

State of Wisconsin
County of FOREST

RESTORATION OF LOST ORIGINAL GOVERNMENT SURVEY CORNER. THIS CORNER
SS. CAN ALSO BE DESCRIBED AS: "THE MEANDER CORNER ON THE EAST SIDE OF
LAKE METONGA BETWEEN SECTIONS 5 AND 8, T35N-R13E, 4th. P.M.

I NEAL SPERHAKE, do hereby certify that on the SECOND day of SEPTEMBER,
19 64, I established the SOUTHWEST MEANDER CORNER OF SECTION 5, TOWNSHIP 35 NORTH, RANGE 13
EAST, Fourth Principal Meridian,
as described hereon.

History: This corner was established during the original survey of this township, as noted in the original field notes for the original survey, of T35N-R13E, 4th. p.m.

Description of monument and accessories I established to perpetuate the location of this corner:

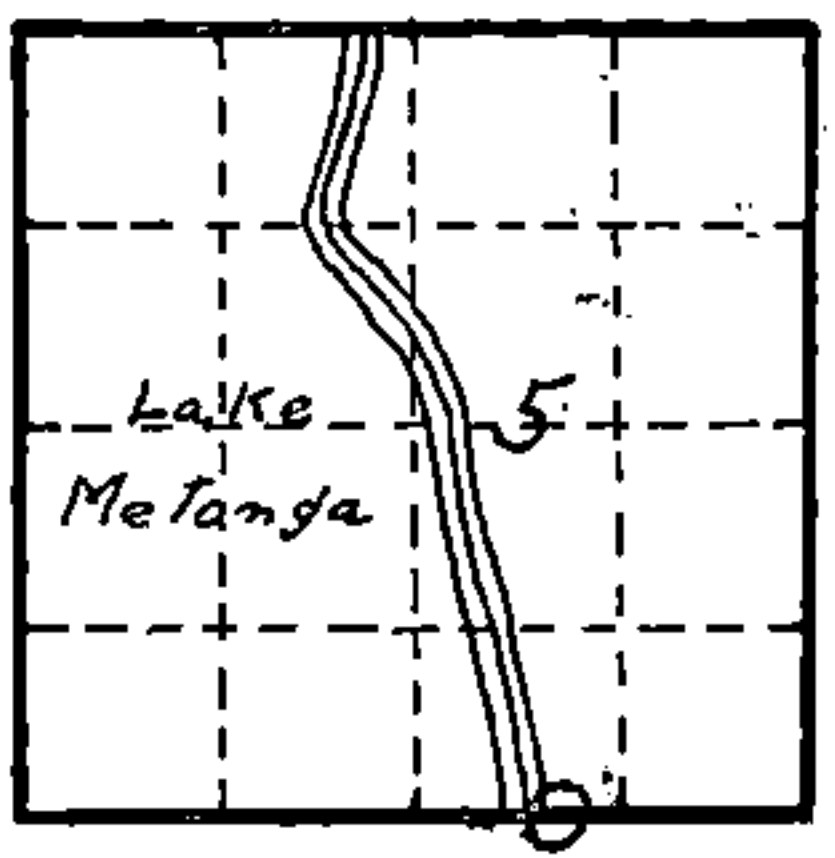
At the point determined for the location of the corner I emplaced a:

GALVANIZED IRON PIPE, THREE FEET LONG, ONE INCH IN DIAMETER, WITH ALUMINUM CAP DENOTED AS,
"KIMBERLY-CLARK CORP. T35N MC BTWN. 5 & 8 R13E SPERHAKE RLS 463 9/2/64."

The pipe is witnessed by:

- W. Birch 8. N 26°W 9½ links. (SCRIBED S 5 MC NBT).
- W. Birch 8. S 10°W 18 links. (SCRIBED S 8 MC NBT).

Description as to how corner was located:



O = Corner monument restored

No evidence of the original corner is present. The corner of 4, 5, 8, 9, and the town line corner of 4 and 5 had been previously established, as had the town line between sections 32 and 5. Lacking any further evidence to work from, a line was run westward from the corner of 4, 5, 8, 9, to Lake Metonga, parallel to the town line. At a point 26.21 chains west of the corner of 4, 5, 8, 9, the center of the Soo Line Railroad track was intercepted. Assuming the town line to be on a due east-west bearing, the line between sections 5 and 8, being run parallel to the town line, can also be assumed to be on a due east-west bearing. With relation to these lines, the railroad is running at a bearing of N 9°57'W. Through its entire distance in section 5, the railroad is in a perfectly straight line. The interception of the line running westward from the corner of 4, 5, 8, 9, and the railroad is at a point 5,026 feet south of the intersection of the railroad and the town line. I have obtained from the Soo Line Railroad a survey map of the line at this particular point which was made at the time the railroad was built around 1900. I have used this map considerably in retracement surveys in both towns 34 and 35 north, and found it to be very accurate with reference to original survey corners, whenever original evidence is still present. I can only assume that if this map is accurate with relation to original corners which are still present, it is just as accurate with reference to original corners which were present over sixty years ago at the time of the construction of the railroad, but which have disappeared since. This map shows that the intersection of the centerline of the railroad and the section line between 5 and 8 is exactly 5,032 feet south of the intersection of the centerline of the

(continued on back)

Resident witnesses _____

Dated at Crandon, Wisconsin, this 12th day of January, 1965.

Signature Neal Sperhake

Title Registered Land Surveyor Registration No. 463

~~Office of~~ Forest County ~~of~~ Wisconsin

I hereby certify that the within instrument was ~~filed in this~~ filed in Book No. 4351365 on the 12th day of January 1965, and was ~~filed in Book No.~~ signed and ~~Page No.~~ sworn to ~~in County Records.~~ before me.

Surveyor's Seal

Signature Anna Peterson Title Notary Public

43513650012

89581

OFFICE OF
NOTARY PUBLIC,
FOREST COUNTY, WIS.

JAN 12 1965

Anna Peterson
Notary Public

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railroad and the town line between sections 32 and 5. At this point then, a decision had to be reached as to whether the section line between 5 and 8 was parallel to the town line, or should, at the intersection of the railroad, be dropped six feet further south to conform with the railroad map. Since a difference of opinion of six feet in meridional distance after almost a mile and three quarters of survey line had been run over rough terrain (the town line, the line between 4 and 5, and 26.21 chains of the line between 5 and 8) is of not much consequence, and since there are valid arguments that perhaps a railroad survey of sixty years ago might not have been run to the accuracy that a present day survey has been run (I refer here not to the actual linear length of the railroad line, which probably was run very precisely, but to the tying in to government corners a mile apart, and over a quarter mile in one case, and a half a mile in another case, east of the railroad) I have decided that in the best interests to accept the premise that the line between 5 and 8 should be parallel to the town line. The survey line, on the line between 5 and 8, was continued west then to what appears to have been the high water mark of Lake Metonga for many years. This distance between the corner of 4, 5, 8, 9, and the high water mark of Lake Metonga is 27.23 chains. I have assumed that this high water mark was the point picked in the original survey on which to establish the meander corner. This is open to argument too, since the establishment of a road on the lake shore could conceivably have disrupted the original high water mark. The original distance for this line was 27.90 chains. I do not believe that this difference of 67 links, between the original length of the line between 5 and 8 and the present measurement, is significant. I have, therefore, placed the meander corner on the present high water mark of Lake Metonga at a point 27.23 chains west of the corner of 4, 5, 8, 9, on a line that is parallel to the town line.