Index No. _____

CERTIFICATE OF LOCATION OF GOVERNMENT CORNER

SE Corner of Section 13, Township 101N, Range 15 W, 5TH P.M.

STATE OF MINNESOTA, County of MOWER

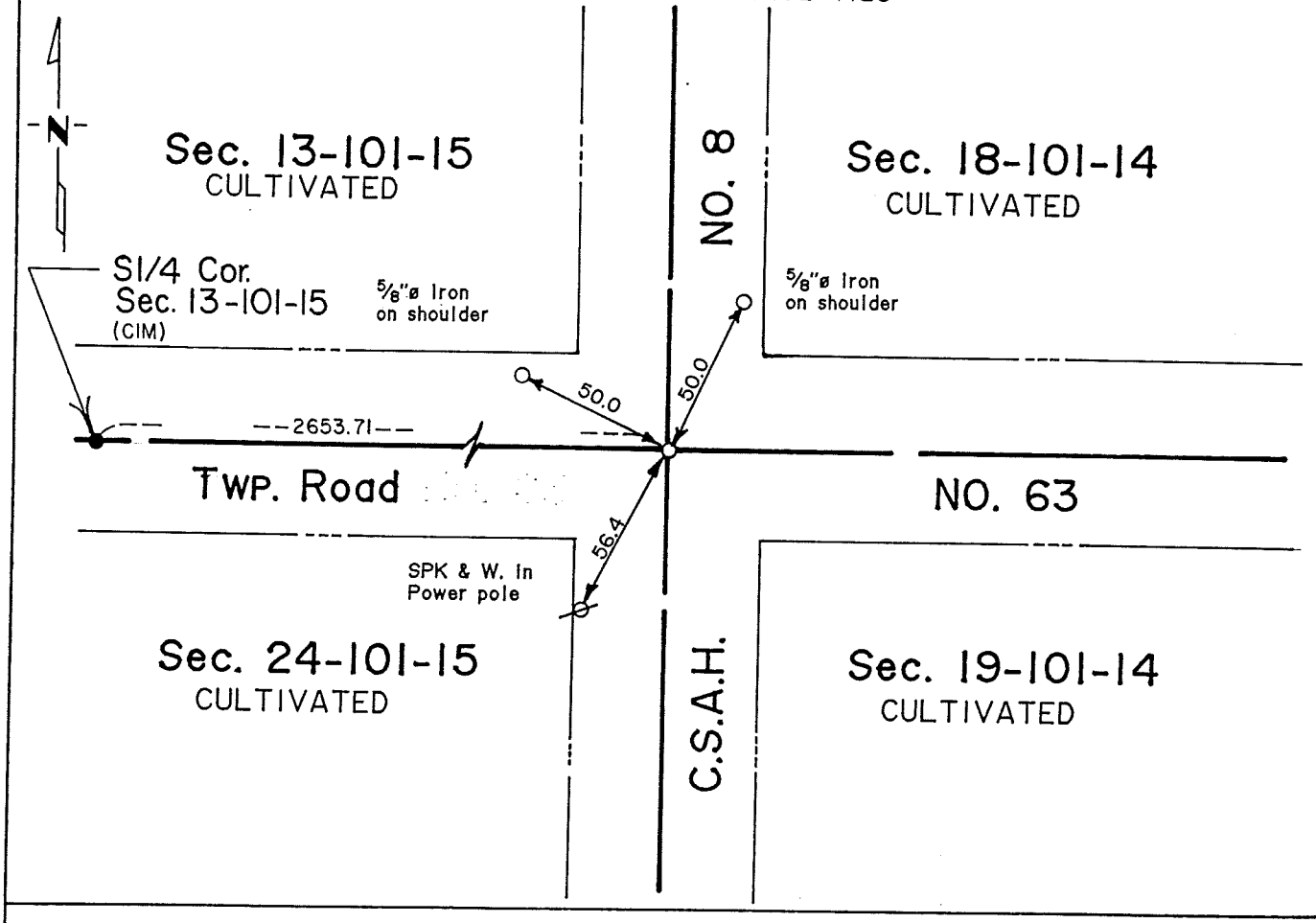
At the corner location shown on the sketch:

☒ On 4-24-1991 (DATE) found a RAIL ROAD SPIKE ON ROAD SURFACE.

☐ left monument as found, ☐ lowered monument, ☒ removed monument (explain)

☒ On 4-24-1991 (DATE) placed a CAST IRON MONUMENT AT ROAD SURFACE.

SKETCH OF REFERENCE TIES



Statement of evidence relative to this corner location is on back of page.

I hereby certify that this document and the data contained herein was prepared by me or under my direct supervision.

SIGNATURE _____ DATE 5-6-91

Registration No. 13807

☒ Land Surveyor, ☐ Professional Engineer

☐ County Surveyor, ☐ County Engineer

OFFICE OF THE COUNTY RECORDER

County of _____

I hereby certify that this document was filed in the County Rec. office at _____ .M. on the _____ day of _____ A.D., 19__

COUNTY RECORDER _____

By _____, Deputy

DOCUMENT NO. _____

M.H.D. FORM NO. 2105

STATEMENT OF EVIDENCE

SE corner Sec 13-101-15

This corner was originally established by Deputy Surveyor John Ball of the U.S. General Land Office in 1853. The government notes show a charred post was set during the original public land survey.

The following were contacted for section corner information:
Mower County Highway Dept.
Mower County Recorder's Office
Zenk Engineering
Tucker Land Surveying

1943 Recorded in "A" in the Office of the Mower County Engineers Office Highway Department crew uncovered an iron pin over a limestone on centerline centerline. Placed concrete monument over limestone and ties were taken.

1946 Mower County grading shows concrete monument found during grading project.

1991 Jones, Haugh & Smith crew, under the direction of John H. Schulte IV, dug with County backhoe on centerline centerline north-south-east-west roads at location of railroad spike on road surface for 1991 Bridge Survey #L5031. Dug a 4'x20'x5' deep hole and found no further evidence of public land survey corner. Accepted railroad spike as best evidence and set cast iron monument on road surface.

The monument set fits occupation lines, fence lines and road centerlines within the section and is accepted as best evidence of a perpetuation of the original public land survey corner.