

(8)

Bearings were taken by true course and distance from Cor. No. 1 of each location to the N. E. Cor. Sec. 5, T. 11 S., R. 47 E., M.D.M.

(9)

Bearings by true course and distance were taken to conspicuous shafts and tunnels having large dumps, visible for miles in all directions.

(10)

Intersections of the lines of the locations of the claims embraced within Sur. No. 3803, with the Bullfrog Goldfield Railroad, were taken. The Bullfrog Goldfield Railroad being a standard gauge railroad, a map showing the location of the center line of which with reference to the lines of the Public Surveys, is on file in the land office at Carson City, Nevada.

(11)

The N. E. Cor. of Sec. 5, T. 11 S., R. 47 E., M.D.M. was found marked by a porphyry stone, 4x10 ins., showing 10 ins. above ground, chiseled with 4 notches on the East side and 2 notches on the West side.

(12)

In compiling the notes of these surveys in the office, and in making the plats to accompany the field notes, the N. E. Cor. Sec. 5, T. 11 S., R. 47 E., M.D.M. was described as being the N. E. Cor. of Sec. 5, T. 11 S. R. 46 E., M.D.M., the latter description being wholly a clerical error as to Range line.

(13)

The error, as to range line, was carried through all the notes and plats of these surveys.

(14)

In October 1910. while looking over the field