

## Test of Instrument T 8 N., R. 29 E.

Test of transit No. 8513:

June 12, 1920; At my same station, at 8h 00m a.m., app.t., I set off  $38^{\circ} 33'$  on the lat. arc, and  $23^{\circ} 10'$  N. on the decl. arc, the line defined by the solar coinciding with the true mer.

At 4h 00m p.m., app.t., I set off  $38^{\circ} 33'$  on the lat. arc, and  $23^{\circ} 12'$  N. on the decl. arc, the line defined by the solar coinciding with the true mer.

Tests at all hours suitable for solar observations give results which agree with the true mer., I therefore conclude that the adjustments of the instruments are satisfactory.

The instruments are tested at frequent intervals on true meridians and are personally kept in adjustment throughout the season.

Measurements are made with 5 ch. Lallie steel tapes, tested by comparison with a Lufkin Standard steel tape. Measurements are reduced to true horizontal distances by the use of clinometers.

NOTE: The private claim in Sec. 24 can be made to conform to the new subdivisional lines, there being no improvements. There is not sufficient evidence of the original survey to identify the position of the claim.

RETRACEMENT OF SUBDIVISIONS OF T. 8 N., R. 29 E.

I begin at the cor. of secs. 19, 24, 25 and 30, T. 8 N., Rs. 29 and 30 E., which is an iron post, 2 ins. in dia., firmly set in the ground, and marked and witnessed as described by the Surveyor General.

Thence

West on retracement line bet. secs. 24 and 25

40.19 Record course and dist., find no trace of  $\frac{1}{4}$  sec. cor.  
Continue on same line with continuous measurement.

79.27 Fall 48 lks. S. of the cor. of secs. 23, 24, 25 and 26, hereinafter described.