

T. 47 N., R. 59 E.
Test of Instruments.

September 15, 1921 with the instruments in the meridian hereinbefore described, I make final tests as follows: At 7h 30m a.m., app.t., I set off $41^{\circ}56'N.$, on the lat. arcs and $3^{\circ}07'N.$ on the decl. arcs; and determine meridians with the solars. I find the Buff & Buff to agree with the true meridian while the Young & Sons falls 1' to the left.

At app. noon, with the lat. arcs unchanged, I observe the sun on the meridian; the resulting reading of the declination arcs is $3^{\circ}01.5'N.$ which agrees with the computed declination of the sun.

At 5h 0m p.m., app.t., with the lat. arcs unchanged, I set off $2^{\circ}58.5'N.$ on the decl. arcs; and determine meridians with the solars. I find that both determinations of the meridian agree with the true meridian. The instruments were kept in adjustment thruout the progress of the survey.

Measurements.

Unless otherwise specified, all measurements are made with a Lallie steel ribbon tape, 5 chains in length, compared with a Lufkin standard tape, 1 chain in length, and found correct. The measurements are made on the slope, the vertical angle determined by use of K. & E. clinometers, and the slope measurements properly reduced to the true horizontal distance.

CHAINS

RETRACEMENT OF THE IDAHO-NEVADA STATE

LINE thru RANGE 59 EAST.

Retracement line.

From the closing cor. of T. 47 N., Rs. 58 and 59 E., it being impossible to chain East from this point, I proceed as follows:

I erect a flag on the E. rim of the East fork of the Jarbidge River which I designate "A", and which bears $S.89^{\circ}51'E.$, also a flag "B" on the E. rim which bears $S.61^{\circ}14'E.$ I leave a flag at this point which I designate "C".