

April 2nd 1918

PETITION TO RELAY ROAD. - See next page.

We, the undersigned freeholders of the Town of Leon, do hereby petition the Town Board of Supervisors of said Town to relay the Pleasant Valley Road from a point near Carl Meyer's gate near the foot of the steep grade on the present road in the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 33, Town of Leon to a point near Godfrey Oswald's gate a short distance east of the wooden culvert in the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 33, in accordance with the survey made on March 18, 1918, by the County Highway Commissioner.

Albert Oswald Geo. Lilliestrom

Rudolph Keen Elizabeth Richardson

Peter Anderson Mrs. Ogden

Wm. Christensen Martin Erickson

J. Jones Julia Jones

Wm. Ringquist

Carl Christensen

Arthur Hagen

Albert Hagen

~~Wm. Christensen~~

Oscar Erickson

John Vestring

Pat Sullivan

John Jones

Edw. Oswald

ALTERATION OF PLEASANT VALLEY HIGHWAY.

PETITION TO ALTER HIGHWAY.

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We, the undersigned, freeholders of the Town of Leon, Monroe County, Wisconsin, do hereby petition the Town Board of said Town to alter the Pleasant Valley Road from a point on said Pleasant Valley Road in the Northeast Quarter of the Southeast Quarter of Section Thirty-three (33), Township Sixteen (16), North, Range Four (4), West, located one hundred ten (110) feet Northeast from the wooden gate opening on land belonging to Carl Meyer near the foot of a steep grade, and said point being marked by an iron pin three-quarters inches square and nine inches long, driven in the center of said highway and more directly located by bearing North thirty-nine degrees (39°) thirty minutes (30') West, eighteen and 4/10 (18-4/10) feet from a blazed tree on the Southeast side of said highway, and south eighteen degrees (18°) West, sixteen and one-tenth (16-1/10) feet from a blazed tree on the Northwest side of said highway, thence running along said Pleasant Valley road to an iron pin driven in the center of said Pleasant Valley Road Easterly from a wooden culvert over the run crossing the public highway near Godfrey Oswald's cut and forty and 8/10 (40-8/10) feet Northeasterly from a blazed willow on the East Bank of a run south of said bridge and thirty-five and 6/10 (35-6/10) feet Southeasterly from a blazed willow on the East Bank of a run North of said bridge; said highway known as the Pleasant Valley Road to be altered as follows: ^{commencing at a point first above} thence bear S 63°45' West Two Hundred Twenty-eight and five tenths (228.5) feet-passing through said gate to an iron pin driven in the ground; thence S 52° 30' West Two Hundred Eighty-two and seven-tenths (282.7) feet to an iron pin driven in the ground; thence S 44°50' West Two Hundred Twenty four and three tenths (224.3) feet to an iron pin driven in the ground on the fence line dividing the NE₄ of the SE₄ of Section 33 from the NW₄ of the SE₄ of said Section 33, said pin being more definitely located by bearing North 50° West Forty-two and seven-tenths (42.7) feet (following said fence line) from a blazed tree about twelve inches in diameter growing on the 160 A

line, and N 55° West twenty-eight and eightytenths (28.8) feet from a blazed water elm about twelve inches in diameter; thence from the iron pin last above described bear South 72°15' West Two Hundred seven and four-tenths (207.4) feet to an iron pin driven in the ground; thence South 54°45' West two hundred eighty-two and eight-tenths (282.8) feet to an iron pin driven in the ground on a fence line running southeasterly and northwesterly; thence South 15°30' East following said fence line Five Hundred Fifty Two and three-tenths (552.3) feet to an iron pin driven in the ground in the center of the present road, said point being more patricularly described as lying Easterly from the wooden culvert over a run crossing the public highway near Godfrey' Oswald's gate, and Forty and eight-tenths (40.8) feet northeasterly from a blazed willow on the east bank of the run south of said bridge, and thirty-five and six-tenths (35.6) feet southeasterly from a blazed willow on the East bank of the run north of said bridge.

This center line of the alteration ~~as described~~ as described above traverses the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 33, T16N, R4W, a distance of seven hundred thirty-five and five tenths (735.5) feet on land belonging to Carl Meyer; the NW $\frac{1}{4}$ SE $\frac{1}{4}$ and the SE $\frac{1}{4}$ SE $\frac{1}{4}$ of said section a distance of one thousand forty-two and five tenths (1042.5) feet on land belonging to Hans Noringseth.

Dated at Leon, this _____ day of April, 1918.

5
19

1918

Leon, Wis.

Vol 2

Town Board met today
at residence of Godfrey
Oswald pursuant to
Notice posted and served
to consider application for
alteration of highway, survey
of said alteration being as
follows: - Beginning at

a point on said Pleasant Valley Road in the Northeast
Quarter of the Southeast Quarter of Section Thirty-three (33), Township
Sixteen (16), North, Range Four (4), West, located one hundred ten (110)
feet Northeast from the wooden gate opening on land belonging to Carl
Meyer near the foot of a steep grade, and said point being marked by an
iron pin three-quarters inches square and nine inches long, driven in the
center of said highway and more directly located by bearing North thirty-
nine degrees thirty minutes ($39^{\circ}30'$) West, eighteen and $\frac{4}{10}$ ($18\frac{4}{10}$)
feet from a blazed tree on the Southeast side of said highway, and south
eighteen degrees west (18°), sixteen and one-tenth ($16\frac{1}{10}$) feet from a
blazed tree on the Northwest side of said highway, thence running along
said Pleasant Valley road to an iron pin driven in the center of said
Pleasant Valley Road Easterly from a wooden culvert over the run crossing
the public highway near Godfrey Oswald's cut and forty and $\frac{8}{10}$ ($40\frac{8}{10}$)
feet Northeasterly from a blazed willow on the East bank of a run south
of said bridge and thirty-five and $\frac{6}{10}$ (35.6) feet Southeasterly from a
blazed willow on the East Bank of a run North of said bridge; said highway
known as the Pleasant Valley Road to be altered as follows; thence bear-
ing south sixty-three degrees and forty-five minutes ($63^{\circ}45'$) West two hundred
twenty-eight and $\frac{5}{10}$ (228.5) feet passing through said gate to an iron
pin driven in the ground; thence South fifty-two degrees thirty minutes
($52^{\circ}30'$) West two hundred eighty-two and $\frac{7}{10}$ (282.7) feet to an iron pin
driven in the ground; thence south forty-four degrees and fifty minutes
($44^{\circ}50'$) west two hundred twenty-four and $\frac{3}{10}$ (224.3) feet to an iron pin
driven in the ground on the fence line dividing the Northeast Quarter of
the Southeast Quarter of Section Thirty-three (33) from the Northwest Quar-
ter of the Southeast Quarter of said Section thirty-three (33), said pin
being more definitely located by bearing North five degrees (5°) West
forty-two and $\frac{7}{10}$ (42.7) feet (following said fence line) from a blazed
tree about twelve inches in diameter growing on the line, and North fifty-
five degrees (55°) West twenty-eight and $\frac{8}{10}$ (28.8) feet from a blazed
water elm about twelve inches in diameter; thence from the iron pin last
above described bear South seventy-two degrees fifteen minutes ($72^{\circ}15'$)
West two hundred seven and $\frac{4}{10}$ (207.4) feet to an iron pin driven in the
ground; thence South fifty-four degrees and forty-five minutes ($54^{\circ}45'$)
West two hundred eighty-two and eight-tenths (282.8) feet to an iron pin
driven in the ground on a fence line running southeasterly and northwester-
ly; thence South fifteen degrees thirty minutes ($15^{\circ}30'$) East following said
fence line five hundred fifty-two and $\frac{3}{10}$ (552.3) feet to an iron pin
driven in the ground in the center of the present road, said point being
more particularly described as lying easterly from the wooden culvert over
a run crossing the public highway near Godfrey Oswald's gate, and forty and
 $\frac{8}{10}$ (40.8) feet Northeasterly from a blazed willow on the east bank of the
run south of said bridge, and thirty-five and $\frac{6}{10}$ (35.6) feet southeaster-
ly from a blazed willow on the east bank of the run North of said bridge.

3 rods wide

160C
124
150

SURVEY FOR THE RELOCATION OF A PART OF PLEASANT VALLEY ROAD
LOCATED IN SECTION 33, T16N, R4W, TOWN OF LEON.

Beginning AT a point in the center of the present road running in a south-westerly and north-easterly direction through the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 33, T16N, R4W, said point being approximately One Hundred Ten (110) feet north-easterly from a wooden gate ~~existing~~ opening on land belonging to Carl Meyer, near the foot of a steep grade in the present Pleasant Valley Road in said NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 33, said point being marked by an iron pin three quarters inch square and nine inches long driven in the center of the road, and more particularly located by bearing N39°30'W Eighteen and Four Tenths (18.4) feet from a blazed tree on the south-east side of the road and S18°W Sixteen and One Tenth (16.1) feet from a blazed tree on the north-west side of the road: (Thence bear S63°45'W Two Hundred Twenty Eight and Five Tenths (228.5) feet passing through said gate to an iron pin driven in the ground: Thence S52°30'W Two Hundred Eighty Two and Seven Tenths (282.7) feet to an iron pin driven in the ground: Thence S44°50'W Two Hundred Twenty Four and Three Tenths (224.3) feet to an iron pin driven in the ground on the fence line dividing the ~~NE~~ NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 33 from the NW $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 33, said pin being more definitely located by bearing N5°W Forty Two and Seven Tenths (42.7) feet (following said fence line) from a blazed tree about 12 inches in diameter growing on the line, and N55°W Twenty Eight and Eight Tenths (28.8) feet from a blazed water elm about 12 inches in diameter: Thence from the iron pin last above described bear S72°15'W Two Hundred Seven and Four Tenths (207.4) feet to an iron pin driven in the ground: Thence S54°45'W Two Hundred Eighty Two and Eight Tenths (282.8) feet to an iron pin driven in the ground on a fence line running southeasterly and northwesterly: Thence S15°30'E following said fence line Five Hundred Fifty Two and Three Tenths (552.3) feet to an iron pin driven in the ground in the center of the present road, said point being more particularly

ccw

described as lying easterly from the wooden culvert ~~xxxxxxx~~
over a run crossing the public highway near Godfrey Oswald's gate,
and Forty and Eight Tenths (40.8) feet northeasterly from a blazed
willow on the east bank of the run south of said bridge, and Thirty
Five and Six Tenths (35.6) feet southeasterly from a blazed willow
on the east bank of the run north of said bridge.

copy
This center line ~~xxxxxx~~ of the ^{alteration} (proposed) relocation as described
above traverses the NE $\frac{1}{4}$ SE $\frac{1}{4}$ of Section 33, T16N, R4W, a distance of
~~xxxxxxx~~ Seven Hundred Thirty Five and Five Tenths (735.5) feet on
land belonging to Carl Meyer: The NW $\frac{1}{4}$ SE $\frac{1}{4}$ and the SW $\frac{1}{4}$ SE $\frac{1}{4}$ of said
section a distance of One Thousand Forty Two and Five Tenths (1042.5)
feet on land belonging to Hans Woringseth.

All bearings are magnetic.

Surveyed by me Monday, March 18, 1918.

Frederick H. Johnson
County Highway Commissioner.

Leonellis 5 1918.

Whereas:

Upon application duly made therefore, the town board of the town of Leon having duly decided to alter a highway in said town said alteration to traverse the N.W. $\frac{1}{4}$ of the S. E. $\frac{1}{4}$ and the S.W. $\frac{1}{4}$ of the S. E. $\frac{1}{4}$ of Section 33 a distance of 1042.5 feet on and through land owned by myself

Now, therefore I know all men by these presents that I, Hans Noungeth in consideration of the sum of \$200⁰⁰/₁₀₀ dollars to me paid have released and do hereby release to said town all claim for damages sustained or to be sustained by me by reason of the said alteration of said highway through my said land.

In witness whereof

I have herewith set my
hand and seal this
9th day of May 1918.

Said road to be of a width of 3

rods.
Signed, Sealed and

Delivered in presence

Harve O. Noringseth

E. M. Jenkins

L. E. Jenkins

X Seal

Leon Morris
5/9/18

Whereas: —

Upon application duly made therefore to the Town Board of the Town of Leon having duly decided to lay out a highway in said town by alteration of former highway, which said highway so to be laid out will pass through and across the following described lands owned by me:

The N. E $\frac{1}{4}$ of S E $\frac{1}{4}$
of Section 33 T. 16 North
Range 4 a distance
of 735.0 feet and
of a width of 3 rods.

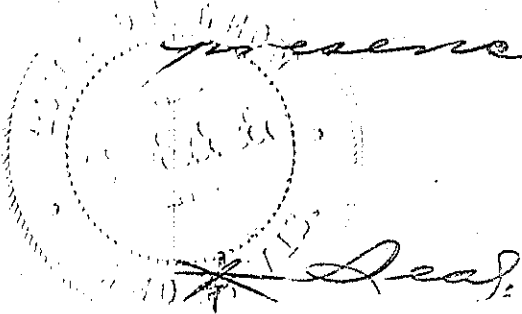
Now, therefore know
all men by these presents
that I, Carl Meyer
in consideration of the
sum of $\$100.00$ do hereby
to me paid have and
do release to said
town all claim for

be sustained by me
by reason of the alteration
of said highway through
my said lands.

Witness my hand
and seal this 9th day
of May 1918

Carl L. Meyer

Digned Sealed &
Delivered in presence of
E. G. Masterson
Alfred Larson
Geo. A. Keworth



Whereas,

The road commonly known as the ~~Fish Creek~~ ^{Ridge} road in the Town of Leon is very poorly located, having many steep grades and being subject to heavy drifting of snow in winter, causing it to be impassible for months at a time, therefor,

Be it resolved,

That the sum of Two Thousand Dollars (\$2000.) be and the same is hereby levied against all taxable property in the Town of Leon, to provide for the expense of relaying said road through part of sections 32 and 29, and the payment of damages in acquiring the necessary right of way for said relocation, and the Town Clerk is hereby directed to include said sum in his tax roll.

Dated at Leon, Wisconsin, this 2nd day of Apr., 1918.

Albert Lager Albert Anderson
Wm. E. Johnson Adolph Anderson
Horn Johnson Ole Olson

PETITION TO RELAY ROAD.

We, the undersigned freeholders of the Town of Leon, do hereby petition the Town Board of Supervisors of said Town to ~~relay~~ ^{alter} the Fish Creek Ridge Road from a point Four Hundred Fifty (450) feet north of the Fish Creek Ridge Church to a point near Carl Gilbertson's house, in accordance with the survey made on March 12, 1918, by the County Highway Commissioner, a copy of which is hereto attached.

Albert Rogers Peter Anderson
 Carl Kerkering H. A. Doughter
 Ole Erickson Jacob Oswald
 Carl Christensen W. J. Williams
 John P. [unclear] Victor Hager
 John [unclear] Sam [unclear]
 John [unclear] W. H. [unclear]
 Ole Hanson Ant. Anderson
 Oscar [unclear]
 [unclear]
 [unclear]
 Mrs. Ziegler
 Leo [unclear]
 Elva Richardson
 Martin [unclear]
 [unclear]

Long Survey

SURVEY.

Relocation of a part of Fish Creek Ridge Road, located in Sections 29 and 32, T16N, R47.

Beginning at the point where the center line of the road running west from the Fish Creek Ridge Church intersects the center line of the road running north from said church, at the center of Section 32, T16N, R47, said point of intersection being located Forty Three and Eight Tenths (43.8) feet south-easterly from the south east corner of the Fish Creek Ridge Cemetery Fence, and Sixty Nine and Nine Tenths (69.9) feet south-westerly from the south west corner of the Fish Creek Ridge Church: ^{# 200m} Thence bear North One Degree East (N1°E) Four Hundred Fifty (450) feet along the center line of the present road to the point of beginning of the relocation, said point being marked by an iron pin one inch square and ten inches long driven in the center of the road. Thence North Sixty one Degrees East (N61°E) Eight Hundred Fifty Six and Five tenths (856.5) feet, crossing part of the South West Quarter of the North East Quarter, ~~NE~~ (SW $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 32, to an iron pin driven in the ground. Thence North Six Degrees West (N6°W) Five Hundred Eight and Five Tenths (508.5) feet, continuing across the South West Quarter of the ~~SW $\frac{1}{4}$ NE $\frac{1}{4}$~~ North East Quarter (SW $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 32 to an iron pin driven in the ground on the fence line marking the property line between the South West Quarter of the North East Quarter (SW $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 32 and the North West Quarter of the North East Quarter (NW $\frac{1}{4}$ NE $\frac{1}{4}$) of said Section 32. Thence North Seven Degrees West (N7°W) One Thousand Three Hundred Twenty Two (1322) feet across the North West Quarter of the North East Quarter (NW $\frac{1}{4}$ NE $\frac{1}{4}$) of Section 32, to an iron pin driven in the ground on the fence line marking the section line between Sections 32 and 29, said point being Five hundred Twenty Three Feet (523) east, (measured along the section line) of the center line of the north and south road between the North West Quarter (NW $\frac{1}{4}$) and the North East Quarter (NE $\frac{1}{4}$) of Section 32. Thence from said iron pin last

In Paulson 100 $\frac{1}{2}$ Rods = 1 $\frac{1}{2}$ acres
 B. Paulson 50 $\frac{1}{2}$ Rods = 1 $\frac{1}{2}$ + acres
 R. C. Paulson 100 $\frac{1}{2}$ Rods = 1 $\frac{1}{2}$ + acres

A. Paulson 40 $\frac{10}{11}$ Rods = 3 $\frac{1}{2}$ + acres
 C. Paulson 40 $\frac{10}{11}$ Rods = 1 $\frac{3}{4}$ acres

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described, North Twenty Nine Degrees Thirty Five Minutes West (N29°35'W) Five Hundred Fifty Three Feet (553), crossing part of South West Quarter of the South East Quarter ~~EX~~ (SW $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 29, to an iron pin driven in the ground. Thence North Sixty Degrees Fifty Minutes West (N60°50'W) Three Hundred Fifty Two (352) feet, crossing part of the South West Quarter of the South East Quarter ~~EX~~ (SW $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 29 and part of the South East Quarter of the South West Quarter (SE $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 29, to an iron pin driven in the ground. Thence North Twenty Three Degrees Ten Minutes ~~XXXXXXXXXX~~ West (N23°10'W) Seven Hundred Fifty Seven (757) feet, continuing across the South East Quarter of the South West Quarter ~~XXXXXXXXXX~~ (SE $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 29, to an iron pin driven in the ground on the fence line dividing said SE $\frac{1}{4}$ SW $\frac{1}{4}$ ~~XXXXXXXXXX~~ Section 29 from the South Half of the North East Quarter of the South West Quarter (S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$) of Section 29. Thence North Four Degrees Thirty Minutes East (N4°30'E) Six Hundred Seventy Five and Five Tenths (675.5) feet crossing the S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 29, to an iron pin driven ^{in the ground} on the fence line dividing said S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 29 from the N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ Section 29, said ^{pin} being Four Hundred Sixty Three (463) feet west of the centerline of the present road running north and south through the center of Section 29, measured along said fence line dividing the N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ from the S $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ of said section. Thence from said iron pin last described North One Thousand Ninety Five (1095) feet, Four Degrees Thirty Minutes East (N4°30'E), ^{pin} crossing the N $\frac{1}{2}$ NE $\frac{1}{4}$ SW $\frac{1}{4}$ and part of the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of said Section 29, to an iron pin driven in the ground. Thence North Seventy Nine Degrees Fifteen Minutes East (N79°15'E) Two Hundred Thirteen (213) feet, continuing across the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of said Section 29, to an iron pin driven in the ground. Thence continuing across the SE $\frac{1}{4}$ NW $\frac{1}{4}$ of said Section 29, North Fifty Seven Degree East (N57°E) Two Hundred Thirty Two and Five Tenths (232.5) feet, to an iron pin driven in the center of the present road running north and south through the center of Section 29, said

pin being located South Fifty Three Degrees ~~XX~~ Thirty Minutes East ($S53^{\circ}30'E$) One Hundred Twenty Seven (127) feet from the south east corner of Carl Gilbertson's house, and North Eighty Five Degrees West ($N85^{\circ}W$) ^{Twenty Five (25) feet} from a large red oak on the east side of the road, which oak is marked by having a large iron spike one inch square driven in it on the north-west side, and about one foot above the ground level.

This center line as above described traverses the $SW\frac{1}{4}NE\frac{1}{4}$ of Section 32 a distance of One Thousand Three Hundred Sixty Five (1365) feet, on land belonging to Iver J. Paulson: The $NW\frac{1}{4}NE\frac{1}{4}$ of Section 32 a distance of One Thousand Three Hundred Twenty Two (1322) feet, on land belonging to Peter J. Paulson: The $SW\frac{1}{4}SE\frac{1}{4}$ of Section 29, and the $SE\frac{1}{4}SW\frac{1}{4}$ of Section 29 One Thousand Six Hundred Sixty Two (1662) feet, on land ~~XXXXXX~~ belonging to R. B. Piper: The $S\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$ of Section 29 a distance of Six Hundred Seventy Five and Five Tenths ~~XXXXXX~~ (675.5) feet, on land belonging to Alvin Paulson: The $N\frac{1}{2}NE\frac{1}{4}SW\frac{1}{4}$ and the $SE\frac{1}{4}NW\frac{1}{4}$ of Section 29 a distance of One Thousand Five Hundred Forty and Five Tenths (1540.5) feet, on land belonging to Carl Gilbertson. All bearings are magnetic.

Tuesday,
Surveyed March 12, 1918, by

Fredrick M. Johnson
County Highway Commissioner.

Johnson

May 13th 1918

P. 2

Town Board of Leon met at residence of Carl Gilbertson.

Meeting called to order 10:00 a.m.

Purpose of same to consider application for alteration of Truck Creek Ridge Highway.

The line of survey was viewed by the Board, who voted unanimously in favor of making the proposed alteration.

Said road to be of the width of 3 Rods and according to highway commissioner's survey as follows: -

Begin at the pt. where the center line of the road running West from the Truck Creek Ridge Church intersects the center line of the road running North from said church at the center of Sec 32 T 16 N R 4 W said point of intersection being located 43.8 ft South Easterly from the S. E. Cor. of the Truck Creek Ridge Cemetery fence and 69.9 ft S. W. ly from the S. W. corner of Truck Creek Ridge church. Thence bear $77.1^{\circ} E$ 450 ft along center line of present road to pt. of beginning of the relocation, said pt. being marked by an iron rod 1" sq driven on center of road. Thence $N. 61^{\circ} E$ 856.5 ft along part of the S. W. ly of $1/4$ to $1/4$ Sec 32 to iron

V. 22

Thence N. 6° W. 508.5 ft continuing
 across S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of Sec 37 to iron
 pin in ground on fence line marking
 property between S.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ Sec 32
 and N.W. $\frac{1}{4}$ of N.E. $\frac{1}{4}$ of ad. Sec 37. Th.
 North 7° W - 1322 ft across N.W. $\frac{1}{4}$ of
 N.E. $\frac{1}{4}$ Sec 37 to an iron pin driven
 in the ground on the fence line
 marking Sec line between Sec 37
 and 29 said pt. being 523 ft
 East of the center line of the
 North and South Road between
 the N.W. $\frac{1}{4}$ and the N.E. $\frac{1}{4}$ of Sec 37.
 Thence from last named iron
 pin North 29° 35' W. 553 ft
 crossing part of S.W. $\frac{1}{4}$ of S. E. $\frac{1}{4}$
 of Sec 29 to iron pin in the
 ground Th. N. 60° 50' - 352 ft to
 iron pin in ground. Th. North
 23° 10' West 757 ft continuing across
 the S.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ Sec 29 to pin in
 ground on fence line dividing
 said S.E. $\frac{1}{4}$ S.W. $\frac{1}{4}$ Sec 29 from S.E. $\frac{1}{2}$
 of N.E. $\frac{1}{4}$ of S.W. $\frac{1}{4}$ Sec 29. Th. N.
 04° 30' E 675.5 ft crossing S.E. $\frac{1}{2}$ N.E. $\frac{1}{4}$
 S.W. $\frac{1}{4}$ Sec 29 to iron pin driven in
 ground on fence line, said pin
 being 463 ft W. of the center
 line of present road running North
 and South thru center of Sec 29
 measured along said fence line
 dividing the N.E. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$
 from S.E. $\frac{1}{2}$ of N.E. $\frac{1}{4}$ of N.W. $\frac{1}{4}$ of said
 section. Th. from said iron
 pin last described North
 4° 30' E 1095 ft crossing
 N.E. $\frac{1}{2}$ N.E. $\frac{1}{4}$ S.W. $\frac{1}{4}$ and part of the

SE¹/₄ NW¹/₄ of Sec 29 to iron pin in ground. Thence continuing across the SE¹/₄ NW¹/₄ Sec 29 N57°E - 2325 ft to iron pin in center of present road running North & South thru the center of Sec 29 said pin being located South 53° 30' E - 127 ft from the SE cor of base Gilbertson's house and North 85° West - 75 ft from large Red Oak on East side of Road which is marked by iron pin driven in N.W. side and about 1 foot above ground level.

Awards of damage and payments to property owners was made as follows:-

Town Order	Name	Amount
#593	Olson Paulson	22500
594	Peter Paulson	55000
595	Iver Paulson	55000
596	W.C. Kubeert for Pin	67500
597	Carl Gilbertson	<u>60000</u>
Total		255000

Release of claims for damage signed by each of above property owners.

Board decided to negotiate a loan with citizens Bd of Sparta sufficient to cover outstanding orders and current expenses.

Meeting adjourned.

J. M. [Signature]
 [Signature]
 5/31/98

*Notice of Meeting and Alteration
of Fish Creek Ridge Road*

Application having been on the 2nd day of April, 1918, duly made to the undersigned, supervisors of the Town of Leon, in the County of Monroe, by more than six freeholders for the alteration of the public highway known as the Fish Creek Ridge road, said portion to be altered being described as follows:

Beginning at a point where the center line of the road running West from the Fish Creek Ridge Church intersects the center line of the road running North from said church at the center of section thirty-two (32), township sixteen (16), Range Four (4), West, thence following along the now Fish Creek Ridge Road to a pin driven in the center of the present Fish Creek Ridge road in section twenty-nine (29), said town, said pin being located South fifty-three degrees thirty minutes ($53^{\circ}30'$) East one hundred twenty-seven (127) feet from the Southeast corner of Carl Gilberton's house, and North eighty-five degrees (85°) West, twenty-five (25) feet from a large Red Oak on the East side of the road, said oak being marked by having a large iron spike one inch square, driven in it on the northwest side, and about one foot above the ground level; and said highway, when altered, to be described as follows: beginning at the point first above described, thence bear north one degree (1°) East four hundred fifty (450) feet along the center line of the present road to a point of beginning of the relocation, said point being marked by an iron pin one inch square and ten inches long driven in the center of the road. Thence North sixty-one degrees (61°) East eight hundred fifty-six and five tenths (856.5) feet, crossing part of the southwest quarter of the Northeast Quarter of Section thirty-two (32) to an iron pin driven in the ground, thence north six degrees (6°) West five hundred eight and five tenths (508.5) feet, continuing across the southwest Quarter of the Northeast Quarter of Section thirty-two to an iron pin driven in the ground on the fence line marking the property line between the southwest quarter of the northeast quarter of section thirty-two (32) and the Northwest Quarter of the Northeast Quarter of said section thirty-two (32). Thence North seven degrees (7°) west, one thousand three hundred twenty-two (1322) feet across the Northwest quarter of the northeast Quarter of section thirty-two (32) to an iron pin driven in the ground on the fence line marking the section line between sections thirty-two and twenty-nine, said point being five hundred twenty-three (523) feet east (measured along the section line) of the center line of the north and south road between the northwest quarter and the northeast quarter of section thirty-two (32). Thence from said iron pin last described, North twenty-nine degrees, thirty-five minutes west, five hundred fifty-three feet (553), crossing part of the southwest quarter of the southeast quarter of section twenty-nine, to an iron pin driven in the ground. Thence North sixty degrees fifty minutes west, three hundred fifty-two (352) feet, crossing part of the southwest quarter of the southeast quarter of section twenty-nine and part of the southeast quarter of the southwest quarter of section twenty-nine (29), to an iron pin driven in the ground. Thence north twenty-three (23) degrees ten minutes, west, seven hundred fifty-seven (757) feet continuing across the southeast quarter of the southeast quarter of section twenty-nine to an iron pin driven in the ground on the fence line dividing said southeast quarter of the southwest quarter, section twenty-nine (29) from the south half of the northeast quarter of the southwest quarter of section twenty-nine (29). Thence north four degrees thirty minutes ($4^{\circ}30'$) east, six hundred seventy-five and five tenths (675.5) feet crossing the south half of the northeast quarter of the southwest quarter of section twenty-nine to an iron pin driven in the ground, on the fence line dividing said south half of the northeast quarter of the southwest quarter of section twenty-nine, from the north half of the northeast quarter of the southwest quarter of section twenty-nine, said pin being four hundred sixty-three (463) feet west of the center line of the present road, running north and south through the center

of section 29, measured along said fence line dividing the north half of the northeast quarter of the southwest quarter from the south half of the northeast quarter of the southwest quarter of said section. Thence from said iron pin last described north four degrees thirty minutes (4030') East one thousand ninety-five (1095) crossing the north half of the northeast quarter of the southwest quarter and part of the southeast quarter of the northwest quarter of said section twenty-nine to an iron pin driven in the ground. Thence north seventy-nine degrees fifteen minutes east, two hundred thirteen feet, continuing across the southeast quarter of the northwest

quarter of said section twenty-nine (29) to an iron pin driven in the center of the present road running north and south through the center of section twenty-nine, said pin being located south fifty-three degrees thirty minutes east, one hundred twenty-seven (127) feet from the south east corner of Carl Gilbertson's house, and north eighty-five degrees west twenty-five (25) feet from a large oak tree on the east side of the road, which oak is marked by having a large iron spike one inch square driven in on the northwest side, and about one foot above the ground level.

This center line as above described, traverses the southwest quarter of the northeast quarter of section thirty-two (32), a distance of one thousand three hundred sixty-five (1365) feet, on land belonging to Iver J. Paulson; the northwest quarter of the northeast quarter of section thirty-two (32) a distance of one thousand three hundred twenty-two (1322) feet, on land belonging to Peter J. Paulson; the southwest quarter of the south-east quarter of section twenty-nine (29) and the southeast quarter of the southwest quarter of section twenty-nine (29), one thousand six hundred sixty-two (1662) feet on land belonging to R. B. Piper; the south half of the northeast quarter of the southwest quarter of section twenty-nine (29), a distance of six hundred seventy-five and five tenths (675.5) feet on land belonging to Alvin Paulson; the north half of the northeast quarter of the southwest quarter and the southeast quarter of the northwest quarter of section twenty-nine (29) a distance of one thousand five hundred forty and five tenths (1540.5) feet, on land belonging to Carl Gilbertson. All bearings are magnetic.

Notice is therefore, hereby given that we, the undersigned, supervisors of said town, will meet on the 13th day of May, 1918, at ten o'clock in the forenoon of that day, at the house of Carl Gilbertson in section 29 in said town, and decide upon such application.

Dated this 2nd day of May, 1918.



[Signature]
[Signature]
[Signature]
Supervisors.

Leon, Wis, May 13th, 1918.

RELEASE OF CLAIM FOR DAMAGE.

WHEREAS:

Upon application duly made therefor, the Town Board of Leon, have duly decided to lay out and alter a highway in said town, said highway being known as the Fish Creek Ridge Highway, the center line of which traverses the Southwest Quarter of the Southeast Quarter of Section Twenty Nine (29) and the Southeast Quarter of the Southwest Quarter of Section twenty nine (29) One thousand six hundred sixty two feet on land of which I am owner.

Now, therefore, know all men by these presents: that I, R. B. Piper, in consideration of the sum of \$ 625⁰⁰/₁₀₀ dollars to me paid have released and do hereby release to said Town all claim for damages sustained or to be sustained by me by reason of the laying out or alteration of said highway through my said lands.

In witness whereof, I have hereunto set my hand and seal this _____ day of May, 1918.

Signed and delivered in the presence of

[Signature]
[Signature]
[Signature]

[Signature]
[Signature]

Seal.

Leon, Wis., 5/13/18.

Release of claim for damage.

Whereas:

Upon application duly made therefor, the Town Board of the Town of Leon have duly decided to lay out and alter a highway in said town, said highway being known as the Fish Creek Ridge Highway and which traverses the Southwest Quarter of the Northeast Quarter of Section 30 a distance of one thousand and three hundred sixty five feet (1365) feet of land belonging to me -

Now, therefore, know all men by these presents that I, Iver J. Paulson, in consideration of the sum of \$550⁰⁰ dollars to me paid have released and do hereby release to said town all claim for damages sustained or to be sustained by me by reason of the alteration and laying out of said highway through my said lands.

In witness whereof, I have hereunto set my hand and seal this 13th day of May, 1818.

Iver J. Paulson

Signed and delivered in the presence of

Charles Peterson
Oliver Brown
Wm. J. Smith

Seal.

Leon, Wis. 5/13/18.

RELEASE OF CLAIM FOR DAMAGE.

WHEREAS:

Upon application duly made therefor, the TOWN Board of Leon, have duly decided to lay out and alter a highway in said town said highway being known as the Fish Creek Ridge Highway and which traverses the Northwest Quarter of the Northeast Quarter of Section Thirty Two a distance of one thousand three hundred and twenty two feet (1322) on land belonging to and owned by me, said distance and line of traverse being more specifically described in by official survey filed in office of town clerk.

Now, therefore, know all men by these presents that I, Peter J. Paulson, in consideration of the sum of \$ 550⁰⁰ dollars to me paid have released and do hereby release to said town all claim for damages sustained or to be sustained by me by reason of the laying out or alteration of said highway through my said lands.

In witness whereof, I have hereunto set my hand and seal this 13th day of May, 1918.

Signed and delivered in the presence of

Alfred Paulson
John Paulson

Peter J. Paulson

Leoni, Wis. May 13th, 1918.

RELEASE OF CLAIM FOR DAMAGE.

WHEREAS:

Upon application duly made therefore, the Town Board have duly decided to lay out and alter a highway in said town, said highway being known as the Fish Creek Ridge Highway, the center line of which traverses the South Half of the Northwest Quarter of the Southwest Quarter of Section twenty nine (29) a distance of six hundred seventy five and five tenths feet (675.5) of land owned by and belonging to me.

Now, therefore, know all men by these presents, that I, Alvin Paulson, in consideration of the sum of 225⁰⁰/₁₀₀ dollars to me paid have released and do hereby release to said Town all claim for damages sustained or to be sustained by me by reason of the laying out or alteration of said highway through my said lands.

In witness whereof, I have hereunto set my hand this 13th day of May, 1918.

Alvin Paulson

Signed and delivered in the presence of

[Signature]
[Signature]
[Signature]

Notary

Leon, Wis., May 13th, 1918.

RELEASE OF CLAIM FOR DAMAGE.

WHEREAS:

Upon application duly made therefore, the Town Board have duly decided to lay out and alter a highway in said town, said highway being commonly called the Fish Creek Ridge highway, the center line of which traverses the North Half of the North East Quarter of the Southwest Quarter and the Southeast Quarter of the Northwest quarter of section twenty nine (29) a distance of one thousand five hundred forty and five tenths feet (1540.5) on land owned by and belonging to me.

Now, therefore, know all men by these presents that I, Carl Gilbertson in consideration of the sum of \$600.00 dollars to be paid have released and do hereby release to said town all claim for damages sustained or to be sustained by me by reason of the alteration and laying out of said highway through my said lands.

In witness whereof, I have hereunto set my hand this _____ day of May, 1918.

Carl Gilbertson

Signed and delivered in the presence of

Alfred Pearson
Ed. Johnson

Leon Wis Oct 16, 1918. 182

The Board met at the residence of Martin Pederson to consider the relocation of the Fish Creek Ridge Highway upon the lands of Oscar Everson and Martin Pederson. Upon deciding so to do, Martin Pederson for the consideration of \$12⁵⁰ released all claim for damages as per signed release filed this date.

Oscar Everson for the consideration of \$25⁰⁰ released all claim for damages in accordance with release duly signed and filed.

Said new relocation of highway being described as follows:
 Beg. at center of old highway situate 28 ft from blazed white oak tree: thence North Easterly 108 ft, center of highway being 25 ft from M. Pederson's wind mill: thence in an Easterly direction 390 ft 9 inches to stake driven in ground, said stake being 57 ft 10 inches from M. Pederson's tobacco shed: thence running in a Northerly direction 310 feet terminating in center of road connecting with old highway. Said highway to be of the width of three rods. ✓

G. M. Pederson
 Clerk

SURVEY OF LEON & BANGOR ROAD.
FILED 12/3/18

Beginning at a Point; One and One half Rods East
from the South-West Quarter (1/4) of Section Thirty (30)
In township Sixteen (16) North of Range Four (4) West,
Running thence North Two Hundred Thirty-eight (238) Rods
thence North Forty Five (45) Degrees West Two (2) Rods
To one-eight corner, Thence North Eighty (80) Rods to
North-West Corner of Section Thirty (30) Thence North
Sixty-eight (68) Rods, Thence North Twenty-nine and one-half
degrees, West Eight (8) Rods, Thence North Thirteen and one-
half degrees, West Eight (8) Rods, Thence North Forty-seven
(47) Degrees, East Twelve (12) Rods, Thence North Thirty
One (31) Degrees East Twenty (20) Rods, Thence North Fifteen
(15) Degrees, East Nine (9) Rods, Thence North Eleven and one-
Half (11-1/2) Degrees, West Eighty-two (82) Rods, Thence
North One (1) Degree, East Twenty-three (23) Rods, Thence
North Sixtyseven and one-half (67-1/2) Degrees, West
Seventeen (17) Rods, Thence North Twenty and Threefourths
20-3/4) Degrees, West Twenty-seven Rods, Thence North Two
2 Degrees, East Fifty-nine (59) Rods, To a point bearing West
Twenty-six and forty Hundreds 26-40/100 Rods, From the
North-East Corner of Section Twenty four (24) in Township
Sixteen (16) North of Range Five (5) West, Thence North
Twenty Three and one-half 23-1/2 Degrees, East eleven (11)
Rods, To a Public Highway,

Leon, Wis., November 3 1918.

RELEASE OF CLAIM FOR DAMAGES, for land in
Section _____ Township 16, Range 4.

KNOW ALL MEN BY THESE PRESENTS;

That I, Alfred Larson, in consideration of
the sum of \$ 112.50, receipt of which is hereby ack-
nowledged, do release and relinquish all claim for damages
sustained or to be sustained by reason of the laying of
a highway through lands owned by me, said highway to be
laid upon and include the following described property, to-wit:

Beginning at a point 104 feet westerly from center
of dry bridge in highway and continuing in a westerly
direction 533.6 ft to intersection of old highway, said road
to be of the width of three rods, and including triangular
portion of land lying South of said highway, base of
triangle being 244 ft in length measuring from a point
104 ft. westerly from dry bridge and thence extending
along and with old highway to its intersection with
relocated or new highway above described.

Witness my hand this 3rd day of ~~November~~, 1918.

Witnesses:

Ed. W. [unclear]
Geo. [unclear]

Alfred Larson

Lewis Wis. 10/16/18 X Vol. 2

Board viewed condition of highway near residence of Lewis Larson and upon deciding to make slight alteration purchased from Lewis Larson for the sum of \$75⁰⁰ a strip of land of the width of 3 rods described as follows:

Beginning from center of present highway at a point 116 1/2 feet due west: thence in a South Easterly direction 260 feet to a small white oak tree in present highway. All of said strip of land being in the town of Bangor.

Release duly signed and filed this date.

G. M. Jenkins
Clerk

TO THE HONORABLES THE TOWN BOARD OF THE TOWNSHIP OF LEON,
MONROE COUNTY, WISCONSIN:

We, the undersigned, freeholders of said Township of Leon, residing in said town, hereby make application to you to alter a highway in said town as follows:

To alter the Pleasant Valley road in Section 28 of said Township by causing it to run along a line, the center of which is as follows: Commencing at a point in the Southeast quarter of the Northeast quarter of said Section 28, where the said Pleasant Valley road intersects with a road running north and south and extending up thru Section 28 and diagonally across Section 27, south of the creek running thru said section and said forty, twenty-five rods, one and one-half feet north of the east and west center line of said Section 28, and forty-five rods west of the east line of said Section 28, and running thence east along the south side of said creek and to the north of the said school house a distance of forty-eight rods and fifteen feet to intersect with the present Pleasant Valley road in the Southwest quarter of the Northwest quarter of Section 27, said Township of Leon, a road three rods wide; which road shall take the place of the present Pleasant Valley road that extends thru the Southeast quarter of the Northeast quarter of Section 28 and over the hill and to the south of the school house and thence into Section 27.

That said proposed alteration would cause the said road to pass thru the Southeast quarter of the Northeast quarter of Section 28 and the Southwest quarter of the Northwest quarter of Section 27 of said Township of Leon.

Dated at Leon, Wisconsin, this 12th day of October, 1919.

Leon Wis Oct 10, 1919. Vol 2

Petition signed by 7
 freeholders making
 application for alteration
 of Pleasant Valley Highway
 filed this date. Proposed
 alteration described as
 follows: -

Commencing at a point in the center of the present highway in the Southeast quarter of the Northeast quarter of Section 28 in said Town, twenty-five rods, one and one-half feet North of the East and West center line of said Section 28, thence North $85\frac{1}{2}$ degrees East forty-eight rods and fifteen feet to intersect with the Pleasant Valley Road, said intersection being eight rods, thirteen and one-half feet Northeasterly from Northeast corner of the Pleasant Valley Schoolhouse; said proposed alteration passing through the Southeast quarter of the Northeast quarter of Section 28 and the Southwest quarter of the Northwest quarter of Section 27 of said Township of Leon and owned by Albert Hagen, discontinuing the present public highway between the place of commencing and the place of ending the highway above petitioned for, excepting a portion described as follows: Commencing at the said point of beginning of the above proposed highway, thence South twenty-five rods, one and one-half feet to intersect the East and West center line of said Section 28.

Notices of Meeting to
 decide application to be
 held at residence of
 Alb. Hagen Oct 21st 1919
 duly signed and posted.

G. M. Jenkins,
 Clerk.

ORDER LAYING OUT HIGHWAY.

County of Monroe,) ss.
Town of Leon,)

WHEREAS, upon the application of six and more freeholders, residing in said Town of Leon, for the alteration of a highway described and set forth in said application, as follows;

"Commencing at a point in the center of the present highway in the S. E. 1/4 of the N. E. 1/4 of Section 28 in said Town of Leon, 25 rods, 1 1/2 feet North of the East and West center line of said Section 28; thence, North 85 1/2 degrees, East 48 rods and 75 feet to intersect with the Pleasant Valley Road, said intersection being 8 rods and 13 1/2 feet Northeastly from North East corner of the Pleasant Valley School house: said alteration proposed passing through the South East 1/4 of the North East 1/4 of Section 28 and the S. W. 1/4 of the N. W. 1/4 of Section 27 of said town of Leon and owned by Albert Hagen discontinuing the present public highway between the places of commencing and the place of ending the highway above petitioned for, excepting a portion described as follows; Commencing at the said point of beginning of the above proposed highway; thence South 25 rods, 1 1/2 feet, to intersect the East and West center line of said Section 28."

NOW THEREFORE, pursuant to said application, we, the said supervisors, do hereby order and determine that a highway be and the same is hereby laid out in said town of Leon in accordance with survey description above set forth as in said application; and that said order and determination is made after being satisfied that the law has been fully complied with in the manner and time of posting and serving notices in respect thereto.

Given under our hands this 21st day of October, 1919.

C. Jacobs
W. J. ...
W. J. ...
Supervisors,
TWP., Leon.

KNOW ALL MEN BY THESE PRESENTS;

WHEREAS, upon application duly made therefor, the Town Board of the Town of Leon, have decided to lay out a highway in said township described as follows:

Commencing at a point in the S. E. 1/4 of the N. E. 1/4 of Section 28, where the Pleasant Valley Road intersects with a road running North & South and extending up thru Section 28 and diagonally across Section 27, south of the creek and running through said section and said forty, 25 rods, one and one half feet North of the East and west center line of said Section 28 and running thence East along the south side of said creek and to the North of the Pleasant Valley School house a distance of 48 rods and 15 feet to intersect with the present Pleasant Valley Road in the S. W. 1/4 of the N. W. 1/4 of Section 27, in said Twp., of Leon. Said highway to be of the width of three rods.

Now, therefore, know all men, that I, Albert Hagen, in consideration of the sum of \$ 375⁰⁰/_{xx} to me paid, have ~~xxx~~ released and do hereby release to said town of Leon, all claim for damages sustained or to be sustained by ~~me~~ by reason of the laying out of highway as above described ~~xxxxx~~ upon and over my lands.

In witness whereof, I have hereunto set my hand and seal this 30th day of October, 1919.

Signed, sealed and delivered in presence of

W. Jacobs
G. Jenkins

Filed Oct 30th 1919.

G. Jenkins
Clerk, Twp., Leon.

AWARD OF DAMAGES FOR LAYING OF HIGHWAY.

We, the undersigned, Town Board of the Town of Leon, having by an order bearing date the 21st day of October, 1919, upon due application therefor, altered a highway, said alteration being described as follows;

"Commencing at a point in the center of the present highway in the S. E. 1/4 of the N. E. 1/4 of Section 28 in said Town of Leon, 25 rods and 1 1/2 feet North of the East and West center line of said Section 28,; thence North 85 1/2 degrees; East 48 rods and 25 feet to intersect with the Pleasant Valley Road, said intersection being 8 rods and 13 1/2 feet North Easterly from North East corner of the Pleasant Valley School house,; said alteration proposed passing through the S. E. 1/4 of the N. E. 1/4 of Section 28 and the S. W. 1/4 of the N. W. 1/4 of Section 27 of said Town of Leon."

And the owner of the land through which said high way is laid out, namely, Albert Hagen, not having released all claim to damages sustained by reason of the altering of said highway, and the undersigned not being able to agree with said owner having applied to him for said purpose endeavoring to make such agreement, did then and there assesses the damages to be sustained in the amount of three hundred and seventy five dollars (\$375.00)

This award made and signed October 21st,
1919.

C. Jacobs
Geo. Gilbertson

APPLICATION FOR ALTERATION AND RE-LOCATION OF A HIGHWAY.--Section 1265.

To the Town Board of Supervisors
of the Town of Leon, in Monroe County, Wisconsin.

We, the undersigned freeholders residing in the said Town of Leon, Monroe County, Wisconsin, hereby make application to you to alter and re-locate a certain highway in said Town as follows:

Commencing at a point at or near the center of Section 32, Township 16, North, Range 4 West, near the Evan. Norwegian Lutheran Church located in said Section 32, and thence running northerly on the quarter lines of said section 32 to the turn in said highway and continuing thence northerly and westerly through the N. E. 1/4 of the N. W. 1/4 of said Section 32 to the section line; by altering and re-locating said highway from the commencing point and extending thence northerly and westerly for a distance of approximately 60 rods north from said Church and from thence northerly to eliminate the hill on the present highway and to re-locate said highway so as to reduce the grades thereon; it being the prayer of the applicants that the said highway be so re-located and altered so that high and heavy grades be eliminated and low grades established by the Town Board thereon by proper survey.

Dated at the Town of Leon, this 1st day of June, 1920.

NOTICE.

Application having been on the 1st day of June 1920, duly made to the supervisors of the town of Leon, in the county of Monroe, Wisconsin, by more than (6) freeholders residing in said Town for the alteration of a part of the highway running North and West from the Fish-Creek Lutheran church and down through Fish-Creek Valley, said alteration to be as follows:

Commencing at a point in the present highway 19 rods North of the SE corner of the Ne quarter of the NW quarter of Section 32 in said Town, thence in a Northwesterly direction joining the present highway 42 rods and 7 feet from the place of beginning; said proposed alteration passing through the NE quarter of the NW quarter of Section 32 of said Township of Leon and owned by M.C. Kirkeeng, discontinuing the present highway between the place of commencing and the place of ending the highway above petitioned for.

Notice is therefore hereby given that we, the undersigned supervisors of said Town will meet on the 18th day of June, 1920, at ten (10) o'clock in the forenoon of that day at the house of M.C. Kirkeeng in Section 32 in said Town and decide upon said application.

Dated this 7th day of June, 1920;

Supervisors.

June 18th 1920

Vol 2

The Board met on this date and decided favorably on application of the 7th day of June. The description of alteration is as follows

Order Laying Out Highway. M. C. Kirkeeng Ridge Road.

County of Monroe
Town of Leon.

Whereas, upon the application of more than six freeholders, residing in said town of Leon, for the altering of a highway, which proposed alteration is set forth and described in said application, as follows: Commencing at a point in the present highway 19 rods North of the southeast corner of the NE quarter of the NW quarter of Section 32 in said Town, thence in a Northwesterly direction joining the present highway 42 rods and seven feet from place of beginning; said proposed alteration passing through the NE quarter of the NW quarter of Section 32 in said town of Leon and owned by M. C. Kirkeeng, discontinuing the present highway between the place of beginning and the place of ending the highway above petitioned for.

We the undersigned, town board of said town, did on the 7th day of June 1920 make out a notice and fix therein a time and place at which we would meet and decide upon such application and did meet on the 14th day of June, 1920, at ten o'clock in the forenoon of said day, at M. C. Kirkeeng's residence in Section 32 in said town, and after satisfying our selves that all all necessary notices had been duly given as required by law, we did then personally ~~personally~~ examine said highway, and did decide upon such application; and it being our opinion that the public good will thereby be promoted, did decide to alter such highway as hereinafter described.

Now, therefore, pursuant to said application, we, the said supervisors, do hereby order and determine that a highway be laid out in said town, as follows: Commencing at station 17 plus 50, said station being 50 feet North of the SE corner of the NE quarter of the NW quarter of Section 32 in said town, thence in a Northwesterly direction 1750 feet to station 0 in the center of the old highway. This survey is made at a uniform grade of 8% and ~~is~~ is the centerline of a highway 3 rods in width.

Given under our hands this 2TH of June 1920.

C. Jacobs

Harry Bronson

supervisors.

M. C. Kirkeeng accepts award of \$1500
Sept. 7, 1920 to the name of M. C. Kirkeeng
Charles mo. 32

M.C. Kirkceng Ridge Road.

Release of claim for damages.

Whereas, upon application duly made therefor, the town board of the town of Leon have duly decided to alter a highway in said town as follows: Commencing at station 17 plus 59, said station being 66 feet North of the SE corner of the NE quarter of the NW quarter of Section 32 in said town, thence in a Northwesterly direction 1750 feet to station 0 in the center of the old highway. The line of said survey is the center of said highway, and the same is laid out of the width of 3 rods, which said highway passes through the following described lands on a uniform grade of 3% to wit. The NE quarter of the NW quarter of Section 32 and the SE quarter of the SE quarter of Section 29 in said town.

Now, therefore, know all men by these presents, that E. M. C. Kirkceng in consideration of the sum of 350.00 dollars to me paid have released and do hereby release to said town, all claim for damages sustained or to be sustained, by reason of the laying out and altering of said highway through my said lands.

In witness whereof, I have hereunto set my hand this 9th day of Feb.

~~1920~~ 1920.

Signed and delivered in the presence of

to Jacobs

Mrs. M. Kirkceng

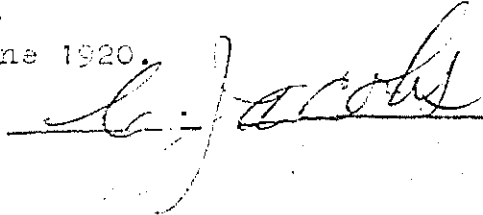
M. C. Kirkceng

Award of damages on altering a highway.

WE, the undersigned, town board of the town of Leon, in the county of Monroe, having by an order bearing date the 28th day of June 1920, upon due application for that purpose, altered a highway, as follows: Commencing at station 17 plus 50, said station being 68 feet North of the SE corner of the NE quarter of the NW quarter of Section 32 in said town of Leon, thence in a Northwesterly direction 1750 feet to station 0 in the center of the old highway. This survey is made at a uniform grade of 8% and is the center line of a highway 3 rods in width, and the following owner of lands through which highway is laid out, not having released all claim to damages, sustained by reason of the altering of said highway, and the undersigned not being able to agree with such owner as to the amount of such damages, having applied to him for such purpose, and endeavored to make such agreement, we, the said town board, did at the time of making said order, ascertain and assess the damages which such owner will sustain by reason of the altering, of such highway through his lands, and having taken into consideration the benefits which such owner may receive thereby, we determine and award such damages as follows, to wit:

To M. C. Kirkeeng on lands in the NE quarter of the NW quarter of Section 32 and on lands in the SE quarter of the SE quarter in Section 28 in said town, we have assessed and hereby award the sum of 340.00 dollars as such damages.

Made and signed this 28th day of June 1920.



Supervisors

To the Commissioners of the
Town of Leon, County of Monroe
State of Wisconsin.

Your petitioners of the town
of Leon would respectfully
represent that the public
convenience and wants
require that a road
and highway should
be laid and constructed
beginning forty seven rods
West of the Southeast
corner of Ernest Betts farm,
thence ^{in a} Northeasterly direction
to the Northwest corner of
Martin Ericsons farm
thence North to the public
highway.

Your petitioners would
therefore ask that your honors
would view the premises, and
locate and construct said road
and highway, according to
the laws in such cases made
and provided, as shown by the
statutes of the State.

(Signatures)

P. E. Sullivan

P. J. Kelly

(Signatures)

(over)

Accepted at a meeting of the Board of Supervisors of the County of Monroe, Wisconsin, on the 17th day of May, 1907.

NOTICE OF MEETING OF SUPERVISORS ~~of~~ -- E. C. BETTS ROAD.

Application having been on the 6th day of July, 1920, duly made to the supervisors of the town of Leon, in the county of Monroe, Wisconsin, by more than (6) freeholders residing in said town for a highway to be laid out as follows:

Beginning at a point 47 rods East of the Southeast corner of the Northwest quarter of the Southeast quarter of Section 23 in said Town; thence Northeasterly 90 rods to a point one and one half rods West of the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 23; thence North 83 rods to the center of the main Leon Valley highway; said highway above petitioned for passing through the Northwest quarter of the Southeast quarter and the Southwest quarter of the Northeast quarter of said Section 23, and owned by E. C. Betts.

Notice is therefore hereby given that we, the undersigned supervisors of said Town will meet on the 7th day of August, 1920; at (10) o'clock in the forenoon of that day at the house of E. C. Betts on the Northwest quarter of the Northeast quarter of Section 23 in said town, and decide upon such application.

Dated this 26th day of July 1920.

C. Jacobs
W. Silbeston
H. Bronson

Supervisors

Low Mis Aug. 7, 1920

Vol 2

Town Board meet at E. L. Betts' Residence on this date, and acted on application for alteration of highway. Its description being as follows.

County of Monroe,
Town of Leon,

Survey of E. C. Betts Highway made at the time of opening same on October 30th 1920 by E. C. BETTS and supervisors H. Bronson and C. Jacobs, said highway having been laid out by order bearing date of August 7th 1920.

Survey:

Beginning at a point 47 and one half rods West of the Southeast corner of the Northwest quarter of the Southeast quarter of Section 25 in said town; thence Northeasterly 70 rods and six feet to a point 394 feet and six inches Southwesterly from a point one and one half rods West of the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 25, said point also being 299 feet West of a point on the quarter line 275 feet South of the Northwest corner of the Northeast quarter of the Southeast quarter of said section 25, thence Northeasterly 394 feet and six inches to a point one half rods West of the Northwest corner of the Northwest quarter of the Southeast quarter of Section 25; thence North 85 rods to intersect with the Leon Valley Highway.

E. L. Betts accepts award of damages
Oct. 3, 1920. to the sum of \$1600 which he could
Order No. 33

ORDER LAYING OUT E. C. BETTS HIGHWAY.

County of Monroe,
Town of Leon.

Whereas, upon the application of more than (6) six freeholders, residing in said town of Leon, for the laying out of a highway, which said proposed highway is set forth and described in said application, as follows:

Beginning at a point 47 rods west of the Southeast corner of the Northwest quarter of the Southeast quarter of Section 23 in said Town; thence Northeasterly 90 rods to a point one and one half rods West of the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 23; thence North 85 rods to the center of the Main Leon Valley Highway, said highway above petitioned for passing through the northwest quarter of the Southeast quarter, and the Southwest quarter of the Northeast quarter of said Section 23, and owned by E. C. Betts.

We, the undersigned, town board, of said town, did on the 26th day of July, 1920, make out a notice and fix therein a time and place at which we would meet and decide upon such application and did meet on the 7th day of August, 1920, at ten O'clock in the forenoon of said day, at the house of E. C. Betts on the Northwest quarter of the Northeast quarter of section 23 in said town, it being the time and place fixed by us in said notice, and after satisfying ourselves that all notices had been given in the manner required by law, we did proceed to personally examine said highway and did decide upon such application; and it being our opinion that the public good will thereby be promoted, did decide to lay out such highway as hereinafter described.

Now therefore, pursuant to said application, we, the said supervisors, do hereby order and determine that a highway be and the same is hereby laid out in said town as follows: Beginning at a point 47 and one half rods west of the Southeast corner of the Northwest quarter of the Southeast quarter of Section 23 in said town; thence northeasterly 74 rods six and one half feet to a point 24 rods Southwesterly from a point one and one half rods west of the Northwest corner of the Northeast quarter of the Southeast quarter of said Section 23, said point also being 285 feet west of a point on the quarter line 275 feet south of the Northwest corner of the northeast quarter of the Southeast quarter of said Section 23; thence ^{northeasterly 2 rods} to a point one and half rods west of the Northwest corner of the Northeast quarter of the Southeast quarter of Section 23; thence North 85 rods to the center of the Main Leon Valley Highway. The above line is the center of said highway and is laid out of the width of said road.

Given under our hands this 9th day of August, 1920.

Filed Aug. 9 1920
E. C. Betts
Freeholder

Town Board.

W. Jacobs
Wm. C. Williams
Hans Branson