

NEVADA-OREGON STATE LINE.

Survey commenced July 12, 1911, and executed with a C. L. Berger & Sons Mining transit, No. 2, the horizontal limb is provided with two double verniers placed opposite to each other, reading to single minute of arc, I examine the adjustments of the transit, and correct level and collimation errors. I proceed as follows. Set my transit up over mile post 207, on the Oregon-Nevada State Line, which is the N. Bdy., of T. 48 N., R. 34 E. in latitude $42^{\circ} 00' N.$, longitude $118^{\circ} 06' W.$, at $0^h 15.9^m$ a.m., l.m.t., I observe Polaris at eastern elongation, in accordance with Manual of Instructions, and mark the line thus determined, by a tack driven in a wooden peg, firmly set in the ground, 5 chs. N. of my station.

July 12, 1911.

July 13, 1911: At 7.30 a.m., l.m.t., I lay off the azimuth of Polaris, $1^{\circ} 34.4'$ to the west, and mark the true meridian thus determined, by a tack driven in a wooden peg firmly set in the ground, west of the point established last night.

The magnetic bearing of said true meridian is N. $19^{\circ} 10' W.$ which gives the magnetic declination $19^{\circ} 10' E.$

At this mile post, I lay off from the meridian $90^{\circ} 13'$, from north to west, and fore sight to flag on mile post 210, previously set by me, which is visible from my station, and run S. $89^{\circ} 47' W.$ on a random line, along the N. Bdy., of T. 48 N., R. 34 E., which is the Nevada-Oregon State Line.