

Survey of Subdivisions T. 19 N., R. 36 E.

Tests of Instruments.

Test of Transit No. 18001;

August 29, 1929; At this same station, at 9h 00m a.m., app.t., I set off $39^{\circ} 28'$ on the lat. arc, and $9^{\circ} 23'$ N., on the decl. arc, the line defined by the solar coinciding with the true meridian.

At 3h 00m p.m., app.t., I set off $39^{\circ} 28'$ on the lat. arc, and $9^{\circ} 18'$ N. on the decl. arc, the line defined by the solar coinciding with the true meridian,

Tests at all hours suitable for solar observations give results which agree with the true meridian, we therefor 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 progress of the survey.

The measurements were made with a Lallie steel tape, 5 chs. in length, which was compared with a Lufkin standard tape and found to be correct. The distances were measured on the slope, the vertical angles determined by the use of clinometers, and the slope distances properly reduced to the true horizontal distances.

The north, east, south and west boundaries of this township were surveyed in 1915 and 1916, under Group No. 32. All of the $\frac{1}{4}$ sec. and sec. cors. on said boundaries were found in place, and marked and witnessed as described in the official records. The descriptions are therefor omitted from these notes.

SUBDIVISIONS T. 19 N., R. 36 E.

From the cor. of secs. 1, 2, 35 and 36, on S. boundary of township

North on sectional guide meridian between secs. 35 and 36

Over rough mountainous land through timber