

Chains.

Subdvs. commenced September 1, 1911, and executed with a C.L. Berger & Sons Mining transit, No. 2, the horizontal limb is provided with two opposite verniers reading to a single minute of arc.

I examine the adjustments of the transit, and correct the level and collimation errors. I proceed as follows.

Set my transit up over the cor. of secs. 35 and 36. on the S. bdy. of T.40 N., R.18 E. here to fore described. in latitude $41^{\circ}17'N.$ longitude $119^{\circ}55'W.$ at $8^h52.3^m$ p.m.,

l.m.t., I observe Polaris at eastern elongation, in accordance with the Manual of Instructions, and mark the line thus determined, by a tack driven in a wooden peg, firmly set in the ground, 5.00 chs. north of my station.

September 1, 1911.

September 2, 1911: I lay off the azimuth of Polaris, $1^{\circ}33'$ 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 $N.19^{\circ}00'W.$ which gives the magnetic declination $19^{\circ}00'E.$

At this sec. cor. I lay off from the true meridian, an angle of $0^{\circ}01'$ from north to west. and run.

$N.0^{\circ}1'W.$, bet. secs. 35 and 36.

Over ascending ground.

2.50 Top of spur, 50 ft. above sec. cor. bears $N.76^{\circ}00'W.$ and $S.76^{\circ}00'E.$ thence gradually descend. along the W. slope of mountain.