

Resurvey of the lines bet. secs. 1-12, 2-11,
3-10, 9-10; and the N. $\frac{1}{2}$ bet. secs. 10-11,
and 11-12 in T 32 N, R 40 E.

33

Chains.

Survey commenced Dec. 12, 1910 and executed with a W. and L. E. Quality light mountain transit, the horizontal limb having two double verniers, placed opposite to each other and reading to single minutes of arc.

The instrument was examined, tested on the true meridian at Reno, Nev., and found correct, Sept. 26, 1910.

At 8 h. a. m., local mean time, I set off $49^{\circ} 21'$ on the latitude arc, and $22^{\circ} 58'$ S. on the decl. arc, and determine the true meridian at the cor. of secs. 1, 6, 7 and 12, on the E. bay. of the tp., re-established by me Nov. 30 1910.

Preliminary to completing the subdivision within the Central Pacific Railway land grant I run W. on a blank line, retracing the line bet. secs. 1 and 12.

At 40.23 chs. I find the $\frac{1}{4}$ sec. cor. falling 7 links S. of my line. It is a cedar stake $1\frac{1}{2}$ ins. diam. by 2 ft. above ground, firmly set in the ground and marked $\frac{1}{4}$ on the N. face. At 80.46 chs. I find the cor. of secs. 1, 2, 11 and 12, falling 14 links S. of my line. This cor. is a cedar stake 2 ins. diam by 2 ft. above ground, firmly set in the ground in a mound of earth and stone. The markings are so nearly obliterated as to be un decipherable.

I now run from the cor. of secs. 1, 2, 11 and 12; South on a blank line retracing the line bet. secs. 11 and 12. At 40 chs. I search diligently but find no $\frac{1}{4}$ sec. cor.

I return to the cor. of secs. 1, 2, 11