

CORRECTIVE NOTES OF THE EAST BOUNDARY OF T.9 S.,R.43 E.

CHAINS

Pits impracticable.

I destroy all traces of the original $\frac{1}{4}$ sec.cor.

80.00 Intersect the cor.of secs.7-12-13 and 18,described in the original field notes.

Note:

There is no change of topography on this line.

North,bet.secs.7 and 12.

40.00 Intersect the $\frac{1}{4}$ sec.cor.,bet.secs.7 and 12,described in the original field notes.

80.00 Intersect the cor.of secs.1-6-7 and 12,described in the original field notes.

North bet.secs.1 and 6.

40.00 Intersect the $\frac{1}{4}$ sec.cor.bet.secs.1 and 6,described in the original field notes.

87.90 Intersect the closing cor.of Tps.9 S.,Rs.43 and 44 E., on the 2nd.Standard Parallel south,described in the original field notes.

The markings on this cor.being nearly obliterated,I remark as follows:

- CC 9 S on S.,
- 43 E on W.,and
- 44 E on E.,with 6 grooves on E.,W. and S.faces.

February 18,1908

Note:

The first $2\frac{1}{2}$ miles of this line,viz: between secs. 31 and 36, 25 and 30 ,19 and 24, are extremely difficult to chain, which will account for the difference in results between the original chaining and the chaining as executed by the examiner of surveys.

On this character of land the difference between two sets of chainmen can easily exceed 50 lks. per mile.

For copy see Bk "E" p 23 [p 27]

For orig. Field notes see Bk "E" p 23. [p 27]

For orig. Field Notes, see Bk "E" p 24. [p 27]