

Test of Instruments

Chains

set, 5 chs. North of my station, This point falls within 30" of the meridian determined by Polaris observation.

The solar apparatus, by a.m. and p.m., observations, defines positions for meridians within 30" of that determined by Polaris observation, therefore I conclude that the adjustments are satisfactory.

Note. The only lines run previous to this test of transit, were retracements- the lines contiguous to new work were later checked for alignment.

Buff and Buff light mountain transit No. 9985, used by John R. English, U.S. Transitman, on the survey of this township, is fully equipped, and conforms to the standard instrumental specifications of the General Land Office. It was tested June 26th. 1918, on the same meridian that was determined by L.R. Mercer, and all adjustments were found to be satisfactory.

Retracement of the subdivisions of T. 42 N., R. 39 E.

From the cor. of secs. 33, 34, 33 and 34 on the south bdy. of the township, hereinafter described, North, on random line bet. secs. 33 and 34.

- 40.00 No trace of the original $\frac{1}{2}$ sec. cor., bet. secs. 23 and 34.
- 81.87 Fall 64 lks. W. of the original cor. of secs. 27, 28, 33 and 34, hereinafter described,
- 121.87 No trace of the original $\frac{1}{2}$ sec. cor., bet. secs. 27 and 28.
- 161.87 No trace of the original cor. of secs. 21, 22, 27 and 28.
- 201.87 No trace of the original $\frac{1}{4}$ sec. cor. bet. secs. 21 and 22.
- 241.87 No trace of the original cor. of secs. 15, 16, 21 and 22.
- 281.87 No trace of the original $\frac{1}{2}$ sec. cor., bet. secs. 15 and 16.