

OLD MEDARY(CAMPBELL) TOWN ROAD RECORDS INDEX

Black River Road: C.T.H. "OS"

Bostwick Valley Road: C.T.H. "B"

Sparta Road: Highway "16"

West Salem to LaCrosse Valley Rd: C.T.H. "SS"

Halpin Rd: old road running up the East side of Smith Valley,  
east of the stream. Previous to Smith Valley Rd.

Old County Rd. "B": old highway lying northwesterly & predominantly  
parallel to now S.T.H. "16" in Sections  
1, 2 & 11 (16-7).

Hartley Bridge: located in the SE-SE, Sec. 2-16-7. (SEE SKETCH NO. 20)

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH	/	LENGTH
1, sec. 2	(Possibly: Pt. Smith Valley Rd.	09/30/1858	14 (16-7)	Not Given	/	1518 Ft.± Part of the description may be the remaining part along the E.-line of the SW-SW that intersects Bostwick Valley Rd.(C.T.H. "B") (SEE SKETCH NO. 8)
2, sec.1&2	C.T.H. "S"	04/28/1860 05/14/1860	17,16,15(16-7)	Not Given	/	1.5 mi.± Owner's release's for part of C.T.H. "SS". (intersects Hwy "16")
2, sec.3	Miller Rd & Halpin Rd	11/05/1860	28,27,26,23 & 14(16-7)	4 Rods	/	3.5 mi.± Part of that described was abandoned but includes Miller Rd and that part of Halpin Rd from the intersection with Miller Rd Northwesterly to the centerline with C.T.H "B". (SEE SKETCH NO. 1)
3, sec.1	Abandoned Rd.	11/19/1860	28,27,22,23 (16-7)	4 Rods	/	2 mi.± Description beginning near the SW-Cor., NE-NE, Sec. 28 in the Sparta Rd(S.T.H. "16"), running Northeasterly to intersect Miller Rd in the SE-SW, Sec. 23. (SEE SKETCH NO. 2)
4, sec.1	(Previous to) Keil Coulee Rd.	11/21/1860	24 & 23 (16-7)	4 Rods	/	1 mi.± Part of the old road in Keil Coulee beginning on the N.-S. Quarter line 990 Ft. North of the South section line, running Northwesterly to intersect John Halpin Rd in the SW-NE, Sec. 23. (SEE SKETCH NO. 3 & 3A)
4, sec.2	Abandoned Rd.	01/02/1861	27 & 22 (16-7)	4 Rods	/	1848 Ft. Description the West line NE-NE, Sec. 27, running Northeasterly to intersect an abandoned road described on Pg. 3, sec. 1 to Pg. 4 (SEE SKETCH NO. 4)

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<u>PAGE (sec.)</u>	<u>ROAD NAME</u>	<u>DATE</u>	<u>SECTION(S)</u>	<u>WIDTH</u>	<u>/</u>	<u>LENGTH</u>
5, sec. 1	(Previous to) Smith Coulee Rd.	01/02/1861	26 & 23 (16-7)	4 Rods	/	1mi.±
						Part of the road beginning near the SW-Cor., NW-SE, Sec. 25, running Northwesterly to intersect with the road then known as Halpin Rd in the SW-SE, Sec. 23. (SEE SKETCH NO. 5)
5, sec. 2	(Undiscernible)	05/04/1861	15 (16-7)	4 Rods	/	0.29 mi.
						Description beginning at the N.¼-Cor., Sec. 22 running North to intersect Bostwick Valley Rd. (SEE SKETCH NO. 6)
6, sec. 1	(Undiscernible)	06/05/1861	17 (16-7)	4 Rods	/	0.6 mi.±
						Description beginning near the W.¼-Cor., Sec. 16, running Southwesterly to LaCrosse & Onalaska Plank Rd. (possibly George St., i.e. Hwy "35") (SEE SKETCH NO. 7)
7, sec. 1	(Part of) Smith Valley Rd.	06/26/1861	23 & 14 (16-7)	4 Rods	/	0.27 mi.±
						Description beginning just Southeast of S.1/16th-Cor., SW¼, Sec. 14, running North parallel with 1/16th line until it intersects with Bostwick Valley Rd. (SEE SKETCH NO. 8)
7, sec. 2	Pt. C.T.H. "OS" & Pt. Marcou Rd.	05/17/1862	10 & 11 (16-7)	4 Rods	/	2 mi.±
						Description beginning at the SW-Cor., Sec, 3, running South & Easterly up part of Marcou Rd. (SEE SKETCH NO. 9)
8, sec. 5	Halpin Rd.	07/12/1865	14 & 23 (16-7)	Not Given	/	1 mi.±
						Discontinuance of Hwy: beginning at the intersection of Bostwick Valley Rd running Southerly thru the W.½-NE¼ & NW-SE, Sec. 23, ending just South of the school house land.

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH	/	LENGTH
9, sec. 1	C.T.H "F"	Not Given	34,35,36,26 23 & 14(16-7)	Not Given	/	Not Given
			Petition for Hwy: Pt. C.T.H. "F" intending to run Northeasterly across the ridge to intersect the existing roads in Smith Valley near the North line, NW $\frac{1}{4}$ , Sec. 36 to gain passage to Bostwick Valley Rd. (SEE SKETCH NO. 14)			
9, sec. 2	Halpin Rd.	Not Given	14 & 23 (16-7)	Not Given	/	1 mi.+
			Petition to discontinue: same description in discontinuance of Hwy on Pg. 8, sec. 5 to Pg. 9.			
9, sec. 3	Not Given	07/05/1865	14 (16-7)	Not Given	/	Not Given
			Hwy damages award to Francis Metcalf			
11,sec. 1	N. Kinney Coulee Rd	04/25/1866	Board's decision to lay out Hwy described on Pg. 13, sec.2 & Pg. 13, sec. 3 to Pg. 14.			
11,sec. 2	Keil Coulee Rd.	06/25/1867	24 & 23 (16-7)	Not Given	/	1.5 mi.+
			Description for Hwy beginning at the E.1/16th-Cor., SE $\frac{1}{4}$ , Sec. 24, running West & Northwesterly to intersect old Halpin Rd or Smith Valley Rd.			
11,sec.3&4	C.T.H. "OS"	06/29/1867	10 & 11 (16-7)	Not Given	/	Not Given
			Change & Alteration of parts of C.T.H. "OS".			
11,sec. 5	C.T.H. "BM"	05/19/1863	21 (16-7)	4 Rods	/	0.9 mi.+
			Description beginning at the NE-Cor., Sec. 21, running Southerly to intersect Hwy "16" in the SE-SE with the now abandoned portion. (SEE SKETCH NO. 10)			

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH	/	LENGTH
12,sec.1 & 13,sec.1	Marcou Rd. (Private Rd)	11/30/1863	11 & 2 (16-7)	3 Rods	/	0.7 mi.+
			Description beginning on old Hwy "16" near the North line of the NE $\frac{1}{4}$ , Sec. 11, running Northwesterly into Sec.2. (SEE SKETCH NO. 11)			
13,sec.2	N. Kinney Coulee Rd.	04/25/1866	11 & 12 (16-7)	4 Rods	/	1.6 mi.+
			Description beginning near the center of Sec. 11, running East & Southeasterly to the Town line.			
13,sec.3	(Undiscernible)	05/02/1866	11 (16-7)	4 Rods	/	0.5 mi.+
			Description beginning at the E.1/16-Cor., NW $\frac{1}{4}$ , running South 2046 Ft., then West 891 Ft. intersecting an old Road.			
14,sec.2	(Undiscernible)	10/31/1871	16 (16-7)	Not Given/		
			Petition for a road in the NW $\frac{1}{4}$ , Sec. 16.			
14,sec.3	Pt. C.T.H. "B"	10/31/1871	14 (16-7)	4 Rods	/	
			Application for a Hwy layout & discontinuance of part of the existing road in the SW $\frac{1}{4}$ , Sec. 14.			
15,sec.1	Not Given	11/11/1871	16 (16-7)	2 Rods	/	0.2 mi.+
			Description of road in the NE-NW, Sec. 16, beginning & ending in the old West Salem-LaCrosse Valley Rd.(Now C.T.H"SS" (SEE SKETCH NO. 12)			
16,sec.1	Part of: Bostwick Valley Rd.	11/11/1871	14 (16-7)	4 Rods	/	0.44 mi.+
			Discontinuance of part of C.T.H. "B" in the SW $\frac{1}{4}$ , Sec. 14. (SEE SKETCH NO. 13)			
16,sec.2 & 17,sec.1	Part of: Bostwick Valley Rd.	11/11/1871	14 (16-7)	Not Given/Not Given		
			Claim release of Peter Schintgen & Hwy damages award to Hans Larsen for his part in the SW-SW.			

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH	/	LENGTH
17,sec.2	(Undiscernible)	11/14/1874	29 & ?	Not Given/? Description Beginning at the center of Section 29, running Northeasterly to a section line and the State Road from LaCrosse to West Salem.		
17,sec.5	Not Given	07/10/1875	1 & 2 (16-7)	Not Given/? Application for a Hwy & to discontinue the road then traveled beginning at the $\frac{1}{4}$ -Cor. between Sec.'s 1 & 2, running North to intersect the Joe French land.		
17,sec.6	Dakota St. on French Island	Not Given	1 & 2 (16-8)	Not Given/1.55 mi.+ Application for a Hwy beginning at the E. $\frac{1}{4}$ -Cor., Sec. 1-16-8 running West (Dakota St.) & Northwesterly(Now Lake Onalaska)		
18,sec.1	Not Given	Not Given	13 (16-7)	Not Given/0.9 mi.+ Application for Highway beginning in Bostwick Valley Rd. (SW-SW, 13), running N.'easterly across the SE-SW, Gov't Lot 6(NE-SW), Gov't Lot 7(NW-SE & pt. SW-NE) & Gov't Lot 8 (pt. SE-NE) lying south of the railroad tracks to the Town Line. (Pg. 18,sec.2: Notice serving & posting).		
18,sec.4- 19,sec.1	Not Given	01/31/1876	36 & 35 (16-7)	Not Given/1 mi.+ Application for Highway beginning in Smith Valley Rd. on the N.-line of Sec. 36, running S.'erly to the top of the bluff(to intersect C.T.H "F" in Sec. 35) (SEE SKETCH NO. 14)		
19,sec.2- 20,sec.2	Pt. Oak St.	12/23/1876 02/19/1877	17 & 16 (16-7)	3 Rods	/	0.4 mi.+ Application, Layout & Damage Awards for Highway beginning 636 Ft. south of $\frac{1}{4}$ -Cor. between Sec.'s 17 & 16, running S.'erly to Town Cemetery. (SEE SKETCH NO. 15)

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH	/	LENGTH
20,sec.3	Hwy "16" & C.T.H. "B"	04/27/1878	33, 28, 21, 15, 14, 13 & 24 (16-7)	Not Given	/	5.5 mi.±
			(LaCrosse & Bostwick Valley Rd.) Field notes for LaCrosse Rd.(Hwy "16") & Bostwick Valley Rd.(C.T.H. "B") beginning at the Center of Sec. 33, running N.'erly & E.'erly to the Town Line. (SEE SKETCH NO. 16)			
21,sec. 1	Pt. C.T.H. "F"	12/23/1881	35 (16-7)	Not Given	/	0.3 mi.±
			Description of a laid out Hwy beginning on the Town Line in the SE-SE, Sec. 35, running N.'westerly to intersect the south end of of a public Hwy described on Pg. 18,sec.4-Pg. 19,sec. 1 and shown on SKETCH NO. 14.			
21,sec.2	Pt. LaCrosse & Bostwick Valley Rd.	10/22/1883	14 (16-7)	Not Given	/	0.19 mi.±
			Alteration of pt. of the Road in the NW-SE.			
22,sec.1- 25,sec.1	Not Given	09/13/1886 10/29/1886	13 (16-7)	3 to 2 Rods	/	0.31 mi.±
			Applications, Layout & Survey for a Hwy to reach landlocked parcels in Gov't Lot 5(NW-SW North to the LaCrosse River), beginning in the road known as the State Rd.(C.T.H. "B") near the S.-line of the NE-SE, Sec. 14, running predominantly East, the centerline intending to end 16.5Ft. North of and along the South property line of the most E.-erly landlocked parcel in Gov't Lot 5, Sec. 13. (SEE SKETCH NO. 17)			
25,sec.3	Pt. C.T.H. "F" (Grandad Bluff Rd.)	06/13/1896	33, 34 & 35 (16-7)	100 Ft. 4 Rods	/	0.43 mi.± 1.32 mi.±
			Description of laid out Hwy beginning in the S.-line, Sec. 33, 185 Ft. West of the SW-Cor. of the SE-SE, running N.'easterly to the E.-line Sec. 33, being 100 Ft. wide. Continuing E.'erly thru Sec. 34 and 414 Ft. into the SW-SW, Sec. 35 being 4 Rods wide, ending at a public Hwy. (SEE SKETCH NO. 18)			

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH / LENGTH
26,sec.1- 27,sec.2	Miller Road	10/29/1897	27, 26 & 23 (16-7)	Not Given/1.3 mi.± Application and Rejection of application for Hwy layout.
28,sec.1 & sec.2	Smith Valley Rd. (or previous to:)	12/18/1905	26 (16-7)	1 Rod Add/1155 Ft. Application and Order for widening West side of road by 1 Rod beginning 25 Rods South of the N.-line of the SE¼, running N.'erly 70 Rods.
28,sec.3- 29,sec.2	Not Given	12/15/1906 12/15/1908	28 & 27 (16-7)	3 Rods /1.12 mi.± Description of, Order for and Contract to Maintain Hwy beginning in the SW-SE, Sec. 28 near Hwy "16", running E.'erly along the South side of the valley to the top of the ridge near the NE-Cor., of the SE-SW, Sec. 27. Also to discontinue the road running E.'erly along the North side of the valley also shown in part of SKETCH NO. 1. (SEE SKETCH NO. 19)
30,sec.3	Pt. S.T.H. "16"	04/30/1938	1 & 2 (16-7)	Not Given/1.4 mi.± Discontinuance of part of Old C.T.H. "B"(Now Hwy "16") beginning at the Town Line in the NE-NE, Sec. 1, running SW'erly to the West side of the Hartley Bridge(near the SW-Cor., SE-SE, Sec. 2) except that part East of French Rd. to Hansen's Driveway. (SEE SKETCH NO. 20)
32,sec.1- 33,sec.1	Three Town Rd.	08/19/1940	36 (16-7)	Not Given/Not Given Damage Assessments and Order for Hwy Layout as per Alfred Briedel application held in the filing cabinet.



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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH / LENGTH
36,sec.1	Not Given(Possibly: August Pralle Rd.)	01/14/1955	10 (16-7)	Not Given/Not Given  Resolution to return unopened road back to August Jr. & Ida Pralle in the SE-NE.(May instead be the SE-NW)
36,sec.2	Hoffman Place, West Young Drive, Pt. East Young Drive & South Vista Court.	08/20/1956	15 & 28 (16-7)	Not Given/Not Given  Resolution to open as a public highway.
36,sec.3	Keil Coulee Rd.	09/24/1956	24 (16-7)	50 Ft. /1150 Ft. Resolution to enter into an agreement to build a driveway to intersect the road extention and a Resolution to Open and the Description of Keil Coulee Rd. extention as a public highway. (SEE SKETCH NO. 21)
37,sec.1	August Pralle Rd.	11/07/1956	10 (16-7)	60 Ft. /1370 Ft. Rejection of the Application for the Town Road in the SE-NW.
38,sec.2	Roads in the "Plat of Medary"	03/27/1957	Vol.3, Pg.20	Discontinuance of all streets and alleys in the "Plat of Medary".
39,sec.3	North Vista Ct. in Bellevue Estates Addition.	04/27/1957	28 (16-7)	Not Given/Not Given  Order to open as a public Highway.
41,sec.4	Shiftar Road	11/11/1959	21 (16-7)	4 Rods /812.59 Ft. Order to open as a public Highway, lying in the SE-NW. (SEE SKETCH NO. 22)
42,sec.1	C.T.H. "F"	Not Given	35 (16-7)	Variable Erroneous Description intending to be part of the highway in the S.½-SE¼ from Mr. & Mrs. Schams.

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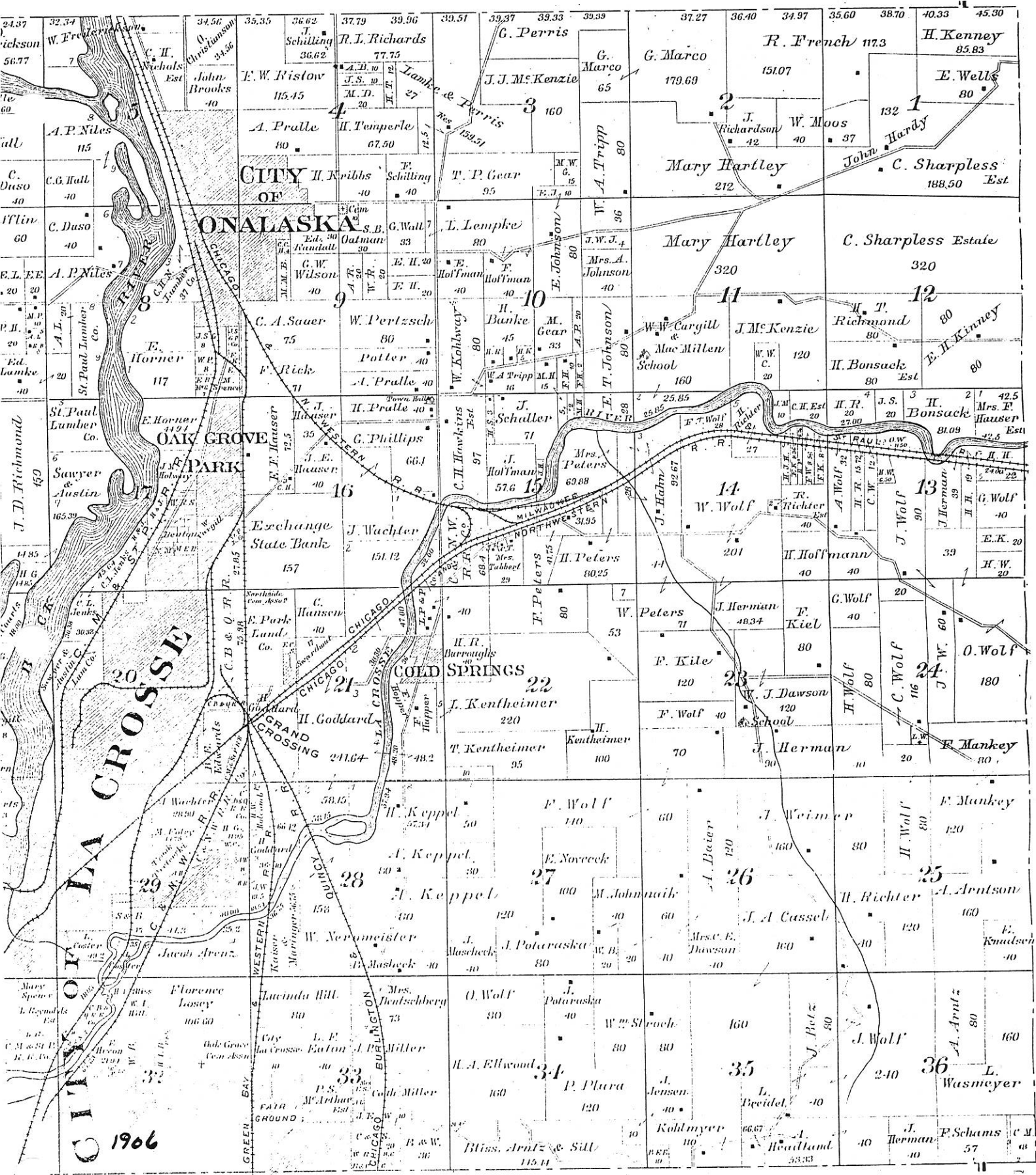
PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH	/	LENGTH
43,sec.1	C.T.H. "F"	09/28/1960	35 (16-7) & 2 (15-7)	Variable	/	
			Description of part of the Highway beginning 555 Ft. East of the SW-Cor., Sec. 35, running NE-erly to the $\frac{1}{4}$ -line. (SEE SKETCH NO. 23)			
44,sec.1 & 45,sec.1	Conoco Road	02/23/1961	15 & 16 (16-7)	3 Rods	/	944 Ft.+
			Quit Claim from C. & N.W. Railroad Co., Mr. & Mrs. Lenox and Mr. & Mrs. Johnson to the Town for street purposes. (SEE SKETCH NO. 24)			
45,sec.2	C.T.H. "B"	06/07/1961	15 (16-7)	7.5 Ft.+	/	205 Ft.+
			Fee Title from the Garbers to LaCrosse County for a small strip of land for right-of-way in the NW-SE(Stated as SW-SE).			
45,sec.3	C.T.H. "B"	06/07/1961	14 (16-7)	Variable	/	190 Ft.+
			Fee Title from the Weckers to LaCrosse County for a small triangular strip of land for right-of-way in the SW-SW.			
46,sec.1	Peters Road	06/07/1961	14 (16-7)	65 Ft.	/	92 Ft.
			Fee Title from Mr. & Mrs. Conroy to LaCrosse County for a small strip of land for public highway purposes in the SW-SW.			
46,sec.2	Skemp Quarry Rd.	06/07/1961	15 (16-7)	50 Ft.	/	265.54 Ft.
			Easement from Garbers to LaCrosse County Highway Department for a strip of land in the SW-SE.(May fall in the NW-SE also)			
47,sec.1	Peters Road	06/12/1961	14 (16-7)	65 Ft.	/	92 Ft.
			Mortgage Release for a small strip of land near the entrance of Peters Road in the SW-SW.			

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PAGE (sec.)	ROAD NAME	DATE	SECTION(S)	WIDTH / LENGTH
47,sec.2	C.T.H. "B"	07/20/1961	14 (16-7)	Not Given/50 Ft.+ Limited Highway Easement for a small strip of land in the SW-SW.
50,sec.1	Old C.T.H. "B" (Later, Old Hwy "16")	04/30/1938	1 (16-7)	Not Given/1.1 mi.+ Discontinuance of Old C.T.H. "B" beginning at the Town Line by the top of Nathan Hill in the NE-NE, Sec. 1-16-7, running SW'erly with approach of Hartley Bridge. Excepting that part East of French Road to Hauser's driveway.
53,sec.1	Marcou Road	09/10/1973	11 (16-7)	Not Given/Not Given Copy of the Resolution Vacating the North entrance(North Fork) of Marcou Rd. as it enters C.T.H. "OS".

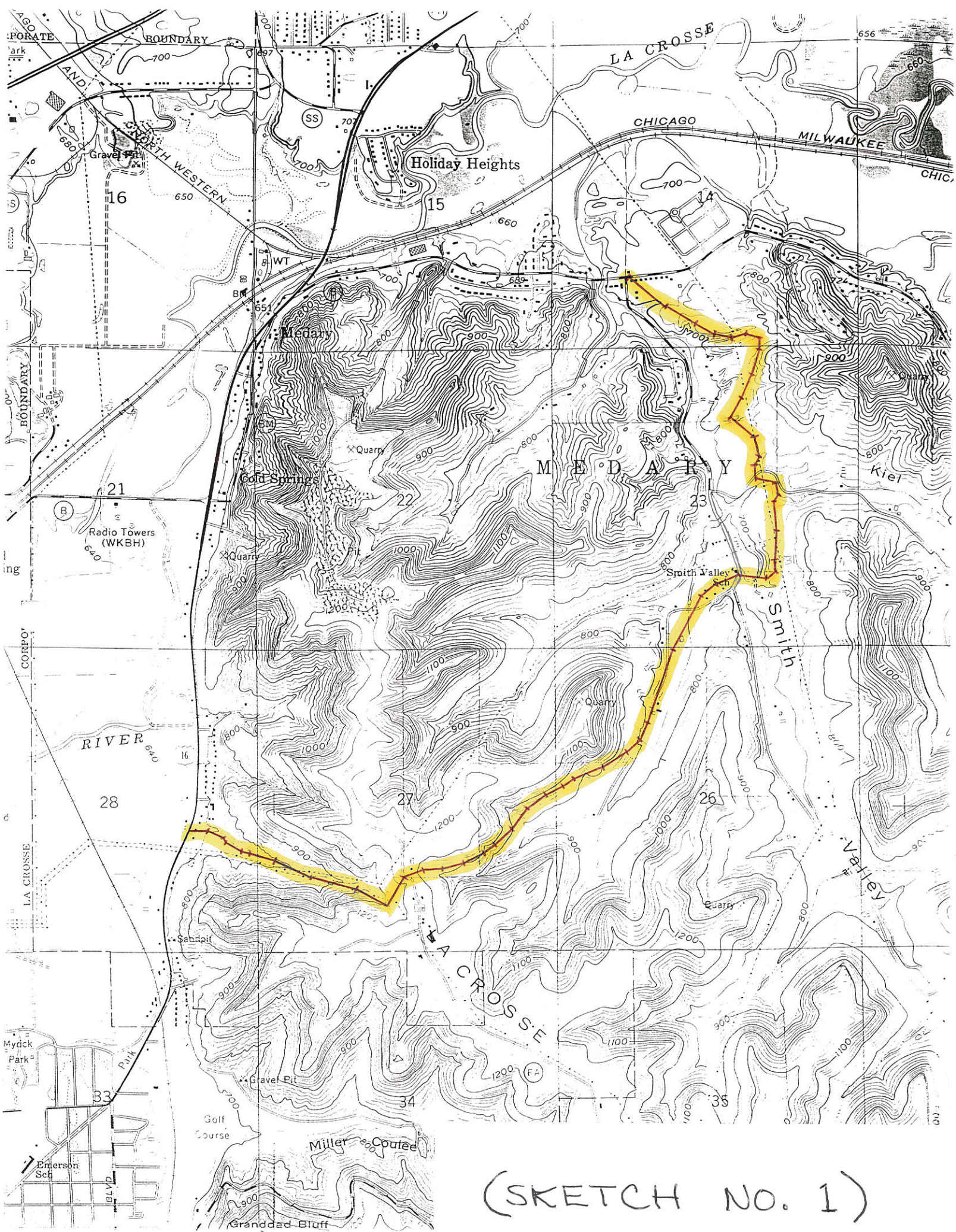






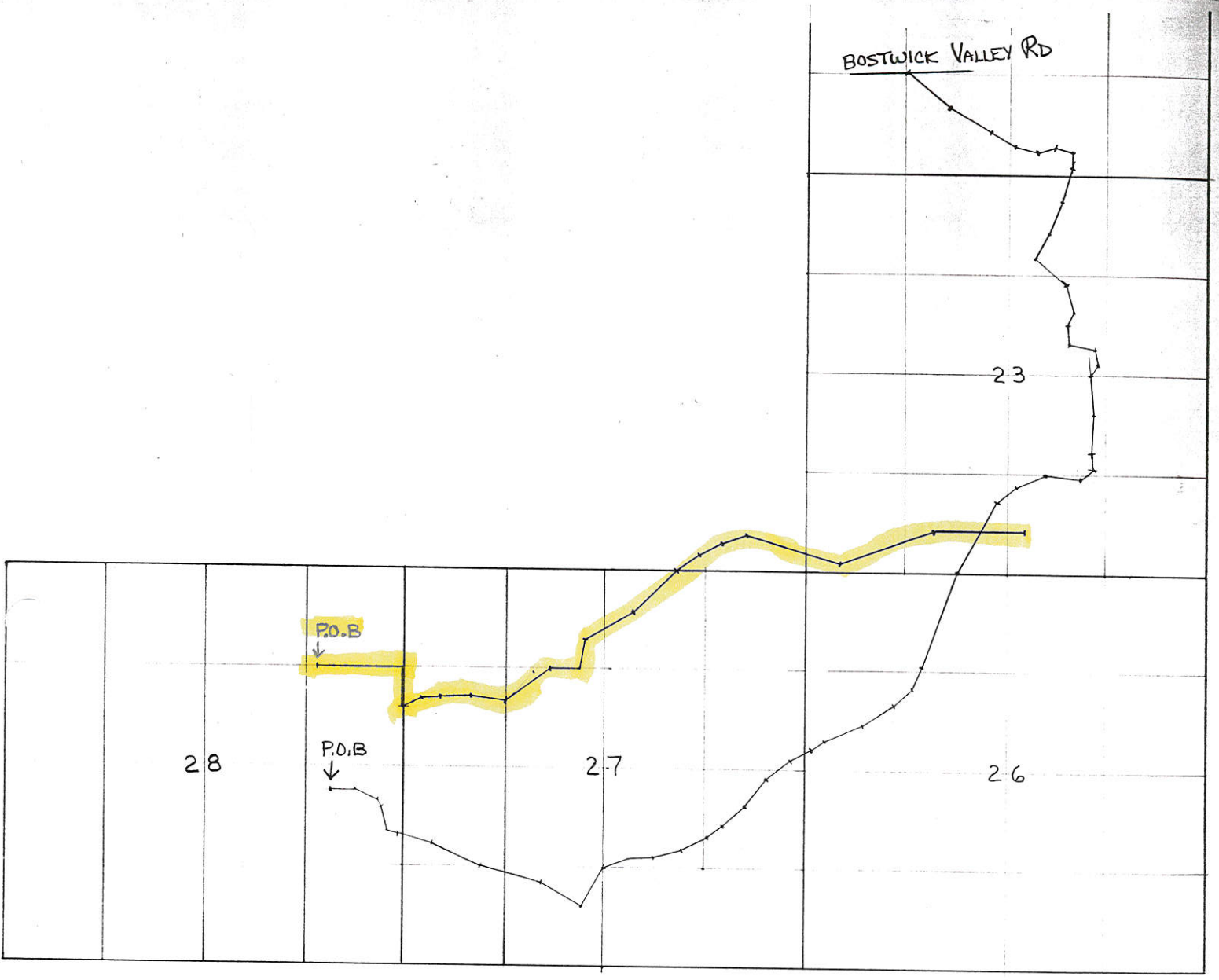
1906

STANDARD ATLAS OF LA CROSSE COUNTY, WISCONSIN  
 Geo. A. Ogle & Co. Chicago  
 1906

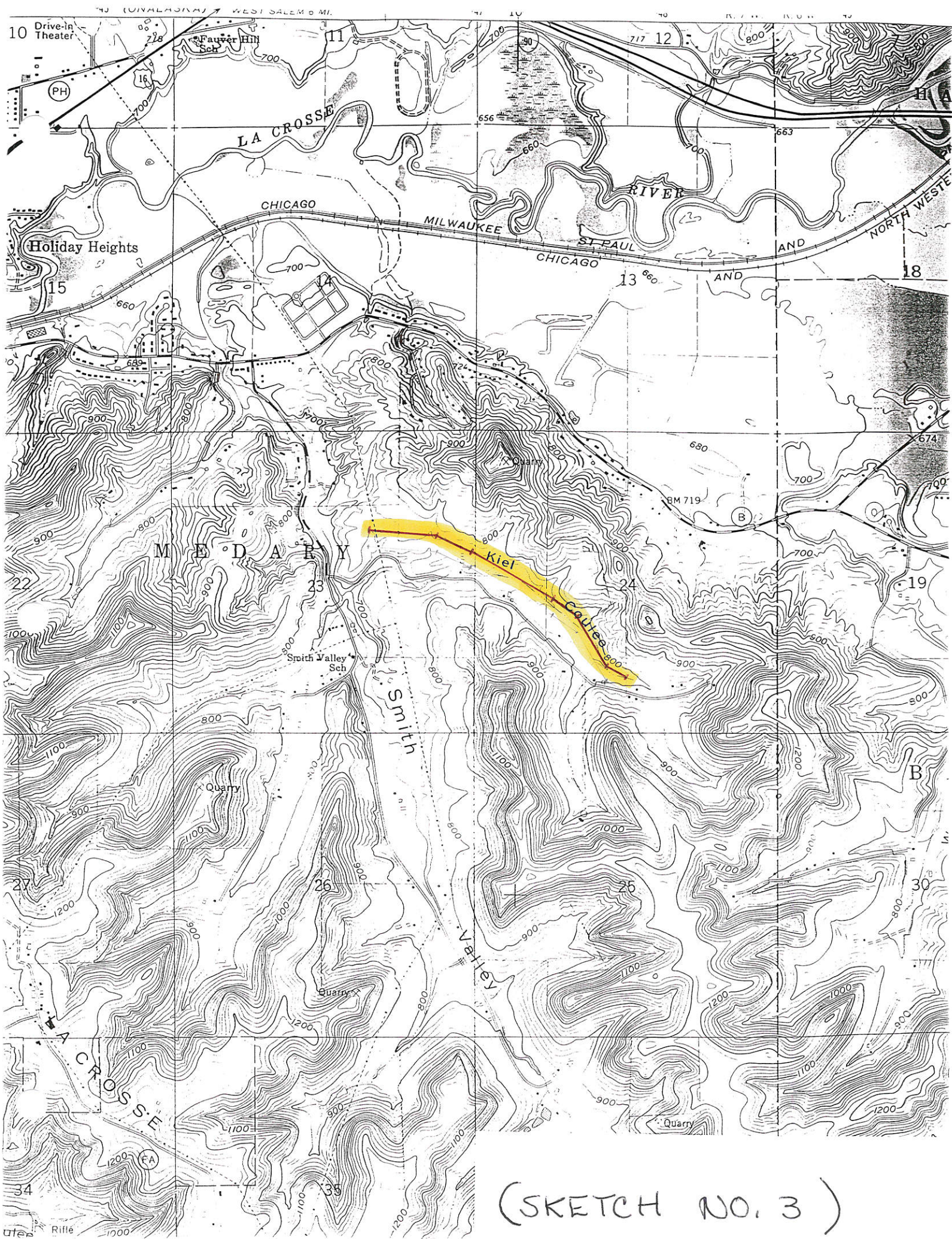


(SKETCH NO. 1)

(SKETCH NO. 2)







(SKETCH NO. 3)



(SKETCH NO. 4)

BOSTWICK VALLEY RD

23

24

SPARTA RD

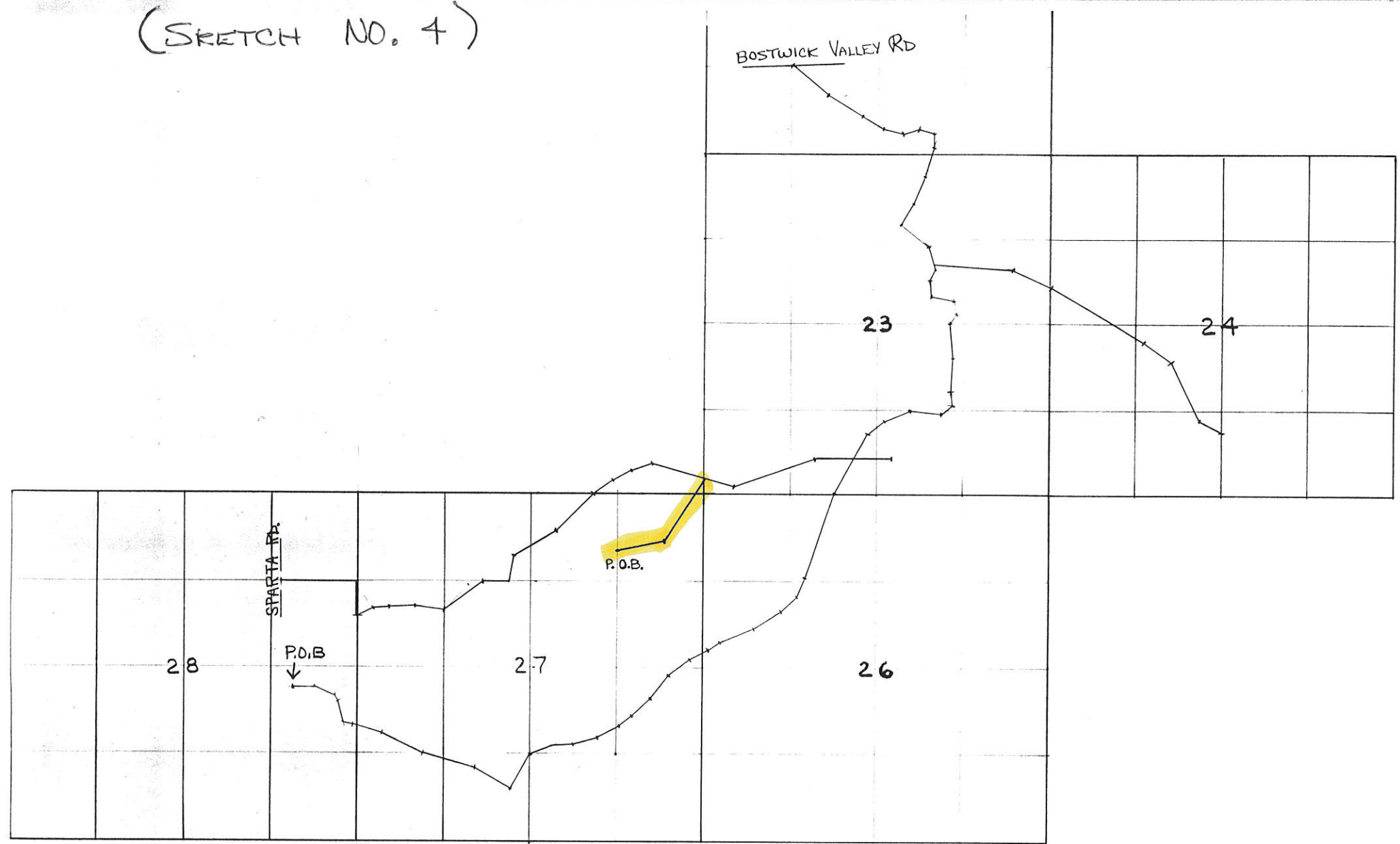
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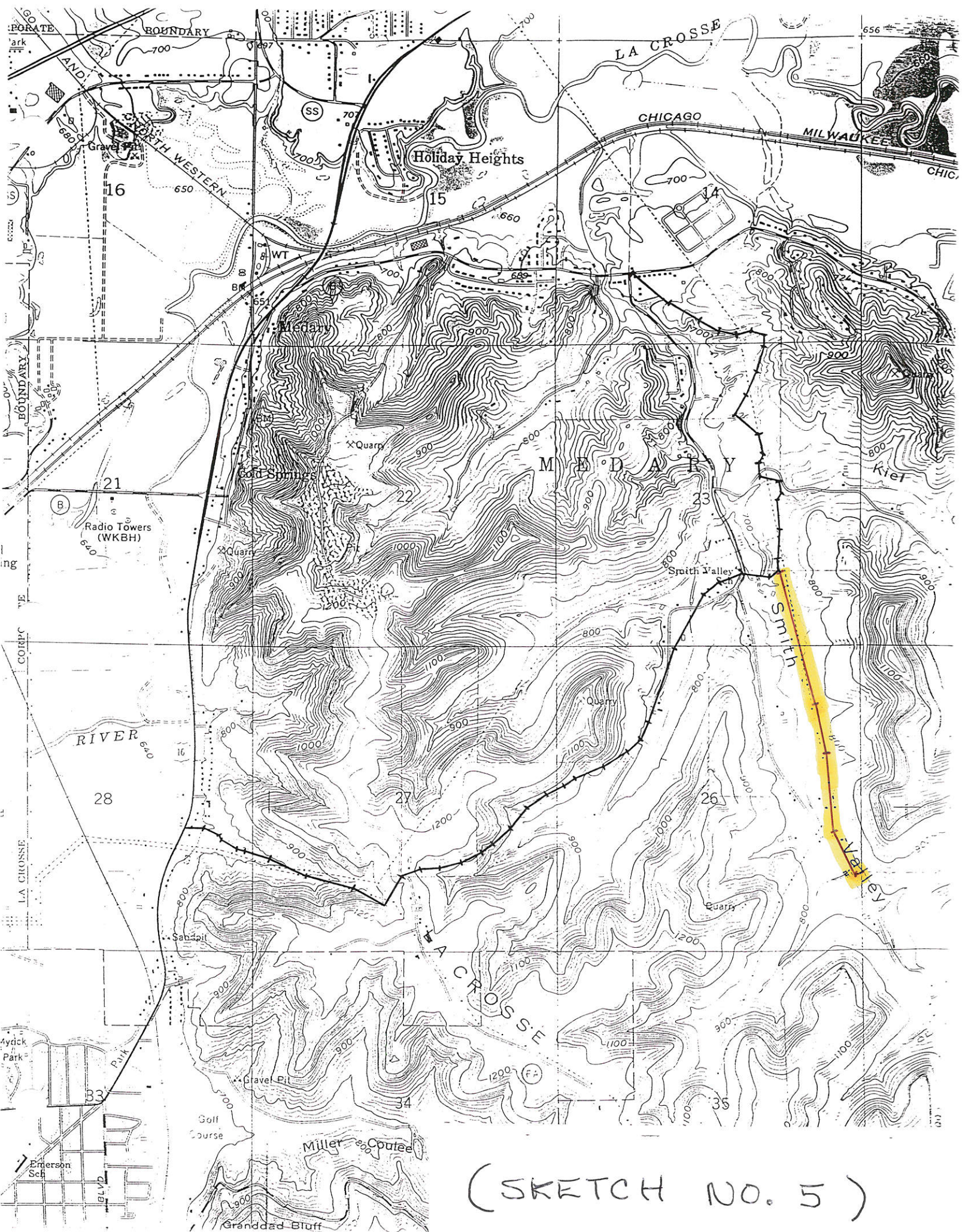
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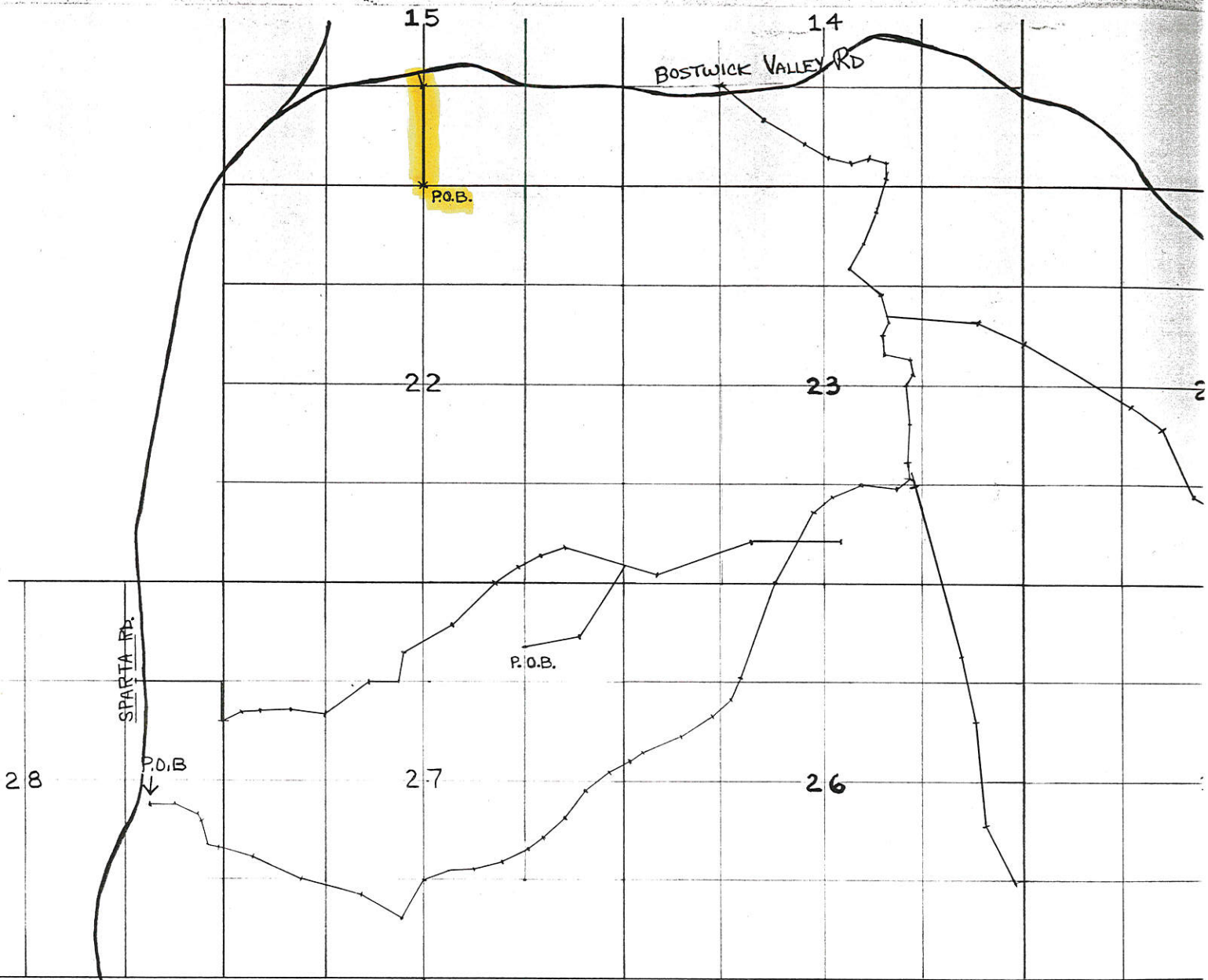
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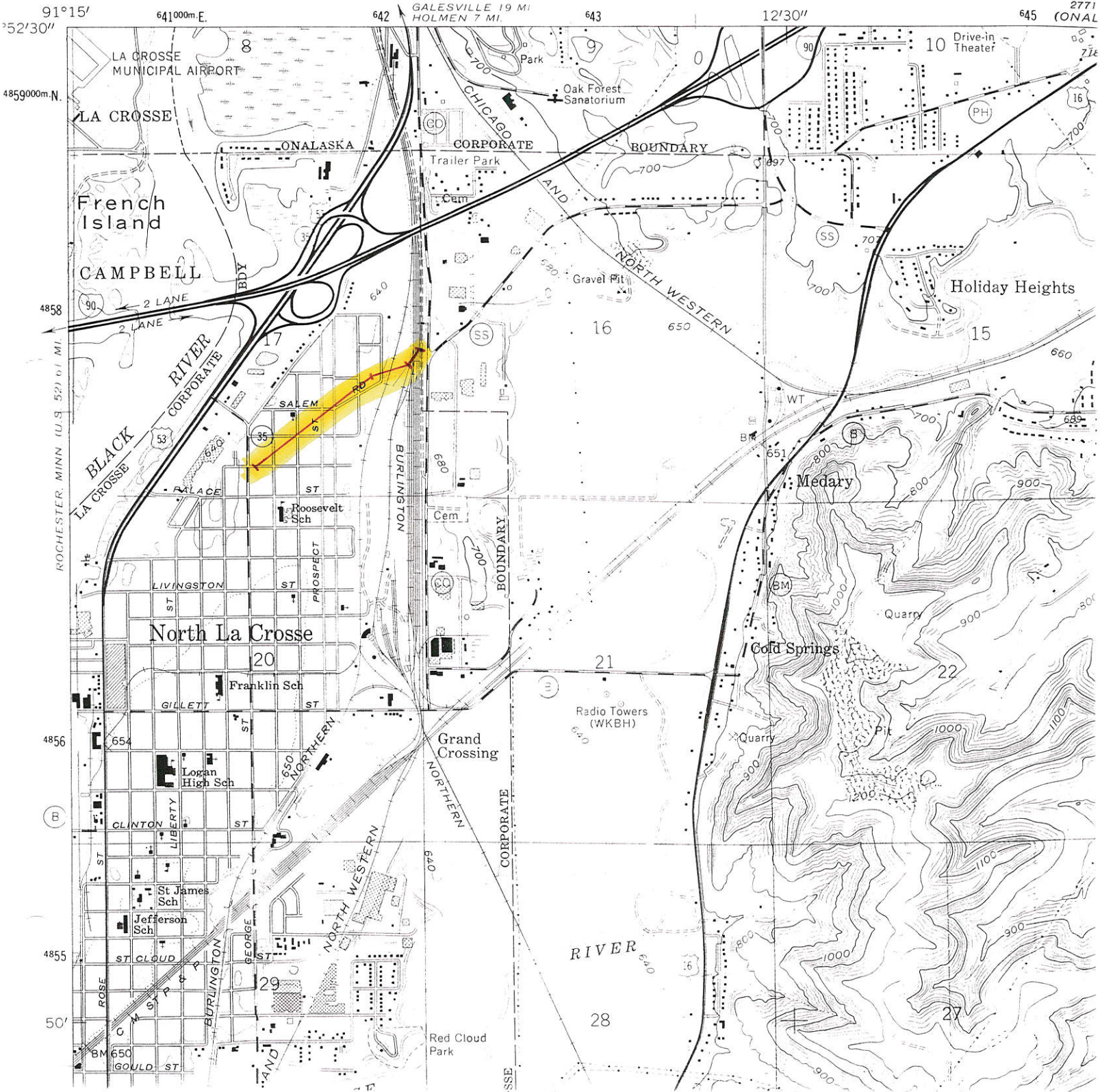


(SKETCH NO. 6)

(SKETCH NO. 7)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

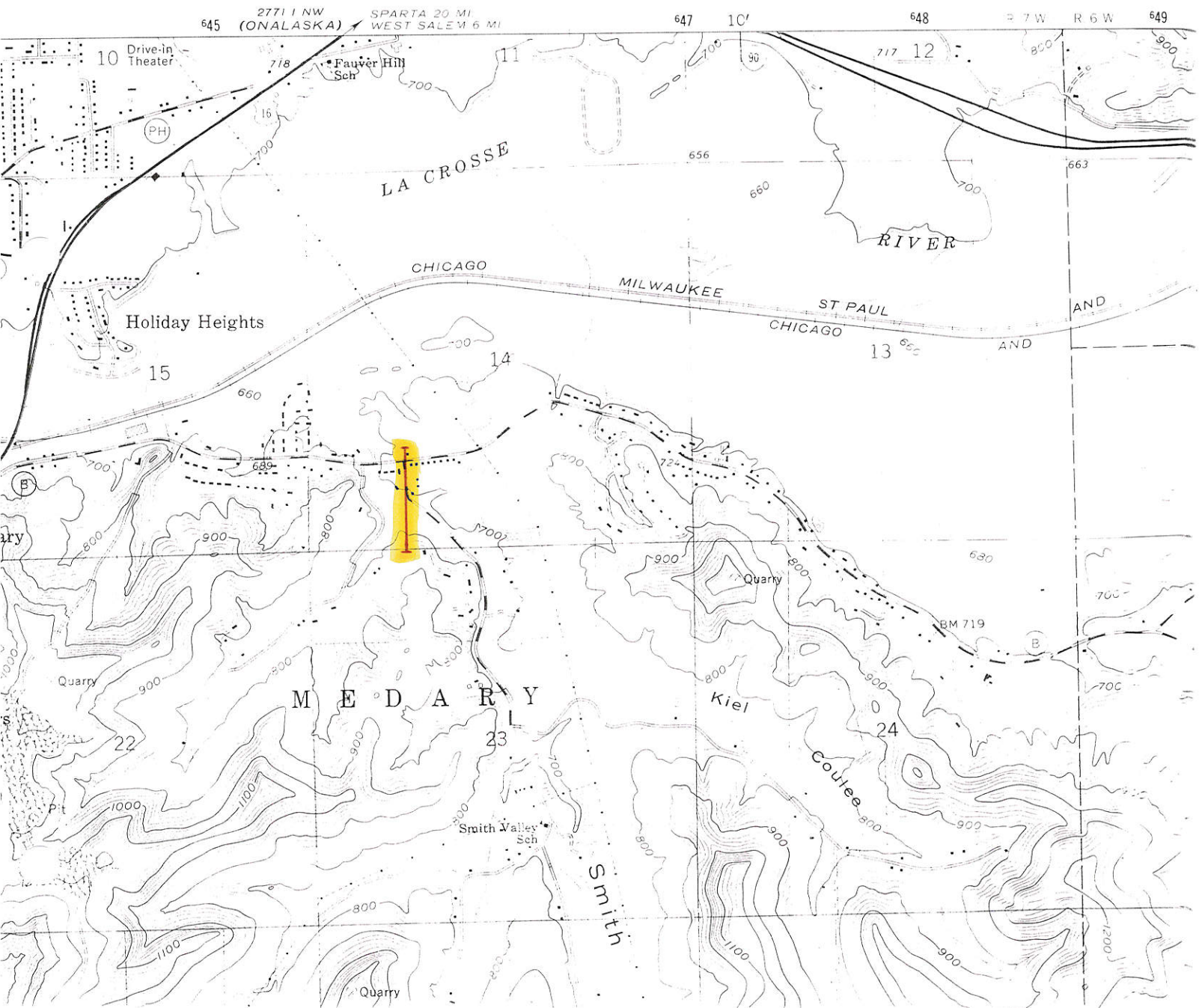
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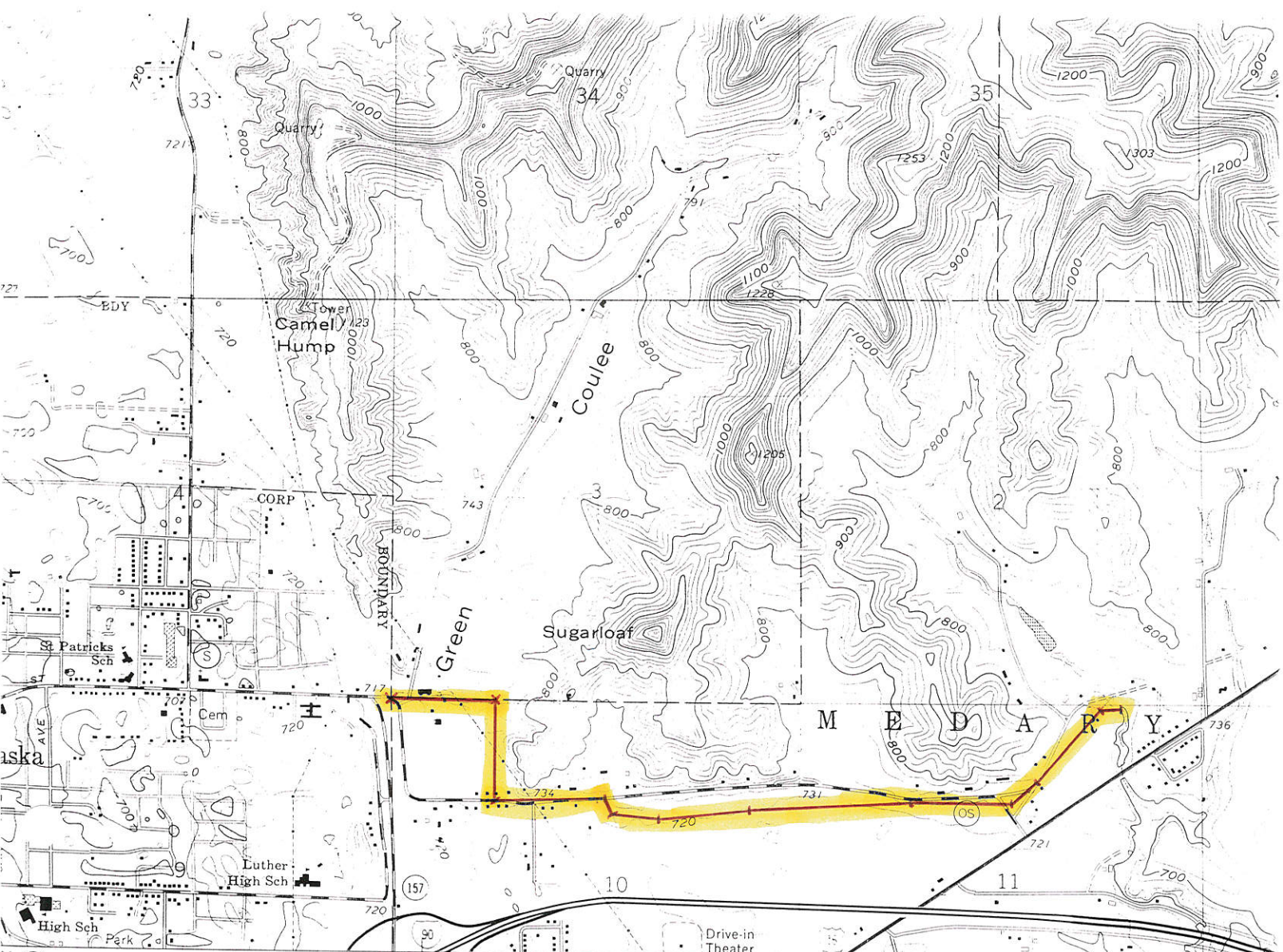


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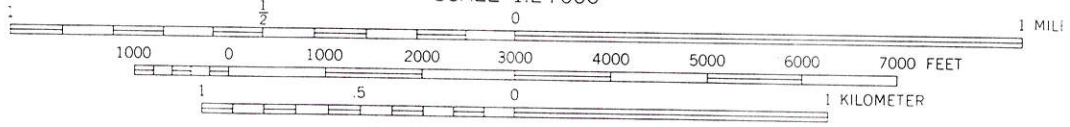




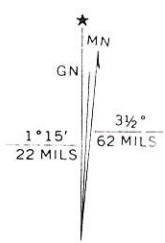
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LA CROSSE (U.S. 53) 5 MI.

LA CROSSE (CH.) 6 MI. (LA CROSSE)  
LA CRESCENT, MINN. 10 MI. 2771 1 SW

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET  
DOTTED LINES REPRESENT 10-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
AND BY THE WISCONSIN GEOLOGICAL AND NATURAL HISTORY SURVEY, MADISON, WISCONSIN 53706  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

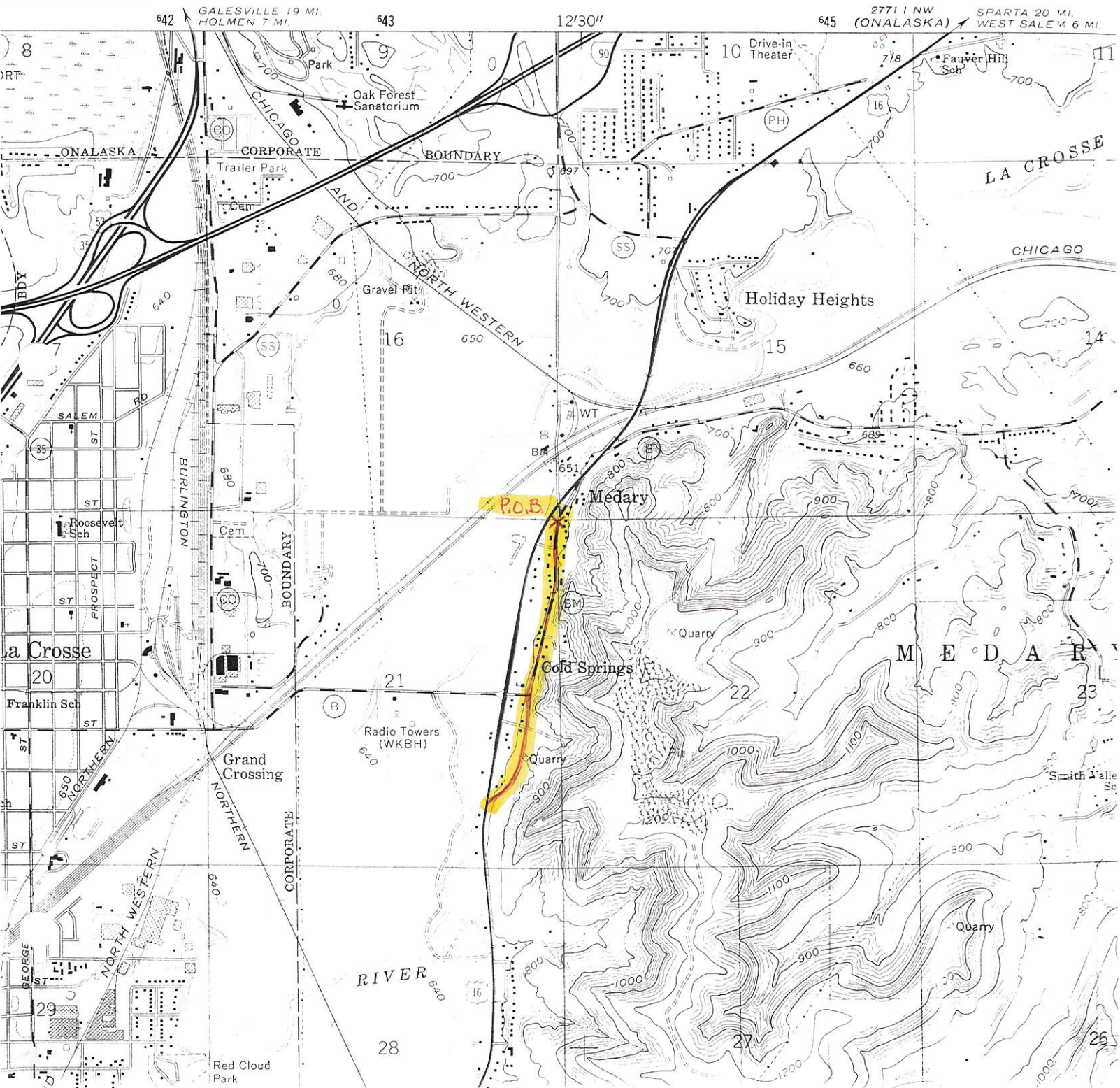
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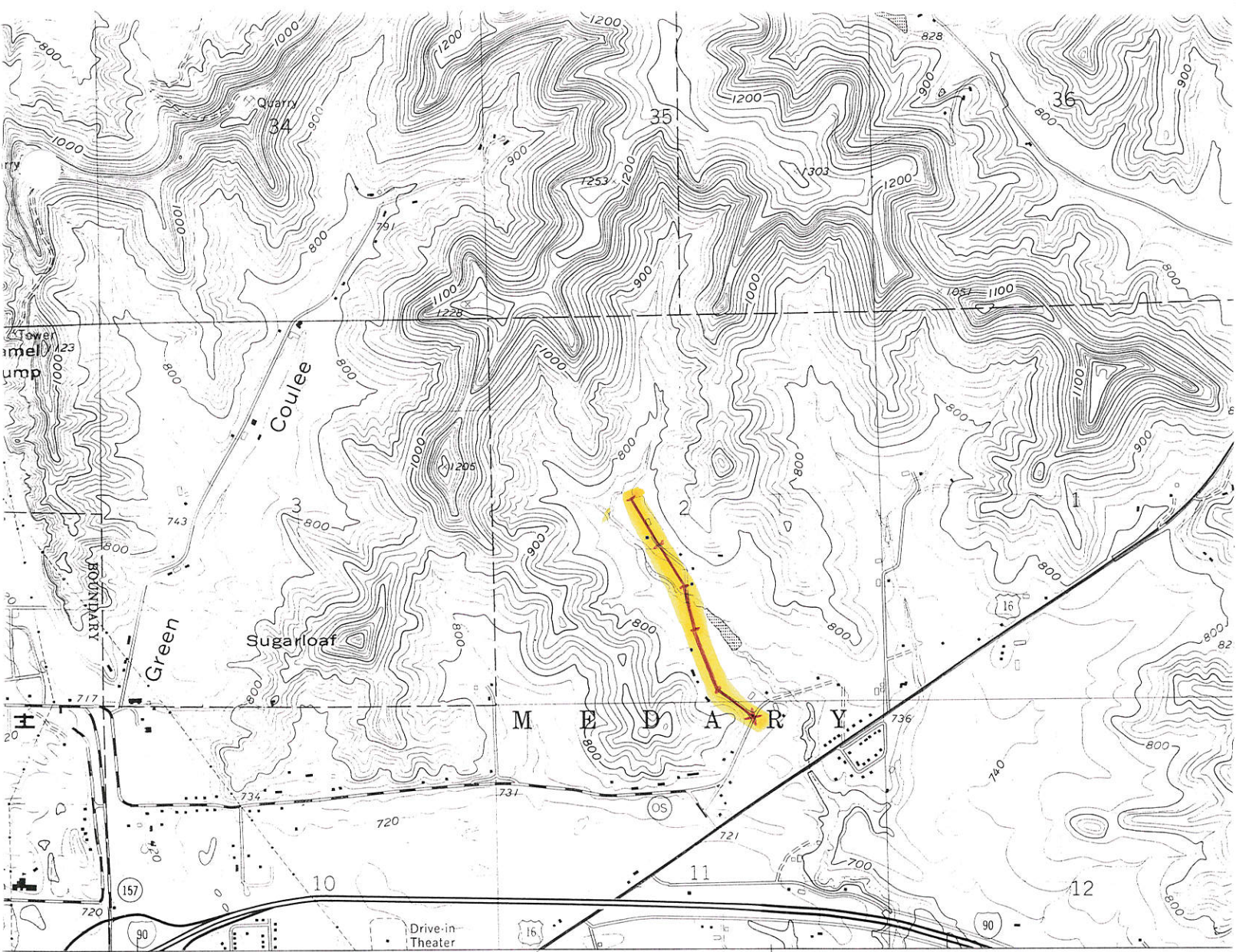
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# (SKETCH NO. 10)

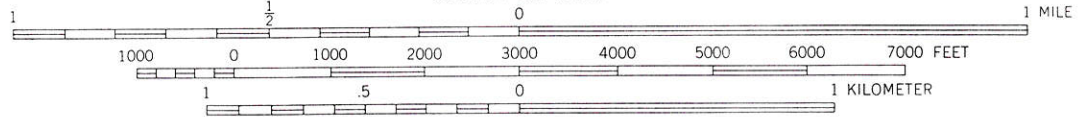
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY





EET 12'30" LA CROSSE (CH) 6 MI. (LA CROSSE) 646 647 10' 648000m E.  
 53) 1.5 MI. LA CRESCENT. MINN. 10 MI. 2771 SW

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET  
 DOTTED LINES REPRESENT 10-FOOT CONTOURS  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



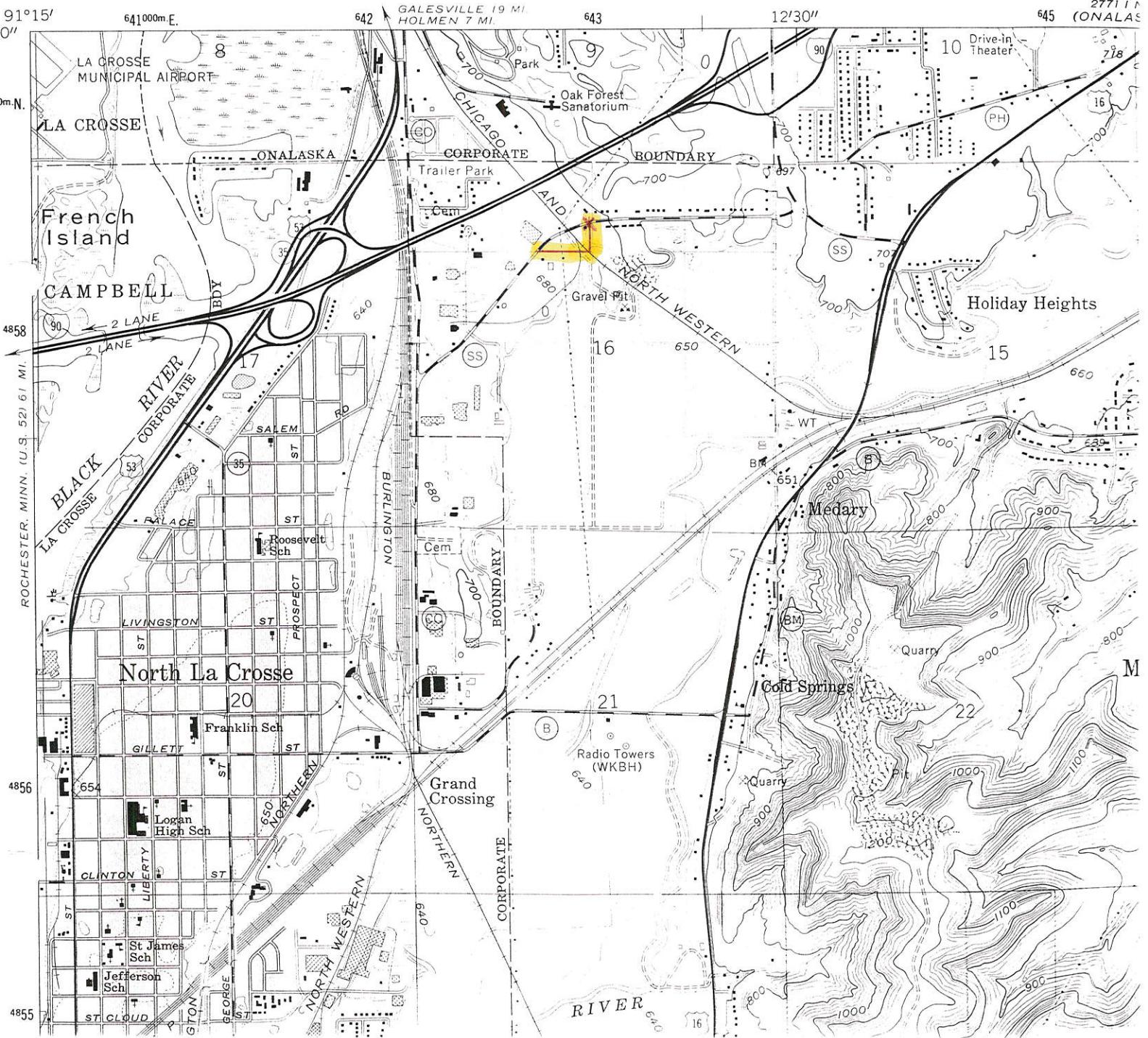
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Revisions shown in purple compiled from a  
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 Purple tint indicates extension of urban ar

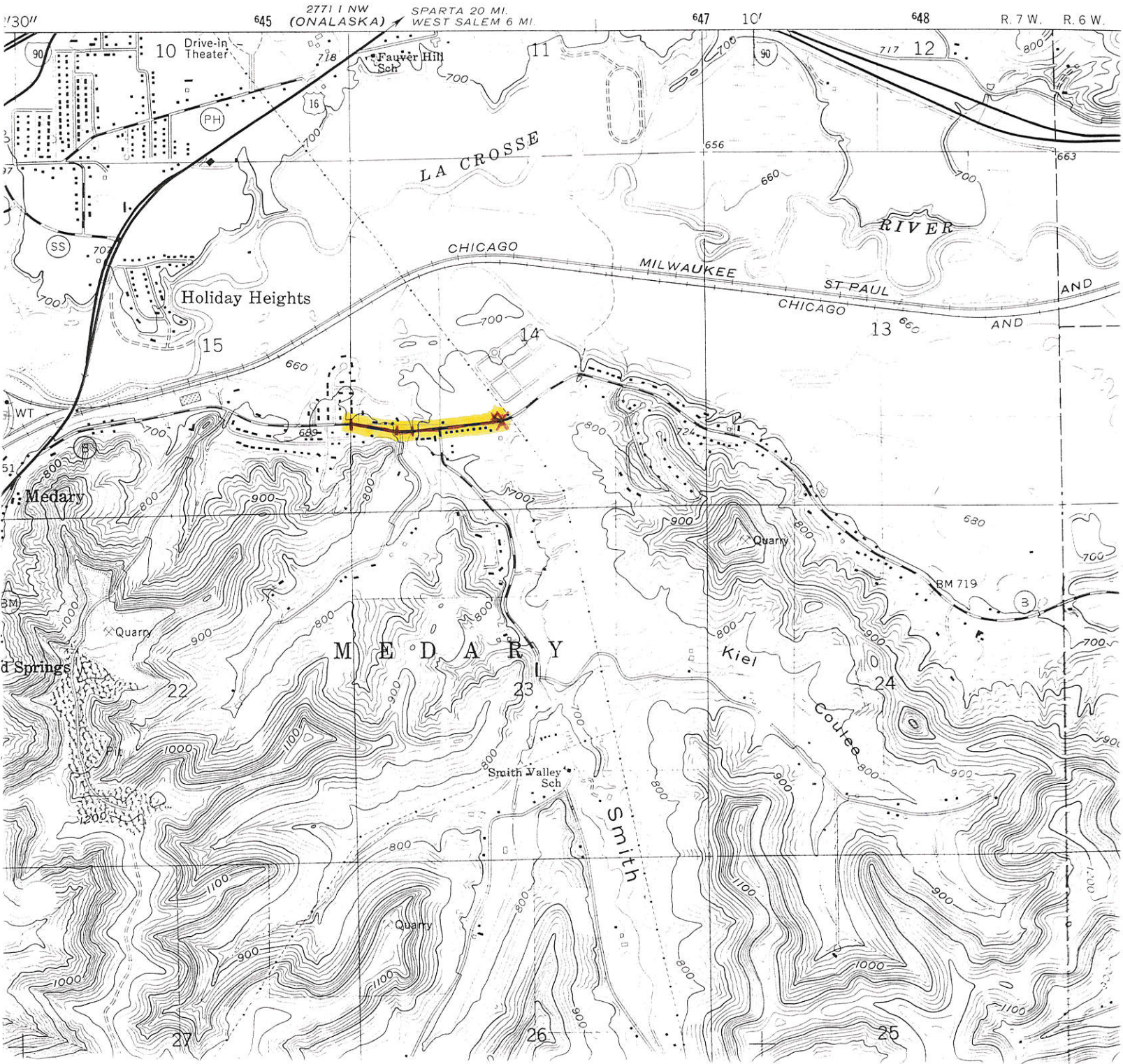
(SKETCH NO. 11)

(SKETCH NO. 12)

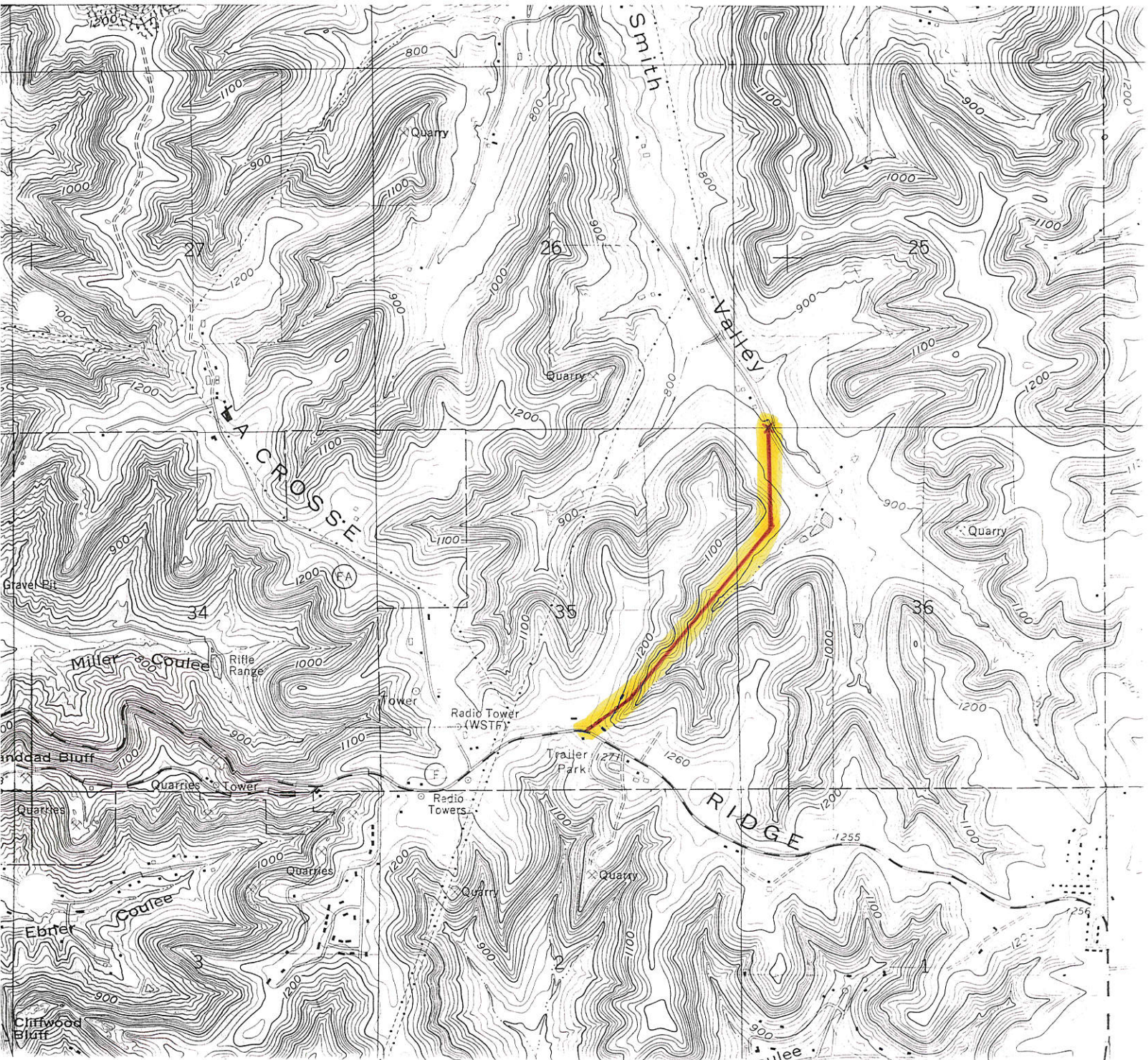
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY



(SKETCH NO. 13)



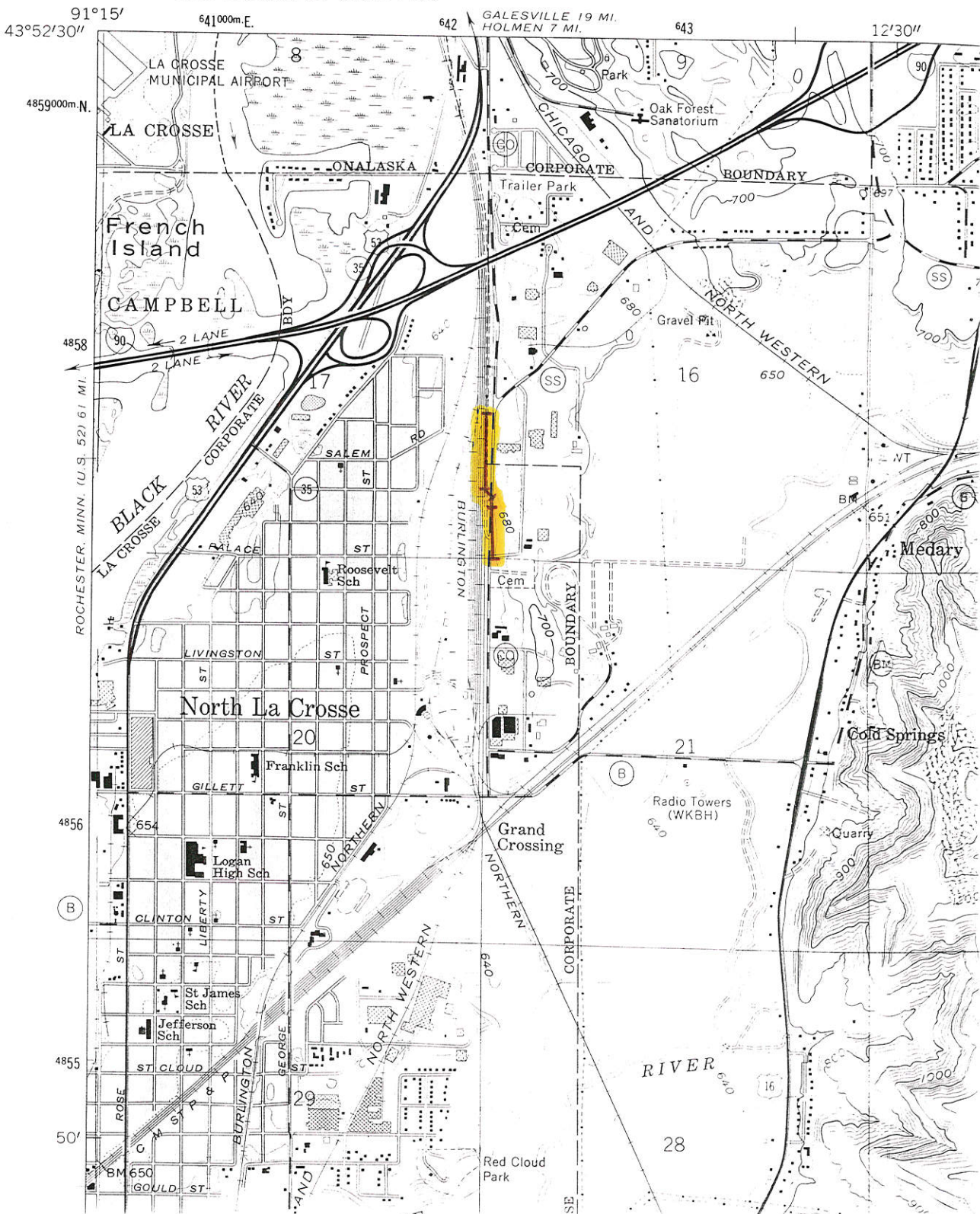
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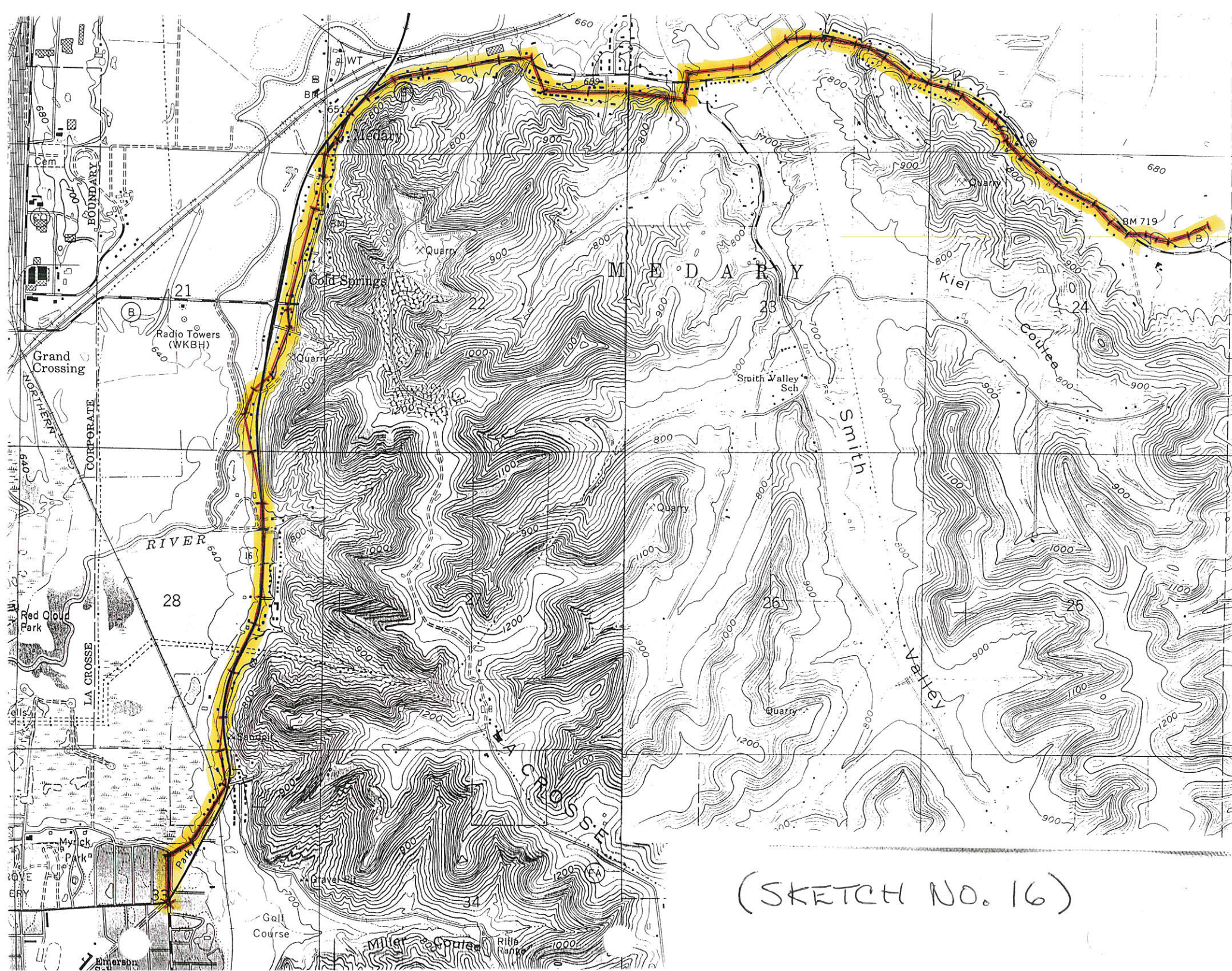


(SKETCH No. 15)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

271 IV NE  
(HOLMEN)



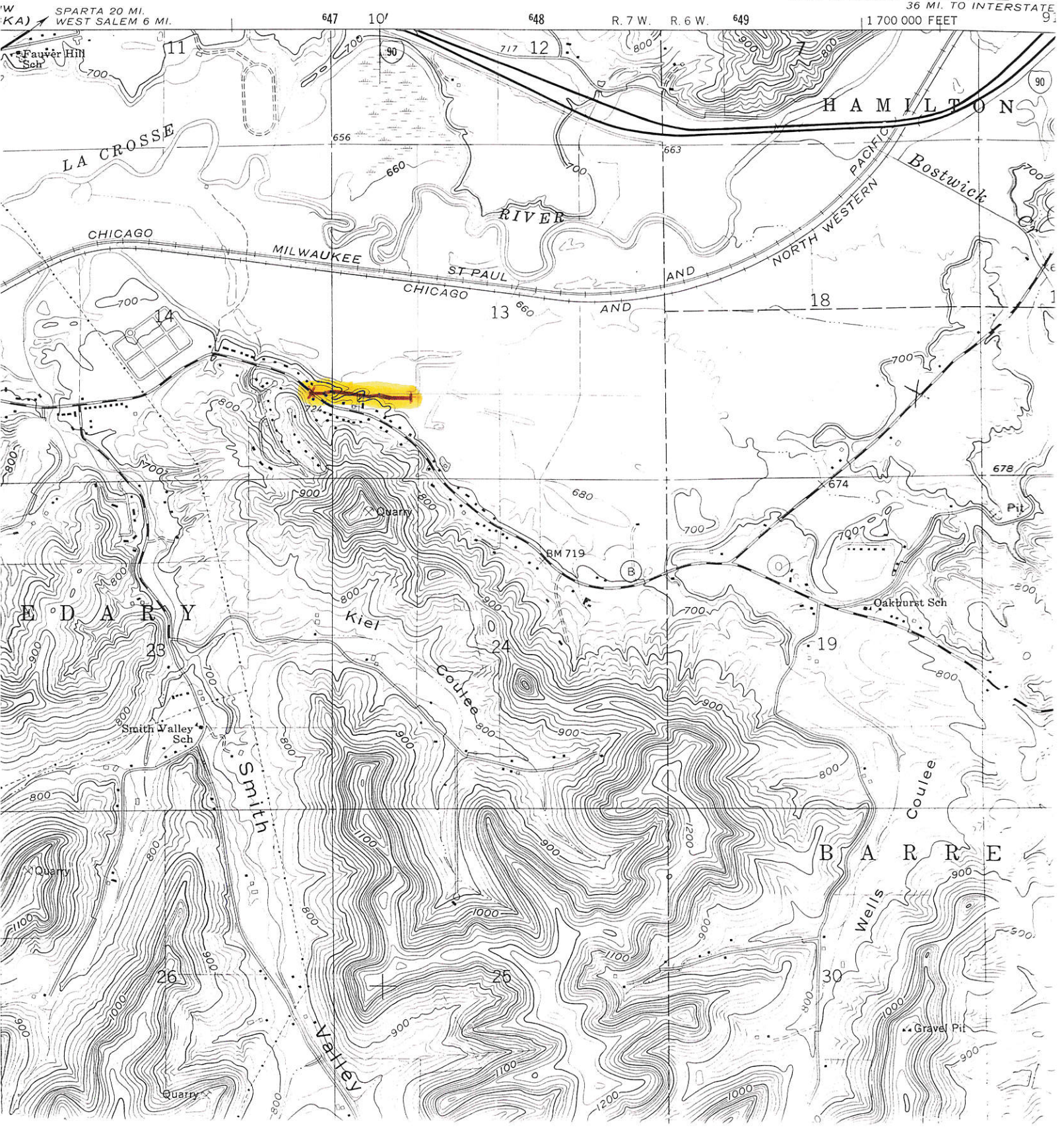


(SKETCH NO. 16)

(SKETCH NO. 17)

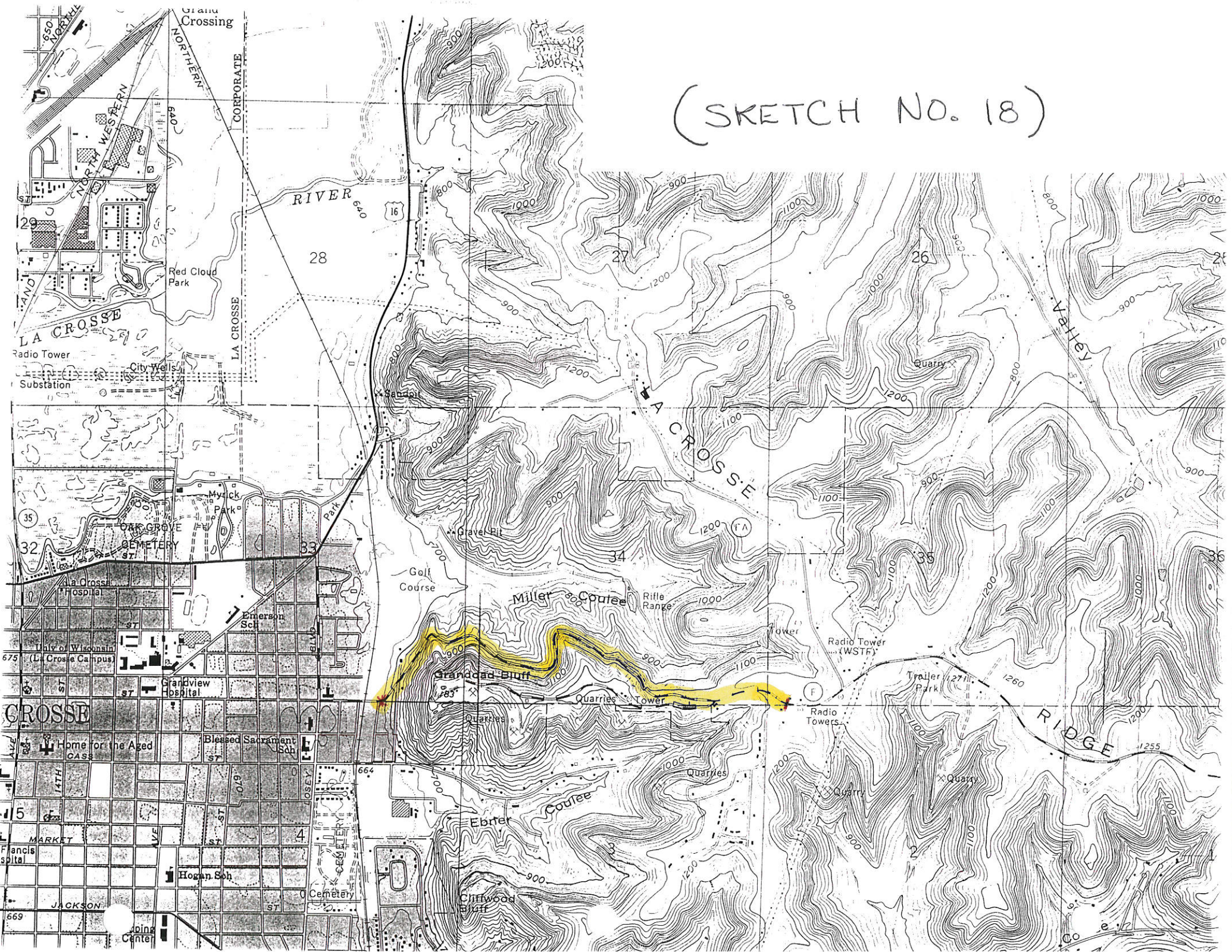
LA CROSSE QUADRANGLE  
WISCONSIN-MINNESOTA  
7.5 MINUTE SERIES (TOPOGRAPHIC)

SW/4 LA CROSSE 15' QUADRANGLE  
36 MI. TO INTERSTATE 90  
1:700,000 FEET

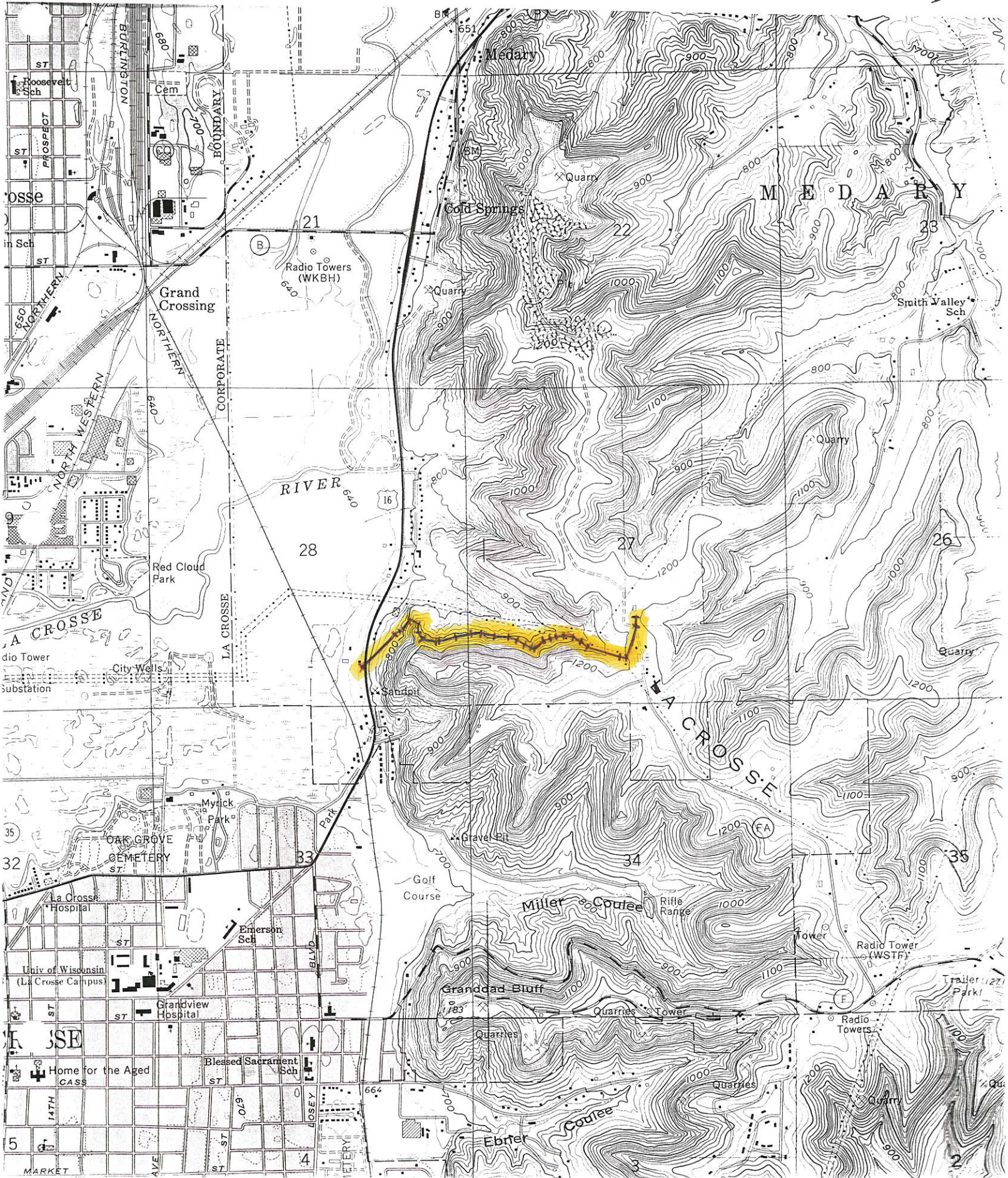


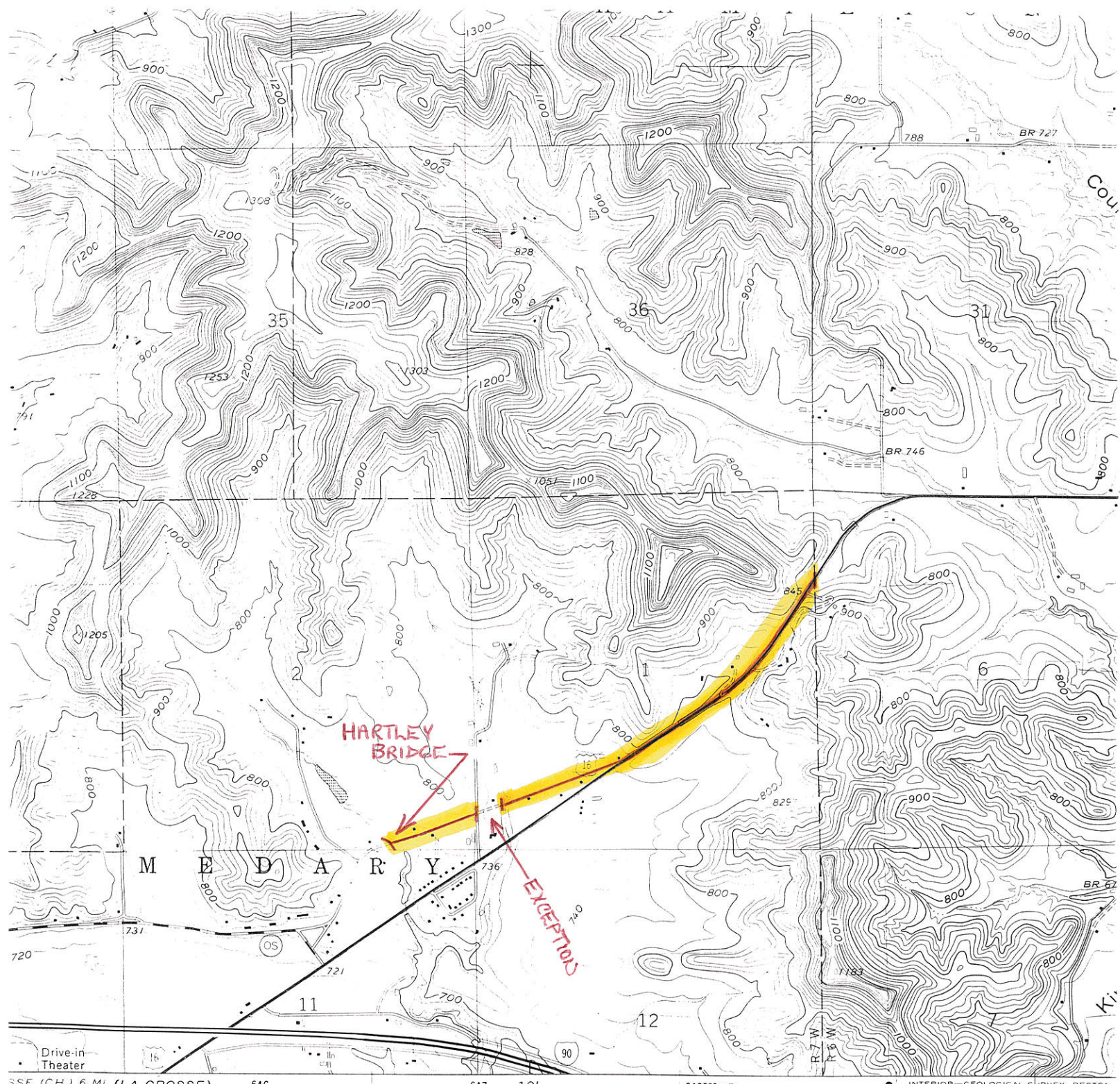


(SKETCH NO. 18)

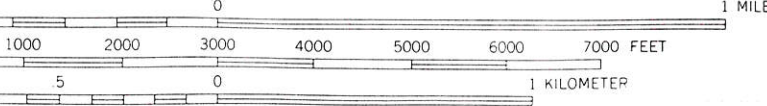


# (SKETCH NO. 19)





SSE (CH.) 6 MI. (LA CROSSE)  
 T. MINN. 10 MI. 2771 1 SW  
 SCALE 1:24 000



CONTOUR INTERVAL 20 FEET  
 DOTTED LINES REPRESENT 10-FOOT CONTOURS  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved

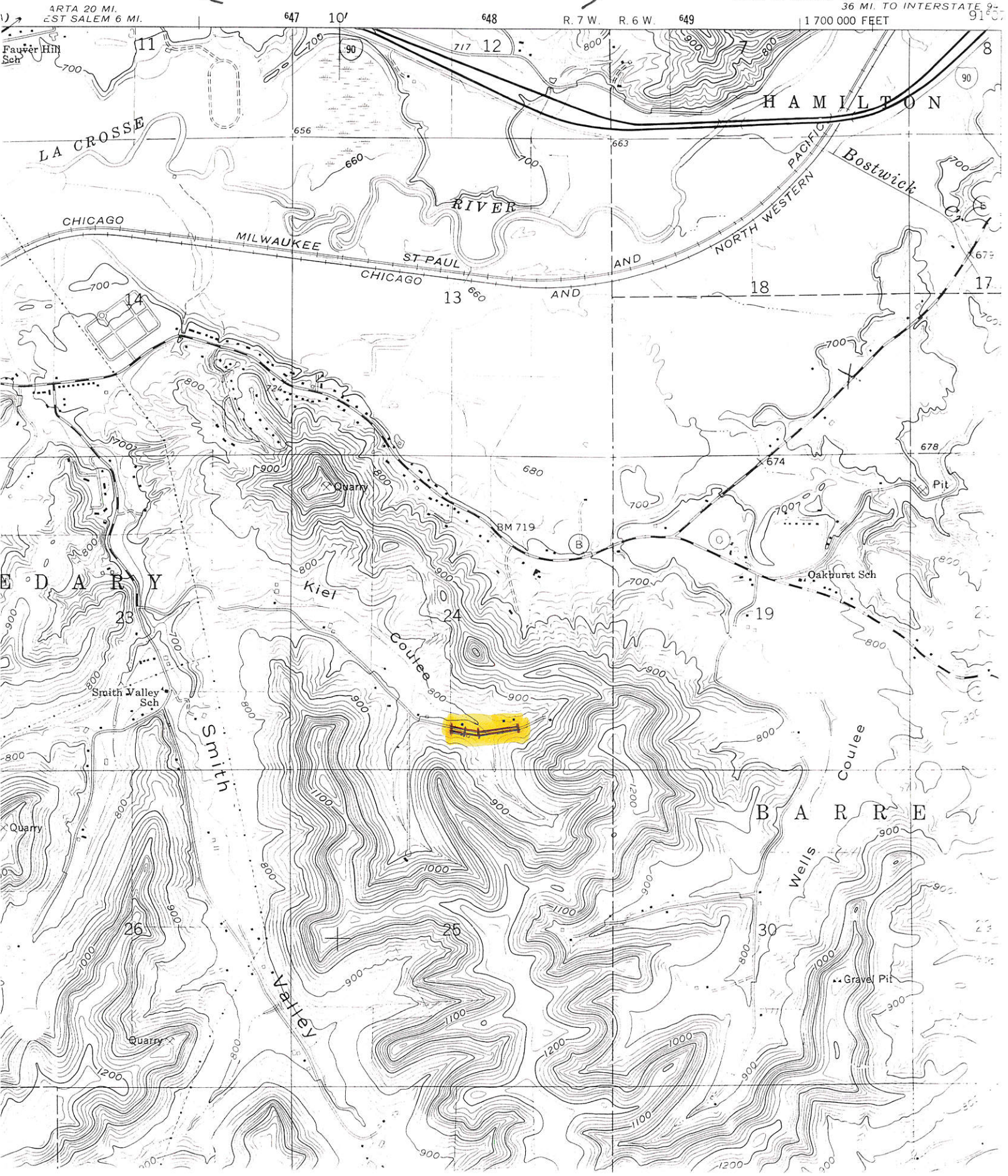
COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
 BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092  
 LOGICAL AND NATURAL HISTORY SURVEY, MADISON, WI  
 NO TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

(SKETCH No. 20)

(SKETCH NO. 21)

LA CROSSE QUADRANGLE  
WISCONSIN-MINNESOTA  
7.5 MINUTE SERIES (TOPOGRAPHIC)

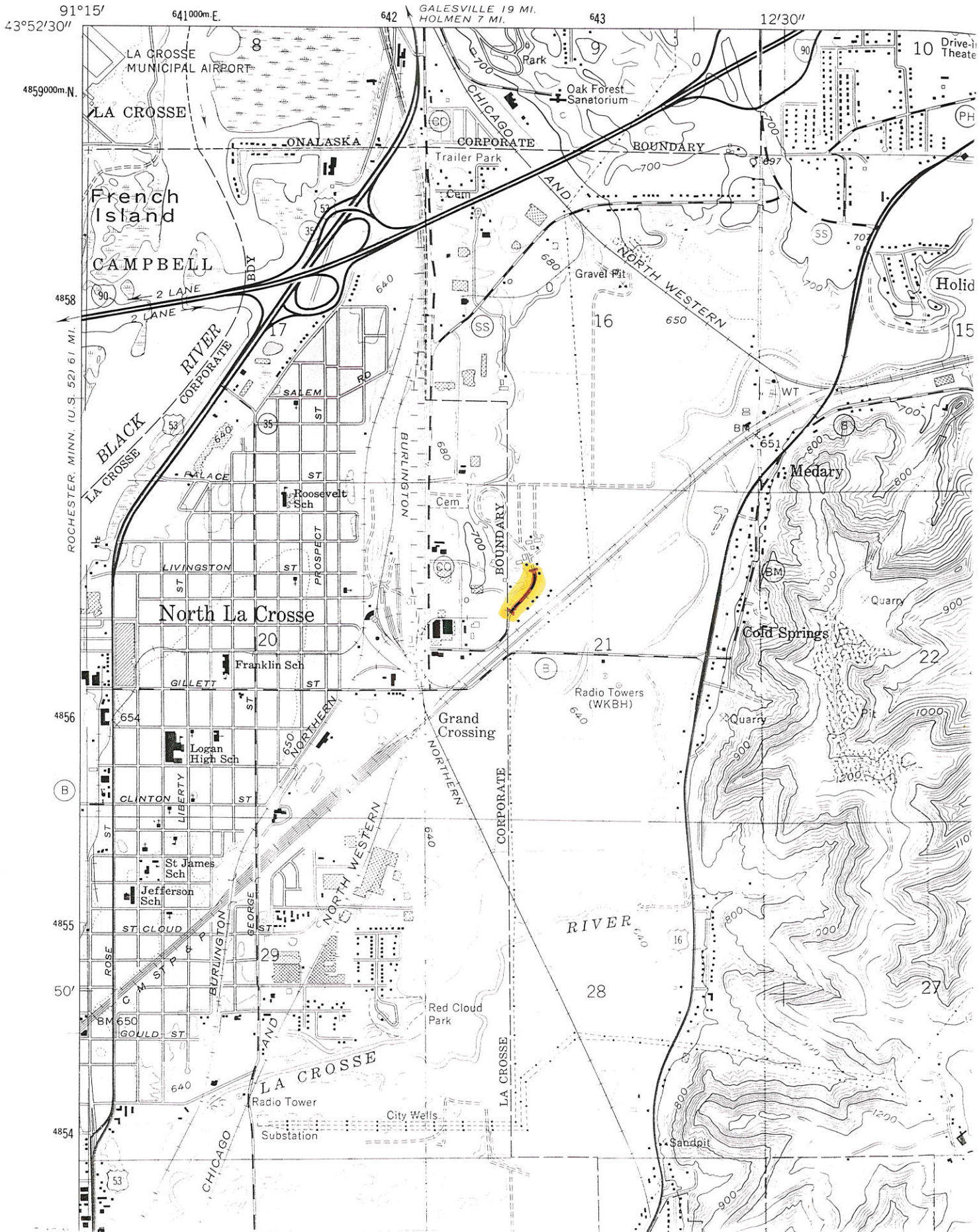
SW/4 LA CROSSE 15' QUADRANGLE  
36 MI. TO INTERSTATE 90  
1 700 000 FEET

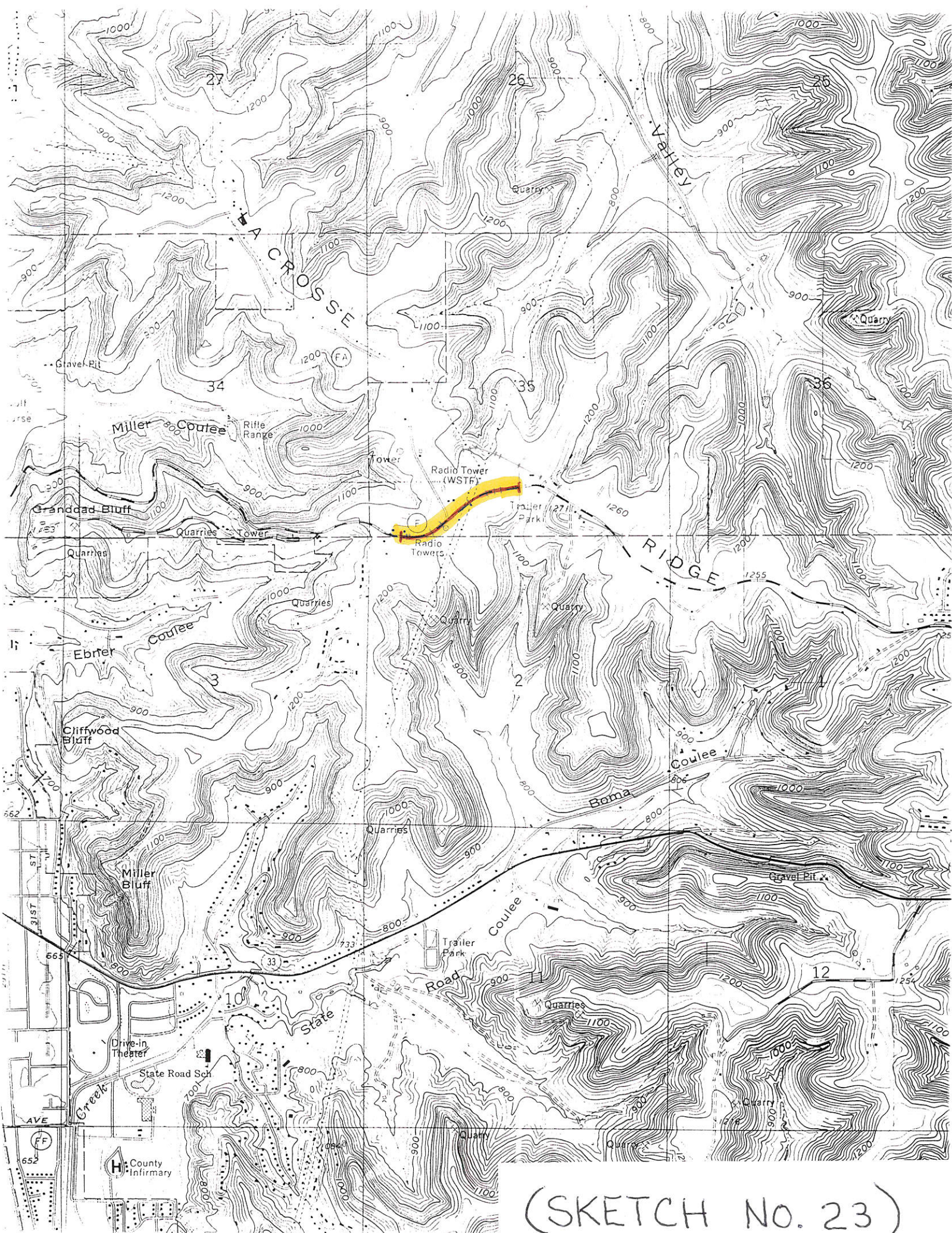


271 IV ME  
(HOLMEN)

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

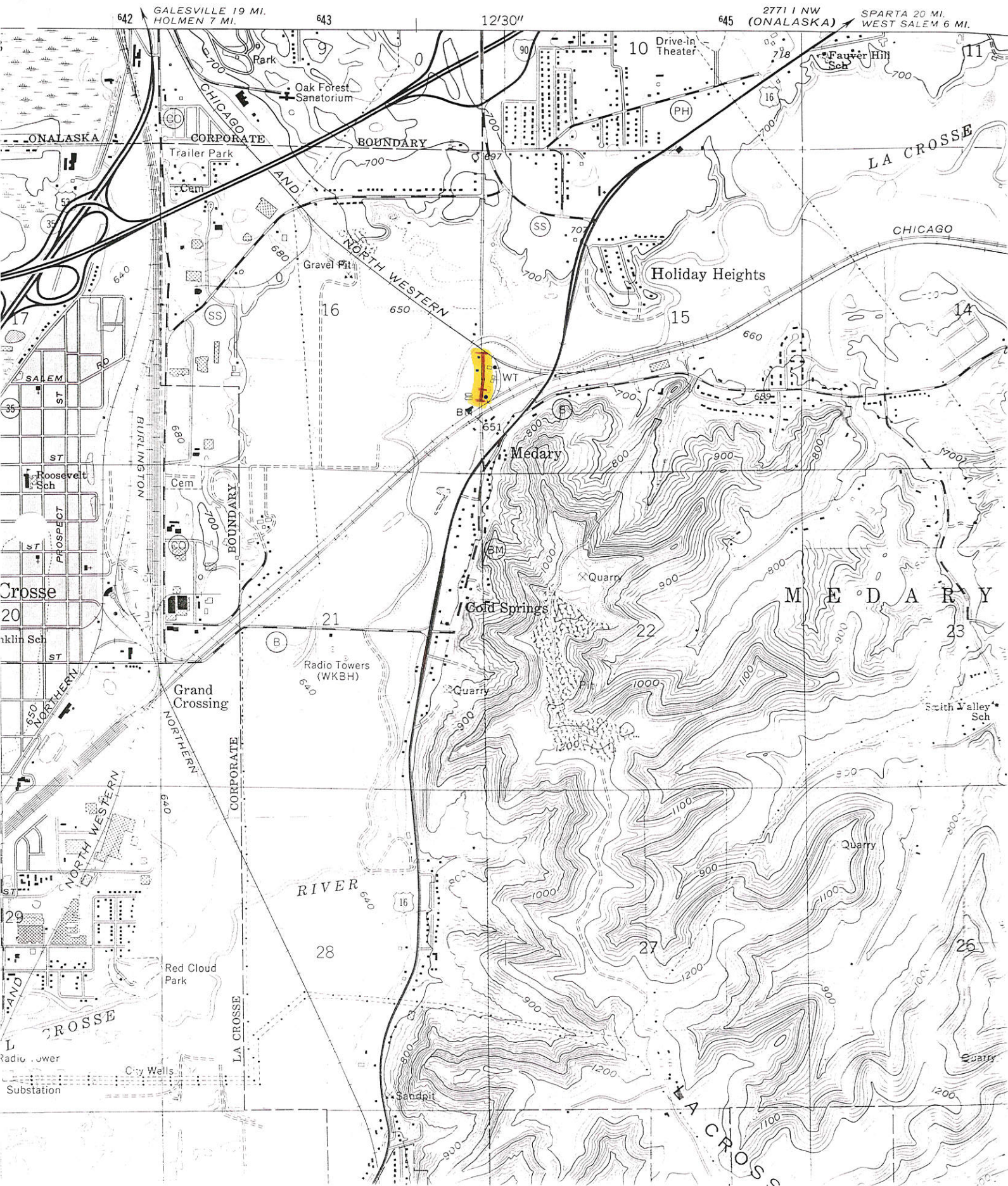
(SKETCH NO. 22)





(SKETCH NO. 23)

(SKETCH NO. 24)



The Superintendent of Schools, having laid out a School district to be designated School District No. 1, in the Town of Campbell, has submitted me the description there of as follows: All that portion of the Town of Campbell lying W of the N and S line of the 1/4 sec. of Sec. 28, Township 16, Range 7. Such formation will take effect on and after the 19th day of April, A.D. 1858.

Received for record this day, the following road to wit: Beginning at a point 20 chains & 72 links E from the NW Sec. corners of Sec. 23, T 16, R 7, W of 4th principal Meridian Wisconsin. Thence running N 23 chains to Bostwick Valley road. Variation of Magnetic needle 8 degrees, 75 min. The said courses and distances are the center of the road. Given under my hand this 30th day of Sept, 1858. (Signed) T. F. Bryant, County Surveyor

(Pg. 1)

To the Town clerk of the Town of Campbell. I have this day formed a new school district in the Town of Campbell to be called District #2 of which the following is a description: All that part of said Town of Campbell lying E of the corporation line of the City of La Crosse, then E of the S 1/4 section line of Sec. 28, then all E of the La Crosse river. Dated this 16th day of Sept. 1858. Isaac Trotter, Town Supt. of Schools of the Town of Campbell. Received for filing Nov. 22 and filed Nov. 30, 1858.

Arthur Maguire, Town Clerk

Minutes of a Survey of Town road in the Town of Campbell, La Crosse County, Wisconsin. Beginning at the Corner of Johnson's Add'n to the Village of North La Crosse on E end of St. Andrews St., thence as follows:

Course	Dist.	Angle	B. Trees	inches	Bearings	Dist.	Remarks
E	8.56	1	B. Oak	15	N 80 E	2.08	No other Tr.
N32 E	22.00	2	B. Oak	18	S 84 E	.38	" "
N19 E	26.13	3	B. oak	10	N 65 E	.75	Terminate

On N line of NE 1/4 of Section 29 T 16 N R 7 W. Variation of needle 8 degrees N. I certify the foregoing minutes of survey of road to be correct. Oct. 11, 1858. (Signed) D. B. Travis, Surveyor

Jan. 12, 1859. The Town ~~XX~~ Superintendent of Schools of the Town of Campbell having formed on the 12 day of Jan. 1859 a new School District in said Town called School District No. 3. of Campbell of which the following is a description: Sections One (1), Two (2) Ten (10) Eleven (11) and Twelve (12) and all of Sections Thirteen (13) Fourteen (14) and fifteen (15) lying N of La Crosse river. (Signed) H. H. Howard, School Sup't.

Resolution passed by the Board of Supervisors of La Crosse County, July 12, 1859 confirming a resolution passed at the previous meeting in the City of La Crosse. Resolved that all that part of the Town of Onalaska, viz Sections No. 1, 2, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 of Town 16 R 7 and Sec. 13, 18, 26 in the Town 16 R 8W, said sections were detached from the Town of Onalaska the attached to the Town of Campbell.

P petition from sundry persons pryaing for a road to be laid out as follows: Commencing at the NE corner of the Village plat of North La Crosse and running so as to intersect the Sparta road at the bridge



near I. Ridgby's, the Board directed as an amendment to said petition that another petition be presented to the State Commissioners of the Counties of Monroe and La Crosse to extend a road they discontinued formerly from Section ten (10) R 7 T 16 so as to intersect Mill St. at or near Newel Southard's Mill in the Village of North La Crosse, LaCrosse, County, Wis. The board adjourned same day.  
Arthur Maguire, Clerk

Page 114 Yr. 1860 \$38.75 RELEASE BY OWNER 17-11-7 C.T.H. SS

A highway having been laid out on the 23rd day of January, 1860 by C. F. Hall and John L. Chesire, the commissioners of highways of the Town of Campbell in the County of La Crosse on the application of G. O. Nixon and others through certain improved land belonging to me commencing at a point on the SE $\frac{1}{4}$  Sec. 17 T 16 N R 7 W, the said point being in or near to the present traveled road, thence running in a Nely direction to the northern or eastern boundry of said SE $\frac{1}{4}$  Sec. 17 thence across the corner of the NE $\frac{1}{4}$  Sec. 17 or else across the SW $\frac{1}{4}$  of said Sec. 16 Town & Range aforesaid thence across the NW $\frac{1}{4}$  said Sec. 16, thence running E across the NE $\frac{1}{4}$  said Sec. 16 passing a few rods, S of Couchs barn, thence Ely on Sec. 15 to a point in the present traveled Sparta road, so called. Now therefore, know all men by these presents that I, the Said Emanuel Frederick Houser for value received do hereby release all claim to damages, by reason of the laying out and opening the said highway.

Witness my hand and seal this 28th day of April, A.D. 1860.  
Town of Campbell. April 28, 1860.

(Signed) Emanuel Frederick Houser (Seal)

Page 115 Yr. 1860 63.75 RELEASE BY OWNER 17-11-7

A highway having been laid out on the 23 day of January, 1860 by C. H. Ha.. and John L. Chesire the commissioners of Highways of the Town of Campbell in the County of La Crosse on the application of G. O Nixon and others through certain improved land belonging to me commencing at a point on the SE $\frac{1}{4}$  Sec. 17 T 16 NR 7 W the same point being in a near to the present traveled road, thence running in a ~~Nely~~ Nely direction to the northern or eastern boundary of said SE $\frac{1}{4}$  Sec. 17 thence across the corner of the NE $\frac{1}{4}$  Sec. 17 or else across the SW $\frac{1}{4}$  of said Sec. 16 Town & Range aforesaid thence across the NW $\frac{1}{4}$  said Sec. 16, thence running E acrosss the NE  $\frac{1}{4}$  said Sec. 16 passing a few rods S of Couchs Farm thence Ely on the Sec. 15 to a point in the present traveled Sparta road, so called. Now therefore, know all men by these presents that I the said Emanuel Houser for value received, do hereby release all claim to damages, by reason of the laying out and opening the said highway.

Witness my hand and seal this 14 day of May, A.D. 1860

(Signed) E. Houser

Page 130 Yr. 1860 APPLICATION FOR HIGHWAY "FA"

Whereas upon the application of six freeholders residing in the Ttown of Campbell for the laying out of a highway herein after described we the undersigned Supervisors of said Town did on the 29th day of October A.D. 1860 meet at the house of Tr. E. Houser in said Town for the purpose then and there deciding upon said application it being the time and place fixed by us for that prupose, did proceed to examine personally such highway and having then and there heard such reasons as were offered for and against laying out the same did then and there dedice upon such applications ~~an~~ and determine to lay out said highway as hereinafter described having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application, and the applicant for such highway having five days previous to our said meeting caused such notice to be duly given to all the occupants of the lands through which said highway passes, and such notices having also been posted up on three public

(Pg. 2)

places in said Town ten days before the time of our said meeting. It is ordered and determined, and we do hereby order and determine, that a highway be and the same is hereby laid out pursuant to said application, where of an accurate survey has been made, which is as follows: Commencing in the road near the house of Mr. F. E. Houser. Thence running E 5 chains to Angle #1, thence S 65 degrees E 4 chains 75 links Angle #2 thence S 28 degrees E 1.45 Angle #3 thence S 60 degrees E 5.10 Angle #4 thence S 78 degrees E 2.49 angle #5 thence S 74 degrees E 7.12 angle # 6 thence S 65 de. E 10.60 angle 7 thence S 75 de. E 12.55 angle 8 thence S 61 de. E 9.40, angle 9 thence N 30 de. E 8.90 to the SW corner of NW quarter of SE  $\frac{1}{4}$  of Sec. 27 T 16 R 7 angle 10, thence N 70 de. E 5.35 to Oak 16 angle 11, thence N 87 de. E 5 chs angle 12 thence N 75 de. E 5.78 to large oak angle 13 thence N 63 de. E 5.77 to hickory angle 14 thence N 52 de. E 3.63 angle 15 thence N 47 de. E 5.96 to oak 12 angle 16 thence N 37 de. E 7 chs to small oak angle 17, thence N 52 de. E 6.12 angle 18 thence N 62 de. E 5 chs to angle 19 thence N 55 de. E 3.57 angle 20 thence N 67 de. E 8.35 th large oak stump 20 angle 21 thence N 57 de E 7.50 to large oak 24 angle 22 thence N 47 de E 4.80 to small oak angle 23, thence N 23 de. E 5 chs angle 24 thence N 19 de. E 20.55 to angle 25 thence N 28 de. E 16.20 angle 26 thence N 50 de. E 5.20 angle 27 thence N 67 de. E 6.70 angle 28 thence S 84 de. E 7.35 angle 29 thence N 50 de. E 3.13 to angle 30 thence N 5 de. W 3.40 angle 31 thence N 3 de. E 7.73 angle 32 thence N 5 de. W ~~7.73~~ 7.83 angle 33 thence N 33 de. E 2.41 angle 34, thence N 11 de. W 3.22 angle 35 thence N 79 de. W 5.70 angle 36 thence N 3 de. W 3.92 angle 37 thence N 27 de. E 3 chs to angle 38 thence N 15 de. W 5.70 to angle 39, thence N 50 de. W 8.25 to large oak angle 40 thence N 30 de. E 5.87 to angle 41, thence N 23 de. E 6.83 to angle 42 thence N 17 de. E 7 chs to angle 43 thence N 3.20 to angle 44 thence N 75 de. W 4 chs to large oak angle 45, thence S 73 de. W 3.95 to oak angle 46 thence N 77 de W 4.61 to hickory 8 angle 47 thence N 60 de. W 5.64 to oak angle 48 thence N 59 de. W 9.33 to small oak angle 49 thence N 50 de. W 11 chs to center of Bostwick Valley Road. The said courses distance are the center of the road. Variation of Magnetic Needle 7 de. 30'!! The above road is established four rods in width. Given under my hand this 1st day of Nov. A. D. 1860. (Signed) J. F. Toryant, Surveyor

(Pg. 3)

In witness whereof we have hereunto set our hand this 5th of Nov. A.D. 1860.

(Signed) John Falvey  
F. W. Jay ) Supervisors

Recorded Nov. 7, 1860. (Signed) Chas, Schaefer Clerk

page 133 yr1860

APPLICATION FOR HIGHWAY

Whereas upon the application of six freeholders residing in said Town of Campbell for the laying out of a highway hereinafter described, we the undersigned supervisors of said Town did on the 12 day of Nov. A.D. 1860 meet at the house of Chas, Schaefer in said Town for the purpose of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway; and having then and there heard such reasons as offered for and against laying out the same, did then and there decide upon such application, and determine to lay out said highway, as herein-after described, having as required by law first made out a notice and fixed therein a time and place, at which we would meet and decide upon such application, and the applicant for such highway having, five days previous to our said meeting, caused such notice to be duly given to all the occupants of the lands, through which said highway passes, and such notice having also, been posted up in three public places in said town, ten days before the time of our said meeting; it is ordered and determined and we do hereby order and determine that a highway be and the same is hereby laid out pursuant to said application; where of an accurate survey has been made which is as follows, to wit:

Commencing in the Sparta Road on the line between the lands, owned by John Wittmann and Milton Toar, low, the same being 2 chs, 20 links E from the NW corner of the SE  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of Sec. 28 T 16 R 7, thence running E on the line 18 chs to the NE corner of the SE  $\frac{1}{4}$  of said Sec. 28, thence  $\backslash$  S on the Sec. line 8 chs angle 2 thence N 63 de. E 4 chs angle 3, thence N 87 de. E 3.80 angle 4 thence N 87 de. E 6 chs angle 5 thence S 83 de. E 6.70 angle 6 thence N 43 de. E 8 ~~ch~~s to the S line of Hilberts 40 acres being 9 chs E from the SW corner of NE  $\frac{1}{4}$  of NW  $\frac{1}{4}$  of Sec. 27 angle 7, thence E on the line 6.16 angle 8 thence N 10 de. E 5.85 angle 9 thence N 60 de. E 11.40 angle 10, thence N 45 de. E 12 chs angle 11, thence N 54 de. E 5.60 angle 12, thence N 60 de. E 5 chs angle 13, thence N 70 de. E 5 chs angle 14, thence S 74 de. E 19.80 angle 15 thence N 70 de. E 19.80 angle 16 thence E 17.86 intersecting road. The said courses distances are the center of the road, which road is established four rods in ~~with~~ width. Variation of Magnetic Needle 8 de. Given under my hand this 19th day of Nov. A. D. 1860. In witness where of we have hereunto set our hands this 21 day of nov. 1860. Toryant, Surveyor

(Signed) F. W. Jay  
R. E. Houser Supervisors

Recorded Nov. 21, 1860 Chas Schaefer, Clerk

Page 135 yr 1860 ROAD 24-11-7. C. T. H. "B"

Whereas upon the application of six freeholders residing in said Town of Campbell for the laying out of a highway, hereinafter described, we the undersigned Supervisors of Said town, did on the 12 day of Nov. A.D. 1860 meet at the house of Th. G Owins in said town for the purpose of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway and having then and there heard such reasons as were offered for and against laying out said highway as hereinafter described, having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application, and the applicant for such highway having five days previous to our said meeting caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice having also been posted up on three public places in said town ten days before the time of our said meeting: it is ordered and determined that a highway be and the same is hereby laid out pursuant to said application where of an accurate surbey has been made, which is as follows, to wit:

Commencing at a point in the line 15 chs N from the SE part of Sec. 24 T 16 R 7 thence running N 62 de. W 6 chs to angle 1, thence N 31 de. W 15 chs to angle 2, thence N 55 de. W 8 chs angle 3, thence N 60 de. W 25 chs angle 4, thence N 65 de. W 10 chs angle 5, thence N 86 de. W 18 chs 28 links intersecting road from John Halpin. The line of said survey to be the center of said highway and the same is established four rods in width. In witness whereof we have hereunto set our hands this 21 day of Nov. A.D. 1860.

F. W. Jay  
R. E. Houser Supervisors

Recorded Nov. 21, 1860. Chas, Schaefer, Clerk

Page 136 Yr. 1860 ROAD

Whereas upon the application of six freeholders residing in said Town of Campbee, for the laying out of a highway, hereinafter described we, the undersigned Supervisors of said town did on the 29th day of Dec., A.D. 1860 meet at the house of R. E. Houser in said town for the purpose of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway: and having then and there heard such

reasons as were offered for and against laying out the same, did then and there decide upon such application, and determine to lay out said highway as hereinafter described, having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application and the applicant for such highway having five days previous to our said meeting caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice having also been posted up in three public places in said town ten days before the time of our said meeting; it is ordered and determined, and we do hereby order and determine that a highway be, and the same is hereby laid out pursuant to said application where of an accurate survey has been made, which is as follows, to wit: Commencing at a point in the line about 13 chs S from the NE corner of the NW  $\frac{1}{4}$  of the NE  $\frac{1}{4}$  of Sec. No. 27 T 16 R 7, thence running N 79 de. E 11 chs to a Tohack oak 10, thence N 33 de. E 17 chs intersecting road laid out Nov. 19th, 1860. the said courses distances are the center of the road and the same is established four rods in width. Variation of Magnetic Needle 8 de. In witness whereof we have hereunto set our hands this 2nd day of January, 1861.

John Falvey  
F. W. Jay                      Supervisors  
Chas. Schaefer, Clerk.

Recorded Jan. 3rd, 1861

Page 138 Yr. 1860                      ROAD      SMITH VALLEY ROAD

Whereas upon the application of six freeholders residing in said Town of Campbell for the laying out of a highway hereinafter described, we the undersigned Supervisors of said Town, did on the 29th day of Dec. A.D. 1860 meet at the house of R. E. Houser in said Town for the purpose of then and there deciding upon such application at being the time and place fixed by us for that purpose; did proceed to examine personally such highway; and having then and there heard such reasons as were offered for and against laying out the same, did then and there decide upon such application and determine to lay out said highway as hereinafter described having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application and the applicant for such highway having five days previous to our said meeting caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice ~~to~~ having also been posted up in three public places in said town, ten days before the time of our said meeting, it is ordered and determined and we do hereby order and determine and the same is hereby laid out pursuant to said application, whereof an accurate survey has been made, which is as follows, to wit:

Commencing at a point S 70 de. W 2 chs from the SW corner of the NW  $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Sec. 25 T 16 R 7, thence running N 26 de. W 13 chs thence N 5 de. W 21 chs, thence N 12 de. W 13 chs 45 links, thence N 15 de. W 35 chs 60 links intersecting road laid out Nov. 1, 1860 at Angle 31 known as the Halpin road. The said courses distances are the center of the road and the same is established four rods in width. Variation of Magnetic Needle 8 de. In witness where of we have hereunto set our hands this 2nd day of Jan. 1861.

(Signed) John Falvey  
F. W. Jay                      Supervisors  
Chas. Schaefer, Clerk.

Recorded Jan. 4, 1861

Page 162 Yr. 1861                      HIGHWAY

Whereas upon the application of six freeholders residing in said Town of Campbell for the laying out of a highway hereinafter described, we the undersigned Supervisors of said Town did on the 27 day of April, A. D. 1861 meet at the house of G. Manicke in said town for the purpose

of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway, and having then and there heard such reasons as were offered for and against laying out the same, did then and there decide upon such application and determine to lay out said highway as herein after described, having as required by law first made out a notice and fixed therein a time and place, at which we would meet and decide upon such application, and the applicant for such highway caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice having also being posted upon three public places in said town ten days before the time of our said meeting, it is ordered and determined and we do hereby order and determine that a highway be and the same is hereby laid out, whereof an accurate surbey has been made, which is as follows:

Commencing at the NE part of Sec. 22 T 16 R 7, thence running N on the line 20 chs to the NW corner of the SW  $\frac{1}{4}$  of SE  $\frac{1}{4}$  of Sec. 15 bearing tree at this corner is B. oak 10, N 35 de. W 65 links, thence running N 18 de. W 3 chs 20 links, intersecting the Bostwick Valley road. The line of said surbey to be the center of said highway and the same is established four rods in width. In witness whereof we have hereunto set our hands this 4th day of May, A. D. 1861.

(Signed) H. A. Winston

Cyrus Sharpless Supervisors

Page 166 Yr. 1861 HIGHWAY 16-16-1

Whereas upon the application of six freeholders residing in said town of Campbell for the laying out of a highway hereinafter described, we the undersigned Supervisors of said Town did on the 30th day of May A.D. 1861, meet at the house of H. A. Winston in said town for the purpose of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway and having then and there heard such reasons, as were offered for and against laying out the same, did then and ther decide upon such application, and determined to lay out said highway as hereinafter described, having as required by law first made out ~~and~~ a notice and fixed therein a time and place, at which we would meet and decide upon such application and the applicant for such highway having five days presious to our said meeting caused such notice to be duly given to all the occupants of the lands, through which said highway passes and such notice having also been posted up in three public places in ssaid town ten days before the time of our said meeting it ~~is~~ is ordered and determined and we do hereby order and determine that a highway be and the same is hereby laid out, whereof an accurate surbey has been made, which is as follows:

Commencing at a point S 4 de W about 6 chs from the W  $\frac{1}{4}$  post of Sec. N 16 T 16 R 7, the same being Angle #2 in road laid out Jan. 23, recorded Jan. 25, 1860 in Town Clerks office, Town of Campbeel, Thence running S 36 de W 4 chs 25 links, thence S 73 de. W 9 chs 6 links, thence S 52 de. W 34 chs intersecting La Crosse & Onalaska plank road. The line of said surbey to be the center of said highway and the same is established four rods in width. In witness whereof we have hereunto set our hands this 5th day of June A.D. 1861.

(Signed) H. A. Winston

Cyrus Sharpless Supervisors

Page 167 HIGHWAY SMITH VALLEY ROAD

Petition was received signed by M. Anderson and others for the laying out of a highway. The Clerk was directed to make out notices that the Supervisors would meet at the house of M. Anderson in said Town June 26, 1861, at 9 o'clock AM to decide on said application Adjourned until June 26, 1861 at 9 o'clock AM.

Chas. Schaefer, Clerk

Whereas upon the application of six freeholders residing in said Thow of Campbeal for the laying out of a highway hereinafter described we the undersigned Supervisors of said Town did on the 26 day of June 1861 meet at the house of M Anderson in Said Town for the purpose of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway, and having then and there heard such reasons, as were offered for and against laying out the same, did then and there decide upon such application and determine to lay out said highway as hereinafter described, having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application and the ~~the~~ applicant for said highway having five days previous to our said meeting caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice having also been posted up in three public places in said Town, ten days before the time of our said meeting; it is ordered and determined and we do hereby order and determine that a highway be and the same is hereby laid out pursuant to said application where of an accurate surbey has been made which is as follows: Commencing at a point S 34 de E 60 links from the SW corner of the SE  $\frac{1}{4}$  of SW  $\frac{1}{4}$  of Sec. 14 T16 R 7, thence running N parallel to the Sec. line 22 chs more or less 'till it intersects the Bostwick Valley road. The said courses distances are the center of the road and the same is established four rods in width. In witness whereof we have hereunto set our hands this 26th day of June, A.D. 1861.

(Pg. 7)

(Signed) H. A. Winston  
J. W. Sperbeck Sup.

Whereas upon the application of six freeholders residing in said Town of Campbeal for the laying out of a highway hereinafter described, we the undersigned Supervisors of the said Town did on the 12 day of May A.D. 1862 meet at the house of William Apsey in said Town for the purpose then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway and having then and there heard such reasons as were offered for and against laying out the same did then and there decide upon such application and determine to lay out said highway as hereinafter described having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application and the applicant for such highway caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice having also being posted up in three public places in said Town ten days before the time of our said meeting it is ordered and determined, and we do hereby order and determine that a highway be and the same is hereby laid out, whereof an accuraye surbey has been made, which is as follows, to wit: Commencing at the SW Sec. corner of Sec. 3 T 16 R 7 thence running E on the Sec. line 19 chs, 80 lks to the SE corner of SW  $\frac{1}{4}$  of SW  $\frac{1}{4}$  of Sec. # T.16 R 7. thence S on line 20.00 (Bearing tree is Oak 10 S 85 de E 36 links) thence N 88 de. E 20 chs to the SE corner of the NE  $\frac{1}{4}$  of the NW  $\frac{1}{4}$  Sec. 10 thence E 1.50 thence S 24 de. E 3.30 ( Oak 16 N 82 min E 45 lks) thence S 85 de. E 9 chs to Angle in old road Oak S 35 de. W 40 lks, thence W 84 de. E 18 chs oak 14 N 40 de. W 30 lks, thence N 86  $\frac{1}{2}$  de. E 31.96 Oak 16 S 56 de. W 95 lks) thence E on N line of SE  $\frac{1}{4}$  of NW  $\frac{1}{4}$  sec. 11-20 chs to the NE corner of SE  $\frac{1}{4}$  of NW  $\frac{1}{4}$  Sec. 11, thence N 47  $\frac{1}{2}$  E 646 thence N 40 de. E 19.26 to old road thence N 86 de. E 4 chs to Bridge.

courses distances are the center of road. Variation of Magnetic needle 8 de 45 min. The road is established four rods in width In witness whereof we have hereunto set our hands this 17th day of May, A.D. 1862.

(Signed) H. A. Inston

William Apsey Supervisors

Recorded May 2nd, 1862 Chas. Schaefer, Clerk

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SCHOOL DIST. PETITION

To the honorable board of Supervisors of the Town of Campbell. We the undersigned freeholders and residents of School Dis't. No 2 Town of Campbell do hereby make application to you to divide School District No. 2 in two Districts as follows; so that School District No. 2 includes all that land lying in Sec. 33, 28, 21, 15, 22, 27 & 34, T 16 R 7 W and School District No 4 include all that land lying in Sec. 14, 13, 23, 24, 25, 26, 35, & 36.

Chas. Schaefer

F. Diefenthaler

N. Shoemaker

J. M. Eberhard

~~W. B.~~ John Williams

Theodor Hurth

J. Schwartz

R. E. Houser

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SCHOOL DIST

Board met pursuant of adjournment Oct. 12th 1863 at 2 o'clock P/M/ at the house of F. Diefenthaler. Present J. D.

Chas. Schaefer, Town Clerk. Alteration made according to petition.

It is hereby ordered and determined that the Sec. 14, 13, 23, 24, 25, 26, 35, & 36 now a part of School Dist. #2 of the Town of Campbell be and hereby is taken from said School Dist. and attached to and made a part of School Dist. #4 of said Town for all purposes whatsoever. This order will take effect on the 12 th day of Oct. 1863.

(Signed) J. D. Hiscox

F. Richardson Sup.

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SCHOOL DIST.

We hereby consent to the alteration made in School Dis't No. 2 of the Town of Campbell agreeable to the whitten order of the Town Supervisors of said Town.

(Signed) John Dawson Director

Chas. Schaefer Dis't Clerk

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JOINT SCHOOL DIS'T Campbell & Barre

It is hereby ordered and determined that the NE $\frac{1}{4}$ , NW $\frac{1}{4}$ , NE $\frac{1}{4}$  of SE $\frac{1}{4}$ , NE $\frac{1}{4}$  of SE $\frac{1}{4}$ , NE $\frac{1}{4}$  of SW $\frac{1}{4}$  Sec. 24 T 16 R 7 also that land in Sec. 13 T 16 R 7 W lying S of the La Crosse river, also the following lands lying in T 16 R 6W, all of Sec. 30, 19, 18 & the SW $\frac{1}{4}$  of Sec. 17 the NW $\frac{1}{4}$  of Sec. 20, the SW $\frac{1}{4}$  of Sec. 20 shall hereafter constitute a School Dis't to be known as Joint School Dis't No. 2 of the Town of Barre and Campbell. Given under our hands this 16th day of July, A.D. 1864.

(Signed) Clark Tuffer

Paul Tollefson Supervisors

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DISCONTINUE A HIGHWAY 14823-16-7

Whereas upon the application of six freeholders residing in the said Town of Campbell for the discontinuing of a highway hereinafter described, we the undersigned Supervisors of Said Town did on the 5th day of July meet at the house of John Dawson in said Town for the purpose of then and there deciding upon such application, it being the time and place fixed by us for the purpose did proceed to examine personally such highway and having then and there heard such reasons as were offered for and against discontinuing the same, did then and there decide upon such application and determine to

discontinue said highway as hereinafter described having as required by law first made out an notice and fixed therein a time and place at which we would meet and decide upon such application and the applicant for such having five days previous to our said meeting caused such notice to be duly given to all the occupants of the land through which said highway passes and such notice also posted up in three public places in said Town ten days before the time of our meeting, it is ordered and determined and we do hereby order and determine that the said highway being described as follow, to wit:

Commencing in the Bostwick Valley road near the NW corner of the SE $\frac{1}{4}$  of SW $\frac{1}{4}$  sec. 14, thence running in a Sly direction, thence in a SWly across the NW $\frac{1}{4}$  of the NE $\frac{1}{4}$ , Sec. 23, land owned by F. Metcalf thence Sly across the SW $\frac{1}{4}$  of the NE $\frac{1}{4}$  & NW $\frac{1}{4}$  of SE $\frac{1}{4}$  Sec. 23, ending a little S of the School House land owned by Joseph Dawson.

In witness where of we have hereunto set our hands this 12th day of July, 1865.

Signed William Apsey  
John Dawson Supervisors

Recorded July 12, 1865 Henry E. Setts, Clerk

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PETITION FOR HIGHWAY 34-16-7 C.T.H. "F"

We the undersigned residents freeholders of said Town of Campbell do severally make application to the honorable Board to lay out a highway through the following described lands to wit:

Commencing in the S line of Sec. 34 T 16 R 7 running thence in an Ely direction on the most practicable route through the S $\frac{1}{2}$  of SE $\frac{1}{4}$  Sec. 34 the S $\frac{1}{2}$  Sec. 35 the SE $\frac{1}{4}$  NE $\frac{1}{4}$  Sec. 35, thence in a Nly direction through the W $\frac{1}{2}$  NW $\frac{1}{4}$  Sec. 36 the land owned by Theodore Eskett & the SW $\frac{1}{4}$ , SW $\frac{1}{4}$  Sec. 35 owned by John Betz, the E $\frac{1}{2}$  Sec. 26 owned by John Cassel Volentine Wymer, the E $\frac{1}{2}$  sec. 23 owned by John Dawson, Joseph Dawson, John Everhart & F. Metcalf, the E $\frac{1}{2}$  SW $\frac{1}{4}$  S c. 14 owned by F. Metcalf & Hans Larson intersecting the Bostwick Valley road near the NE corner of the SW $\frac{1}{4}$  SW $\frac{1}{4}$  Sec. 14.

John Betz Joseph Dawson  
Fred Ustick Adam Nesler Henry Getts, Clerk  
John Cassel John Dawson  
F. Kiel

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DISCONTINUE PART OF HIGHWAY 23-16-7

We the undersigned residents of the Town of Campbell petition your honorable body to alter & discontinue a portion of what is known as the holpin road, the said portion to be discontinued is described as follows: Commencing in the Bostwick Valley road near the corner of the SE $\frac{1}{4}$  SW $\frac{1}{4}$  Sec. 14 running in a Sly direction then in a SW direction across the NW $\frac{1}{4}$  NE $\frac{1}{4}$  Sec. 23 land owned by John Dawson thence Wly over a part of SW $\frac{1}{4}$  SE $\frac{1}{4}$  Sec. 23 ending a little S of the School house in land belonging to Joseph Dawson.

T. Eustich John Dawson  
John Betz Adam Nesler Henry Getts, Clerk  
John Cassel Joseph Dawson

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DAMAGES AWARDED 14-16-7

Board of Supervisors met pursuant to notice July the 5th, 1865 at the house of John Dawson. Present Wm Apsey, John Dawson and A. B. Couch and clerk in absence of the Chairman Wm apsey acted Chairman. Oath administered to A. B. Couch proceed to business to laying out a highway as described in the notice the said supervisors decided upon laying out the highway according to petition. Damages allowed \$1 per acre contract made and signed between the board of Supervisors of the town of Campbell and Francis Metcalf of La Crosse City for building a portion of said road commencing at



the NE corner of SW $\frac{1}{4}$  of SW $\frac{1}{4}$  Sec. 14 Town 16 R 7 W. Motion to adjourn same day.

Henry Getts, Clerk

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HIGHWAY 34335-16-7

Whereas upon the application of six freeholders residing in the Said Town of Campbeel for laying out a highway hereinafter described we the undersigned Supervisors of said Town did on the 5th day of July A.D. 1865 meet at the house of John Dawson in said Town for the purpose of then and there deciding upon such application it being the time and place fixed by us for that purpose did proceed to examine personally such highway and having then and there heard such reasons as were offered for and against laying out said highway as herein after described having as by law required first made out a notice and fixed therein a time and place at which we should meet and decide upon such application and the applicant for such highway having five days previous to our said meeting caused such notices to be duly given to all the occupants of the land through which said highway passes and such notice having also been posted up in three public places in said Town ten days before the time of our said meeting it is ordered and determined and we do hereby order and determine that a highway be and the same is hereby laid out pursuant to said application whereof an accurate survey has been made and which is as follows:

Commencing 8.50 W of cor Sec. 34 x 35 T 16 R 7

HIGHWAY

Board met prusuatn to adjournment April 25th at the house of Joshua Ridgby Town of Campbell. Present Wm. Apsey and Wm. Hartley, S<sup>u</sup>pervisors, Henry E Getts, Clerk. Supervisors examined the highway personally and determined to lay out highway recorded on pages 303 and 304 did proceed to lay out said highways. Adjourned same day.

Henry Getts Clerk

HIGHWAY IN SEC. 23 & 24 KIEL COULEE

Town of Campbell, La Crosse Co. Wis. June 25th 1867. This day surveyed per order of the Supervisors of the Town of Campbell the following described road to wit:

Commencing at the E 1/8 post of the SE 1/4 of Sec. 24, T 16 N of R 7 W. Thence runing W in the line 40 chs to the W 1/8 post of soad SE 1/4 of Sec. 24, thence running S on the line 9 s<sup>h</sup>s, thence N 87 de W 1 chn 50 lks, thence N 73 de. W 7 chs, thence N 46 de W 19 chs 50 lks to large Oak, thence N 50 de W 10 chs thence N 67 de W 10 chs to Sec. line between Sec. 23 & 24, thence N on line 4 to 1/2 post between Sec. 23 & 24, thence W on line 3 ~~lks~~ chs 50 lks Thence N 78 de. W 4 chs, thence S 62 de. W 1 chn 90 lks, thence W on line 3 chs 50 lks thence N 47 de. W 1 chn 50 lks thence N 8 de E 2 chs, thence N 35 de. W 2 chs 25 lks to a point one rod E from line between John Dawson, thence N 83 de. W 4 chs 50 lks thence S 49 de. W 5 chs to a small brook, thence S 31 de. W 4 chs 50 lks thence S 53 de. W 2 chs 50 lks to the road. The said courses and distances are the center of the road. Variation of the Magnetic Needle 9 de E. Given under my hand this 25th day of June A.D. 1867.

(Signed) J. F. Bryant Surveyor

This survey rec'd and filed June 29th A.D. 1867.

Arthur Maguire, Clerk

SURVEY OF CHANGE IN ROAD IN SEC. 10

Town of Campbell, La Crosse Co. Wis. June 29th A.D. 1867. This day surbeyed by order of the Supervisors of the Town of Campbell the following described change in road to wit:

Commencing at the W 1/8 post of the NW 1/4 of Sec. 10 T 16 N R 7 W, said point being in the center of the black river road. thence running E on the line 20 chs intersecting the road. Said courses and distances are the center of the road. Variation of Magnetic Needle 8 de 30" E. Given under my hand this 29th day of June A.D. 1867.

(Signed) J. F. Bryant Surveyor

ALTERATION IN ROAD 10-16-7

Town of Campbell La Crosse Co. Wis. June 29th, 1867. This day surveyed by order of the Supervisors of the Town of Campbell the following described alteration in road to wit:

commencing at the W 1/8 post of the NE 1/4 of Sec. 10 T 16 N R 7 W. Thehce running E on the line 20 chs to the E line of Sec. 10, thence E again on the line 19 chs intersecting the old road at the angle. Courses and distances are the center of the road. Variation of the Magnetic Needle 8 de 30 " W. E. Given under my hand this 29th day of June A.D. 1867.

J. F. Bryant Surveyor

HIGHWAY

C.T.H. Old 16 Whiskey Hill

Whereas upon the application of six freeholders residing in said Town of Campbell for the laying out of a highway hereinafter described we the undersigned Supervisors of said Town did on the 18th day of May A.D. 1863 meet at the house of G. W. Hall in

(Pg. 11)

the Village of North La Crosse in said Town and adjourned from there to meet at the 4 mile house May 19th, 1863 for the purpose of then and there deciding upon such application, it being the time and place fixed by us for that purpose, did proceed to examine personally such highway and having then and there heard such reasons ~~xxx~~ as were offered for and against laying out the same did then and there decide upon such application and determine to lay out said highway as hereinafter described having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application and the applicants for such highway having five days previous to our said meeting caused such notice to be duly given to all the occupants of the lands through which said highway passes and such notice having also been posted up in three public places in said town the days before the time of our said meeting, it is ordered and determined and we do hereby order and determine that a highway be and the same is hereby laid out pursuant to said application whereof an accurate survey has been made which is as follows:

Commencing at the NE corner of Lot or fraction 8 Sec. 21 T 16 R 7 running thence S on Sec. line 17 chs Bearing tree Hickory 8" dis. S 72 E 23 lks thence S 18 W 2 60/100 chs Br. Oak 10" Dia/ for the corner, thence S 14½ W 21 chs, thence S 30 W 1 chn, 40 lks thence S 21½ W 29 chs to the present travelled road. Variation of Magnetic Needle 8 de. The line of said survey to be the center of said highway and the same is established four rods in width. In witness whereof we have hereunto set our hands this 19th day of May 1863.

Thomas G. Owens  
Freeman Richardson Supervisors

Recorded May 20, A.D. 1863

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HIGHWAY 11-16-7 ~~Freeman Rd~~

Whereas upon the application of six freeholders residing in said Town of Campbell for the laying out of a private road hereinafter described we the undersigned Supervisors of said Town did on the 24th day of Nov. A. D. 1863 meet at the house of F. Richardson in said Town for the purpose of then and there deciding upon such application it being the time and place fixed by us for that purpose did proceed to examine personally such highway and having then and there heard ~~personally~~ such reasons as were offered for and against laying out the same did then and there decide upon such application and determine to lay out said private road as hereinafter described having as required by law first made out a notice and fixed therein a time and place at which we would meet and decide upon such application and the applicant for such highway having five days previous to our said notice to be duly given to all the occupants of the lands through which said private road passes and such notice having also been posted up in three public places in said Town ten days before the time of our said meeting it is ordered and determined and we do hereby order and determine that a private road be and the same is hereby laid out pursuant to said application whereof an accurate survey has been made which is as follows to wit:

Commencing at a point S 55 W 4.70 chs from the SW corner of J. Ridgley's Farm in the present travelled road through Sec. 11 T 16 R 7 W running thence N 52 de. W 9 chs Br. Tree 12" dia/ S 21 de. W 34 lks N 89 E 6.56 chs from SE¼ of Sec. 2 T 16 R 7 thence N 22 de. W 14 chs thence N 14 de. W 9.60 chs thence N 32 de. W 10 chs thence N 31 de. W 11.23 chs to past S 66 E 150 chs from NE corner of J. Richardson house. The line of said survey to be the center of said road and the same is established three rods in

width. In witness thereof we have hereunto set our hands this 30th day of Nov. 1863.

J. D. Hisiorf  
T. Richardson Supervisors

Recorded May 20th A.D. 1863

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PRIVATE ROAD

11-16-7

Whereas upon application, etc. ---  
did on the 24th day of Nov. A.D. 1863 etc.--- at the house  
of T. Richardson etc. --- to wit:

Commencing at a point S 55 W 4.70 chs from the SW corner of  
Fidgleys farm in the present travelled road through Sec. 11  
T 16 R 7 W running thence N 52 de. W 9 chs to Bear. tree ( 12  
inch dia) S 21 de W 34 lks N 89 E 6.56 chs from the SE $\frac{1}{4}$  of Sec. 2  
T 16 R 7 thence N 22 de. W 14 chs thence N 14 de. W 9.60 chs  
thence N 32 de. W 10 chs thence N 31 de. W 11.23 chs to post  
S 66 E 150 chs from NE corner of T. Richardson house. ~~thence~~  
The line of said survey to be the center of said road and the  
same is established three rods in width. In witness thereof we  
have hereunto set our hands this 30 day of Nov. 1863.

J. D. Hisiorf  
T. Richardson Supervisors

Recorded this Nov 30th, 1863. Chas Schaefer Clerk

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HIGHWAY

11-16-7

KINNEY COULEE ROAD

Whereas upon application, etc. ---  
did on the 25th day of April A.D. 1866 meet at the house of  
Joshua Ridgley- --- etc. to wit:

such road toe be four rods in width, to wit:

Commencing at a point in the  $\frac{1}{4}$  Sec. line 84 lks S from the  
center of Sec. 11 T 16 R 7 W thence running N 80 R E 2 chs to the  
line thence E on the line 18 chs to the NE $\frac{1}{4}$  Corner of NW  $\frac{1}{4}$  of  
SE $\frac{1}{4}$  Said Sec. 11 thence S 57 R E 15 chs thence S 52 $\frac{1}{2}$  R E 4 chs  
50 lks (B. Oak) 10 S 80 E 30 lks thence N 82 R E 8 chs 50 lks  
thence N 12 R E 3 chs to a brook 12 thence S 75 R E 2 chs 50 lks  
(R. Oak) S 67 R E 20 lks thence S 28 E 7 chs (B. Oak) 20 N 65  
W 30 lks thence S 57 E 15 chs 50 lks to the line thence E on the  
line 6 chs 20 lks to the NE corner of SE $\frac{1}{4}$  SW $\frac{1}{4}$  Sec. 12 thence  
S 77 R E 12 chs 50 lks (B. Oak) 8 E 45 de. 1 chs. thence S 51  
E 10 chs 50 lks (B. Oak) 8 S 24 E 2 lks, thence N 82 E 4 chs  
50 lks brook 15 N 50 W 15 lks thence S 60 E 7 chs (R6) 20 S 50  
E 20 lksn thence N 74 E 4 chs thence S 47 E 4 chs to the town line  
corner and distances to the center of road variation magnetic  
needle 6 de 50 " E. Given under my hand this 25th day of April  
1866.

J. T. Bryant Surveyor

In witness whereof we havd hereunto set our hands and seal  
this 2nd day of May A.D. 1866.

Wm. Apsey  
John Dawson  
Wm Hartley Supervisors

Recorded May 2, 1866. Chas. Schaefer, Clerk

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ALTERING A HIGHWAY

11-16-7

Whereas upon application etc. ---  
did meet on the 25th day of April A.D. 1866 meet at the house of  
Joshua Ridgley etc. --- is hereby altered as  
follows pursuant to Said application and the same is established  
four rods in width to wit:

Commencing at the E $\frac{1}{4}$  post of NW $\frac{1}{4}$  Sec. 11 T 16 R 7 W thence  
running S in the line 20 chs to the center of Sec. 11 thence

S on the  $\frac{1}{4}$  line 11 chs (B. Oak tree) 12 chs 34 lks S, thence W 13 chs 50 lks intersecting the old road Burr Oak tree 6 E 60 lks. Said corners and distances to be the center of the road. Variation of the magnetic needle 8 de 50 " E. Given under my hand this 25th day of April A.D. 1866. J. T. Bryant Surveyor

In witness whereof we have hereunto set our hands this 2nd day of May 1866.

Wm. Apsey  
John Dawson  
Wm Hartley Supervisors

Recorded May 2, 1866 H. E. Getts, Clerk

Page 316 SCHOOL DIS'T.

Unrelated material. - - - - The board ordered the following alteration in the boundaries of School Dis't "2. It is hereby ordered and determined that the South half of the SE $\frac{1}{4}$  of Sec. 22 and the N  $\frac{1}{2}$  of the NE $\frac{1}{4}$  of Sec. 27, now part of School Dis't #2 of the Town of Campbell be, and hereby is taken from said School Dis't, and attached to and made a part of School Dis't #4 of said Town, for all purposes whatsoever. This order will take effect on the 20 day of Oct. 1868. Given under our hands this 13 day of Oct. 1868.

R. E. Houser  
Wm. Hartley Town  
John Casset Supervisors

Page 373 HIGHWAY 11-16-7 C.T.H. "SS"

The following petition for Highway was presented. To the Supervisors of the Town of Campbell of La Crosse Co. is.

We the undersigned freeholders residing in said Town do hereby make application to you to lay out a highway in said Town as follows to wit:

Commencing at the NW corner of the SW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Sec. 16 T 16 R 7 W from there running E to the NE corner of the SE $\frac{1}{4}$  of Sec. 16 from there running N on the  $\frac{1}{4}$  section line to the road known as the La Crosse Valley Road.

E. Fred Houser John Houser  
E. Houser Theodore Houser  
David Fuller David Denton  
C. H. Hawkins Geo. Weber  
Nicholas Schiller

Whereupon the following order was entered.

Application having been made on the 31th say of Oct. 1871 to the undersigned Supervisors of the Town of Campbell in the County of La Crosse by six freeholders of said Town for a highway to be laid out as follows to wit:

Commencing at the NW corner of the SW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Sec. 16 T 16 R 7 W and from there running E to the NE corner of the SE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of said Sec. 16 from there running N on the  $\frac{1}{4}$  Sec. line to the road known as the La Crosse Valley road. Notice is hereby given that we the undersigned Supervisors of Said Town of Campbell will meet on the 11th day of Nov. 1871 at 9 o'clock in the forenoon at the house of E. Fred Houser in said Town and decide upon such application. Dated at Campbell this 31 day of Oct. 1871.

Wm. Aspey  
Joseph Richmond Supervisors

Page 375 HIGHWAY 14-16-7 C.T.H. "B"

The undersigned freeholders and residents of the Town of Campbell aforesaid do hereby make application to you to lay out a highway as follows to wit:

Commencing at the point in the SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14

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T 16 R 7, S 63 de. E & l 51/100 chs from a white oak tree 20" in dia/ standing E of the N end of Peter Schintgens grainary daid point being in the center of the present travelled highway & running thence S about 86 de. W passing 50 lks S of the ~~SE~~ S end of said Schintgens granary to the bank of the ravine through which runs Smith Sreek, thence nearly due W across said ravine Y creek to the W Bank therof thence along said bank N about 60 de. W to the N line of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said sec. 14 T 16 R 7 thence W on the said N line last aforesaid to intersect the center of the present travelled highway: said line to be the center of the road Y the same to be laid out four rods in width, and the applicants also make application for the discontinuance of the present travelled road between the two points designated as the commencement & end of the highway above applied for.

Dated at Campbell this 21 day of Oct. 1871.

Horace Bloom	C. H. Schafermeyer
Louis Wolf	John Dawson
Jacob Weimer	August Kemmtz.
Jacob Scharpf	Franz Wolf
Joseph Wolf	Halvor E Jordahl
John A Cassel	Jacob Hamm

Whereupon the following order for hearing was entered to wit: Application having been on this 31 day of Oct. A.D. 1871 made to the undersigned Supervisors of the town of Campbell in the County of La Crosse by six freeholders of said Town for a highway to be laid out & altered & dicsontinued as follows to wit:

Commencing at a point in the SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14 T 16 R 7: S 63 de. E & l 51/100 chs from a white oak tree 20" in dia. standing E of the ~~NE/OF~~ N end of Peter Schintgens granary said point being in the center of the present travelled highway 7 & running thence S about 86 de. W passing 50 lks S of the S end of said Schintgen granary to the bank of the ravine through which passes Smith Creek, thence nearly due W across said ravine & Creek to the W bank thereof, thence along said bank N about 60 de. W to the N line of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said Sec. 14 T 16 R7 thence W on the said N line last aforesaid to intersect the center of the present travelled road; siad line to be the center of the road & the same to be laid out four rods in width, and said applicants asking also for the discontinuance of the present travelled road between the two points designated as the comminciment & end of the above applied for highway. Notice therefore hereby given that we the undersigned Supervisors of said Town will meet on Sat. the 11th day of Nov. 1871 at 1 o'clock in the afternoon of that day at the house of Peter Schintgen in said town to decide upon such application.

Dated at Campbell this 31st day. of Oct. 1871.

Wm. Apsey  
 Jos. Richmond Supervisors

The board adjourned to meet as per the above orders of hearing or at the call of the Chairman.

Horace B. Loomis, Clerk

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HIGHWAY 16-16-7

Whereas upon application etc. - - - - - did on the 31st day of Oct. 1871, make out a notice & fix a time therein & place at which we would meet & decide upon such application & did meet on the 11th day of Nov. 1871 at 9 o'clock in the forenoon of said day at the house of E. Fred Houser- - - - - to wit: Commencing at a point in the center of the highway known as

W. Salem and La Crosse Valley road, two rods W of the W side of NW $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Sec. 16 T 16 R 7 W & running thence S 2 rods from said W line of said NW $\frac{1}{4}$  of NE $\frac{1}{4}$  to a point 2 rods W of the NE corner of the SE $\frac{1}{4}$  of the NW $\frac{1}{4}$  of said Sec. 16 thence W on the line between the SE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of the said NW $\frac{1}{4}$  to intersect the center of the present travelled road. The line described to be the center of the said highway and the same to be two rods wide. Made and signed by us this 11th day of Nov. 1871.

Wm Apsey  
Isaac Houser  
Joseph Richmond Supervisors

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DISCONTINUE A HIGHWAY 14-16-7

Whereas upon application etc. - - - - - did on the 31 day of Oct. 1871- - - - - did meet at the house of Peter Schintgen etc. - - - - - as follows:

Commencing at a point in the center of the highway S ~~36~~ 63 E 1 51/100 chs from a white oak tree standing near Peter Schintgen granary thence S 83 de. W 20 chs to the top of the hill on the bank of the creek, thence W across the creek & bottom 3 51/100 chs to the W bank, thence N 80 de. 53' W 10 ~~2/200~~ 39/100 chs to the 1/8 post (NW corner of the SW $\frac{1}{4}$  of SW $\frac{1}{4}$  Sec. 14 T 16 R 7 W)

The same being an accurate survey thereof caused by us to be made. The line of said survey is the center of said highway & the same is laid out of the width of four rods. And it is further by us ordered & determined that the present highway between the points above described as the commencing & intersecting points of the highway laid out & altered as above to and the same is hereby discontinued. Made & signed by us this 11th day of Nov. 1871.

Wm Apsey  
J. Richmond Supervisors

I hereby certify that the above highway was by me recorded this 13th day of Nov. 1871. H. Loomis, Clerk

Page 386

RELEASE OF CLAIM FOR HIGHWAY 14-16-7

Peter Schintgen having released all claims & damages by him sustained by reason of laying out & opening said road, the Board made the following award to wit:

We the undersigned Supervisors of the Tow of Campbell in the County of La Crosse having by an order bearing date this 11th day of Nov. 1871, upon the application for that purpose laid out & altered a highway as follows to wit:

Commencing at a point in the center of the highway S 63 de E 1 51/100 chs from a white oak tree standing near Peter Schintgen granary thence S 83 W 20 chs to the top of the hill on the bank of the Cerrk, thence W across the creek & bottom to the W bank 3 50/100 chs thence N 80 de 53' W 10 39/100 chs; to the 1/8 post (NW corner of SW $\frac{1}{4}$  SW $\frac{1}{4}$  Sec. 14 T 16 R 7 W)

And the owner of the following described land through which said highway is laid & altered not having released all claim to ~~da~~ damage by reason of the laying out & altering & opening such highway & we not being able to agree with him as to the amount of such damage having applied to him for that purpose & endeavor to make such agreement did at the time of making such order assess the damages which said owner will sustain by reason of laying out & opening said highway through his land, as follows to wit:

To Hans Larson on the SW $\frac{1}{4}$  of SW $\frac{1}{4}$  of Sec. 14 T 16 R 7 W. We have assessed thereby award to the sum of one hundred & fifty dollars. Made and signed by us this 11th day of Nov. 1871

Wm Apsey J. Richmond Supervisors

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AWARD FOR ROAD

Unrelated material--Jan. 13, 1872

Hans Larsen applied for the amount awarded to him as damages occasioned by laying out a highway through lands owned by him as per award made Nov. 11, 1871 and recorded on page 386 of this book. Whereupon the following orders were given him to wit: #19 for \$50.00, #20 for \$50.00, #21 for \$50.00 making in all the sum of \$150.00, the amount of said award which said orders for said currency were then and there accepted by said Larsen in full of said damages and award.

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SURVEY OF HIGHWAY 29-11-7

Laid out by the Supervisors of the Town of Campbell on the 14th day of November, 1874. Commencing at center of Sec. No. 29 T16R7 running thence: E. on  $\frac{1}{4}$  line 16 chs., N. 15 de E 169 chs. N 25 de E 14 chs., N. 16 de E. 26 chs., N. 45 de E 9.78 chs., N. 14 W. 6 chs., N. 12 $\frac{1}{2}$  de E. 136 lks to corner post N. 20 chs. to Post  $\frac{1}{2}$  E. of Sec. corner thence north 11 to Section line to State road from La Crosse to Salem.

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TOWN HALL APPROPRIATION

Unrelated material--April 6, 1875

On motion being made, seconded and carried it was voted to build a Town Hall during the summer of 1875. On motion being made, seconded and carried a tax was levied of \$400.00 for building said Hall

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TOWN HALL LOT

Decided that the ground for building Hall to be 40 x 75 feet deep. Talked with Mrs. Crich and agreed to a deed for the above amount. Unrelated material--June 1, 1875 Board met pursuant to adjournment. Sealed proposals received for building Town Hall: H. B. Howell \$642.48 J. M. Hathaway \$620.00 Van Webster \$671.00 L. Drake \$725.00 Chas. Halsted \$674.00 Sam Gurtin \$615.00 Wm. Malone \$440.00. The building of Town Hall awarded to Wm. Malone to furnish all material and build the Hall according to the plan and specifications, the Clerk instructed to notify M. M. Gordon to remove his fence from the highway ~~xxxxxx~~

Page 432

APPLICATION FOR HIGHWAY 182-11-7

Wm. Moss presented an application for a highway beginning 10 rods due North of the quarter post between Sec. 1 and 2 running thence North between Sec. 1 & 2 to intersect the land owned by Joseph French and to discontinue the road now travelled. Notices duly posted June 29, 1875 the Board to meet and decide on same July 10, 1875 by information gained ty the Chairman that had not the power to act on the above application..

Page 438

HIGHWAY APPLICATION 1-11-7

To the Board of Supervisors of the Town of Campbell La Crosse County, Wis. We, the undersigned freeholders residing in the said Town do hereby make application to you to lay out a highway in said Town as follows: Commencing at the  $\frac{1}{4}$  Sec. Cor. in East line of Sec 1 Town 16 North of Range 8 West of 4th principiapl meridian running thence West on Quarter Sec. line 20 chs. Thence N. 81 de W. 8.54 chs. thence N. 84 de W 4.52 chs N. 65 de W 4.32 chs N. 80 de W. 4.41 chs N. 81 de W 6.39 S. 52 de W 6.13 chs S. 61 de W. 2.86 chs N. 18 de W 4.82 chs N. 80 de W 4.59 chs N. 87 de W. 5.62 chs S. 82 de W. 4.29 chs S. 87 de W 6.00 chs N. 70 de W 5.04 chs



S. 72 de W. 5.59 chs S. 7.7 de W. 3.30 chs N. 57 de W. 2.99 chs N. 53 de W. 3.96 chs N. 44 de W 4.00 chs N. 58 de W.4.48 chs N. 60 de W. 4.32 chs N. 27 de W. 8.00 chs. To a point on the road from Dresbach, Minn. to Onalaska, Wis. said point being S. 19 de E. 17.40 chs of the Quarter Sec. corner in S. line of Sec. 35 Township 17 north of Range 8 west of fourth principle meridian. M.C. Eagan, Basil La Fleur, John Asslin, A. M. Cheolier, T. Valiquette, Michael Lambert, J. B. Varco

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HIGHWAY APPLICATION 13-16-7

To the Supervisors of the Town of Campbell in La Crosse County Wis. We, the undersigned freeholders residents in the said Town do hereby make application to you to lay out a highway in said Town as follows commencing at a point in the center of the Bostwich Valley and La Crosse Road about 35 rods N. and W. from the SE corner of the SW 1/4 SW 1/4 T 16 B 7 W running thence on a northeasterly direction across the SE 1/4 SW 1/4 and a part of the lot 6 continuing on in the same direction over lot 7 to the railroad track thence easterly paralell with the railroad track over lots 7 & 8 to the town line all in Sec. 13, town and range above named. John Dawson, John M. Eberhard, Joseph Wolf, R. Schermerhorn, Fredrick Keil, Jacob Scharpf, Jacob Zimmerman, Harmon Richter, ~~xxxMaguire~~, Christ Ledebeon, Wm. Malone, H. Bonsack, Fred Houser, Wm. Apsey, J. Johnson, C. H. Hawkins, R. E. Houser, ~~Adm~~Maguire, Adm. of Halpen Estate.

Page 446

NOTICE SERVING AND POSTING 13-16-7

Wm. Chalone being july sworn on oath says that on the 1st day of Feb. 1876 he did personally serve the notice, a copy of which is attached to this upon Julius Wolf that portion running across the SE 1/4 of the SW 1/4 and a portion of lot 6 & H. Hoffman occupant a port of the SW 1/4 of the SW 1/4 all in Sec. 13 T 16 R 7 wish the administration of Halpen Estate apart of lots 7 & 8 also Joh A. Cassel a portion of lots 7 & 8 Sec. T & R above named through which said highway may pass by serving notice personally at their residences that he did also on the same day post said notices as follows to wit: one near the residence of John Dawson one at the four mile house and one very near the residence of R. Schemhorn. Sworn and subscribed before me this 1st day of Feb. 1876. John Dawson, Justice of the peace.

Page 447

APPLICATION FOR HIGHWAY

Whereas upon application etc. - - - - - did on the 31 day of Jan. 1876 make out notice etc. - - - - - did meet on the 10th day of Feb. 1876 at ten o'clock in the forenoon of said day at the Smith's etc. - - - - - said Supervisors di hereby order and determine that a highway be and the same is hereby laid out as follows to wit:

NO DESCRIPTION GIVEN  
Wm. Hartley  
Joseph Richmond Supervisors

Page 451 36-16-7 APPLICATION FOR CHANGE OF HIGHWAY

To the Supervisors of the Town of Campbell in La Crosse Co. Wis. we the undersigned freeholders residence in said town do hereby make application to you to alter a highway in Said town as follows, Commencing at a point in the center of the highway about 25 rods E from the NW corner of Sec. 36 T 16 R 7 W running thence in a Sly direction over a portion of Secs. 36 & 35 to the top of the Bluff over the most practicabale route intersecting

(Pg. 18)

the road again where the Supervisors think most practical.

Signed Joseph Wolf Jacob ?  
Herman Richter John Dawson  
Haagan Solmanson Fredrich Richter

Page 451 HIGHWAY 34-11-7

Application having been made on the 31 day of Jan. 1876 made to the undersigned Suoervisors of the Town of Campbell in the Co. of La Crosse by six freeholders of said Town for a highway to be altered as follows: Commencing at a point in the center of the highway about 25 rods E from the NW corner of Sec. 36 T 16 R 7 W running thence in a Sly direction over a portion of Secs. 35 & 36 to the top of the Bluff over the most practible route intersecting the road again where the Supervisors think nost practible.

Wm Hartley  
Joseph Richmond  
John Cassel Supervisors

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PAGE 1 HIGHWAY 17-11-7

To the Board of Supervisors of the Town of Campbell, we the undersigned freeholders residing in siad Town do hereby make application to you to lay out a highway as follows: Commencing on the La Crosse & Salem road near the E end of the Slough Bridge-in Sec. 17 T 16 R 7 W, thence running S on ar near the Sec. line between Sec. 16 & 17 to the Town Cemetery.

Signed-John awson, Wm Malone, H. H. Hawkins, Nie Schaefer  
J. W. Johnson, J.J. Johnson.

Page 1 HIGHWAY 1487-11-7

Whereas upon application etc. - - - supervisors did meet on the 29 th day of Nov. 1876 etc. to make out a notice etc. - - and did meet on the 11th day of Dec. 1876 at 9 o'clock in the forenoon of said day at the slough bridge mentioned in notice etc. - - Supervisors do hereby order and determine that a highway be and the same is hereby laid out as follows, to wit:

Commencing at the intersection of the Sec. line with the La Crosse & Salem road 9 chs 64 lks S of 1/4 Sec. ocorner of Sec. 16 & 17 in Tol6 S of R 7 W, thence S lde W 15 chs 75 lks, thence S 45 de. E 2 chs 50 lks, thence S 1 de. W 2 chs, thence S 2 de E 10 chs 80 lks to eemetery. I hereby certify that the above is correct as surveyed by me on the 23rd day of Dec. 1876. S Middlebrook  
Co. Surveyor

The same being an accurate survey thereof caused by us to be made, the line of said surbey is the center of the said highway and the same is laid out of the width of three rods. Made and signed by us t is 23rd day of Dec. 1876.

Thos. Richmond Chairman  
John Cassel Sup.  
John Asselin Sup.

Page 2 DAMAGES AND AWARDS 17-11-7

Agreement as to amount of damages upon laying said highway. Whereas by an order of the Supervisors of the Town of Campbell in the County of La Crosse bearing date the 29th day of Nov. 1876, a highway was laid out from the La Crosse & Salem road to the cemetery which highway passes through the following described land of D. Fuller & H. Esher SE 1/4 of SE 1/4 Sec. 17 & SW 1/4 of SW 1/4 Sec. 17. Now it is hereby agreed between the said Supervisors & the said D. Fuller & H. Esher by the reason of the laying out of and opening as said highway through the said land be and the same are hereby ascertained to be the sum of \$50.00 per acre which sum the said D. Fuller & H Esher

hereby agrees to receive in full compensation for such damages. In witness whereof the said Supervisors and the said D. Fuller & H. Esher have hereunto set their hands this 11th day of Dec. 1876,

Signed D. Fuller  
H. Esher

Thomas Richmond  
John Cassel  
John Asselin Supervisors

Page 3 HIGHWAY DAMAGES

Whereas by an order bearing date the 11th day of Dec. 1876, the Supervisors of the Town of Campbell in La Crosse Co. laid out a highway as follows: Commencing at the intersection of the Sec. line with the La Crosse & Salem road 9 chs and 64 lks S of the  $\frac{1}{4}$  Sec. corner between Sec. 16 & 17 in T 16 R 7 W., thence S lde W 15 chs 75 lks, thence S 45 de. ~~N~~ E 2 chs 50 lks, thence S 1 de. W 2 chs, thence S 2 de. E 10 chs 80 lks which passes through the following described land s owned by us SE $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 17 and SW $\frac{1}{4}$  of SW $\frac{1}{4}$  of Sec. 16. Now know allmen by these presents that we D. Fuller & H. Esher for value received hereby release all claim to damages sustained by us by reason of the laying out and opening of said highway through our lands. In witness whereof we have hereunto set our hands and seal this 19th day of Feb. 1877.

Signed in presence of

Wm Malone  
John Dawson

David Fuller  
H. Esher

Page 3 DAMAGES

Board met at call of Chairman at the Town hall in Campbell, D. Fuller presented bill for damages on cemetery road of \$21.80 H. Esher also presented a bill for damages on same road of \$45.33 The board allowed the bills and instructed the clerk to draw orders for amounts. Unrelated Material. The Board instructed the clerk to make a record of the highway from N. La Crosse to the  $\frac{1}{2}$  Sec. line between Sec. 20 & 21.

C. H. Hawkins, Clerk.

Page 15 HIGHWAY 33-14-1 C.T.H. "B"

Field notes of La Crosse and Bostwick Valley road. Surveyed Apr. 26th, 27th 1878 by S. Middlebrook, Co. Surveyor. The first Section is the center of Sec. 33 T 16 N R 7 W.

1 to 2 N 2 de. W 12 chs planted lime stone, 2 to 3 N 61 $\frac{1}{4}$  de E 7 12/100 chs to center of stone culvert-willow 24 in S 68 $\frac{1}{2}$  de. W 170 lks, 3 to 4 N 30 $\frac{1}{4}$  de. E 17 chs no leanngs, 4 to 5 N 7 $\frac{1}{4}$  de. W 9 22/100 chs to Sec. line, 5 to 6 N 12 $\frac{1}{4}$  de. W 9 8/100 chs 6 to 7-N 13 $\frac{1}{2}$  de. E 11 97/100 chs, 7 to 8-N 22 de. E 13 83/100 chs large brown stone marked (X) N 71 $\frac{1}{4}$  de. E 32 lks, 8 to 9- N 14 de. E 7 51/100 chs, 9 to 10- N 3/4 de. E 18  $\frac{1}{2}$  chs end of stone culvert in S 11 $\frac{1}{2}$  de. E 55 lks, 10 to 11- N 4 de. W 6 82/100 chs, 11 to 12- N 5 3/4 de. W 13 20/100 chs planted lime stone on Sec. line, 12 to 13- 5 3/4 de. W 10 30/100 B. oak 10 inches, S 56 3/4 de. W 22 $\frac{1}{2}$  lks, 13 to 14-N 20 3/4 de. E 6 93/100 chs B. Oak 8 inches., S 81 $\frac{1}{2}$  de. W 32 lks, 14 to 15- N 50 $\frac{1}{2}$  de. E 6 chs Stone E 40 lks, 15 to 16- N 20 de. E 13 63/100 chs, 16-17, N 3 3/4 de. W 4 93/100 chs Stone E 40 lks, 17-18- N 14 de. E 27 22/100 chs Stone, E 37 $\frac{1}{2}$  ~~lks~~.lks, 18-19-N 10 50/100 chs on Sec. line post Meyers, 19-20- N 6 de. E 5 75/100 chs Sec. corner S 43 de. W 88 lks stone in rotten stump of bearing tree, 20-21-N 39 $\frac{1}{2}$  de. E 5 25/100 chs B. Oak 30 inches, N 24 $\frac{1}{2}$ de. E 73 lks, 21-22- N 23 3/4 de. E 7 57/100 chs B. Oak 9 inches N 24 $\frac{1}{2}$  de. E 73 lks, 22-23- N 51 $\frac{1}{2}$  de. E 5 72/100 chs, 23-24- N 56 3/4 de. E 8 35/100 chsW. Oak 16 inches, N 9 de. E 73 lks, 24-25-N 80 3/4 de. E 7 63 $\frac{1}{2}$ /100 chs, 25-26--N 79 de.

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E 20 75/100chs Stone N 10 de. E 37½ lks, 26-27--N82 de. E 8 73/100 chs, 27-28--S 66½ de. E 10 chs stone 21 de. W37½ lks, 28-29-- S 87½ de. E 11 58/100 chs, 29-30-- N 88 de. E 10 15/100 chs near Sec. line Stone N 11 de. E 37½ lks, 30-31-- S 83 de. E 15 7/100 chs 5 rods E of Smith Creek, 31-32-- N 8 3/4 de. E 7 15½/100 chs 5 chs to Smith Valley road, 32-33-- N 83¼ de. E 11 66/100 chs stone marked (X) S 10½ de. E 37½ lks, 33-34-- N 83 de. E 3 4/100 chs, 34-35-- N 52 de. E 11 89/100 chs, 35-36--N 80 de. E 2 89/100 chs stone S 18 de. E 37½ lks, 36-37-- N 88 de. E 3 61/100 chs, 37-38-- S 86½ de. E 5 65½/100 chs stone S 37½ lks, 38-39-- S 79 de. E 6 63/100 chs, 39 to 40-- S 70½ de. E ~~6 63/100 chs~~, 3 74½/100 chs stone S 34 de. W 37½ lks, 40-41--S 58½ de. E 4 75/100 chs, 41-42-- S 55 de. E 8 51/100 chs, 42-43-- S 70 de. E 5 chs, 43-44--S 77 3/4 de. E 5 23/100 chs stone N 20 de. E 37½ lks, 44-45-- S 62 de, E 4 21/100 chs, 45 to 46--S 51½ de. E 8 77/100chs, 46-47-- S 64½ de. E 2 34/100 chs stone S 30 de. W 37½ lks, 47-48-- S 39½ de. E 1 86/100 chs, 48-49 S 25 de. E 4 83/100 chs to near Sec. line, 49-50--S 45 3/4 de. E 6 71/100 chs, 50-51 S 51 3/4 de. E 1157/100 chs stone N 34 de. E 37½ lks, 51-52--S 63½ de. E 11 34/100 chs, 52-53--S 42 3/4 de. E 6 79/100 chs, 53-54--S 54½ de. E 5 67/100 chs, 54-55-- E 5 chs Stone, N 37½ lks, 55-56-- S 68½ de. E 3 25½/100 chs, ~~XXX~~ 56-57 S 80½ de. E 3 28/100 chs Stone 5 de. E 37½ lks, 57-58-- N 72 de. E 5 59/100 chs, 58-59-- N 64½ de. E 6 chs to Township line Stone N 37½ lks, Magnetic Variation 8 de.

S. Middlebrook, County Surveyor  
C. H. Hawkins, Town Clerk

Page 48 HIGHWAY IN SHELBY & CAMPBELL

Whereas a highway having been laid out by the Supervisors of the Towns of Shelby and Campbell in the County of La Crosse and State of Wis. on the 19th day of Dec. 1881, which road passes through certain lands owned and described as follows: Commencing 3 chs E of the SW corner of ~~37~~ SE¼ of the SE¼ of Sec. 35 T 16 R 7 W Thence N 32½ de. W 1 chn 50 lks, N 46 de. W 7 chs 50 lks, N 60½ de. W 4 chs 39 lks, N 60½ de. W 9 chs 25 lks, to the center of public highway. Now therefore know all men by these presents that we Geo. Menith and Wm. Schweir for value received do hereby release all to damages sustained by us by reason of laying out and opening said highway through our said lands above described in consideration of the sum of \$33.00 the receipt of the money is hereby acknowledged. In witness whereof we have hereunto set our hands and seal this 23rd day of Dec. 1881.

Geo. Menith  
Wm Schweir

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HIGHWAY SURVEY 14-16-7 C.T.H. "B"

I hereby certify that I have under the direction and supervision of the Board of Supervisors of the Town of Campbell surveyed and laid out a public highway to serve as an alternation of the La Crosse & Bostrick Balley road according to the following field notes, to wit: Commencing at a point in the above named La Crosse and Bostwick Balley road 27.34 chs N of the SW corner of the SE¼ of SE¼ of Sec. 14 N of T 16 of R 7, thence N 71 de. W 9 chs, thence S 66 de. W 5.98 chs to the intersection of the La Crosse and Bostwick Balley road at a point nearing due N to a Black Oak 9 inches dia. 37½ lks distance. Town of Campbell this 22nd day of Oct. 1883.

Paul Heyse, City surveyor

Louis Wolf Jr, being first duly sworn on oath said that he is the owner of and has been such owner in person since the 30th day of Sept. 1862 of the following described piece of parcel of land situated in the Town of Campbell in the County of La Crosse and the State of Wisconsin to wit: as follows: Commencing at a point in the S line of fraction #5 in Sec. 13 in T 16 N R 7 W 60 rods E of the SW corner of said fraction #5 and running thence E to the SE corner of said fraction #5-20 rods thence N along the E line of said fraction #5 to the La Crosse River thence along the meadow of said River in a NWly course to the E line of lands this day deeded by the parties of the first in the deed to Fredrick Witicht thence along the E line of said Witicht land S to the place of beginning containing 120 25/100 acres more or less and is a part of said fraction #5 and depart further states that the balance of fraction 5 is occupied by Herman Rictor in part and the balance by August Wolf and the whole of said fraction 5 is meadow land and formerly occupied for that purpose and applicant further states that this applicants land as well as the whole of fraction #5 is shut out from all public highway by being surrounded on all sides by real estate belonging to others persons that applicant is unable to purchase from any of said land except Rictors who owns the lands next W from applicants land the right of way over or through the same to a public highway that the nearest & most practicable route to reach a highway from applicant land is the highway laying Ely & Wly across the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said Sec. 13 aforesaid and which will run through the SW $\frac{1}{4}$  of SW $\frac{1}{4}$  of Sec. 13 and portion of said fraction #5 W of applicant land and applicant as the Supervisors of the Town of Campbell to lay out a public highway of not more than 3 rods nor less the 2 rods in width by the most practicable route from the public highway as aforesaid through the applicants said lands through the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said Sec. 13 in the Wly & Sly portion of fraction #5 pursuant to chapter 52 and Sec. 1275 of the Revised Statutes of Wis. in their behalf, that the lands on the W are owned by C. H. Hawkins or Bonsack & Julius Wolf on the E that it is the opinion of the applicant that the whole value of the right of way now described to said highway is not worth exceeding the sum of \$40.00 in the Greenaburg land or \$25.00 on said August Wolf land. Subscribed and sworn before me the 13th day of Sept. 1886.

G. C. Prentice, C C  
La Crosse Co, Wis.

Herman Rictor being duly sworn says that he is the owner of 16 acres more or less and apart of fraction #5 os Sec. 13 T 16 N R 7 W in the Town of Campbell ~~next~~ W of and adjoins a portion of said fraction #5 owned and occupied by Louis Wolf, Jr., that the same is shut out from all public highway and applicant is unable to purchase from any of said persons the right of way over or through the same to a public highway which a highway could be practicably laid that the nearest public highway from which a highway could practicably be layed to applicants lands runs Ely and Wly through the said W $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said Sec. 13 that August Wolf owns the lands adjoins applicants lands on the W and the Heirs of Fred Greenaberg owns the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 13, ~~thence~~ through wiyh lands said highway would have to be said that the La Crosse River is the N boudry of the applicants land and a public highway cannot be reasonably laid N from the said boundry to a public highway that applicant has read the affidavit of Louis Wolf hereunto annexed and joins with Louis Wolf in this application and

the Supervisors of the Town of Campbell to layout a public highway from the public highway on the SW $\frac{1}{4}$  of said Sec. 13 and across the same & across the lands of August Wolf of fraction #5 to the lands of applicants & said Louis Wolf as aforesaid by the most practible route and the highway to be laid be not less than 2 nor more than 3 rods in width, that it is the opinion of the applicant that the right of way through Greenaberg lands is not worth exceeding the sum of ~~\$40~~ \$40.00 and across August Wolf land does not exceed the sum of \$25.00 that the same be laid out as found persuant to Ch. 52 Sec. 1275 of the Revised Statutes of the State of Wis. Subscribed and sworn before me the 13 day of Sept. 1886.

G. C. Prentice C C  
La Crosse Co. "is.

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LAND LOCKED HIGHWAY 13-16-7

Whereas Louis Wolf & Herman Richtor of the town of Campbell has presented each his affidavit to the undersigned Supervisors of said Town satisfying us that the said Louis Wolf is the owner of real estate in said Town described as follows to wit: Commencing at a point in the S line of fraction #5 in Sec. 13 T 16 R 7 W 60 rods E from the SW corner of fraction #5-20 rods thence N along the E line of said fraction #5 to the La Crosse River thence along the meadow of said River in a NWly course to E line of lands formerly deeded to Fredric Witicht thence along the E of said Witicht land S to the place of beginning and containing 12 25/100 acres more or less and is a part of said fraction #5 that said Herman Richtor is the owner of 15 acres more or less of said fraction #5 directly W of the lands above described as belonging to said Louis Wolf and that all of said applicants lands are shut out from all publichighway by being surrounded on all sides by real estate belonging to other persons, namely August Wolf, G. H. Hawkins and the heirs of Fredric Greenaberg and that they and each of ~~the~~ them is willing to purchase a from any of said persons the right of way over or through their property to a public highway that the nearest and only practable route to reach a highway from their lands is the highway laying Ely and Wly over the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said Sec. 13 aforesaid and which route will pass through the said SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of said Sec. 13 and the portion of fraction #5 W of their lands now owned by August Wolf, and the said SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  is owned by the heirs of Fredric Greenaberg and said proposed highway will extend Wly from their lands to about the W line of fraction #5 thence Sly through said SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of sec. 13 to the highway aforesaid and have applied to us to lay out a publichighway of not more than three or less than two rods in width to their said ~~real~~ real estate.

Notice is therefore hereby given that we will meet at Herman Huffman house on the 13 day of Oct. 1886 in at 10 o'clock in the forenoon of that day and will examine the premise and hear and consider all proofs and reasons which may be offered for or against the said application and if it shall seem to us that the public good requires that the said highway should be land out we will then and there prusuant to the discretion in us vested by law proceed to lay out the same. Dated this 9th day of Oct. 1886.

J. W. Johnson  
James Smith Supervisors

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SAME

Whereas being satisfied by the applicants of Louis Wolf and Herman Richtor that they are each are owners of aforesaid real estate within said Town to wit: Louis Wolf owns the real estate described as follows situated in the Town of Campbell in County of

La Crosse ~~1/4~~ and State of Wis. Commencing at a point in the S line of fraction #5 Sec. 13 T 16 N R 7 W-60 rods E from the SW corner of said fraction #5 and running thence E to the corner of the Corner of fraction #5 ~~and running thence E to the~~ 20 rods thence N along the E line of said fraction #5 to the La Crosse River thence along the margin of said river in a NWly course to the E line of lands owned by Fred Witicht thence along the E line of said Witicht land ~~S~~ to the place of beginning containing 12 25/100 acres more or less and is a part of fraction #5 and the said Herman Richtor is the owner of 15 acres of said fraction #5 which lies directly W of the land of said Louis Wolf and the same is shut out on all sides by real estate owned by other persons namely August Wolf, C. H. Hawkins, Bonsach, Julius Wolf Heirs of Fredric Greenaberg and that they are unable to purchase from any of them the right of way over or through their property to a public highway in what would be a practicable route from their lands to a public highway and the said Louis Wolf & Herman Richtor having applied to us to lay out a public highway of not more than three nor less than two rods in width th their said real estate we by undersigned did on the 1st day of Oct. 1886 make out and sign a notice that we would meet at Herman ~~John~~ Huffman house, Town of Campbell on the 13 day of Oct. 1886 at 10 o'clock in the forenoon at that day and would examine the premises and hear and consider all proofs and reasons which might be offered for and against said application and would if the public good required it pursuant to the description in us vested by law to lay out the same and having posted said notice in three public places in said town at least ten days before the time therein fixed for said meeting and previously served said notice upon August Wolf and Mary Witicht through their lands said proposed highway would ~~it~~ be called ten days before said time fixed for meeting did meet at the house of Herman Huffman at 10 o'clock in the forenoon of the 13 day of Oct. 1886 it being the time and place fixed by said notice therefore and having examined said premises and heard and considered all proofs and reasons and it being our opinion that the public good require that such highway should be laid out and for the purpose of procuring a survey of said road to be laid out so as to ~~it~~ in this our we did adjourn the matter until the 23rd. day of Oct. 1886 and having procured the survey now therefore we the undersigned supervisors of said town did and do hereby pursuant to the discretion in us vested by law do decide and determine that a public highway be and the same is hereby laid out as follows to wit: Commencing at a point in the center line of the public highway known as the State road said point being 5 30/100 chs W and .25 chs W of the S and center of the SW 1/4 of the SW 1/4 of Sec. 13 T 16 R 7 W said ~~beginning in~~ being in NE SE Sec. 14 16 7, 6 de. E thence due E 3.30 chs, thence N 75 3/4 de. due E 2.00 chs,, thence S 81 3/4 de. E 1.67 chs, thence S 85 3/4 de. E 1.63 chs, thence N ~~81~~ 81 3/4 de. E 2.48 chs, thence N 85 de. E 1.33 chs, thence S 83 1/4 de. E .73 chs, thence S 64 1/2 de. E .65 chs, thence 70 1/2 de. E 1.11 1/2 chs, thence N 85 1/4 de. E 1.00 chs, thence due E 0.25 chs N to the S line of the NW 1/4 of SW 1/4 of Sec. 13 T 16 R 7 W 3.38 chs to lands owned by Louis Wolf the same being a correct survey by us caused to be made is laid out of the Witicht of two rods the said survey line being the center line thereof. Made and signed by us this the 23 day of Oct. 1886.

A. W. Johnson  
James Smith Supervisors

County of La Crosse Wis. by an order being dated this 29th day of Oct. 1886 having laid out a public highway to the lands of Louis Wolf and Herman Richtor being a part of fraction #5 Sec. 13 T 16 N R 7 W particularly described in said order with said Town which said highway is described as set forth in the certifacte of the survey thereunto annexed did at the time of making said assess the damages to the owners of real estate over or through which said highway is laid and the advantages of such highway to the applicant therefore as follows to wit: Mary Witicht for 24/100 and a part of the NE@ of the SE $\frac{1}{4}$  of Sec. 14 T 16 N R 7 W, \$40.00 to August ~~Wolf~~ Wolf for 50/100 and part of NW $\frac{1}{4}$  of SW $\frac{1}{4}$  Sec. 13 T 16 N R 7 W \$35.00 and to Louis Wolf and Herman Richtor we assess the benifats of said highway \$75.00. Made and signed by us this the 29th day of Oct. 1886.

J. W. Johnson Chairman  
James Smith Supervisors

(Pg. 25)

Page 77 ~~CERTIFICATE~~ CERTIFICATE

I hereby certify that I did on the 29th day of Oct. 1886 survey for Louis Wolf a public highway the center line of which is described as follows: Commencing at a point in the center line of the public highway know as the State road said point being 5.30 chs W and .25 chs N of the NW corner of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 13 T 16 N R 7 W and point being in Ne-SE-14-16-7 Var. 6 de. E. thence E 3.30 chs, thence N 75  $\frac{3}{4}$  de. E 2.00 chs, thence S 81  $\frac{3}{4}$  de. E 7.67 chs, thence S 85  $\frac{3}{4}$  de. E 1.63 chs, thence N 81  $\frac{3}{4}$  de. E 2.48 chs, thence S 83  $\frac{1}{4}$  de. E 0.79 chs, thence S 64  $\frac{1}{2}$  de. E 0.65 chs, thence S 70  $\frac{1}{2}$  de. E 1.11  $\frac{1}{2}$  chs, thence N 85  $\frac{1}{4}$  de. E 1.00 chs, thence due E and 0.25 chs N of the S line of the NW $\frac{1}{4}$  of SW $\frac{1}{4}$  of the Sec. 13 T 16 N R 7 W 3.98 chs to lands owned by Louis Wolf. La Crosse, Wis. Oct. 29th, 1886

Otto Mueller, Surveyor

Page 136 AGREEMENT

June 5, 1893. Statement of the Agreement for paying Mc Adams in the town of Campbell.

This agreement entered into this 22nd day of May 1893, between the Town of Campbell, part of the first part and Leopold Perns, part of the second part, the parts of the second agree as follows to wit: Mc. Adam four hundred running feet the work to be fifteen feet wide 8 inch curb stone eight inches thick on the outer edge and twelve inches thick at the center. The lower tier of stone to be placed compactly and unbroken when not over five inches thick the surface to be broken fine enough to press through a two inch ring, to receive the sum of 75  $\frac{3}{4}$  cts. pr. running foot and to complete by the 1st day of Aug. 1893.

This work is E of the TownHall in the Town of Campbell as per stakes driven by the Supervisors.

Signed Leopold Perus  
George Perus

John Lawson  
Fred Miller  
Alex Goyette

J. T. Hansen Clerk.

Page 161 LAYING OUT AND OPENING A HIGHWAY <sup>33-11-7</sup>  
hereas, upon the petition of certain freeholders, residing in the Town of Campbell and Shelby to the Board of Supervisors of the County of La Crosse for a appropriation for the purchase of a Ceraing road laying entirely in the said Town of Campbell, and



whereas the said Supervisors did appropriate the sum of \$500.00 to be paid to the Chariman of the said Town, and whereas, the said Supervisors of the said Town have purchased the said did examine the said road and decide upon its purchase, Therefore: it is ordered and determined, by the undersigned Supervisors of the town of Campbell and we do hereby order and determine, that said highway hereinafter described is hereby laid out and purchased pursuant to said petition; where of as accurate survey has been made, whic is as follows to wit:

A strip oa land 100 ft. in width over and across the SW $\frac{1}{4}$  of the SE $\frac{1}{4}$  and the SE $\frac{1}{4}$  of the SE $\frac{1}{4}$  all in sec. 33 T 16 N R 7 W the center line of which is described as follows: Commencing at a point #1 in the S line of said Sec. 33 and 2.81 chs W of thw SW corner of the SE $\frac{1}{4}$  of SE $\frac{1}{4}$  of said Sec. 33 running thence N 31 de. 55' E 22.48 shc. to No 75, thence S 42 de. 12' E 2.75 chs to #8, thence S 51 de. 37' E 2.16 chs to #9: thence N 65 de. 31' E 4.68 chs to #10, thence N 72 de. 9' E 2.41 chs to a point #11, in the E line of said SE $\frac{1}{4}$  of SE $\frac{1}{4}$  1.53 chs S of the NE corner of said 40 acre tract. Also a strip of land four rods in width over and across the S  $\frac{1}{2}$  of the SW $\frac{1}{4}$  and the S $\frac{1}{2}$  of the SE $\frac{1}{4}$  all in Sec. 34 and the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of sec.35 all in T 16 N R & W, the center line of which is described as follows: Commencing at a foregoing described point #11 in the E line of the SE $\frac{1}{4}$  of the SE $\frac{1}{4}$  of said Sec. 33-1.53 chs S of the Ne corner of said 40 ~~acre~~ acre tract, thence N 72 de. 9' E 71 lks to #13; thence S 46 de. 23' E 6.93chs #14; thence S e de. W 1.05 chs to #15; thence S 66 $\frac{1}{4}$  de. E 6.20 chs to #16; thence S 81 $\frac{1}{2}$  de. E 2.54 chs to #17; thence S 71 $\frac{1}{2}$  de. E 5.81 chs to #18; thence N 72  $\frac{3}{4}$  de. E 2.12 chs to # 19; thence N 34 de. E 2.71 chs to #20; thence N 1  $\frac{3}{4}$  de. W 4.33 chs to #21; thence N 12 de. W 1.92 chs to #22; thence N 35 $\frac{1}{2}$  de. E 2.02 chs to # 23; thence S 84 de. E 1.71 chs to # 24; thence S 62  $\frac{3}{4}$  de. E 6.21 chs to # 25; thences S 50 $\frac{1}{2}$  de. E 7.66 chs to # 26; thence S 88 $\frac{1}{2}$  de. E 2.19 chs to # 27; thence S 49 de. E 8.42 chs to # 28; thence S 74 de. E 3 chs to # 29; thence S 54 $\frac{1}{2}$  de. E 3.78 chs to # 30; thence N 82 $\frac{1}{4}$  de. E 6 chs to #31; thence S 57 de. E 2.89 chs to # 32; thence N 84 de. E 1.76chs to #33; thence S 79 $\frac{1}{2}$  de. E 20 $\frac{1}{2}$  lks to a point #33; plus 20 $\frac{1}{2}$  in the E line of the SW $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 34-16-7 1.45 chs N of the Se corner of said 40 acre tract; thence S 79 $\frac{1}{2}$  de. E 1.385 chs to #34; thence S 86 $\frac{1}{2}$  de. E 1.48 chs to #35; thence S 81 de. E 3.17 chs to #38; thence N 68 de. E 7.64 chs to #39; thence N 87 $\frac{1}{4}$  de. E 5.06 chs to a point #41; three 45/100 chs N of the SW corner of S<sub>ec</sub>. 35 in T 16 N R 7 W, thence S 53  $\frac{3}{4}$  de. E 6.27 chs to the public highway.

The line of said survey to be the center of said highway and the same is established in which as above stated. In witness whereof we have hereunto set our hands this 13th day of June 1896.

C. H. Hawkins  
John E. Hauser  
Otto Wolf      Supervisors  
John F. Hauser, Clerk

Page 186 <sup>27-11-7</sup> LAYING OUT A HIGHWAY

We, the undersigned freeholders, reisdng in the said Town of Campbell do hereby make application to you to lay out a highway in said Town as follows:

Commencing in the E part of the SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 27 at ehe E terminus of the old highway as opened and worked, which was layed out in 1860 from a point in the highway known as the Town of Campbell road near the Houser place, now known as the

Schumackers in a direction a little S of E up the bluff towards Smith Coulee, and running from such point of commencement NELY to the NE corner of said forty; thence E along the forty line between the SW $\frac{1}{4}$  of Sec. 27 about 20 rods; thence in a direction a little N of E by a straight line as practical across the NW $\frac{1}{4}$  of the SE $\frac{1}{4}$  and the NE $\frac{1}{4}$  of the SE $\frac{1}{4}$  of said section 27 and to a point near the old Halpin house at about the center of the NW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 26; thence in a NELY direction through the SW $\frac{1}{4}$  of SW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Sec. 26 intersecting the forty line between said SW $\frac{1}{4}$  of NW $\frac{1}{4}$  of Sec. 26 and the SE $\frac{1}{4}$  of NW $\frac{1}{4}$  of same sec. 26 about 60 rods N from the S line of said last two quarters; thence in a NELY direction across the NW portion of said SE $\frac{1}{4}$  of NW $\frac{1}{4}$  of said sec. 26 passing near the house of Aug. Baier and across the SE portion of the SE $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 23 to a point of intersection with the highway known as the Kendhammer road near the house of Frank Wolf. All of the said lands being in T 16 N R 7 W.

Dated at Campbell this 3rd day of Aug. 1897.

Signed R. Schermerhorn, Wm. Wolf, Nie Schumacher, John Potarache, Henry Idble, Jens Jenson, Her. Kohlmeyer, Anton Keppel, H. T. Kendhammer, H. Schroeder, Jacob Weimer, Fred Peter, L. Williams, Louis Wolf, C. Wolf, F. Keil, Wm. A. I. Peters, H. Peters, H. Kendhammer, A. Wolf.

Page 187 REJECTION OF HIGHWAY APPLICATION

Whereas, upon the application of six or more freeholder applicants residing in the Town of Campbell for the laying out of a highway, which said proposed highway is set forth and described in said application: We the undersigned Supervisors of said Town did meet on the 29 day of Oct. 1897 at 9 o'clock in the forenoon of said day at the house of Frank Wolf, it being the time and place fixed by us and having first been satisfied by due proof that the notice aforesaid had been duly given five days previous to the time of our said meeting to all occupants of the lands through which the highway may pass by serving them personally which such notice or by copy thereof left with or at the usual place of abode of each occupant of said land and had also posted up in three public places in said Town ten days before the time of our said meeting in the manner requested by law, we did, then and there proceed to examine said highway, and did hear any and all reasons that were offered for and against the same, and decided against the application.

C. H. Hawkins  
Otto Wolf  
Alex Goyette Supervisors  
John Hauser, Clerk.

Page 209 Bridge  
Unrelated material.

A motion was made and carried that a fifty foot iron bridge be built on the Bostwick Valley road near the Town line of the Town of Barre. Unrelated material.

John Houser, Clerk

Page 220 HIGHWAY REJECTED  
Whereas upon application duly signed by six or more freeholders of the Town of Campbell to lay out a road to the Town line between Campbell and Hamilton was decided against.

John D. Richmond, Clerk

Page 221 HIGHWAY REJECTED  
The Board of Campbell met the Town Board of Hamilton to decide

on a road as before mentioned on opposite page and the decision was again against the application. They then adjourned.  
John D. Richmond, Clerk

Page 257 <sup>26-16-7</sup> APPLICATION FOR WIDENING HIGHWAY

For the Supervisors of the Town of Campbell: We the undersigned freeholders residing in said Town of Campbell hereby make application to you to widen a highway in said Town as follows:

Being part of the main traveled highway through Smith Coulee which passes through the E $\frac{1}{2}$  of SE $\frac{1}{4}$  of Sec. 26 T 16 R 7.

Beginning at a point on W side of said highway 25 rods S of N line of SE $\frac{1}{4}$  of SE $\frac{1}{4}$  of the above described Sec. 26, widen the highway by adding one rod to the W side of the present highway of a distance of 70 rods Nly from place of beginning.

Dated at Campbell this 1st. day of Nov. 1905.

Signed: T. Betz, Joe Wolf, Geo. Richter, Jacob Herman, Aug. Beyer, Martin Jachimiack

Page 258 HIGHWAY <sup>26-16-7</sup>

Whereas upon the application of six freeholders residing in Said Town of Campbell for the widening of highway which said proposed widening to set forth and described in said application as follows: Being that part of the main travelled highway through Smith Coulee which passes through the E $\frac{1}{2}$  of SE $\frac{1}{4}$  of Sec. 26, T 16 R 7.

Beginning at a point on the W side of highway 25 rods S of N line of the SE $\frac{1}{4}$  of SE $\frac{1}{4}$  of the above described Sec. 26; widen the highway by adding one rod to the W side of the present highway for a distance of 70 rods. Nly from place of beginning.

Now therefore pursuant to said application we the said Supervisors do hereby order and determine that said highway on the same is hereby widened as above described. Given under our hand this 18 day of Dec. 1905.

John W. Mc Cann

Frank Harder

W. J. Dawson Supervisors

J. D. Richmond, Clerk

Page 269 <sup>27</sup> ~~28~~ <sup>26-16-7</sup> ORDER LAYING OUT HIGHWAY

Whereas, upon application of more than six freeholders, residents of said town, for the laying out of a highway, which said proposed highway is set forth and described in said application on file herein, and being along the same lines hereinafter set forth in this order, we, the undersigned Supervisors of said town did on the 3rd. day of Dec. 1906 make out a notice and fix therein a time and place at which we would meet and decide upon said application, and did meet in pursuance to said notice on Sat. Dec. 15th, 1906, at 9 o'clock in the forenoon of that day, at Frank Novach's residence in said town: and having first been satisfied by due proof that the notice, aforesaid, had been duly given five days previous to the time of our said meeting, to all the occupants of the lands through which said highway may pass, by serving each of them personally with such notice or by copy thereof left with them, or at the usual place of abode of each occupant of said lands, and had also been posted up on three public places in said town by law, we did then and there proceed to examine personally said highway and did hear any and all reasons that were offered for and against laying out the same, and did at said time, decide upon such application; and it being our opinion that the public good will ~~be~~ thereby be promoted, did decide to lay out such highway as heretofore described and as specified in said notice.

Now, therefore, pursuant to such 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, to wit:

Commencing at a  $\frac{1}{4}$  post between Sec. 28 & 33, T 16 R 7 W. Thence N 40 rods, thence E parallel with Sec. line 13 chs and 25 lks to the place of Beginning. Thence N 44, E 11 chs 42 lks, thence N 62, E 1 chn 55 lks, thence N 48 E 83 lks to a black oak stump 12 inches in dia. Thence N 39 E 2 chs 70 lks, thence S 61 E 2 chs 63 lks, thence S 7 W 2 chs 22 lks, thence S 35 E 1 chs 85 lks, thence S 80 E 3 chs 10 lks, thence N 62 E 52 lks, thence N 73 E 4 chs 41 lks, thence N 79 E 4 chs, thence S 87 E 2 chs 55 lks, thence S 74 E 3 chs 62 lks, thence S 83 E 3 chs 48 lks. Thence S 71 E 2 chs 43 lks, thence S 56 E 2 chs 30 lks, thence S 64 E 1 chn 84 lks, thence S 86 E 1 chn, thence N 48 E 3 chs, thence N 75 E 2 chs, thence N 77 E 1 chn 23 lks, thence N 81 E 2 chs, thence S 85 E 2 chs 59 lks, thence S 63 E 2 chs 47 lks, thence S 57 E 2 chs 27 lks, thence S 72 E 8 chs 34 lks, thence S 78 E 2 chs, thence N 18 E 8 chs 38 lks, thence due N 2 chs 62 lks, making it 12 feet beyond the corner of the NE corner of SE of SW $\frac{1}{4}$  of Sec. 27, Township aforesaid. This road shall be 3 rods wide and the line of survey shall be the center of said highway, and to discontinue that portion of the old doad, beginning at a point direct at a. Keppel's Sr. residence, thence running Ely to a point where the proposed road intersects. The same being an accurate survey is the center of said highway and the same is laid out of the width of three rods. Given under our hands this 15th day of Dec. 1906.

Wm Wolf

Frank Harder

Chas. Asselin

Filed in my office this 19th day of Dec. 1906.

J. D. Richmond, Clerk

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#### CONTRACT OF INDEMNITY

Know all men by these presents that we, the undersigned, Jacob Mashek, John Pedraske, Anton Kepple, Sr. and Frank Novack, in consideration of the sum of one dollar to each of us in hand paid, by the Town of Campbell, and receipt whereof is hereby acknowledged, and in further consideration of the laying out of a public highway in said town, along the lines set forth in a certain order laying out said highway, duly signed and made this 15th day of Dec. 1906, - do hereby contract, agree and undertake that we will fully and in all respects repair said public highway and keep the same in good and passable condition at all times hereafter, in case the same shall become out of repair or defective in any respect as a result of the hawling of rock by each or all of the undersigned from any quarry along said road. This agreement shall respectively bind our heirs, executors and administrators and assigns.

Witness our hands and seals this 15th day of Dec. 1908

Frank Novack

Jacob Mashek

John Potaracke

Anton Kepple

Page 279

#### DAMAGES AND QUITCLAIM TO RIGHTOFWAY

28833-14-7

Whereas, upon due application made therefor, the Supervisors of the Town of Campbell, La Crosse County, "is. have, by order previously made dated Dec. 15, 1906, - duly decided to lay out a

ROAD

April 7, 1932

26-16-7

MILLER ROAD

The Town Board met at the Fred Sprain home in Smith Coulee at 9:30 A.M. as per notices posted to consider the petition of Henry Miller to have a public highway opened across the W $\frac{1}{2}$  of the E $\frac{1}{2}$  of the NW $\frac{1}{4}$  of Sec. 26 T 16 R 7 W as per petition and notices posted, and after conferring with the owner decided to make same a public highway and agreed to pay the owner James Ferr \$400.00 damages unless the voters at the Town Meeting in April 1933 vote an appropriation to extend the paving from the bridge at Henry Breidels Toward the Ferr farm home, if this is done the the owner will not receive any cash damages.

W. J. Dawson, Clerk

Feb. 18, 1933

ADDITION TO TOWN

The Board on Feb. 18, 1933 approved of the J. C. Perkins addition to the Town of Campbell located in SE $\frac{1}{4}$  of NE $\frac{1}{4}$  Sec. 1 T 16 N R 7 W , a plat of which is on file in this office.

W. J. Dawson

CLOSING SECTION OF HIGHWAY

1-16-7

The Town Board met as per notices served on property owners and posted in three public places in the town to decide on the following petition in regard to closing the following certain piece of highway: That part of old Co. Trunk B which reverted back to the Town of Campbell as a Town road, described as follows:

Beginning at the top of the Nathan Hill in the NE $\frac{1}{4}$  of NE $\frac{1}{4}$  of Sec. 1 T 16 R 7 W, where the road leaves the Town of Hamilton and starts in Campbell and continueing in a ~~SE~~ SW direction W approach of Hartley breidge. With the exceptions of the highway extending E of the French road to Hansens driveway.

Signed: W. T. Hartley, C. R. Hawkins, R. F. French, Arthur J. Marco, William Mass, Geo. Wolf, H. T. Richmond, H. S. Norcross, Glenn L. Fox. Dated April 5, 1938.

The following order diccontinueing said highway was passed by the Board.

Whereas, upon application of nine freeholders residing in the Town of Campbell for discontinueing a highway which said proposed highway is set forth and described in said application as follows:

"Being the same as the petition written above".

We the undersigned Supervisors of said Town, did on the 20th day of April, 1938 make out a notice and fix therein a time and place at which we would meet and decide upon such appliation and did meet on the 30th day of April at 2 o'clock in the P.M. of said day at the Town Hall, being the time and place stated in said notice, and having first been satisfied by affidavits that the notices required in section 80.05 had been duly given and posted, and did then and there proceed to examine personally said highway, and did hear any and all reasons that were offered for and against the application, did decide upon such application, and it being our opinion that the public good will thereby be promoted did decide to dissonetine such highway as described in said petition.

Henry Jolivette  
William Asselin

(Pg. 30)

Meeting called to order ~~at~~ 7:30 P.M. Oct. 18, 1939 at the Campbell Town Hall by Theodore Ender, Clerk. Henry A Jolivette elected chairman of the meeting. Theodore Ender elected clerk of meeting.

## ROLL CALL OF TOWN OFFICERS

Town of Campbell

Henry Jolivette, Chairman

Ernest Lemke Supervisor

one absent member

Town of Onalaska

Mr. Terpstra Chairman

Ed Burrows Supervisor

One absent member

Petition to alter Joint School Dis't #3 Town of Campbell read by clerk. Petition signed by ~~by~~ Charles Pierce, C. A. Kreger, Herman Humfeld, and W. A. Gear to alter Joint School Dis't #3 Town of Campbell in the following manner:

That part of Joint School Dis't #3 lying in the town of Onalaska be detached from Joint School Dist #3 Town of Campbell and attached to School dis't #7 Town of Onalaska.

Discussions were in order.

Mr Skemp, attorney for petitioners and Mr. Charles Pierce were the principle speakers for the alteration of Joint School Dis't #3, while Mr. Schlabach, attorney for the Town of Campbell Mr. Ray Hawkins, and Robert French were the principle speakers against the alteration. Discussions in detail covered the following points: Law, size of School Dis't in regard to taxable land, facilities for Education of Children, location of Joint Dis't #3 Geographically and Topographically and outright taxation. Moved and seconded we adjourn, motion carried.

Theodore Ender, Clerk.

Meeting of the Town Boards of the Towns of Campbell and Onalaska called to order by Henry A. Jolivette at 9:30 P.M. Oct. 18, 1939, at the Town Hall of Campbell for the purpose of voting on the alteration of Joint School Dis't #3 Town of Campbell.

After a short discussion over the alteration of Joint School Dis't #3, Town of Campbell, a vote was taken by secret ballot as follows:

The Town Board of the Town of Onalaska voting first with following results:

Three members present, Total number of ballots cast-3.

Two for alteration

One against alteration

The majority of the members of the Town Board of the Town of Onalaska voted for alteration of Joint School Dis't #3, Town of Campbell.

The Town Board of the Town of Campbell voting second with the following results:

Two members present, total number of ballots cast- 2.

Two against alteration.

The majority of the members of the Town Board of the Town of Campbell voted against the alteration of Joint School Dis't #3, Town of Campbell.

Results: The Town Board of Onalaska with three members present voted two to one in favor or for alteration of Joint School Dis't #3, Town of Campbell.

The Town Board of Campbell with two members present voted two against alteration of Joint School Dis't #3, Town of Campbell. Meeting adjourned.

Theodore Ender, Clerk

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ROAD

3 TOWN ROAD

The Supervisors of the Townships of Shelby, Barre and Campbell of the County of La Crosse, State of Wis. have by order bearing date this 19th day of August 1940, laid out a public highway to the lands of Alfred Briedel within the Townships of Campbell and Barre, and did at the time of making said Order ascertain and assess the damages to the owners of the real estate over and through which the said highway is laid out and the advantages of such highway to the applicant therefore as follows to wit:

To John Miller, we have determined and assessed the sum of \$500.00 as such damages on said land described as: NW $\frac{1}{4}$ ; Fractional NW $\frac{1}{4}$ , except N 4 acres, Sec. 6 T 15 R 6; N $\frac{1}{2}$  of SW $\frac{1}{4}$ ; fractional NW $\frac{1}{4}$  except S $\frac{1}{2}$  acre, Sec. 6 T 15 R 6; E $\frac{1}{2}$  of NE $\frac{1}{4}$  fractional NE $\frac{1}{4}$ , Sec. 1 T 15 R 7; E $\frac{1}{2}$  of SE $\frac{1}{4}$  of NE $\frac{1}{4}$  Sec. 1 T 15 R 7 and the SW $\frac{1}{4}$  of SE $\frac{1}{4}$  Sec. 1 T 15 R 7 La Crosse County, Wis.

To the Federal Farm Mortgage Corporation, we have determined and assessed the sum of \$no as such damages and advantages are equal on said land described as:

The W $\frac{1}{2}$  of the SW $\frac{1}{4}$  of Sec. 31 T 16 N R 6 W, except that part of said W $\frac{1}{2}$  SW $\frac{1}{4}$  heretofore conveyed to John Julesberg and Ole Julesberg by deed recorded in Vol 90 of Deeds, P 99 described as follows:

That part of the NW $\frac{1}{4}$  SW $\frac{1}{4}$  Sec. 31 T 16 N R 6 W which is used as a private road and also the land in said forty acre tract lying NW of said road. Also that portion of the NW $\frac{1}{4}$  NW $\frac{1}{4}$  Sec. 6 T 15 N R 6 W lying N of a line described in stipulation and shown in plan, recorded in Vol 161 of Deeds P 610 records of La Crosse County, also the E $\frac{1}{2}$  of SE $\frac{1}{4}$  of Sec. 36 T 16 N R 7 W excepting therefrom a piece of land two acres in area in the SW corner thereof, running 10 rods E & W and 32 rods N & S.

Also the right of way over and across the W $\frac{1}{4}$  line of the NW $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Sec. 6 T 15 N R 6 W, and from there in the shortest possible manner to the highway.

Also that part of the SE $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 36 T 16 N R 7 W, which is used as a private road and also the land in said 40 acres tract which lies NE of said private road being the same premises conveyed by Frank Schams and wife to Casper Miller, by deed recorded in Vol 90 of Deeds P 98.

Also that part of the N $\frac{1}{2}$  of SE $\frac{1}{4}$  of Sec. 36 T 16 N R 7 W described as follows: Beginning at the SW corner of the E $\frac{1}{2}$  of NE $\frac{1}{4}$  of SE $\frac{1}{4}$  of said Sec. T & R, and running thence W 26 rods thence N 7 rods, thence E 26 rods, thence S 7 rods to the place of beginning intending to convey hereby the lands upon which the spring nearest the Town line between the Towns of Campbell and Shelby is situated.

Also the NE $\frac{1}{2}$  of the SW $\frac{1}{4}$  of Sec. 31 T 16 N, R 7 W, containing 40 acres of land more or less, also all that portion of the NE $\frac{1}{4}$  of SE $\frac{1}{4}$  of Sec. 31 T 16 N, R 7 W lying E of the roadway mentioned in a certain agreement made and entered into between Lawrence Wasemeyer and Antonia Wasemeyer, his wife, and John Miller and Barbara Miller, his wife, and Joseph Poellinger and Mary Poellinger, his wife, on the 16th day of May 1908, wherein a strip of land was granted to Lawrence Wasemeyer for road purpose. The above described land containing 123 acres more or less, La Crosse County, Wis.

To Alfred Briedel, the said applicant we hereby determine and assess advantages of said highway the sum of \$500.00.

Made and signed this 19th day of Aug. 1940.

Fred Hass, John H. Schaeff, Lester M North, Wm Plenge, A. Schilling, Fred Nuttleman, Henry Jolivette, H. W. Hauser.

First three names being Town Board of Shelby, Second three being names of Town Board of Barre, last names of Campbell Board.  
Theodore Ender, Clerk

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HIGHWAY

Aug. 19, 1940

Order laying out highway as per Alfred Briedel application of July 8th, 1940.

That on the 19th day of Aug. 1940, at the Hour of 10 o'clock in the forenoon at the John Miller farm aforesaid pursuant to the notice of adjourned meeting for said date and again hearing the arguments for and against the laying of said highway, the undersigned Town Boards involved did, in our opinion that the public good requires that such highway be laid.

Now, therefore, we, the supervisors of the Townships of Barre, Campbell, and Shelby, do hereby order and determine that a public highway be and the same is hereby laid out, as follows:

Refer to original. in filing cabinet.

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School Dis't.

The Town Boards of the Towns of Campbell and Barre, the School Boards of School Dis'ts #4 Town of Campbell and Joint School Dis't #7 of the Town of Campbell and Barre, and the County Superintendent of Schools met as pursuant to notice given as provided by law on the 23rd day of August, 1941, to decide upon an alteration of the boundaries of School Dis't # 4 of the Town of Campbell and Joint School Dis't # 7 of the Towns of Campbell and Barre.

Meeting called to order by Henry A. Jolivette in the Joint Dis't # 7 School House at 10 A.M.

Henry Jolivette elected Chairman of meeting

Theodore Ender elected Clerk of meeting

Roll call of members present- 3 board members of School Dis't # 4, 3 board members Joint School Dis't # 7, 3 members of the Town of Campbell, 2 members of the Town Board of Barre, Mr. Wm. Plenge was not present.

Hazel Leicht, County Sup't. of Schools.

Discussions by the entire membership of the meeting and a survey of maps brought out the following points:

Distances to school houses from properties in question.



Average daily attendance of Schools # 4 and # 7. Valuations of School Dis't # 4 and # 7. Geographical lay of land.

Valuations of properties involved in alteration.

Possible tuition and transportation costs. The Town Boards of the Town of Campbell and Barre came to a conclusion which was satisfactory to the School Boards of Dis't # 4 and Joint Dis't # 7 and made alterations as follows:

~~XXXXXX#XXXXXX~~

The NE $\frac{1}{4}$  of the SE $\frac{1}{4}$  of the SE $\frac{1}{4}$  and NE $\frac{1}{4}$  of the NE $\frac{1}{4}$  all of Sec. 25 T 16 R 7 W and the S $\frac{1}{4}$  of the SE $\frac{1}{4}$  of sec. 24 T 16 N, R 7 W now part of School Dis't # 4 of the Town of Campbell, be and hereby is taken from said School Dis't and attached to and made a part of Joint School Dis't # 7, of the Towns of Campbell and Barre, for all purposes whatsoever.

Adjourned 11:45 A.M.

Theodore Ender, Clerk

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oad

The following resolution was passed .

Be it resolved that the county of La Crosse be requested to take over the erosion road in the Town of Campbell and old Highway 16 commencing at Gillette Street and ending where it joins new Highway 16 in the Town of Campbell, and that part of County SS starting at the N end of the La Crosse city limits, and ending at the C.B. & Q. RR. tracks remain as a County Trunk.

Signed: Louis G. Nelson  
H. W. Hauser  
Carl N. Hauge

June 3, 1954.

Supervisors meeting at the home of the Town Clerk, Don Carr  
The dog ordinance was adopted. See original on file in clerk's  
file.

Glenn L. Fox  
Glenn L. Fox Chairman

Archie Peters  
Archie Peters Supervisor

Edgar Schroeder  
Edgar Schroeder Supervisor

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June 3, 1954

Supervisors of the Town of Medary, at a meeting at the  
Town Clerks home, hereby ~~and~~ unanimously adopted a shooting  
ordinance to be in force in the Town from above date.

Glenn L. Fox  
Glenn L. Fox Chairman

Archie Peters  
Archie Peters Supervisor

Edgar Schroeder  
Edgar Schroeder Supervisor

Nov. 1, 1954

Supervisors of the Town of Medary, at a meeting at the  
Town Clerk's home, hereby unanimously agree to have a "STOP"  
Sign placed at entrance of the Stone Quarry road on to County  
Trunk "B", and also to have Speed Limit signs posted on same,  
which speed control is to be from the junction of Highway 16,  
to the end of the Town of Medary, and County Trunk "B" from  
Medary Nite Club South, to the intersection of Highway 16.

Glenn L. Fox  
Glenn L. Fox, Chairman

Archie Peters, Supervisor

Edgar Schroeder, Supervisor

June 3, 1954

Motion made and Seconded requesting County aid for roads in the amount of \$7,000.00 under the provisions of Sec. 83.14 of the Statutes, for the Township of Medary for 1954 road construction. Unanimously adopted.

Archie Peters  
Archie Peters, Sup.

Edgar Schroeder  
Edgar Schroeder, Sup.

Glenn S. Fox  
Glenn Fox. Chrman.

Jan. 14, 1955

Meeting held at the home of Don Carr, Clerk.

The Town Board passed a motion that the Town of Medary join the Wisconsin Towns Ass'n. for the period of year.

Further business regarding the returning of a road to Aug. Pralle and Ida Pralle.

"Resolved: Whereas, on Sept. 30, 1953, August Pralle, Jr. and Ida Pralle, his wife, deeded a portion of the SE $\frac{1}{4}$  of the NE $\frac{1}{4}$  of Sec. 10 T 16 N, R 7 W to the Town of Campbell (now Town of Medary) for highway purposes only, and whereas such highway has not been opened, and whereas the Pralles now desire to sell their premises ~~XXXX~~ without the restriction imposed by such highway, be it resolved that such premises be deeded by the Town to the Pralles, but that such deed be held by Wm. J. Sauer, Attorney for the Town, until proof is presented to him that such sale is to be consummated, at which time only he is to deliver such deed to the Pralles.

Above passed by Town Board.

Archie Peters  
Archie Peters

Edgar Schroeder  
Edgar Schroeder

Glenn S. Fox  
Glenn Fox. Chrman.

August 20, 1956

Resolved: That the following portion of Holiday Heights Add'n. be opened as a public highway: Hoffman Place (Full Length), West Young Drive (Full length), East Young Drive from Hoffman Place South to the South Lot line of Lot 15, Block 3, as of future date when owner completes construction of water pipes in area opened and trench is backfilled.

Resolved: That the following portion of Belleview Estates Add'n. be opened as a public highway: All of "South Vista Court" road.

Don Carr, Clerk

9-20-56

RESOLVED: That the Town enter into an agreement with Frank X. Tomsicek in consideration of his deed to the Town for highway purposes of land necessary to lay out an extension of Kiel Coulee Road, which agreement shall provide that the Town will construct as part of the improvement of the Kiel Coulee road extension a direct approach with culvert, with the approach not exceeding 50 feet in length, to the Tomsicek property, and further will place sufficient fill on the existing driveway to prevent excess surface waters from draining down the existing driveway.

BE IT FURTHER RESOLVED: that as of the date of receipt of the highway deed from Tomsicek, the Kiel Coulee Road extension be opened and laid out as a public highway, such extension being described as

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follows: Beginning at a point 590.6 feet S of the NW corner of the SW 1/4 of the SE 1/4 of S 24, T 16 N, R 7 W, Town of Medary, La Crosse County, Wisconsin, thence S 80 degrees, E 250.0 feet, thence S 82 degrees 36' E 226.0 feet; thence N 81 degrees E 674.0; thence S 50.6 feet; thence S 81 degrees W 674.9 feet; thence N 82 degrees 36' W 242.1 feet; thence N 80 degrees W, 233.5 feet; thence N 50.8 feet to the point of beginning.

Highway deed dated 9-24-56, Recorded 9-24-56, in Volume 261 of Deeds, Page 328.

Don Carr, Clerk

Aug. Pralle road Town Hall, Nov. 7, 1956  
The following application for the Town Road to be laid out in the Town of Medary, has been rejected, following a public hearing held at the Town Hall Nov. 7, 1956, road described as follows:

Commencing at the SW corner of the Said SE 1/4 of the NW 1/4, thence E on the 1/4 sec. line 792 feet; thence N 0 05' W 50 feet to the point of beginning; thence continuing N 0 05' W 1070 feet; thence W 300 feet; thence N 0 05' W 60 feet; thence E 360 feet; thence S 0 05' E 1130 feet; thence W 60 ft. to the point of beginning.

It was also ordered by the Town Board that the Building Inspector of the Town of Medary be ordered to issue not building permits for any building to be erected on the property owned by the Milson Corp. This is that part of the George Mashak farm purchased by Peterson Realty Co. This shall be in effect until the Town Board shall change it.  
Don Carr, Clerk

Att'y. Wm. Sauers Office

March 6, 1957

NOTICE OF MEETING

A proper application having been duly made to the undersigned Supervisors of the Town of Medary in the County of La Crosse to vacate all streets and alleys in the plat of M "Medary", which is recorded in Vol. 3 of Plats, Page 20, La Crosse County records, NOTICE is hereby given that the undersigned Supervisors of the Town of Medary will meet on the 27th day of March, 1957, at 8:00 P.M. at the Town Hall and decide upon such application. All persons who wish to appear in favor of or against such application will be heard.

Dated this 6th day of March, 1957.

Original on file.

Signed: Glenn L. Fox, Chairman  
Edgar Schroeder, Sup.  
Roger Grangaard, Sup.

March 7, 1957

NOTICE OF HEARING ON TRAILER ORDINANCE

TAKE NOTICE that on Saturday, March 16, 1957, at 2:00 P.M. at the Town Hall in the Town of Medary, public hearing will be held as to the proposed ordinance of the Town of Medary regulating house trailers and imposing a monthly parking permit fee to be paid to the Town of Medary. Any interested person will be heard at such hearing. Dated this 7th day of March, 1957

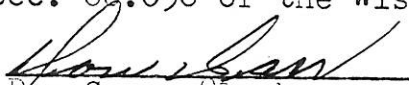
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## CERTIFICATION OF POSTING

I hereby certify that on the 8th day of March, 1957, I posted a copy of the ~~XXXX~~ preceding Notice of Hearing on Trailer Ordinance in three (3) public places within the Town of Medary, to-wit:-

1. Town Hall
2. Intersection of Kinney Coulee and Highway 16
3. Entrance to Court Acres.

in accordance with the provisions of Sec. 66.058 of the Wis. Statutes.  
Original on file.

  
Don Carr, Clerk

Town Hall

March 27, 1957

A motion was made, seconded, and passed that the Auxiliary police be paid \$5.00 per meeting after completion of training course.

## ORDER DISCONTINUING HIGHWAYS

Upon the application of six or more resident freeholders in said Town of Medary for discontinuing certain highways as set forth in in said application, the undersigned supervisors of the Town of Medary made out a notice of the time and place we would meet and decide upon such application, and did meet on the 27th day of March, 1957 at 8:00 o'clock P.M. in the Town Hall, that being the time and place stated in said notice; that having first been satisfied by affidavit that notices required in Sec. 80:05 of the Wis. Statutes had been duly given and posted, we did then examine said highways and did hear all reasons that were offered for and against the application and did decide upon such application; and it appearing that none of the streets and alleys in the plat of "Medary" have been opened or improved, that no conveyances have been made since the time of platting with reference to ~~XXXX~~ lots and blocks specified in the plat of "Medary", and that the record owner of all of said platted premises conveyed all of said platted premises by metes and bounds, and that another plat has since been superimposed upon the same land, and it being our opinion that the public good would thereby be prompted, did discontinue such highways as hereinafter described;

NOW, THEREFORE, pursuant to said application, we, the said supervisors of the Town of Medary, do hereby order and determine that said highways described as follows:

All streets and alleys set forth in the Plat known as "Medary" and recorded in the office of the Register of Deeds in and for La Crosse County, Wisconsin, on July 11, 1890 at 9:00 A.M. in Vol. 3 of plats, Page 20, be and the same are hereby discontinued. We deem a survey to be unnecessary.

Dated this 27th day of March, 1957

Glenn L. Fox  
Edgar Schroeder  
Roger Grangaard

Supervisors

I, Don Carr, Town Clerk, do hereby certify that the foregoing is a true and correct copy of an order discontinuing highways duly adopted at a meeting of the Town Board of the Town of Medary convened at the Town Hall on the 27th day of March, 1957.

Original on file.

Copies <sup>sent</sup> to County Highway Dept & Register of Deeds

Don Carr  
Don Carr, Clerk

Smith Coulee Bridge on private land. March 27, 1957

RESOLVED: That the petition filed by certain residents of Smith Coulee for the laying out and construction of a bridge on a private road in Smith Coulee be denied, because such construction on a private road would be illegal.

Don Carr  
Don Carr

Building Permits

4-13-57

The following was adopted by the Town Board of the Town of Medary. "All construction NOT beyond basement level must require a permit from the Town of Medary and shall comply to the Building Ord. of such permit to finish construction of such building. All Town of Campbell Building Permits shall be void after April 13, 1957."

Signed by: Glenn L. Fox,  
Ervin Schroeder  
Ed. Oertel Supervisors  
Don Carr, Clerk.

ORDER OPENING HIGHWAY

April 27, 1957

Upon the application of six resident freeholders in said Town of Medary for opening one certain highway as set forth in said application, the undersigned supervisors of the Town of Medary made out notices of time and place we would meet and decide upon such application, and did meet on the 27th day of April, 1957 at 1:30 P.M. in the Town Hall, that being the time and place stated in said notice; that having first been satisfied by affidavit that notices required in Sec. 80.05 of the Wis. Statutes had been duly given and posted, we did then examine said highway and did hear all reasons that were offered for and against the application and did decide upon such application; and it appearing that public convenience and necessity requires such opening, did open such highway as hereinafter described:

Now, Therefore, pursuant to such application, we, the said supervisors of the Town of Medary, do hereby order and determine that said highway described as follows:

North Vista Court in Belleview Estates Add'n. to the Town of Medary,

be and the same ~~xxx~~ is hereby opened as a public highway. We deem a survey to be unnecessary. Dated April 27, 1957

Glenn L. Fox  
Ervin Schroeder  
Edward Oertel

Town Hall

TAX ROLL

July 8, 1957

The following was adopted by the Town Board of the Town of Medary; It appears that my cattle & hog assessments are 15% too high & I recommend that the Board of Review instruct the Town Clerk to reduce my assessments on cattle and hogs by 15%, corrected to the nearest 5 or 0. Signed -

Fred Pralle, Assessor

Glenn L. Fox

Glenn L. Fox Bd. of Review

Ervin Schroeder

Ervin Schroeder Bd. of Review

Ed. Oertel

Ed Oertel Bd. of Review

Clerks Home

Dec. 29., 1957

The Town Board made and passed a motion that \$10,000.00 shall be withdrawn from the Batavian National bank of La Crosse and deposited in the First National Bank of La Crosse, and such money shall be in an interest drawing savings account, likewise, \$1,580.78 shall be withdrawn from the Batavian National Bank of La Crosse, and shall be deposited in the First Federal Savings and Loan Co. of La Crosse, this amount is part of the amount to be raised in the Town for Fire purposes only and shall be in the amount of .001 mill per year for six years.

Glenn L. Fox

Glenn L. Fox, Chairman

Ervin Schroeder

Ervin Schroeder, Sup.

Ed. Oertel

Ed. Oertel, Sup.

Don Carr

Don Carr, Clerk

Clerk's Home

March 18, 1958

The Town Board and The Treas. and Clerk met for the purpose of closing the Town Books for the fiscal year of 1957-58.

The Books were closed and the following balance was as follows:

Gen Bal. April 1, 1958	\$17,874.16
Fire Fund	1,721.62
First Nat'l. Bank	10,000.00
First Fed. Saving & Loan	<u>1,580.78</u>

Total Cash assets of Town \$31,176.56.

Don Carr

Don Carr, Clerk

Nov. 5, 1958

Att'y. Office.

The following shooting Ord. was passed and to be published as soon as possible. Also the Town Board of the Town of Medary passed a motion that the request from Medary School Dis't. #2 of of the Town of Medary be granted, and such request being the loan of \$2,000 to the school dis't. and such loan be paid in full on or before the closing of the Town Books in March.

Feb. 7, 1959

Town Clerks Home

The Town Board met today to set a date for the Town Caucus meeting, and such meeting shall be on Sat. March. 14, 1959, and shall be held at the ~~XXX~~ Fauver Hill School at 10 o'clock.

Don Carr

Feb. 25.

The Town Board met to examine the preliminary plat of Braund & Dutton, such plat known as the Oakland Add'n. to the Town of Medary. The plat was found to be in order except for the drainage of dry wells and such matter was to be taken care of by the owners.

Don Carr

Nov. 11, 1959 - SHIFTER ROAD

Whereas, there has been some doubt as to whether the road hereinafter described is a public highway, and

Whereas, such doubt has been resolved by the recording of a deed signed by all owners,

Now, therefore, the following described parcel is hereby officially opened as a public highway:

A parcel of land to be used for public highway purposes located in the Southeast Quarter of the Northwest Quarter (SE $\frac{1}{4}$  of NW $\frac{1}{4}$ ), Section Twenty-one (21), Township Sixteen (16), North,



Range Seven (7) West, Town of Medary, La Crosse County, more fully described by the following defined centerline:

Commencing at the Northwest corner of the Southeast Quarter of the Northwest Quarter (SE $\frac{1}{4}$  of NW $\frac{1}{4}$ ), Section 21 Township 16 North, Range 7 West, thence due South 651.0 feet, thence due East 60 feet, thence South 0 degrees 35' East, 42.6 feet to a point on a 17 degree 00' curve concave to the Southeast having a radius of 338.27 feet, which chord bears North 23 degrees 52' East, which is also the place of beginning; thence Northeasterly along said curve, 91.8 feet to a point of tangency, thence North 46 degrees 07' East 263.12 feet to the beginning of a 13 degree 30' curve concave to the Northwest and having a radius of 425.35 feet, thence along said curve 455.55 feet to a point of tangency, thence North 15 degrees 23' West 2.12 feet to the end: said highway to be four (4) rods wide, two (2) rods lying to each side of said defined centerline. The above bearings are magnetic.

Glenn L. Fox  
Glenn L. Fox

Edgar Schroeder  
Edgar Schroeder

Ed Oertel  
Ed Oertel

Don Carr, Clerk

#### HIGHWAY

Walter Schams 35-16-7

Walter Schams and Florence Schams, his wife, to the Town of Medary, La Crosse County. Valuation \$250.00.

A parcel of land to be used for public highway purposes located in the W $\frac{2}{3}$  of the SW $\frac{1}{4}$  of the SE $\frac{1}{4}$ , Sec. 35, T16N-R7W, La Crosse County, Wis. more fully described by the following: defined centerline:

Commencing at the NE corner of Sec. 2 T15N -R7w; thence S1 deg.-40' W on the Sec. line approximately 822 feet; thence N 65 deg. -20'W 810.4 feet; thence N34 deg.-20'W 647 feet; thence N64 deg.-20'W 387.96 feet; thence N63 deg.-20'W 431.30 feet to the point of beginning of the said defined centerline;

Thence continuing N63 deg.-20'W 368.70 feet, this part to be 93 feet wide 33 feet lying to the SW of and 60 feet lying to the NE of and immediately adjacent to the said defined centerline; thence continuing N63 deg.-20'W 95.25 feet to the beginning of an 11 deg.-00' curve concave to the SW.; thence Wly along the said curve 54.71 feet, this part to be 78 feet wide ~~XX~~ 33 feet lying to the S of and 45 feet lying to the N of and

immediately adjacent to the said centerline; thence continuing Wly along the said curve 299.83 feet to a point of tangency; thence S77 deg.-40'W 7.17 feet, this part to be 78 feet wide 33 feet lying to the S of and 45 feet lying to the N of and immediately adjacent to the said centerline; thence continuing S77 deg.-40'W 93 feet, this part to be 73 feet wide ~~X~~ 33 feet lying to the S of and 40 feet lying to the N of and immediately adjacent to the said centerline; thence continuing N77 deg.40'W 120.70 feet to the W line of the SW $\frac{1}{4}$  of the SE $\frac{1}{4}$  of Sec. 35-16-7, and end, this part to be 73 feet wide 33 feet lying to the S of and 40 feet lying to the N of and immediately adjacent to the said centerline and excepting those parts now being used for public highway purposes and containing a net total of .982 acres of land more or less.

The above bearings are true.

The above described right of way is for C.T. H. "F".

Glenn L. Fox  
P. A. Hartwig  
Joseph S. Murphy  
(Original on file)

Walter Schams  
Florence Schams

#### HIGHWAY COUNTY TRUNK "F"

Ruby Kohlmeier, ~~WXX~~ wife of Rober, and Beverly Kohlmeier, wife of Donald, in the Town of Medary, La Crosse County. Value \$1,200.00

A parcel of land to be used for public highway purposes located in the S $\frac{1}{2}$  of the SW $\frac{1}{4}$  of Sec. 35-16-7 in the N $\frac{1}{4}$  of the NW $\frac{1}{4}$  of Sec. 2, 15-7, Town of Shelby, La Crosse County more fully described by the following defined centerline;

Commencing at the SW corner of said Sec. 35; thence N86 deg.-15'E 555.0 feet to the beginning of the said defined centerline;

Thence continuing N86 deg.-15'E 110.20 feet, this part to be 40 feet wide lying to the S of and immediately adjacent to the said centerline; thence continuing N86 deg.-15'E 35.10 feet, this part to be 65 feet wide 25 feet lying to the N of and 40 feet lying to the S of and immediately adjacent to the said centerline; thence continuing N86 deg.-15'E 22.48 feet to the beginning of a 10 deg.\*00 curve concave to the NW.; thence NELY along the said curve 373.33 feet to a point of tangency; thence N48 deg-55'E 204.19 feet, this part to be 66 feet wide 33 feet lying to each side of and immediately adjacent to the said defined centerline; thence continuing N48 deg.\*55'E 629.58 feet to the beginning of a 6 deg.-00' curve concave to the SE; thence NELY along the said curve 332.12 feet, this part to be 73 feet wide 33 feet lying to the N of and 40 feet lying to the S of and immediately adjacent to the said centerline; thence continuing NELY along the same curve 147.04 feet to a point of tangency; thence N77 deg. 40'E 102.96 feet, this part to be 80 feet wide 40 feet lying to each side of and immediately adjacent to the said centerline; thence continuing N77 deg.-40'E 279.30 feet to the E line of the ~~SE~~ SW $\frac{1}{4}$  of the said sec. 35, ~~XX~~ the end, this part to be 73 feet wide 40 feet lying to the N of and 33 feet lying to the S of and immediately adjacent to the said centerline and excepting any parts now being used for public highway purposes and containing

a net total of 2.381 acres of land more or less.

The above bearings are true.

The above described right of way is for C.T.H. "F"

Dated July 23, 1960

Recorded Sept. 28, 1960

Glenn L. Fox

P. A. Hartwig

Robert Kohlmeier

Donald Kohlmeier

Ruby Kohlmeier

Beverly Kohlmeier

CHICAGO & NORTH WESTERN RAILWAY COMPANY

The C. & N W RR. Co, a Wis. corporation, Grantor, in consideration of the sum of One and No/100 Dollars, in hand paid, the receipt whereof is hereby acknowledged, conveys and quit claims unto the Town of Medary, La Crosse County, Wis., Grantee, its successors or assigns, but subject to the provisions hereinafter expressed, an easement for street or highway purposes, and for no other use of purpose whatsoever, in, over and upon the following described strip of land, situated, lying and being in the Town of Medary, County of La Crosse, and State of wis. and known and described as follows, to wit:

"That part of the SW $\frac{1}{4}$  of Sec.15 and ~~XXX~~ of the SE $\frac{1}{4}$  of Sec. 16, 16,7 of the Fourth Principal Meridian, being 3 rods in width, and 1- $\frac{1}{2}$  (One & one-half) rods lying to each side ~~XXXXX~~ of the following described centerline:

Beginning at a point in the right of way line common to the C. & N.W. RR. Co. and C. M. & St.P & Pacific RR. Co, in the SE $\frac{1}{4}$  of aforesaid Sec.16, said point being distant 10 feet W, measured at right angles, from the E line of said Sec. 16; thence Nly, parrallel with the E line of Sec. 16 a distance of 159.12 feet; thence NEly along a line forming an angle of 4 deg.34'-00" to the fight of an extension of the last described line, a distance of 180.41 feet more or less, to a point distant 15.25 feet E, measured at right angles, from the W line of aforesaid sec.15, thence Nly, parallel with said W line, adistance of 604.30 feet, more or less, to a point distant 50 feet. SWly , measured at right angles, from the centerline of the main track of the C & NW RR. Co, as the same is now located andeatablished between Madison and Onalaska, Wis. and there terminates."

Reserving, however, etc. (See original on file.)

Dated Jan. 9, 1961  
Recorded Feb. 23, 1961

Signed  
C. J. Fitzpatrick, President  
E. A. Vik Sec.  
C. S. Anderson, Land  
Commissioner

Quit Clain deed- Lawrence Lenox and Doris Lenox, his wife, and Earl A. Johnson and Esther M. Johnson, his wife, and Town of Medary.

"Description same as C. & N. W. RR. Co.

Dated Sept. 26, 1960  
Recorded Feb. 23, 1961

Lawrence Lenox  
Doris Lenox  
Earl A. Johnson  
Esther M. Johnson

HIGHWAY COUNTY TRUNK "B"

Hattie Garbers and John W. Garbers, Town of Medary to La Crosse Co. for the sum of \$23.25.

Fee title in and to the following tract of land in La Crosse Co, State of Wis. described as:

A parcel of land to be used for public highway purposes located in the SW $\frac{1}{4}$  of the SE $\frac{1}{4}$  of Sec. 15-16-7, Town of Medary, La Crosse, Co. more fully described as follows:

Commencing at the NE corner of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14-16-7 thence N 0 deg.-33'W 4.50 feet; thence S 83 deg.-44'W 366.62 feet; thence N 80 deg.-55'W 827.65 feet; thence S 87 deg.-35'W 656.16 feet; thence S 87 deg.-25'W 762.91 feet; thence N 58 deg.-45'W 567.20 feet; thence S 79 deg.-35'W 231.0 feet; thence S 10 deg.-25'E 33.0 feet to the place of beginning;

Thence continuing S 10 deg.-25'E 7.0 feet; thence N 89 deg.-35'E 200.34 feet; thence N 10 deg.-25'W 7.50 feet; thence NWly along the S right of way line 205.0 feet to the place of beginning and containing 0.093 acres more or less.

The above bearings are true.  
the above right of way is for C.T.H. "B"

Dated May 29, 1961

Recorded June 7, 1961

Glenn L. Fox, Chairman

Edgar Schroeder, Sup.

Ed Oertel, Sup.

Town Board

Mrs. Hattie Garbers

John W. Harbers

HIGHWAY COUNTY TRUNK "B"

Henry J. Wecker and Stella F. Wecker, Town of Medary, to La Crosse County for the sum of \$125.00

Fee title in and to the following tract of land in LaCrosse County, State of Wis. described as:

A parcel of land to be used for public highway purposes located in the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14-16-7, Town of Medary, La Crosse County, more fully described as follows:

Commencing at the NE corner of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$ , Sec. 14-16-7; thence N 0 deg.-33'W 4.50 feet; thence S 83 deg.-44'W 366.20 feet; thence N 80 deg.-55'W 163.0 feet; thence S 9 deg.-05'W 33.0 feet to the point of beginning;

Thence continuing S 9 deg.05'W 17.0 feet; thence S 57 deg.-55'E 204.75 feet; thence N 1 deg.-25'W 107.7 feet to the S right of way line of C.T.H. "B"; thence NWly along S right of way line to the place of beginning and containing 0.264 acres of land more or less.

The above bearings are true.  
The above right of way is for C.T.H. "B"  
Dated May 29, 1961  
Recorded June 7, 1961

Signed:  
Glenn L. Fox, Chairman  
Edgar Schroeder, Sup.  
Ed Oertel, Sup.  
Medary Town Board

Signed:  
Henry J. Wecker  
Stella F. Wecker

HIGHWAY COUNTY TRUNK "B" (Peters Road)

Robert T. Conroy and Mildred F. Conroy, his wife, Town of Medary to La Crosse County for the sum of \$25.00.

Fee title in and to the following tract of land in La Crosse County, State of Wis. described as:

A parcel of land to be used for public highway purposes located in the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14-16-7 Town of Medary, LaCrosse County, more fully described by the following described centerline;

Commencing at the NE corner of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14-16-7 thence N 0deg.-33'W 4.50 feet; thence S 83deg.-44'W 336.52 feet; thence S 15deg.-24'W 33 feet ~~XXX~~ to the place of beginning;

Thence continuing S 15deg.-24'W 92.0 feet to the end, this portion to be 65 feet wide, 40 feet lying to the left of and 25 feet lying to the right of and immediately adjacent to said defined centerline and excepting any parts now being used for public highway purposes and containing 0.091 acres of land more or less.

The above bearings are magnetic.  
The above road to be known as Peters Road.  
Dated May 29, 1961  
Recorded June 7, 1961

Signed: Town Board of Medary  
Glenn L. Fox, Chairman  
Edgar Schroeder, Sup  
Ed. Oertel, Sup.

Signed:  
Robert T. Conroy  
Mildred F. Conroy

HIGHWAY COUNTY TRUNK "B" (Skemp Quarry Road)

Hattie Garbers and John W. Garbers of the Town of Medary, to La Crosse County Highway Dep't. for the sum of \$101.75.

A parcel of land located in the SW $\frac{1}{4}$  of the SE $\frac{1}{4}$  of Sec. 15-16-7

Commencing at the NE corner of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14-16-7 thence N 0deg.-33'W 4.50 feet; thence S 83 deg-44'W 366.62 feet; thence N 80 deg.-55'W 827.65 feet; thence S 87deg-35'W 656.16 feet; thence S 87 deg-25'W 762.91 feet; thence N 58 deg-45'W 377.30 feet; thence S 32deg-45'W ~~XXX~~ 34.46 feet the the place of beginning;  
Thence continuing S 32 deg-45'W 265.54 feet to the end, this



required for each public purpose, the following described lands, to wit:

Located in the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14, T16N-R7W, Town of Medary, La Crosse, County more fully described as follows:

Commencing at the NE corner of the SW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Sec. 14-16-7 thence N 0 deg-33'W 4.50 feet; thence S 83 deg.-44'W 366.62 feet; thence N 80 deg.-55'W 163.0 feet; thence S 9 deg. -15'W 50.0 feet to point of beginning; thence northwesterly approximately 50 feet to the southerly right of way line of C.T.H. "B", the end.

Signed: Henry J. Wecker  
Stella F. Wecker  
Recorded July 20, 1961

(Original on file)

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### ORDER OF ALTERATION OF SCHOOL DISTRICT.

Pursuant to a resolution adopted by the La Crosse County School Committee at a legal meeting of said committee held at the Fauver Hill School at 8:00 o'clock in the afternoon on the 17th day of August, 1961 and having held a conference with the school boards of the districts, involved, all being in accordance with the provisions of Sec. 40.025 (2) and 40.03 Wis. Statutes, precedent to the issuance of this order, it is hereby ordered that the petition (copy below) be granted:

#### PETITION

Gentlemen: You are hereby requested to take such action as may be necessary, according to the provisions of Sec. 40.03 of the Wis. Statutes of 1959, to dissolve the following district, to wit: Joint School District No. 3 of the Town of Medary, Hamilton, Onalaska the City of Onalaska, County of La Crosse, State of Wisconsin, and you attach the territory of said dissolved school district to the City School District of the City of Onalaska County of La Crosse, State of Wisconsin.

Aug. 7, 1961

s/ Mrs. Walter Hansen

This order to become effective Sept. 17 by order of the La Crosse County School Committee. Dated Aug. 17, 1961

Signed: W. C. Kreunen, Orvis A. Olson, Wilmer Hesselberg, Lawrence M/ Englehard, E. L. Berg, County School Committee, and Hazel Leicht, Sec. La Crosse County School Committee.  
(Original on file)

#### NOTICE OF HEARING (School Dist)

To all the qualified electors of Joint School dis. No.1 of the Towns of Farmington and Hamilton, Jt. 2 Towns of Farmington and Hamilton, the Mindoro High School and the village of West Salem School Dist.

To all School District and Municipal officials affected:

Pursuant to the provisions of Sec. 40.03 of the Wis. Statutes notice is hereby given that a public hearing will be held by the La Crosse County School Committee at the West Salem High School on

the 30th day of January at 8 o'clock in the afternoon as a petition signed by Roger McClintock, filed on the 10th day of January, 1962 which reads as follows:

PETITION.

Gentlemen: You are hereby requested to take such action as may be necessary, according to the provisions of Sec. 40003 of the Wis Statutes of 1951, to detach the following described territory, all in the town of Hamilton;

T17	R6	Sec. 3	NW $\frac{1}{4}$ of NE $\frac{1}{4}$	Ex. 8 a.	29.58	Acres
T17	R6	" 3	SW $\frac{1}{4}$ of NE $\frac{1}{4}$	"	40	"
T17	R6	" 3	NW $\frac{1}{4}$ if SE $\frac{1}{4}$	"	40	"

from the Rhyme School Dist. Jt. #2 Farmington and Hamilton and the Mindoro High School

T17	R6	Sec.3	SW $\frac{1}{4}$ of NW $\frac{1}{4}$	40	Acres
T17	R6	" 3	SE $\frac{1}{4}$ of NW $\frac{1}{4}$	40	"
T17	R6	" 3	NE $\frac{1}{4}$ of SW $\frac{1}{4}$	40	"
T17	R6	" 3	NW $\frac{1}{4}$ of SW $\frac{1}{4}$	40	"

from the Mindoro School dist. Jt. #1 Farmington and Hamilton and from the Mindoro Union High School and to attach said described territory in West Salem School dist. Jt. #1 Village of West Salem and Towns of Hamilton, Barre, Burns, Farmington, and Medary.

Notice is further given that the sommittee shall meet and hold a conference with the wchool boards of the dists. ~~1888~~ involved simultaneously with and immediately after the hearing.

Dated this 15 day of January, 1962 s/ Hazel Leicht  
 (Original on file) Sec. La Crosse Cty. School Commtttee

\* \* \* \* \*



CAMPBELL:

COPY OF ORIGINAL TOWN RECORDS OBTAINED 10/29/86 BY RE?

PROCEEDINGS OF Special Town Board MEETING Apr. 30 1938

The Town Board met as per notices served on property owners and posted in three public places in the town to decide on the following petition in regard to closing the following certain piece of highway.

That part of old Co. trunk B which reverted back to the Town of Campbell as a town road, described as follows - beginning at the top of the Nathan Hill in the N.E. 1/4 of N.E. 1/4 of Sec. 1, T. 16, R 7 West, where the road leaves the Town of Hamilton and starts in Campbell and continuing in a S. W. direction with approach of Hartley bridge. With the exception of the highway extending East of the French road to Hauser's driveway - signed W. T. Hartley, C. R. Hawkins, R. F. French, Arthur J. Marco, William Moss, Geo. Wolf, H. T. Richmond, H. S. Norcross, Glen L. Fox - dated Apr. 5, 1938.

The following order discontinuing said highway was passed by the board.

Whereas, upon application of nine freeholders residing in the town of Campbell for discontinuing a highway which said proposed highway is set forth and described in said application as follows: "being the same as the petition written above."

We the undersigned supervisors of said town did on the 20th day of April, 1938 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 30th day of April at 2 o'clock in the P. M. of said day at the town hall, being the time and place stated in said notice: and having first been satisfied by affidavits that the notices required in section 80.05 had been duly given and posted, and did then and there proceed to examine personally said highway, and did hear any and all reasons that were offered for and against the application; did decide upon such application and it being our opinion that the public good will thereby be promoted, did decide to discontinue said highway as described in said petition.

- Henry A. Jolivette Chairman
- Wm. Asselin
- H. W. Hauser

(Remainder of notes affect non-real estate matters.)

Copy of Original Town Records

obtained 10/29/16 by RSC

MINUTES OF

Special Town Board Meeting, Apr 30

1938

PROG

The Town Board met as per notices served or prepared and posted in three public places in the town to decide on the following petition in regard to closing the following certain piece of highway that part of old Co. trunk B which reverted back to the Town of Braintree as a town road, described as follows - beginning at the top of the Nathan Hill in the N.E. 1/4 of N.E. 1/4 of Sec. 1, T. 16, R. 2 West, where the road leaves the Town of Hamilton and starts in Braintree and continuing in a S. W. direction past approach of Hartley bridge. (with the exception of the highway extending East of the Branch road to Hartley's driveway - Sigurd P. J. Hartley, E. R. Hawkins, R. F. Branch, Arthur J. Moore, William Moss, Geo. Wolf, A. J. Richmond, H. S. Morison, Elmer S. Fox dated Apr. 5, 1938

The following order discontinuing said highway was passed by the board

Whereas, upon application of some fee holders residing in the town of Braintree for discontinuing a highway which said proposed highway is set forth and described in said application as follows "being the same as the petition written above"

And the undersigned supervisors of said town did on the 30th day of April, 1938, make out a notice and by their name and place at which we would meet and decide upon such application and did meet on the 30th day of April at 2 o'clock in the P.M. of said day at the town hall, being the time and place stated in said notice; and having first been satisfied by affidavit that the notices required in section 80.05 had been duly given and posted, and did then and there proceed to examine personally said highway and did likewise view all claims that were offered for and against the application; did decide upon such application and it being our opinion that the public good would thereby be promoted, did decide to

(Pg. 51)

PROCEEDINGS OF Special Town Board MEETING April 30 1988

authorize such highway as described in said petition

Henry G. Jollette Chairman  
Wm. Cassin  
H. W. Hauser

Below is a copy of an order made at this meeting  
We hereby authorize the town clerk to issue Operator  
license to any reliable person

Henry G. Jollette  
Wm. Cassin  
H. W. Hauser

The Town Board and clerk met at the Town Hall and  
received applications for the following Class B licenses  
and license fees -

- Earl Kinnear - John Long
- John Long - Angus Holmbeck - John Ryland -
- Kenrick Anderson - John Schramm - Ray Reed
- John Schramm - L. E. Brooks
- Ray Reed - Leo

**TOWN OF MEDARY**

COUNTY OF LA CROSSE  
LA CROSSE, WISCONSIN 54601

M-40

September 17, 1973

(Pg. 53)

Mr. Orval H. Smith  
County Highway Commissioner  
P.O. Box 580  
La Crosse, Wis. 54601

Dear Orval:

The Medary Town Board at the Sept. 10th meeting passed a resolution vacating the North fork of Marcou Road as it enters CTH "OS" and communicating same to the La Crosse County Highway Department.

Very truly yours,



Ernest Kowal, Clerk

cc: James J. Bannen

R E S O L U T I O N

RESOLVED, that the Town Board of the Town of Medary is vacating the North fork of Marcou Road as it enters CTH "OS" and communicating same to the La Crosse County Highway Department.

Adopted this 10th day of September, 1973.

TOWN OF MEDARY

Ernest P. Lowe  
Clerk

Chairman

Loren J. Kuegel  
Supervisor

Leonard W. Pottle  
Supervisor

C O P Y