

39-7

53

PAGES 1-12  
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SEC. 3-39-7 August 26-1921 13

Began at 1/8 Post E. of center. on  
Iron Pike and B.T. Ok.

Ran N. Var 3 1/2 E

19-92 Full 7 1/2 E of 1/16 Post

West from 1/8 Post E. of center  
Var 4° E.2104 Full ~~2 3/4~~ 2 3/4 South of center

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80 SEE 19-20-30-39-7

SURVEY of Road for Town of Woodruff  
SEE Page 81. Book 39-9

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81

PAGES 81-120

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SEC 30-37 7 Jan 9 1922

W<sup>1</sup>/<sub>4</sub>P org Lrees new Post by DH VaughanRun East van 3<sup>1</sup>/<sub>2</sub> E83 98 fell 24 S of E<sup>1</sup>/<sub>4</sub> Post by DH VaughanS<sup>1</sup>/<sub>4</sub> Post org Lrees nearly gone but ok

Run N van 3 E

8145 fell 406 E of N<sup>1</sup>/<sub>4</sub>P. ok. correct van 55<sup>2</sup>

Center of SEC { TEL. POLES 54 W. 65

L W Pine 8 N 42 E 64<sup>1</sup>/<sub>2</sub> - - -Dist to N<sup>1</sup>/<sub>4</sub>P 4068

" " S " " 4127 Popped into

" " E " " 4219 County record

" " W " " 4179

1/8 W of center - nothing + or bearings

1/8 P W E of " " " "

1/8 P N of " " " "

Parties interested have promised  
to place iron Mon. at all corners

## Sections 20 + 29

#R2947

by H. C. Hall

Survey of NW NW + Goot. Lot 1 in Sec. 29  
 + SW 1/4 of Sec 20 all in T 39 N. R. 7 E. Wis.  
 - for Mrs. E. M. Kemp, Winnetka Ill.

April 26<sup>th</sup> 1929 Fair 60° F.  
 H.C. Hall, Ray H. Hall, Marshall Hall with  
 Ed. Rudolph Sr. + helper

Check NW x Sec. 29 as set by Burnett from  
 orig. Stumps

Remains of orig. Tamarac 8° S 32 1/2° W 1.10 = 72.6  
 " " " " 8° S 30 1/2° E 1.49 = 98.3

Scribed post + Iron Pipe at corner (in bag)  
 Transit in on True line (South) between above corner  
 and Orig. 1/4 S. between 29 + 30

Measure South Approx. Variation 2°-13' E.  
 Chains

0.0 Orig. corner to Secs. 19-20-29-30

1.15 leave Swamp

1.50 Flag for Δ

(2.45 enter Swamp)

{ 9.758 ch. over swamp +  
 NE end of post by  
 base line 4.25 ch.

+ 1.50

11.258

11.258 hub on hill S. of Swamp

Thence by successive Δ over deep gullies

19.633 hub on ridge (Base line 2.892 ch.)

25.317 " + continue Meas. S.

29.94 Center line (E) of road SW

39.99 Vaughan's post + Iron bolt at Orig. 1/4 S.

Orig. Hemlock SE has orig. scribe marks.

Vaughan's bearings { Hemlock 15° S 76° W .955 = 63.  
 W. Pine Stump N 72° E .23 = 15.2  
 24"

Run South to lake, following line of iron pipes (approx.)  
 Def. < Left (SE) from ~~4~~ NW 1/4 1°-05 1/2' } 2°-11 1/2' = 1°-05 3/4' <

Chains

0.0 Orig. 1/4 S.

16.767 (1106.6') fall .026 ch. West of Iron bolt for M.C.  
 at N. shore Tomahawk Lake

No evidence of orig. M.C. Dorr could not find it April 1899

Do not know how this corner was determined.

16.76(.026(.00155) = 0°-05 1/4'

+ 1°-05 3/4'

= 1°-11' correct def. <

For convenience, Assume the West line of NW 1/4 29 (as run)  
 as Meridian - Courses hereafter noted are on this basis.  
 (except bearings to trees, which are magnetic)

P.M.

S. 89°-52'-15" E. on random from NW x Sec. 29

Rec. Var. in 1863 (= 6°-30' = 2°-06' for 1929)

Chains

V. 2°-06' E.

0.0 Burnett's post

2.60 leave Swamp.

6.26 hub on hill

13.05 "

14.55 E road N. + S.

20.00 hub

20.096 rt. < North .364 + set 1/8 S. (in NE edge Hem. stump)

Re. set Dorr's old post + drive 1 3/4" Iron Pipe

New { W. Birch 5° S 11° W .24 = 15.8'

Bearings { Hemlock 9° N. 27° W 1.01 = 66.7'

V. 2°-06'

26.49 hub

34.088 "

38.766 "

40.193 rt < North to Orig. 1/4 S. between 20 + 29. .729 ch.

40.193(.729(.01814) = Tan. 1°-02 1/4'

∴ 89°-52 1/4' + 1°-02 1/4' - 180° = N 89°-05 1/2' E =

Corrected course

Dorr identified this as Orig  $\frac{1}{4}$  in 1907 + marked a 6" Hemlock which we find down but with marks plain.

We drive  $1\frac{3}{4}$ " Iron Pipe + dry cedar post, scribed, from which  
 May 2<sup>nd</sup> W. line stump  $40^\circ$  N  $27^\circ$  W .515 = 34.  
 " " "  $40^\circ$  S  $34\frac{1}{2}^\circ$  W 1.207 = 79.4  
 Stump of Doris hemlock S  $50^\circ$  E .157 = 10.1

April 27<sup>th</sup> 1929 Same party  
 We find by running the next half mile east that the above  $\frac{1}{4}$ S. stands .048 ch. north of a straight line from the Orig. NW x 29 to Orig. NE x 29, making the N. line NE  $42^\circ$  N.  $89^\circ$  13  $\frac{3}{4}$  E. 40.70 ch.  
 Dorr identified the NE x 29 as orig. in Nov. 1898 + marked a 9" Sugar tree which we find plain but in delicate condition.

Doris post is in good shape - We pile rocks around it.

New Bearings { Y. Pine 7" N.  $9^\circ$  W. 1.294 = 85.4  
 Maple 14" N  $77\frac{3}{4}^\circ$  W. 1.233 = 81.4  
 V. 2' 21"

Stump of Doris Sugar N  $\frac{1}{2}^\circ$  E .154 = 10.2

Run S.  $3^\circ 54\frac{3}{4}^\circ$  E. on random from NE x 29 to follow an old blazed line. (Said blazes fade out beyond 20 ch.)

40.355 calc. for  $\frac{1}{4}$ S. W. 2.196 at rt.  $\angle$  from random

80.709 rt.  $\angle$  West to orig. SE x Sec. 29 4.392 ch.  
 We find this corner marked by a 4" Iron Pipe + old post. The pipe checks OK. with both orig. stumps. Orig. marks on NE stump + Vaughan has re-marked the other.

New Bearings { B. Oak 6" N  $54\frac{3}{4}^\circ$  W. .405 = 26.7  
 B. " 6" N  $33\frac{3}{4}^\circ$  E .45 = 29.7

Note - Doris notes on  $\frac{1}{4}$  29 are in a state of confusion. Seem to indicate that the orig.  $\frac{1}{4}$ S. was almost equiv. distant from NE + SE corners but somewhat out of line. He notes no new bearings and D.H. Vaughan in 1915 reports everything all burned.

80.709) 4.392 (.054 + 2 = Tan.  $3^\circ 06' 55''$   
 Cos. 998522

S  $3^\circ 54' 45''$  E.  
 - 3.06.55 = 80.828 True length  
 S  $0^\circ 47' 50''$  E  $\checkmark$  40.414 " " to  $\frac{1}{4}$   
 (not set in)

Rain about 4:15 PM.

April 29<sup>th</sup> 1929 Same party  
 Run N.  $0^\circ 50' 25''$  W. on a random (from Orig. cor to 20-21-28. + 29)  
 (Being a right  $\angle$  W. to N. from a straight line between Secs. 20 + 29)

#### Chains

0.0 Doris post  
 39.789 rt.  $\angle$  West .24 to a location which checks very well with the remains of two basswoods - set temporary stake. Did not have Doris notes but found his Sugar tree (dead) N  $42^\circ$  W .769 from said temp. stake.

Later - Found Dorr ran this line N to S in 1898 (November) and did not find any Orig.  $\frac{1}{4}$ S. He set a corner half way + noted the Sugar as N  $14^\circ$  W .45 which would place his prob. rata  $\frac{1}{4}$ S.  $.13\frac{1}{2} \pm$  N. and  $40\frac{1}{2} \pm$  W. of our Temp. stake which has every indication of having been the corner.

#### P.M.

Run N.  $2^\circ 50\frac{1}{2}'$  W. on a random from Orig. cor. to secs. 19. 20 - 29 + 30 by  $\angle$  of  $92^\circ$  E to N. from straight line between 20 + 29. (This reads N.  $0^\circ 45'$  W with V.  $4^\circ 06'$ )

#### Chains.

0.0 Burnett's post at corner  
 20.13 rt.  $\angle$  W. .275 + agree with Burnett's  $\frac{1}{8}$ S. post. the bearings of which are (V.  $2^\circ 20' \pm$ )  
 W. Pine stump  $24^\circ$  S  $33\frac{1}{2}^\circ$  E .558 = 36.8  
 W. " "  $40^\circ$  N  $84^\circ$  W. 1.376 = 90.8  
 39.188  $\frac{1}{4}$  Highway E + W. (around S. edge deep hollow at  $\frac{1}{4}$ S.)



40.26 right angle West to Burnett's post at Orig  $\frac{1}{4}$  S.  
between Secs. 19 + 20 .551 ch.

This corner is set by the orig. 16" W. Pine Stump  
with marks OK. There is a birch Stump approx. as  
called for but it may not be the orig. stump.  
We drive  $1\frac{3}{4}$ " Iron Pipe along alongside post.

Burnett's Bearings { Balsam 12" S80°E .315 = 20.8'  
W. Pine Stump 28" N20°W .51 = 33.7'

$$40.26).551(.01367 = \text{Tan. } 0^{\circ}47' \\ + \frac{2^{\circ}50\frac{1}{2}'}{3^{\circ}37'30'' \text{ W} \leftarrow \\ = \text{N. } 3^{\circ}37'30'' \text{ W} \leftarrow$$

Cut out & stake this corrected line  $\rightarrow$

May 1<sup>st</sup> 1929 11 AM. Overcast - 40°  
H.C. Ray & Marshall Hall

N. 89°23' E. on a random from orig  $\frac{1}{4}$  S. bet. 19 + 20  
(Start on offset of .90' ch. S. to avoid  
pot hole at corner. This course calculated to  
strike Doris Center of Sec. 20 & his E.  $\frac{1}{4}$  S.)

0.0 Orig.  $\frac{1}{4}$  S.

20.723 fall .13 ± N. of iron bolt + Doris old  $\frac{1}{8}$  S. post  
which may have been moved as it does not  
check with the logical Stump.

41.514 rt.  $\angle$  S. to Doris center of Sec. 20 .076

The two stumps which Dorr marked remain  
but no marks left. Find his old stake lying  
down. We drive maple post +  $1\frac{3}{4}$ " Iron pipe.

New Bearings { Hemlock 16" S. 27°W .627 = 41.4'  
" " 12" S. 56°W 1.135 = 74.9'  
W. Pine Stump 28" S. 9°E .43 = 28.4'  
" " 22" N. 46°W .527 = 34.8'

$$41.514).076(.00183 = \text{Tan } 0^{\circ}06\frac{1}{4}' \\ + 89^{\circ}23' \\ = \text{N. } 89^{\circ}29\frac{1}{4}' \text{ E.} \\ \text{Correct course.}$$

Correct & Stake this line.

at 20.757 W. to E. set Doris post + iron bolt  
Bearings { W. Pine Stump 12" N10°W .27 $\frac{1}{2}$  = 18.1'  
Doris " S5°W .15 = 9.9'  
Highway " South .37 $\frac{1}{2}$  = 24.7'

at 26.635 (W to E)  $\Phi$  Highway #47  
27.935 "  $\Phi$  C + NW R. R. track

May 2<sup>nd</sup> 1929 Snow flurries 35° 40°  
H.C. Ray & Marshall Hall also E. Rudolph Jr. &  
Run S. 1°45 $\frac{3}{4}$ ' E on calculated  $\frac{1}{4}$  line from Center  
of Sec. 20

0.0 Center as set by Dorr.

19.968 calc. for  $\frac{1}{8}$  S. .005 W.

25.00 to NE rail of C + NW track (on curve)

25.362 hub & turn N to W to Tang. NE rail  
(about 1' inside gauge line) 27°50'

B.C. about 175' NW.

27.15  $\Phi$  Highway #47

39.936 fall .01 ch. E. of orig.  $\frac{1}{4}$  S.

Correct & stake this line.

" "  $\Phi$  SE SW Sec. 20  $\leftarrow$

May 3<sup>rd</sup> 1929 Overcast - Snow 30° Same party  
Run S. 0°12' E. from  $\frac{1}{8}$  S. on  $\Phi$  SW  $\frac{1}{4}$  20  
as a proportional course between  $\Phi$  29 and  
the NW  $\frac{1}{4}$  29  
 $\leftarrow$  E to S. off random 89°40'15"

Feet

367. hub offset 1.2' to pass  $\rightarrow$

683. Sugar Maple 18"

hub & offset 1.2' W. into line

1268. " just north of old grade + tel. line

2305.1 " in clearing  $\delta$  SE + NW.

2610. drive  $1\frac{3}{4}$ " Iron pipe

2710. Drive 5'x2" Iron Pipe for M.C. between  
Govt. Lots 1 & 2 (Sec 29) also 5" post.

Bearings { W. Birch 5" N 69° W. 24'  
V 2° 06' " " 5" S 85° E. 34'

2723.8 hub on beach for Meandering  
2740. present water line.

Meander of Shore from sta. 2723.8 above.  
359° 48' = Azimuth of 1/8 S. line N.

#	Az.	Course.	Dist in feet.
1	277°-24½'	= N 82°-35½' W.	352.6
2	248°-23'	S 68°-23' W	356.
3	236°-42'	S 56°-42' W.	215.
4	206°-05'	S 26°-05' W	290.
5	195°-24'	S 15°-24' W	170.
6	202°-19'	S 22°-19' W	260.
7	220°-26'	S 40°-26' W	146.
8	233°-58'	S 53°-58' W.	106.
To Vaughan's Iron bolt for # Lot 1			1895.6 Total

Average  
Govt. Lot 1 Sec. 29 = 50.666 A.  
NW NW " " = 40.316  
SW 1/4 " 20 = 163.715  
(of which 15.05 A. lies E. of RR right of way)  
Area in RR ROW + #47 = 7.6 A.

See also filed plat # R2947 —

Posted in new County Record pages 1-5 May 27 1930



sec. 33. 39-7 march 20 1919

Began at center of sec. Set by Dorr. OK  
 Prolonged his N+S  $\frac{1}{4}$  Line south 10.00 chains  
 Then began survey of a piece of Land in  
 Lot 4. Set an iron  $\pi$  at this Point and run West  
 at right angles with N+S  $\frac{1}{4}$  Line 100 chains  
 and squared up a W. Pine Stump for corner  
 Thence South at right angles, and parallel  
 with N+S  $\frac{1}{4}$  Line 933 to Tomahawk Lake &  
 drove an iron pipe for me.

Thence South  $36.36^\circ$  E 650

" "  $65.35^\circ$  E 400

" "  $49^\circ$  E 300 to a point

Where the N+S  $\frac{1}{4}$  Line intersects the Lake  
 Thence North on  $\frac{1}{4}$  Line 1890 to place of  
 beginning which 10.00 chains South of the  
 center of sec. This piece of Land contains  
 $14.11/100$  acres sold by Charles & wife to  
 Collins and wife Bunge. March 22 1919

Oct 25 1922

Began at  $\frac{1}{8}$  P.E. of center of iron mon  
 Run E as me is gone bearing

340 to Lake me gone

609 over Lake

2002 full 146 N. of my  $\frac{1}{4}$  Post

Found my bearing OK.

There is a fence post in the  
 Place of my  $\frac{1}{4}$  P. which is OK  
 connected with W and S E M e  
 W. Pine St 28 N 87 E 82.

Me on West Shore of Lake S N 63 W 18  
 F M e N to State Highway 150

" E " " " 160

N from W M e

300 to private Road State Highway is E. 240

500 State Highway is 300 E

1210 to State Highway. W M e West to  
 Private Road 155. From  $\frac{1}{8}$  P.S. to M e

15. 213, and From M e S. of  $\frac{1}{8}$  P. it is  
 155 N to private Road From W M e to private  
 Road 155

PAGES 134-142

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SURVEY OF ROAD FOR TOWN OF WOODRUFF<sup>147</sup>

Commenced OCT 15, 1921

Commencing at a stake which stands  
N 81. E. and 5.16 Chains from the S. E. cor of SW. NW  
of Section 20. Town 39 N Range 7 E

Thence S 22° E 506 ✓

" " 1 2 W 750

" " 2 5 " 885

" " 2 E 363

" " 2 5 E 312

" " 6 W 383

" " 1 8 " 493

" " 1 2 " 492

" " 2 1 " 700

" " 8 " 1090

" " 10 " 433

" " 6 1 " 473

" " 7 2 " 296

" " 7 1 " 208

N 47° W 292

5 1 " 308

4 7 " 209

6 2 " 303

4 5 " 300

3 2 " 200

2 7 " 60

4 2 " 200

6 2 " 200

7 8 " 300

S 8 6 " 200

7 4 " 200

6 0 " 200

4 4 " 300

4 1 " 306

4 7 " 200

6 2 " 300

4 4 " 200

7 1 " 800

8 8 " 300

To E Line of Sec 30-39

The courses and distances above given  
are the center + line of road  
SHOULD HAVE BEEN IN BOOK 39-7

PAGES 148-157  
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by H. C. Hall

Survey of NE NE and Govt. Lot 1 in Sec. 33  
For Marion E. Brinkman - L. Tomahawk & Chicago

October 8<sup>th</sup> 1929 Fair 50°-60°

H.C.H. with Ray &amp; Marshall

The East 1/4 S could not be found by DHV in 1897 at which time he pro-rated from orig. NE x S. to orig. NE and set 1/4 S. Don checked this in 1900 and agreed with it. We identify the point by the remains of DHV's two Sugar trees and by old rotted post + scribed pine stump found.

Comes in E+W. wire fence at a fence post; scribe this post + drive iron pipe on W. side of "

V E 43° E Mark a W. Birch 6" N. 78 3/4° W 22.1 feet  
\* find W. Pine Stump 40" S. 8 1/4° E. 12.4  
(Bearings calc. from needle reading 2nd. N. of fence)

Run west on random 1/4 line thru opening just S. of wire fence.

chains

0.0 1/4 S. corner  
2.30 1/2 hub  
2.91 R.R. fence  
3.90 2  $\Phi$  C+NW R.R. track ( $\angle$  W. to N. 50°-45'±)

4.69 3 hub

5.42  $\Phi$  Highway #47 to NW parallel to R.R.

7.46 hub on W. edge old road fill

11.07 2 "

12.75 Creek flows S.

13.32 hub 5' N of water (L. Tomahawk) This line passes thru cabin W. of bay. Begin traverse to 1/8 S.

at " def.  $\angle$  (R) 10°-51'-40" 4.186 (by Triangulation)  
thence  $\angle$  SE to SW 163°-37'-15" 2.553

To 1/8 S. corner set by H.H. Vaughan in 1914 at which time he found Don's MC. on W. bank of bay & pro-rated beyond it for his 1/8 S. We find this post & both stumps of his bearing trees.

Drive iron pipe + scribed (sawed) post (for SW x Brinkman property)  
V. 1°-43' E. (Oct 16<sup>th</sup>)

DHV. stump	S 44 1/4° E.	.285 ch. = 18.8
" "	N 42° W	.20 3/4 . 13.7
New { Black Oak 7°	S 31° W	.07° . 4.6
" " 7°	N 64 1/2° E	.70° . 46.46

 $\Phi$  NE 1/4 Sec. 33

Set up 1 ch.  $\pm$  S. of E 1/4 S. + get in line with D.P. on 1°-17' E. Var.  
(Turn  $\angle$  with line west as shown in diagram)  
Continue brushing N. on said random - about 18 ch.

October 14<sup>th</sup> 1929 Fair 60° Ray, Keith & Marshall Hall  
Resume random north

chains

0.0 1/4 S.

3.07 hub

5.18 9 "

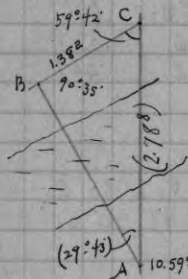
10.59 9 flag for triangulation over slough

11.14 S bank wet slough NE + SW (S 53° W  $\pm$ )

12.47 N " " "

+ .92

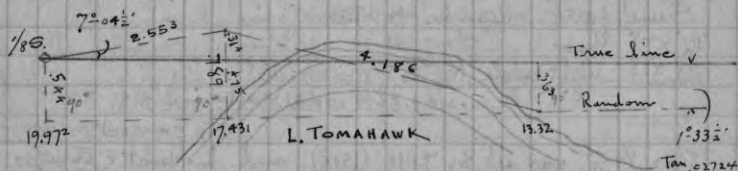
13.38 7 station for triangulation.



$$c = \frac{a \sin B}{\sin A} = \frac{1.388 \times .99995}{.4957} = \frac{2.788}{10.599} = 13.387$$

17.80 hub at top of slope  
no sign of any 1/8 corner



Sketch of  $\Phi$  Gov. Lot 1

Run S.  $0^{\circ}29'10''$  E. from  $\frac{1}{8}$  cor. on N  
(by angle E to S. off random N  $90^{\circ}21'30''$ )  
Ch.

0.0  $\frac{1}{8}$  S.

4.268 hub

14.237 "

19.876 rt.  $\angle$  E. 0.92 ft. + set  $\frac{1}{16}$  S.

V. 1.43<sup>E</sup> 1 1/2 ft. outside R.R. fence ( $\therefore$  NE of fence)

Drive Iron Pipe + Pitch post + mark:

Oct. 16<sup>th</sup> { W. Birch 9' N.  $19^{\circ}40'$  W. 17<sup>5</sup>

{ Sugar (forked) 12' S  $60^{\circ}2'$  E. 39<sup>9</sup>

(We find #47's rotted post lying down - cannot find where it stood.)

October 16<sup>th</sup> 1929 fair 50°

H.C. Ray + Marshall

Resume this line S.

21.01  $\Phi$  CTNW tracks + turn - SE to S.  $40^{\circ}13'$  ( $80^{\circ}28'$ )

22.18<sup>5</sup> hub

22.87  $\Phi$  Highway #47

{ Calc. dist. along true line, from N. in feet

{ 1310.3 N. line RR R.O.W.

{ 1311.9  $\frac{1}{16}$  S.

{ 1387.8  $\Phi$  R.R.

{ 1567.6  $\Phi$  Hwy #47

29.32 fall 1.65 feet W. of an iron pipe

(Move this on to correct line)

line S. of RR falls in cut out fire line 2<sup>+</sup> rods wide

" just E of  $\Phi$

34.30 =  $\Phi$  town roads SWly (winding)

36.14<sup>6</sup> hub just W. of ditch.

38.509 " at S. edge of road - turns SW here.

39.75<sup>3</sup> fall 1.85 feet (.028 ch) W. of  $\frac{1}{8}$  S on  $\frac{1}{4}$  line.  
(calc. dist = 39.778)

.028 = 39.75<sup>3</sup> = .00070 - Tan  $0^{\circ}02'2\frac{1}{2}''$  to correct East.

We move all stakes, pickets etc on this line on to true line. Drive several sawed posts along true line S. of #47. The Nly one being 2.724 ch. (179.8') S. along line from  $\Phi$  R.R. for Sky limit of State highway #47.

Since the East line was by far the most difficult to measure, I balance up traverse by assuming all the inaccuracy on that line.

Reducing to feet we have:

	Course	Dist.	N	S	E	W
$\Phi$	S $89^{\circ}50'2''$ E	1318.6		3.64	1318.6	
$\Phi$	North	2643.7	2642.9			
W	S $89^{\circ}20'$ W.	1341.0		15.61		1340.91
W	S $0^{\circ}29'$ E.	2623.9		2623.8	22.15	
			2642.9	2643.05	1340.75	1340.91
				0.15' var		0.16' var

Run S  $89^{\circ}50'2''$  E. on  $\Phi$  property (true line) from  $\frac{1}{8}$  S. by  $\angle$

$7^{\circ}04'2''$  off traverse line (sketch page 162)

Line runs under camp car (house on wheels)

0.0  $\frac{1}{8}$  S.

2.542 hub

3.288 (pro-rate on Doris figures) Drive Iron Pipe +

Sawed post for M.C. ch.

V. 1.43<sup>E</sup> { Doris Y. Pine stump N  $40^{\circ}$  E .327 = 21.3

{ C.D. Vaughn's B. Oak N  $27^{\circ}$  W .094 = 6.2

{ W. Pine Y. (on tank) S  $26^{\circ}2'$  W. .054 = 3.47

225.6

3.418 hub for meandering

3.55 water line.

We correct  $\Phi$  Property, E. of bay as follows.  
 Rt.  $\angle$  N.  $36^{\circ}$  from sta. 13.320  
 Th.  $N 89^{\circ} 50' W$  (to target on W. tank.) .56' ch.

$= 13.325 + 56' =$   
 13.886 W. of  $\frac{1}{4}$  S. Set MC.  
 916.7

Drive Iron Pipe + scribed post  
 $\left\{ \begin{array}{l} \text{C.D.V.'s W. Pine stump East } .82 \\ \text{W. Pine } 8'' \text{ N } 33^{\circ} \text{ E. } .59^2 \end{array} \right.$

Creek to E. 1.20

at  $930.7$   
 14.102 hut on beach for Meandering.

Meander of shore on Lot 1  
 Beginning at hut 14.102 ch. Wly from  $\frac{1}{4}$  S.  
 Az.  $270^{\circ} 10'$  = line wly

① $289^{\circ} 56'$ (N $70^{\circ} 04' W$ )	50.0	feet
② $277^{\circ} 32'$ (N $82^{\circ} 28' W$ )	64.0	
③ $244^{\circ} 07'$ (S $64^{\circ} 07' W$ )	57.6	
To hut on W. shore $3.418$ Ely from $\frac{1}{8}$ S.	171.6	feet frontage

On Corrected  $\Phi$  W. from  $\frac{1}{4}$  S.

197.4'  $\Phi$  Ely RR. right of way  
 263.4'  $\Phi$  track.  
 416.6' SW line #47 (assumed 66' wide)

Client did not care to have N. + E. lines corrected.

Average  
 $63.48^{\circ}$  N. of RR. right of way  
 $3.75'$  in " "  
 $2.218$  " #47  
 $10.881$  S of "  
 $80.338$  acres total.

Posted in County Record

See plot on file in  
 County Surveyors Office.

lll

Sec. 27 - 39-7

Location of Lake Tomahawk Tower

known to be in SW  $\frac{1}{4}$  SW  $\frac{1}{4}$

for E.C.W.

August 11<sup>th</sup> 1934 Fair 75°  
 Ray H. Hall + Arnold Thrall

Run reruns traverse + mess. with chain tape.  
 3 solar photos in AM for determination of  
 approx true azimuth.

Reduced + adjusted traverse reads:

0 = Orig. SW $\times$ Sec. 27	(See page 160)
1 N $35^{\circ} 13' E$	2.445
2 S $68^{\circ} 14' E$	8.155
3 N $12^{\circ} 33' E$	3.375
4 N $23^{\circ} 34' E$	5.088
5 N $4^{\circ} 57' E$	2.201
6 N $20^{\circ} 23' W$	4.338
7 N $53^{\circ} 59' W$	8.92
8 S $85^{\circ} 17' W$	.247 To $\Phi$ Tower

By traverse table Tower =  $.18,415 N + 2.97 E$   
 $\therefore$  Tower bears  $N 9^{\circ} 10' E$ . 18,653 ch. from Sec Cor.  
 Orientation probably correct to within  $0^{\circ} 03'$

If we assume # 27 to be due North, then  
 Tower is 196 ft. E at point 1215 ft. N. of cor.

✓

PAGES 166-176

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	N.	S.	E.	W.		
33	39		7			
20 # Tol						
and other		20 & c			Road for Woodruff Town	
33	39		7			
33	39		7			
√ 20+29	39		7			
√ 33					NE NE + lot 1	Mrs. E. Marion
27					Location of Fire Tower	
33	39		7			

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