In all probability there is a general sameness to the above subject for all sections of the country. However, I will attempt to stress particularly those which are peculiar to this part of the United States.

Our first endeavor on arriving in an area, or learning what it is to be, is to obtain, if possible, a base map of suitable accuracy. This is seldom possible except in cases where the more recent U. S. G. S. maps are available. They do not, however, cover more than a very small part of the central west. Also, those available, which were made around 1900 are not sufficiently accurate on which to map soils. It is, in most cases then, necessary to construct a base map by means of plane table traverse. The government Land Office plats are sometimes of assistance in this respect but are not always accurate. In regularly sectionized country, such as prevails over most of the central west, where sections are uniform in size and angle of declination, the laying out of a traverse sheet is a relatively simple operation. Starting at the southeast corner and running a couple of lines of traverse north and south, and east and west will usually give a sheet layout on which may be plotted the section lines and land line roads. When such is the case, the use of the tripod is confined to the running of crooked roads necessitated by local topographic features, or the shooting in of drainage and railroads. We are very fortunate in that, over most of Iowa at least, it is quite common to find fences on all quarter mile lines both east and west and north and south.

Our procedure in the field is more or less uniform, one man walking half section lines while the other works the neighboring road from the car. Short side trips are often necessary, and are made by the individual to whom the distance to the soil difference is shortest. Despite the seemingly more rapid means of locomotion of the man working from the car, frequent stops and the character of his work make the rate of progress of both men about equal, barring possible delays of varying natures to which both parties would be subject.

Where irregular country is encountered necessitating traverse, two men work to good advantage, one driving and getting the soils while the other runs the plane table. Many field men are of the opinion that both duties falling on one man make progress less than half as rapid, and that when such is necessary it would probably be more advantageous to first run traverse and then get the soils a second time over. In country of this character where the roads border a river at some distance it may be satisfactorily worked by one of several ways. One man may hike in and out from the road or up a portion of the stream with plane table and auger, or, if