

Chains.

Survey commenced Nov. 17, 1913 and executed with a Young and Sons, light mountain transit No. 8582, with solar attachment. The horizontal limb is provided with two double verniers, placed opposite to each other, reading to single minutes of arc, which is also the least count of the verniers of the latitude and declination arcs.

The instrument was examined, tested on the true meridian at Reno, found correct and was approved by the Surveyor General for Nevada, March 30, 1913.

I examine the adjustments of the transit and correct the level and collimation errors, then to test the solar apparatus, by comparing its indications, resulting from solar observations made during p. m. and a. m. hours, with a meridian determined by observation on Polaris, I proceed as follows:

At the standard corner of T1N, R54 and 55 E., re-established by me Nov. 17, 1913, latitude $37^{\circ}53'N$, longitude $115^{\circ}51'W$; which corner is now an iron post 3 ft. long, 3 ins. diam. Set 24 ins. in the ground for standard corner of T1N, R54 and 55 E., with brass cap mkd.

	T1N	
R54E		R55E
536		531

1913

and with a mound of stone 2 ft. long $1\frac{1}{2}$ ft. high N. of cor.

I set off $37^{\circ}53'N$ on the lat. arc, $18^{\circ}59'S$ on the decl. arc, and at 3 h., p. m., l. m. t., determine a meridian with the solar, and mark a point thereof, on a stone firmly set in the ground 5 chs. N. of the corner.

Nov. 17, 1913.