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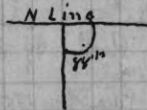
Sec 5. 37-8 May 13-1918

Began at W $\frac{1}{8}$ P. on N Line in center of Road
Run south var $1\frac{1}{2}^{\circ}$ E

4032 along cent of road and set $\frac{1}{8}$ Post an
iron pipe in cent of road TEL pole N 67 E 37

This $\frac{1}{8}$ P is the same distance from N Line
as the E $\frac{1}{4}$ P. and is about 150 north of stream
Then E PARALLEL with N. Line to River about
1000. I had taken the angle at starting point

From the N Line to $\frac{1}{8}$ Line running south
which is $88\frac{1}{2}$ Thus



#R30477

Survey of NE $\frac{1}{4}$ NW $\frac{1}{4}$ (fractional)
for John Warekois RR #2

by Ray H. Hall - deputy

Note - D. H. Vaughan subdivided this section in 1905-06. We ran the N. line of this forty last year for Louis Belzki. We cruised the NW Quarter on April 17th 1930 and found D. H. V's West $\frac{1}{4}$ and his Center Sec. Also identified Orig. NW cor. (in Town Road) by the Orig. N.E. B.T. —

May 6th 1930 Fair 75°
Ray, Keith & Marshall Hall, John Warekois & 2 helpers
at N. $\frac{1}{4}$ set by D.H.V. which is an iron pipe

{	W. Pine stump	30"	S71°±E	.62	=	40.9'
{	W. " "	18"	N56°W	.725	=	47.8'
{	W. " "	40"	S17°20'W	1.059	=	69.9'

Belzki has built new fence W + N from here.
Run S. on random $\frac{1}{4}$ line V. 0°45'W. (setting up about 80 lbs. S. of corner for magnetic observation.)
Angle W. to S. ± by sighting along parallel with new fence 87°44' @ 175' ± 28'

chains

0.0 D.H.V. $\frac{1}{4}$ S.
2.00 picket on line for triangulation over creek bottom
(+2.716)

4.716 hub S. of creek .043 W
90° base West 1.234 ch. ← E to NE 65°34'

12.107 hub .11 $\frac{1}{4}$ W

18.208 rt. ← West .169 + set $\frac{1}{8}$ S.

@ Drive pine plug + square iron bar for corner
0° Var. { Y. Pine 14° S42°W .349 = 23.0
{ Y. " 15° N85°W .312 = 20.6

20.78 hub

32.181 "

36.835 " + turn ← N to W to D.H.V. Center Sec. 90°33' .344

∴ 36.838 right ← West to C. $\frac{.344}{.00934} = \tan 0°32'$

∴ True line dist = 36.84

Vaughan's old post rotted off + fallen over. We drive new Jack pine post and flat iron rod

(C) { B. Pine 6" S51 $\frac{1}{2}$ °W .227 = 15.1'
Var 0°45'W { D.H.V. Stump N62°W .375 = 24.7'
" " S71°E .66 = 43.6'

20.44 Cont. Rec. # Sec

18.65 " " § "

= 139.09

19.545 " " $\frac{1}{4}$ line N. of B a
(calc.)

+ 20.

39.545

- 36.838

39.545 - 36.838 = 2.707 short (.0684 short per ch. $\times 20 = 1.368$)

- 20.

18.632

$\times 19.55 = 1.337$

- 19.545

18.208 ✓

We correct this line N. of (a)

Random Var. 0°45'W.

+ 32'

Correct " 1°17'W

W. line NW $\frac{1}{4}$

P.M. 3 Halls + J. Warekois - rainy

Mess. off 24 lbs from Orig. B.T. stump at NW x Sec 4 + did in the road. Find no evidence of any mon. or stake. With 1°25' E Var. we set cor. by Orig. B.T. Drive Boiler flue 8" below surface

(1) { Orig. W. Pine stump (Orig. boxing OK)
N. 60°E .24 = 15.8'
Var. 1°25'E { New W. Pine 12" N59 $\frac{1}{2}$ °W .757 = 50.0'
{ NW x log bldg. S42°E .564 = 37.4'

Corner appears to be triple N. of § lone west

Identify D.H.V.'s $\frac{1}{4}$ S between Secs. 4 + 5 by remains

of old post in W. edge of Town Road N+S. + in line
of old Town Road E. + OK with both of D.H.V. stumps
Drive Boiler flue for corner - W. rut-

⑧
Var. 1-44 W. { D.H.V. pine stump N 47° W .13 = 8.6'
" " " N 34° E .71 = 46.9'

Traverse in between corners + meas. S.

0.75 $\frac{1}{2}$ bridge over creek

0.0 Sec. cor.

3.067 hub - summit

20.18 hub + line of crooked fence Ely

20.193

⑩ Drive iron strip 4" below surface of road
Nothing for bearings

25.00 set flag for triangulation over slough

+ 8.016

33.016 hub S. of slough 90° base West 2.898 ch.
∠ 70° 07' ⊙ 140° 15' ✓
= 8.016

39.95 $\frac{1}{4}$ S.

40.44 Rec.

40.44 (.49) (.012) short per ch. { $\times 20 = .242 - 20 = 19.758$
 $\times 20.44 = .247 - 20.44 = 20.193$ ✓
39.951 ✓

Run E. on random $\frac{1}{4}$ line, following $\frac{1}{2}$ road for
convenience. Angle N to E at $\frac{1}{4}$ S. = 81° 42' ✓

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

20.00 hub just W. of road junction

20.12' rt. \angle S. .296 + set $\frac{1}{8}$ S.

① Drive pitch pine plugs.

0° Var. { Y. Pine stump 12" S 14° W .266 = 17.6'
" " " 14" S 58° E .918 = 60.6'
Rt \angle dist S. of $\frac{1}{2}$ E+W. road = .345 = 22.8'
" " " SW $\frac{1}{2}$ main " = .766 = 50.6'

28.573 hubs + leave road

32.033 "

39.694 " + turn def. \angle SE to C 47° 10' - 94° 19'
.808 ch.

Intersect random lines + turn \angle W to N. (poor sight)

① 97° 38' ✓ ⊙ 195° 16'

$\therefore 40.243$ rt. \angle S. to D.H.V. Centre Sec. $\frac{.593}{.01473} = \text{Tan}$
0° 50' 40"

(40.247 on true line)

May 9th 1930 Fair. Hot. $\frac{E+W}{8}$ line
Ray. Keith, Marshall. John W. + 1 helper
Run West on $\frac{1}{8}$ Sec. line from (a) by angle S to W
off random (sta. 18.193 page 22) 184° + 47° 30"

Meas. sta. to sta. by stadia only.

40.07 + (calc.) fall 3.6 feet (.0546 ch.) S. of $\frac{1}{8}$ S on W.
Correct + stake this line - entire length.

$\frac{N+S}{8}$ line.

At station 20.167 on $\frac{E+W}{4}$ line (random) turn E to N.
81° 42' 40" and run N on $\frac{1}{8}$ line. Stadia meas.

38.395 (calc.) fall. 4.05 ft. (.06' ch.) E. of D.H.V. $\frac{1}{8}$ on Tp. line
Correct + stake line N. of $\frac{1}{16}$ S.

Triangulate to $\frac{1}{8}$ S. on Tp. line from S. bank 4.717
Chain S. to $\frac{1}{8}$ line
 $\frac{14.49}{19.207}$ ✓

Set $\frac{1}{16}$ S. at intersection of corrected $\frac{1}{8}$ lines
+ drive flat iron rods + pine stake

② { Y. Pine stump 12" S 25° E .36 = 23.8'
" " " 24" S 35° W .86 = 56.8'
0° Var. { Corner present fence
W + N' tw. N 17° E .34 $\frac{1}{2}$ = 22.8'

The angle at N $\frac{1}{4}$ W to S. calculates 87° 06'

Averaging our meas on $\frac{1}{4}$ Sec. N. of $\frac{1}{8}$ 20.193
" " " $\frac{1}{4}$ line " " 18.208
 $\frac{2}{38.401}$
19.20 ✓

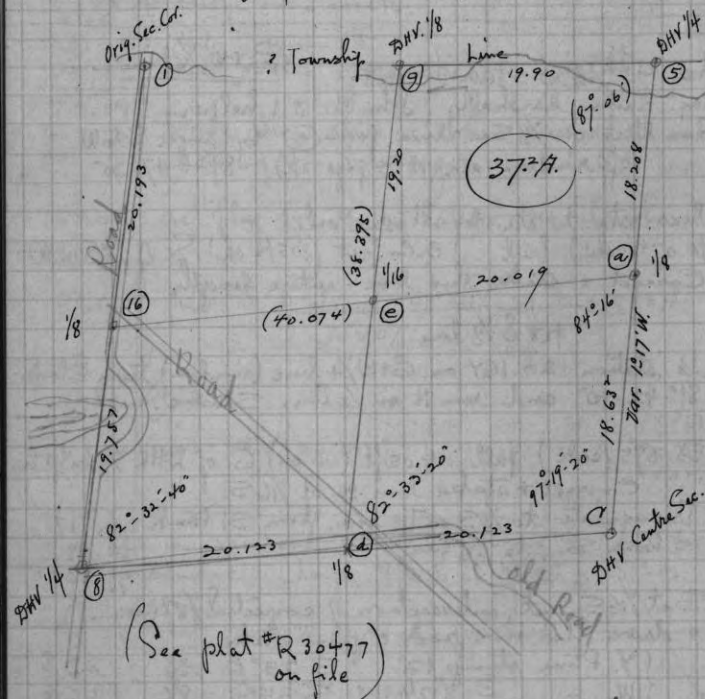
Baliski has driven Iron Pipe & built new fence N & E.
 at the $\frac{1}{8}$ S. on Tp. line. Bearings as marked last year -

Pocket ⑨
 Compass { Y. Pine stump 15° S 54° E .10 = 6.6'
 X. " " 12° S 84° W .569 = 37.6'
 W. " Birch 6° S 85° E .418 = 27.6'

N. line this forty meas. last year 19.90 chains.

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(See plat #R 30477
 on file)

Posted in County Record

SEC 9-37-8 Nov. 16. 1918

E 1/4 P NEW! W Pine STP 12 S 5 1/2 E 81
 Run west U or 4th on same course as in Sec 10
 as there is nothing to tie onto going west
 416 enters swamp 200 E of little car lake
 and set me } Pine STP 10 N 40 W 5
 } 24 S 50 1/2 E 66

2899-37-8 1918

EARTHENWARE

SANDWICH ISLANDS

SANDWICH ISLANDS

SANDWICH ISLANDS

SANDWICH ISLANDS

2899-37-8 1918

EARTHENWARE

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Went to center of Section found an iron
Pipe for Post set by Darr and Stump of his S E W
bearing tree has been grubbed out for road
Post is in road. Run E Var 4° E

2010 found Darrs $1/8$ Post on line

4020 E $1/4$ Post gone and bearings as burned
out. found one stump. thing it was the
original NW tree, and set new Post

Went from center on corrected line

3993 W $1/4$ Post gone. Took Darrs distance
for it and set W $1/4$ Post N 12° 54' 12" E 81

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SEC 22-37-8, NOV 3 1921

WENTS & came orig lines gone
and new I made 20 years gone but
am sure I found the Skunk. Run W var $4\frac{1}{2}^{\circ}$
4266 $\frac{1}{4}$ P on line found stp of my BT
8948 feet 816 N of SW corner Found
It The SW original line of and Part
I set 20 years ago

As the center of this section
is in a lake. I Found my old
notes for the N. Line. E line and the
west also the east & west $\frac{1}{4}$ line
as there was no $\frac{1}{4}$ Posts on the
N. E. and West lines They are all
straight. The length of the E and W
section lines are almost the same
length. But west line is much
longer. I run west from E $\frac{1}{4}$ P
on corner bet. $1\frac{1}{2}$ + 16 inches. The bearing
for this $\frac{1}{4}$ P is SW corner of log house
N 12° W $59\frac{1}{4}^{\circ}$. E $\frac{1}{4}$ P West var 30° E
3544 meters set Lak

4006 over Lak
8658 feet 3 links N. of W $\frac{1}{4}$ P
which I set 20 years ago. A large
Fence Post Now stands where $\frac{1}{4}$ P
stood. I set $\frac{1}{8}$ P west of center
and Run South var 6° E

4078 feet 126 E of $\frac{1}{8}$. which
I set at at 2341 W. of S $\frac{1}{4}$ P
B. line. 12° N $25\frac{1}{2}^{\circ}$ E 58°

Set $\frac{1}{8}$ Post at 2039. Corrected
line South to $\frac{1}{8}$ Post

Run East from $\frac{1}{8}$ Post S. of center
var 30° E

4055 feet 408 S. of E $\frac{1}{8}$ Post
corrected line west to $\frac{1}{8}$ Post
NEEdle works bad. Should have
come close to S $\frac{1}{8}$ P. on E line

Measurement of certain parts of road used in transporting school children to the school in Sec 19. 37-9 (near W 4).
- for School Board Pine Lake School #5:

June 14th 1930

H.C. Hall, Ray + Marshall with Ed Wemple (of the Board)

Meas. with 100' tape from front door of said school SWly 116' to center of road. Thence on continuous meas in E Toward Road on the Range line.

1737' " " " to E. (beginning of curve)

1913.5 " " " (produced)

Continue S. on + along Range line on a Toward Road showing little or no traffic

4500 intersect E Trails End Road + continue SWly on do

9100 to Pat Gauthier's door

9228 " Arcade " "

9908 " Nelson Bissonette's "

10344 " Frank " "

10456 " Holland Skinner's "

10560 = 2 miles from school door set a stake on W. side of road marked 2 miles (surface meas)

10564 Phone pole at E side of road.

From station 4500 above, meas. N 60° E on E of Trails End Rd.

2310 intersect E County Trunk P.

Continue N 60° E in E do.

6900 intersect first meas. at 1737 (B.C.)

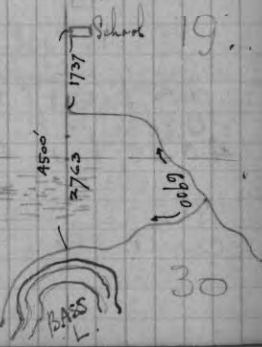
(176.5 N. of intersection of E of the roads)

∴ $\frac{6900}{-2763}$
5280) 41377.78 mile

long route is .78 " longer.

25

To Trails End



30

of NEWBOLD Aug 4 1924
in S E E 23-37-8
Commencing at an iron pipe

which stands 900 West and
950 north of The South $\frac{1}{4}$ Post
of section 23.-37-9 and on
The east line of State highway
no 39. an iron pipe level with
The surface. From which an oak
8 in in diameter bears N 11 West
82 $\frac{1}{2}$ LKS distant. A TELEPHONE
POLE 8 bears S 1 E 54 LKS distant
Then N 9 $\frac{1}{2}$ W-163

" N 10 E 4457

" N 5 E 120 To The East $\frac{1}{8}$ line
in sec 23-378 Set an iron monument
in center of WILD WOOD ROAD even
with the surface. & Birch & S 60 E 12.
The PLACE of Beginning is 900 East
and 950 S of The S $\frac{1}{4}$ Post of F 23
37-8. Whole Length of Road
surveyed is 9.77 chains or 39
Rods

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150 SEC. 35-37-8 JULY 25 1919

SURVEY of Road for the town of Newbold to determine the place of beginning Began at the center of this section set by Dorr and run East on offset of 19 Links 1850 OFFSET 19 LKS South to Line

4094 fELL 93 N of 1/4 P an iron pipe in road corrected line West and set 1/8 P E of Center at 2047 an iron pipe.

Set a Stake on this line 37 1/2 links West of the Right of way of the Chicago & North Western R.R.

The Road for Town is as follows Commencing at the 1/8 Post East of the center of section 35 Township 37 N. Range 8 East

Thence East on 1/4 section line to a stake which stands 37 1/2 link west of the Right of way of the Chicago and North-Western Railroad

Thence Southerly parallel with and 37 1/2 links from said right of way about 9.00 chains to the intersection of the old wagon road near the railroad crossing

SURVEY OF ROAD, TOWN OF NEWBOLD

May 12, 1921

Commencing on the line between Sections 25 and 26, Township 37 N of Range 8 East and 31.00 chains

Corner to 25-26-35-36. 2.37 chains

Thence N. 21° E Var 4° E 237 chains

" N 50° E " " " 575 "

" 34 " " " " 310 "

" 64 " " " " 370 "

Magnetic courses only

Course and distances also given as the center and line of Road

August 8, 1919
SURVEY of Road for town of Newbold¹⁵¹

Commencing at the South 1/4 Post of Section 32, Township 37 N Range 8 East thence North or 13° East, and on or near the north and south 1/4 sections line, 4000 chains.

I have run the east line and West line of this section also the north line and found the N 1/4 Post now gone. And the course of this line I have run must be very close to the N & S 1/4 line

SURVEY of WILD WOOD ROAD for the town of NEWBOLD May 14, 1921 commencing at a Point on the section line between Sections 23 and 26 Township 37 N R. 8 E and 1.70 East of 1/4 Post

Thence N. 31° E Var 4° E 31 E 4.50

" " 8 " " " 2.00

" North " " " 3.00

" 38° W " " " 2.80

" 18 " " " " 1.45

" 5 " " " " 17.0

" 32 " " " " 4.45

all courses as magnetic courses and distances given as the center and line of road

Survey of Road for town of Newbold May 27, 1921 in SEC 2 15-16-37-8

Commencing at the corner to Sections 15-16-21 & 22 Town 37 R 8 East

Thence N 45 1/2° W. var 4° E 355 chains

" N 48° W 1005. To an old road, and

set a Post and Made bearing

S. Pine stump 1435 E. 83

Survey of SE $\frac{1}{4}$ SW $\frac{1}{4}$ Sec. 33
for E. P. Crosby.

April 2nd 1930 $+30^{\circ}+45^{\circ}$
H.C. Hall with Ray, Keith & Marshall $\frac{1}{2}$ day
Run west, on cut-out random found, from U.S. General
Land Office monument (set in 1927 in US Supplemental
Survey of Sec. 33) at South $\frac{1}{4}$ S. cor. Sec. 33.

Meas. in feet

0.0 USGLO monument
556. \pm US highway #8 (approx. \pm of grading)
1236.2 hub & begin traverse along road N.W.ly.

① def. \angle (R)	$19^{\circ}15'25''$	733.0'
② " \angle (L)	$36^{\circ}45'45''$	400.0
③ " " (L)	$2^{\circ}30'$	357.2' To

USGLO monument at SW corner Sec. 33

Assuming first 1236.2 as West we have 2645.3 W.
0.75' S.

$.75 \div 2645.3 = .000284 = \text{ct } S 89^{\circ}59' W$

\therefore would have fallen N. $0^{\circ}01'$

USGLO map gives true course as $S 89^{\circ}57' W$.

\therefore our random " = $S 89^{\circ}58' W$.

\therefore True Courses of our traverse =

① $S 89^{\circ}58' W$	1236.2'
② $N 70^{\circ}46'35'' W$	733.
③ $S 72^{\circ}27'46'' W$	400.
④ $S 69^{\circ}57'40'' W$	357.2'

April 3rd 1930 $+50^{\circ}$ - Same party 10:45 AM - 5 PM

Run N $42^{\circ}36' E$ from USGLO mon. at SW \times 33 by angle $65^{\circ}21'40''$

Sta N off our traverse. (Mag. needle varies $3^{\circ}19' E$ of 0 Azimuth)

Chains

0.0 USGLO mon.

.72 \pm Hwy #8 N & Ely

3.01 hub

14.264 "

22.665 set temp $\frac{1}{8}$ S. at USGLO Record (1927)

22.70' correct .007 E + set $\frac{1}{8}$ S. (S. $\frac{1}{8}$ on W line)

Apr. 8th Drive pine post (in hollow) pile rocks around.
 $\gamma 3^{\circ}15' E$ { W. Pine stump $24''$ (spike in do) lbs N31 $\frac{1}{2}$ E .23 $\frac{3}{4}$
 " " " $24''$ " " " S43 $\frac{1}{2}$ W .60 $\frac{5}{8}$

Random continued

25.02 hub

41.633 " on hill

45.402 fall .014 W. of USGLO mon at Orig. $\frac{1}{4}$ S $32^{\circ}33'$

= .00035 = $\text{Tan } 0^{\circ}01'15''$

USGLO Bearings { Tamarac $5^{\circ} N 63^{\circ}4' W$.11 $\frac{3}{8}$ ch.
 Spruce $6^{\circ} S 71^{\circ} E$.24 $\frac{9}{8}$

Run " $S 87^{\circ}08' E$ on $\frac{1}{4}$ sec. line by angle S to E of random
 $91^{\circ}42^{\frac{3}{4}}'$

0.0 USGLO pipe

9.974 hub on hill

16.453 " " "

18.935 set temp $\frac{1}{8}$ at US Record (1927)

18.97 correct .05 N. + set $\frac{1}{8}$ S. corner on E. slope

Apr. 8th Drive piece of strap iron on windfall mound

Jan. $3^{\circ}15' E$ { Oak stub $10'' N 20^{\circ} \frac{1}{2} W$.14

Random continued

27.466 hub

31.917 "

33.392 find a picket at shore 3 or 4 lbs N. of line

- No US monument to be found here -

Later -

37.874 Intersect our random $\frac{1}{4}$ line from S.

at 43.313 \angle S to W $91^{\circ}04' \pm$

\therefore 37.94' fall .10 S. of pro-rate on N+B line (corrected)
 $.00264 = \text{Tan } 0^{\circ}09'05''$

Sec. 33 - continued -

April 4th 1930 Fair 50° 60°
H.C. Hall with Ray Keith & Marshall 10:45 to 5:30

Run N 1° 50' E. on true(?) 1/4 Sec. line from S. 1/4
by angle W to N. off our random Φ
91° 52'

0.0 USGLO mon. at E. side of road south

1.50 Φ Highway #8

3.09' hub N. edge gravel pit hrs Westly
(correct -32' E)

8.45 " " .86' E)

10.30 Intersect pond

17.58 over " (on ice) enter bog border

18.09 hub

21.00 leave swamp hrs NNE

21.67⁵ set temp's

21.70⁶ correct E. .03³ ch. = (2.18') + act 1/8 S.

Drive boiler flue + 3" tamarac post
on E. slope 10 lbs. from swamp.

April 8th
y 3° 15' E { W. Pine 14" squared up yrs. ago by cruiser
S. 20 W .249
W. " 18" N 47 1/2 W .372
(horizontal measurement)

Random continued

26.22² hub on hill overlooking Velvet L. NE

28.72 bay of " "

36.94³ hub

39.03⁷ "

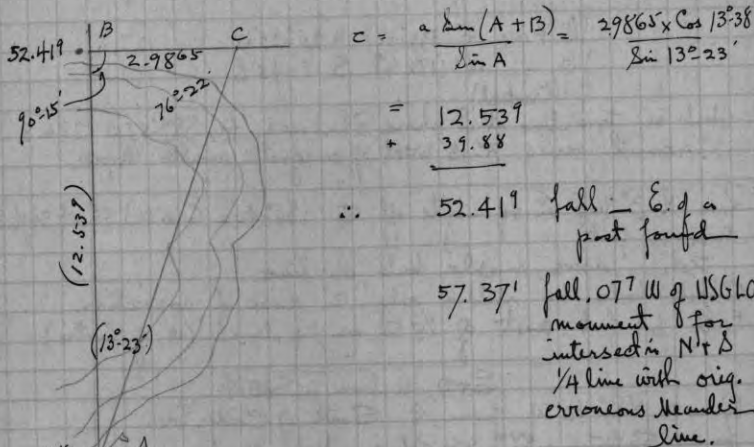
39.88 fall .02⁴ ch. E. of meander post found?

43.31³ Intersect our E+W random

Measure E. to Meander post found 3.65⁷

43.41³ Center Sec in lake calc. .06⁷ ch. E.

April 7th 1930 30° Windy Same party - all day
Continue N. on 1/4 line - same random
Triangulate over lake at Centre Sec. (now open water)



$$62.53' \cdot .097 = \tan 0^\circ 05' - 20'$$

$\times 57.37$

.089 correct at orig. meander line

$- .077$

\therefore Correct line is .012 E. of US monument at "

" in 5.16 = .00233 = $\tan 0^\circ - 08'$

$$0^\circ - 08' \text{ in } 24.13 = .056$$

\therefore our corrected line falls .056 W. of USGLO 1/4 in lake?

\rightarrow We correct and pro-rate to " MC at Flanner L.

62.531	$\times 37.85 = .058$	= 39.908
- 62.44	$\times 43.35 = .063$	= 43.413
62.44	$\times 52.34 = .076$	= 52.416
	$\times 57.28 = .083$	= 57.364

Center Sec.

April 7th 1930 continued

Set $\frac{1}{8}$ S on $\frac{1}{4}$ SW $\frac{1}{4}$ at sta. 1322.6 on corrected line
Comes in N&Sly ditch highway #8
Drive Iron Rod for corner 4° below surface

{ W. Pine $14^\circ (333.38)$ N $26^\circ 20' W$ 127.1'
W " $14^\circ (172.47)$ S $7^\circ 45' E$ 102.9'
(Crooked)

Hub on true line at E. shore Shadow L. brs $S 89^\circ 57' W$ 286.8'
 0° Azimuth varies $3^\circ - 15'$ west of magnetic meridian here

Run N $3^\circ 16\frac{1}{2}' E$ by angle off $\frac{1}{4}$ ($86^\circ 40\frac{1}{2}' E$ to N) short sight
Meas. (in feet)

20. drives maple hub on line

Check hubs by stadia only in case of correction
Fall 1.1 feet west of $\frac{1}{8}$ S. on $\frac{1}{4}$ line (W. of Centre)

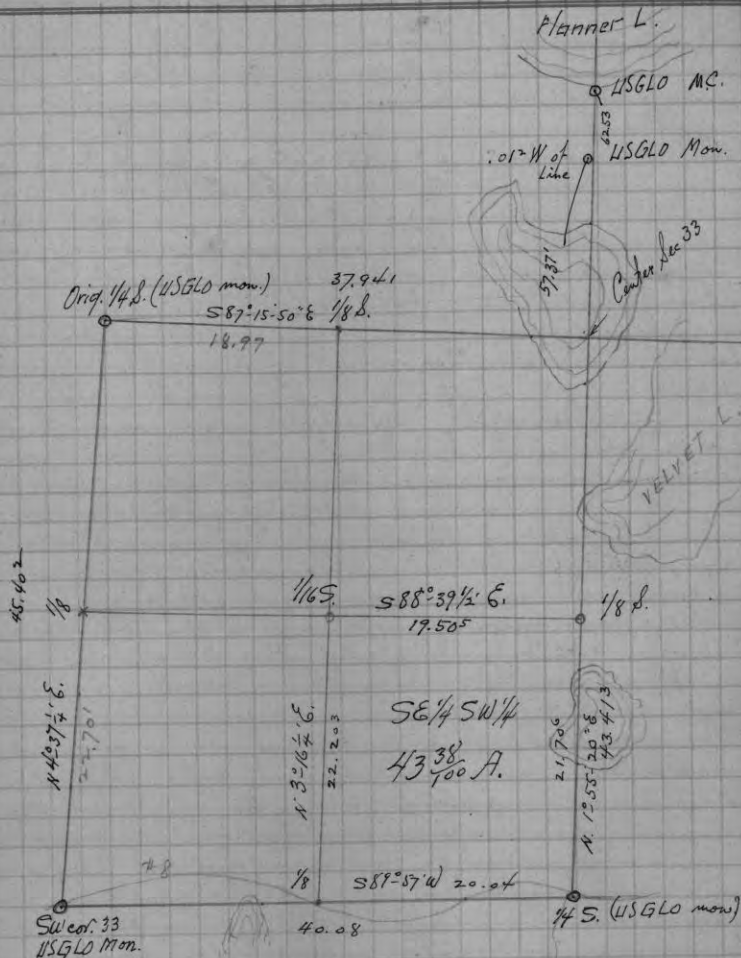
Run $\frac{1}{8}$ line in SW $\frac{1}{4}$

Run N $88^\circ 40' W$. from $\frac{1}{8}$ South of Centre Sec.
by \angle S to W $89^\circ 30'$ off random $\frac{1}{4}$ line
Stadia check on hubs our only measurement
2574.7 (calc.) fall .032 ch. (2.11') N. of $\frac{1}{8}$ on $\frac{1}{4}$
.00082 correction \rightarrow S.

Set $\frac{1}{16}$ S (Centre of SW $\frac{1}{4}$) by correcting random
lines 1.05 ft. S. and .55 E at intersection
Drive boiler flue and pine post

$V. 3^\circ 15' E$. { $\frac{1}{16}$ Pine stump $14^\circ S 51^\circ 30' E$.31 = 20.5'
" " " $8^\circ N 61^\circ E$.30 $\frac{3}{4}$ = 20.3'

Note - Since the two USGLO monuments at 57.37 and 62.53
on N & S $\frac{1}{4}$ line obviously do not line up with South $\frac{1}{4}$,
and since we found the relation of the course of
the W. line and S. line so near what the USGLO plat of 1927
claims, we are basing our courses in SW $\frac{1}{4}$ on the
 $\frac{1}{4}$.



Posted in County Record.

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	N.	S.	E.	W.		
5	37		8			
35	"		"		SURVEY OF Road for the	
32	"		"		" " " " " "	
10	"		"			
9	"		"			
25 & 26	"		8		Survey of Road for	
23 & 26	"		8		" " " "	
15-16	"		8		" " " "	
23	"		8		" " " "	
<hr/>						
✓ 33	37		8		H. E. Hall SE 1/4 of SW 1/4	
✓ 4	"		"		NE 1/4 of NW 1/4	
25		etc			Road measurement	

FOR WHOM SURVEYED	WHEN			Page
	Day	Month	Year	
fredrick et. al.	14	may	1918	21
Town of Wood Newbold		JULY	1919	150
" " " "	8	aug	" "	151
Town Tomahawk Lake		NOV	1919	45
" " " "	16	"	1918	37
" " " "	14	may	1921	50
" " " "	14	"	"	151
" " " "	27	"	"	151
" " " "	4	aug	1924	93
<hr/>				
E. P. Crasby		April	1930	152
John Warekois		May	1930	22
Town of Pine Lake School #5?	14	June	1930	90