	18.20
	70	
	580	
	560	
	60	
	140	
	20	

OAK POINT-PLANT 127

SEC. 25-T37N-R8E

Geo. KOSTRICK

1945 MARY NINES

5/10 B. SCHMIDT

started survey  
100 acres 10 AM

E  $\frac{1}{16}$  P. on S  $\frac{1}{8}$  L. N 86° 20' E 10.80 CHS To

M.E. full .36 N of M.C.  $\frac{1}{2}$  IRON PIPE

SET stakes on corrected line

spent balance of afternoon looking  
for stakes that would show  
the location of the Oak Point  
Plot - there were none to be  
found -

P.M. 5/15 - Went and got Mr. Gaudin  
to show me all iron stakes  
that Vaughan had put in  
when he conveyed a piece of  
land forming Oak Point Plot  
on the north. I accepted  
this and was able by careful  
measuring to locate and retrace  
the boundary lines of the  
plot on the North and  
West side. Late in day  
I found the N.E.C. which was  
the east end of the  
original South line of  
the Plot



NW-NE, SEC. 25-T36N,R7E

77/306 (18.7)  
70  
606  
500/360

PETTA 1300  
20  
1286

6/6-1945  
TRESPASS-

93 steps, average 6" per step.  
average 4-8" starts per step.  
" 5" per " "  
64 - starts per cf.  
372 ÷ 64 = 5.72 chs.

7-16-45 Geo. T. Beck - Edith  
Govt Lot 2 - SEC. 3, T37N, R7E  
Spent afternoon making reconnaissance  
survey of land to be platted  
7/17.

Commencing at a town Road on  
the E-W 1/4 line of sec-3.  
N on E of T. Road to where it  
intersects town line - 267.5  
shortage of 27.5 ft. set 1/8 Post  
on North line of Lot 2 - at  
1306, 25 - or. 119.14 chain.  
THENCE West on N.L. of Lot 2  
S 86° 45' W 874.5 ft. - intersect  
E. Shore of Long Lake - set M.C.

{ MAPLE - 5 in N 74° E 10.5

2672.5

Private  
M.C. P. E. 27.5 ft 640 ft to E of Road  
STATE ON NW of TOWN ROAD 855.5  
19.5 | 855.5 TO LAKE S 86° 30' W

BASE LINE N 70° 30' W	WEST BOUNDARY of ROAD	23	639.0' to Private Road	812	76.6	14
		23.0	701 - to Private Road	833	76.5	13
		23.0	730 - to PRIVATE Road	816	76	12
		23.0	766.4	PRIVATE Road	106.5	11
		23.0	689			10
		23	505.0			9
		23.7	320.2		113	
		23.0	237		77.5	8
		23.6	223		75.8	7
		27.0	218		88	6
		23.0	265		82.5	5
22.4	299		76	4		
24.0	309		75	3		
24.5	309.0		75	2		
21.0	285.7	To LAKE S 86° 30' W	78	1		

7-20-45 started at M.C. on  
Town line NW T 37-38 - R7E Ran  
E 12.45 1/2 found on 1/4 P

set NEW Plat. (W. B. 90 S 30 W 2 1/2  
BOOT JACK LAKE Looked up  
on map

William Wells

Commencing at the  $\frac{1}{4}$  Post on the  
 N 70.  $\frac{1}{4}$  Sec. Line - South of the Center  
 of Sec. 36 T 37 N. R 1 E. 180 N stake  
 for  $\frac{1}{4}$  Post in center of Town Road  
 N 2° W 393.7 feet to place of beginning  
 thence S 88° 30' West 126 ft. thence  
 North 100 feet thence N. 88° 30' E  
 136 feet to the west boundary  
 line of the town Road right of  
 way, thence south along the  
 west boundary line of said  
 Town Road 100 ft. to the  
 place of beginning, all of this  
 parcel of land above described  
 being located in Grant 5 Sec 36  
 T 36 N R 1 E

Ray Schmitzlee  
 Grant lot 3 - Sec 36 T 36 N R 1 E  
 relocation of Boundary lines of  
 Camp Wagon Plot

Commencing at a hub on town  
 Road M E 4 W -  $\frac{1}{4}$  R. S 27° 30' W  
 S 20° W - 83 ft. to E of old road  
 S 48° W 93 ft. to E of hub  
 200 ft. of old road  
 Hub 303.9 To Hub  
 S 44° 30' W 58 to E of old road  
 791.5 to Hub  
 S 69° 30' W 268.3 to Hub  
 S 59° N 129.7 to E of old road

August 29 - 1945

W. P. HAMM - 3437 N 14<sup>th</sup> ST. MILWAUKEE (6)  
 W. J. KOLLER - 2206 BERNY N AVE. CHICAGO  
 RELOCATION - OF LOTS - (1) AND (5) BLK (1)  
 OF SHADY POINT - SEC 31 T 37 N R 9 E  
 STARTED AT THE  $\frac{1}{4}$  POST SEC. 31  
 WHICH WAS THE STARTING POINT OF  
 SHADY POINT TRACT - and retraced  
 the original survey as recorded  
 in Book (5) Page (6) register  
 of deeds office - DuSable County



136.

Fred Meyer - Sept. 4<sup>th</sup> 1945HUB N  $\frac{1}{2}$  NW  $\frac{1}{4}$  sec 25 - T35 NRTE.  
22.89 LINCOLN CO. WIS.

NE. Cor. Section 25 - WEST

N 89° W - 3.425 ft N-1412 from  
M.C. on E-Bank of PINE LAKE

Decimal of correction .2584

SET. 1/4 P at 20.00 ch - 1/4 pipe for

port - 5 ASPIN 18 N - 34 W - 22 lbs

HUB - at 22.89. turned right angle

with declive. South 10.00 ch

thence East 2.78 chs. east

and set iron stake for

the South East corner of

your half of port lot (5)

thence west to swamp

WILLIAM WELLS

SEPTEMBER 8<sup>th</sup> 1945

137

Port Lot (5) Sec. 36 T37 NR 8E

Commencing 303 ft E. of M.C. on E.W. 1/4

1	N 4.30	E	66	✓	✓	
2	N 59	E	100	✓	✓	
3	N 49	E	100	✓	✓	
4	N 62	E	100	✓	✓	
5	N 72	E	100	✓	✓	
6	N 58	E	100	✓	✓	
7	N 49	E	100	✓	✓	
8	N 52 30	E	100	✓	✓	
9	N 47	E	100	✓	✓	
10	N 49 30	E	100	✓	✓	
11	N 58 30	E	70			
	N 51.50 W		220			ft. to iron pipe on shore
3	N 71	E	100	✓	✓	at NW cor of Lot (2)
4	N 63	E	100	✓	✓	
5	N 79 30	E	100	✓	✓	
6	N 24 30	E	100	✓	✓	
7	N 30 30	E	100	✓	✓	
8	N 49	E	100	✓	✓	
9	49 15	E	100			
10	N 63	E	84			
11	N 530	E	25			
RAC	S 890	E	57	✓	✓	
11	N 74	E	64			ft N side of Road

EMMA C. MILLER

Part of Gort Lot (3) Sec 35 T38N R9E

Sept. 18th 1945

MC lot 26+35

Commencing at 11921 P.M. on shore  
of Lake - <sup>TEMP. S. along shore N 1/2 - 1/4</sup> N 49° W - 6.27 chs. to where

it intersects the east boundary of  
State Highway right of way - <sup>70 ft.</sup> as  
now located. thence south 17°  
degrees west along said east  
line of highway - 15.18 chs. to

where it intersects E & W - 1/8 line  
thence east along 1/8 sec. line  
N 87° degrees east to the west  
bank of Jennie Water Lake 1.37  
thence north and westerly along  
the west shore of said Lake 12.86  
5.35 acres

To verify the location of the South Boundary line  
of Gort Lot (3) I went to the N 1/8, but sec  
34-35 and ran east with pocket  
Compass on a bearing of 3° E & set 4 steps  
north to the end of an old fence, I  
accepted the end part of fence as  
the 1/8 line on South line of lot (3)

Oct-13-1945

33  
120

H.W. SEGER

SW-NE Sec. 25 T37N R9E

Commencing on the north end  
South 1/4 section line of sec. 25  
T37N R9E at a point 112 ft. N of  
the center of the sec. thence East  
along North line of town Road  
150 ft. thence north 376.3 ft  
parallel with N & S 1/4 line to  
an iron pipe on shore of flowage  
thence N 33° 30' E 150 ft. to iron  
pipe on shore line, thence  
South N 30° E 393.4 ft. to iron  
pipe at the North line of town Road  
thence West 150 ft. along town  
Road to place of beginning.

Oct. 13th 45 - W. F. Suddick  
a parcel of land located in  
the SW 1/4 of NE 1/4 and Gort  
Lot (3) of Sec. 25, T37N R9E

JOE SERAPHIN

Oct 23-45 SIRON - S 29°30' E  
88.5 FT. T. S. ON E. W. L.

Commenced at M.C. on South 1/4  
adj. line where the 1/8 line intersects  
the west shore of Lake Creek  
thence West along said 1/8 line  
78 ft. to <sup>an iron stake</sup> where it intersects the  
east boundary line of state  
Highway ~~no 17~~ thence north  
along the east line of said  
right of way <sup>39°30' E</sup> 364.17 to  
an iron stake the place of  
beginning thence S 47°30' E to  
an iron stake (well point) standing  
on the west shore of Lake Creek  
thence

 90 FT. LOT-O WERNER  
S 20°15' T 35 N R 10 E
 

AVERAGE WIDTH  
LAKE FRONT  
121.27

OCT 24-45

FROM WEST LINE OF LOT-O

 SNOW FELL 800 P.M. 1 HOUR 30 MIN - AM  
 SET NEW M.C. POINT LOTS 1-2

}	OSAK	20 N 3° E	30 1/2 LKS
	"	16 S 45° W	19 "

Commenced at M.C. ON R.W.T. LOTS 1-2  
thence N 59°30' E 255.5' ALONG LAKE SHORE  
N 55°30' E 189.7' P  
N 59°30' E 322.0' P  
N 60°30' E 246.0' V  
N 73 E 341.0  
N 77°30' E 195.2 M.C. OCC 15-14  
N from M.C. POINT LOTS 1-2 N 2°30' W

Oct 25 - RANT created Road across lots  
Snowed all morning. 1577 F. of Road

Oct 26 - Dewey Cam came to work  
finished staking out Road - the  
Went to M.C. on north shore of Lake  
Lake - Put up new post and made  
a new B.T. { MAPLE 16 N 67°30' E 69 1/2  
N from M.C. 9015' W 10.56 chs. found  
D.H. VAUGHAN'S 1/16 P. 301 up new post  
and new B.T. { W.P. 12 N 51° E 26 1/2  
N 1/16 P. on East line W-330 E 100 22.59  
fell south 1/16 P. 170 chs.



