

Chains

1° 29.6' to the west and mark the meridian determined by a nail driven in the hub previously set 5.00 chs. N. of my station and on which the point falls 30" W. of the point determined with the solar on previous date.

At 7h 30m a.m., l.m.t., I set off 40° 37' N., on the lat. arc; 21° 55' N. on the decl. arc; and determine a meridian with the solar, which falls 1' W. of the meridian established by Polaris observations; therefore I conclude that the adjustments of the instrument are satisfactory.

The magnetic bearing of the true meridian at 8h 0m a.m. is N. 19° 40' W.; the angle thus determined gives the magnetic declination 19° 40' E.

Measurements on the survey of these following townships were made with 5.00 ch. steel tapes, which were frequently compared with a U.S. standard steel 1.00 ch. tape. Slope angles were determined by means of clinometers.

The adjustments of which were made by comparing their readings with those of the transit. Throughout the survey of Tps. 31 and 32 N., Rs. 17 and 18 E. California and Nevada, the adjustments of the transit No. 8544, was frequently examined and the solar apparatus tested at least once a week by comparing the result of a.m. and p.m., observations with the meridian established by observations on Polaris.

July 13, 1918.

Retracement of the California-Nevada State Line.

From the 101 mile corner on the California-Nevada State line, hereinafter described, I retrace North on the 101 mile.

52.98. Fall 22 lks. E. of the old closing cor. of secs. 13 and 24, of California subdivisions, T. 31 N., R. 17 E., hereinafter described.