

Measurements on the surveys of this township were made with a Lallie 5.00 chs. steel tape which was frequently compared with a U.S. standard 1.00 ch. steel 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 this township the adjustments of the transit were frequently examined and the solar apparatus tested at least once a week by comparing the results of a.m. and p.m. observations with the true meridian established by Polaris observations.

Retracement of a Portion of S. Bdy. T. 13 N., R. 28 E.

From the cor. of secs. 1, 2, 35 and 36, on S. Bdy. T. 13 N., R. 28 E., hereinafter described.

Retrace East, on S. bdy. sec. 36.

39.91 Intersect the old $\frac{1}{4}$ sec. cor., hereinafter described. Thence continue with line and measurement.

79.82 Intersect the original cor. of Tps. 12 and 13 N., Rs. 28 and 29 E., hereinafter described.

Retracement of a Portion of E. Bdy. T. 13 N., R. 28 E.

From the cor. of Tps. 12 and 13 N., Rs. 28 and 29 E., hereinafter described.

Retrace North, on E. bdy. sec. 36.

40.07 fall 8 lks. W. of the original $\frac{1}{4}$ sec. cor., hereinafter described.

The true course of this $\frac{1}{2}$ mile is therefore S. 0° 07' W., and the length 40.07 chs.

From this $\frac{1}{4}$ sec. cor. with continuous chaining North, on E. bdy. sec. 36.

80.02 Fall 8 lks. E. of the original cor. of secs. 25, 30, 31 and 36, hereinafter described.

The true course of this $\frac{1}{2}$ mile is therefore S. 0° 07' E., and the length 39.95 chs.