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Item 10

AMERICAN

*Nevada United Mines
Ward*

ZINC CO.,

WALTER G.

SWART FILES,

NEVADA

FOLDER 369

Date Dec. 14

1910

INFORMATION SHEET FROM W. G. SWART, DENVER

SHEET NO.

Just before McDaniel went East HE BROUGHT IN Mr. A.G. Burton, Vice President of the Nevada United Mines Co. located at Ward, White Pine, County, Nevada (Near Ely).

Burton gave us a recent report on the property made by E.E. Chase of Denver, with his maps and estimates of ore reserves. I talked this over with Chase personally. I also spoke to Mr. Holden about it recently on the train.

Burton says he took Allen and Smith of the U.S.S. Co. to see the property several years ago. At that time the ore in sight was estimated at \$6,150,000 net, and the price of the mine was about \$6,000,000. Recent developments have not been satisfactory, especially on the lower levels, and Burton says the Denver crowd is discouraged to the extent that he can deliver most of the stock for about 60¢ per share. There are 3,000,000 shares, making the present asking price \$1,800,000. Chase reports something like this amount in sight—quite a drop from the \$6,000,000 previous estimates.

The officers of the company are:

Hon. Jas. B. Grant, President.

A.G. Burton, 1st V.P.

W.J. Chamberlain, 2d, V.P.

H. Byrd Northrup, Treas.

W.O. Temple, Secy. and Counsel.

Franklin Guiterman, T.D. Whitney and Earl Cranston, Directors

Mr. Holden was of the opinion that Allen and Smith did not want the property at any price. I told Burton this morning I did not see how we could do anything at all with his proposition. He took his maps and papers with him, and said he was going to send them to Mr. Allen whom he knew well, thinking he might be interested at the lower price.

I am sending a copy of this information sheet to Mr. Heintz, in order that Salt Lake may have all the data that has come to me on the subject.

Burton enjoined me to be very careful not to say anything about the price now asked by him for the stock, as he would fall down if the news got abroad that he was making any such offer. He says he knew the property was not worth the price asked when Allen and Smith saw it, but he could not remedy it. Now he thinks he can. In any event, the matter will soon be up before Mr. Allen, if Burton means what he says.

Chase's report looks fair and conservative, but must have been a shock to the stockholders.

From the fact that Grant, Chamberlain and Guiterman of the A.S. & R. Co. are willing to drop it, I judge it has small value. In view of the further fact however that it seems certain any reasonable offer would get consideration, Allen and Smith may think the matter interesting.

W.G. Swart.

DAY LETTER

THE WESTERN UNION TELEGRAPH COMPANY

25,000 OFFICES IN AMERICA

INCORPORATED

CABLE SERVICE TO ALL THE WORLD

THEO. N. VAIL, PRESIDENT

BELVIDERE BROOKS, GENERAL MANAGER

RECEIVER'S No.

TIME FILED

CHECK

SEND the following DAY LETTER subject to
the terms on back hereof, which are hereby agreed to }

191

January 4, 1912.

To

E. A. Clark,
55 Congress Street,
Boston, Mass.

369

Believe can get short option if immediately examined on majority
stock now in escrow possibly all for three months to be sold at rate
of one million for whole property. Report gives three hundred
seventy five thousand tons in sight. Net profit one million and
half. Average eight point four lead, four ounces silver, no
zinc, twenty five excise iron all oxidized beautifully fluxing
ore, twenty two hundred acres. View smelting being so short
cannot you turn to them at good profit. Must have immediate
decision. Press on you two hundred.

A. F. Kolanick

Sp. & Chg. E. G. Swart.

April 15, 1913.

Mr. B. F. Randall,
412 Foster Bldg.,
City.

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Dear Sir:-

In talking with you yesterday in regard to Chase's report on the Nevada United, I thought there should be an explanation made in regard to this.

Mr. Chase made this report for some of the heavier stock holders of the Nevada United, to satisfy them whether or not we had a body of ore of the size and value claimed. Of course you will understand after reading the report of Mr. Chase, that there are many comments in regard to the development work carried on under the different managements, and there is no doubt but what a great deal of this was money wasted, but you will also understand, Mr. Randall, that it is very easy for the two, three or four men to criticise the predecessors in the work done. Had this work been satisfactory and opened other large bodies of ore, the men doing so would have been classed as very smart and able mining men, so that personally, I do not think that any of the former managers of this property should be criticised, as they did the best they knew how.

As Mr. Chase only went out there to examine the one ore body known as the Good Luck, of 375,000 tons, he did not sample or measure up other known ore bodies, for the reason that the other ore bodies were not blocked out on three to four sides. Now in regard to the Good Luck, Mr. Chase, simply give the mine credit for the ore actually blocked out. I can show you by the map, that he gives no ore from the 80 ft. level to the surface, as there are only two drifts run out in the ore at the 80 foot level, and no connections made through the ore body to the surface, but any one on the surface of the ground can readily see the ore exposed in a big opening that the original Martin White Mining Company extracted a great deal of lead carbonite from in the early days, so that we claim in this ore body from 150 to 200,000 tons more than Mr. Chase's report shows. There is another ore body exposed on the 280 tunnel level, which Mr. Chase takes no account of, for the reason that the only development on this is simply where the tunnel cut through it and exposed a width of some 70 feet of an iron ore, which shows a gross value of \$8.00. Some three or four hundred feet south of this last ore body, the company did some work and have exposed some 20,000 tons of a lead silver zinc ore. Some 200 feet north of the opening, and about 280 feet from the Good Luck Ore body, there is a 50 foot winze sunk below the 280 feet, which shows the ore going down. As this winze now has some water in it below the level at 25 feet, this would necessarily have to be taken out before you could examine the ~~with~~ 50 foot winze. North of this winze on the tunnel, there are other small ore bodies showing, but which have never been developed to any extent.

Now Mr. Randall, these are things which can be seen very readily by an engineer on the ground. Since Mr. Chase's report, we have done considerable work on what is known as the Defiance claim, belonging to this company, and have opened up about 100,000 tons of ore of same character and value as that of the Good Luck. Now this does not comprise all the ore in the Defiance, as the same character of ore shown in the Defiance where the large amount of ore is, is also shown 200 feet south of those workings. Another thing in connection with the Defiance is that the big iron outcrop can be followed on the surface for some 5,000 feet, and workings on the surface show values in lead and silver.

It would be impossible for me to give you any idea in a letter, of the magnitude of this property, as it comprises over 1200 acres of known mineral ground, and of which less than one tenth has been developed or prospected, and I actually believe that any engineer going out and spending two days on this property would be willing to advise his people that it is worthy of a full investigation. Mr. Chase's report shows a gross value in the Good Luck ore body, of a little over \$12.00. The mine sampling as done by mine work sampling in the blocking out of the Good Luck ore body, shows a gross value of \$14.20. This was figured with silver at 50¢ and lead at 3¢. As those mine samplers reported each day about 5 feet of ore, I think, myself, they are more accurate and nearly the actual value than that of Mr. Chase, as his simply reports a 6 inch cut every ten feet, throughout the different drifts and levels of this ore body.

Should you or your people be sufficiently interested in this to send an engineer out to look the situation over, with the idea of taking hold of the property, I will give him a letter to the man out there, giving him the privilege of going through all the workings, and if satisfactory to him, ample time for a thorough examination, sampling, and first payment will be granted.

Yours truly,

(Signed)

W. G. Boyle,
Manager

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B. F. Randall,
3323 Newton St.
Denver, Colo.

Denver, Colorado.
April 28, 1913.

Mr. Walter G. Swart,
1218 A. C. Foster Bldg.
City.

Dear Sir:

from W.G. Boyle, the chief engineer
Permit me to hand you herewith a letter to me in re-
gard to ore bodies not mentioned in Mr. Chase's report on the
Nevada United lead mines, also, in regard to developement of 150,000
tons of ore in The Defiance Claim one of the claims of said mine
since Mr. Chase's report, and since your conversation with Mr.
Burton and Mr. Chase at the time you ran over the maps with them.
Permit me to say, also, that Mr. Boyle regards the showing on the
surface of the Defiance Claim for 5,000 feet in length indicative of
a very much larger body of ore than that of the "Good Luck" con-
taining 375,000 tons claimed to be blocked out by Mr. Chase. As
per Mr. Chase's report herewith also ~~contained~~ *enclosed*.

The reason I did not take up the above changes since
Mr. Burton's conversation with you and Mr. Chase, the other day,
was because I did not know at that time, whether that conversation
was before the above ~~improvements~~ developments in the Defiance, or,
since, but Mr. Burton tells me this morning that the developments
have been made since.

Trusting you will carefully read the enclosed letter
from Mr. Boyle and hoping I shall see you again in regard to the
matter, I remain

Yours very truly,

B. F. Randall

DATE January 25, 1915.

INFORMATION SHEET FROM W. G. SWART, DENVER.

SHEET No. 589

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We have had this several times.

It is not offered to us this time, but has just been examined by C. Lorimer Colburn, a Denver Engineer, for his own clients. He has consulted me on several points regarding treatment of the ore.

He finds 575,000 tons in the old Good Luck ore body of the following analysis:

Silver	4.2 oss.
Lead	8.4%
Iron	25.0%
Insol.	15.0%
Lime	0.60%
Sulphur	1.00%

In addition to this is the new ore body in the Defiance Tunnel, which he thinks is larger and of better grade, but is not yet developed enough to warrant figuring into tonnage, positive, probable or possible.

He says the 17 mile railroad can be built for \$200,000. It will cost another \$100,000 to equip the mine. The price of the mine is \$300,000 (?) and he wants \$300,000 profit. This makes \$900,000 (in round figures) which the 575,000 tons of ore must return, over and above costs. The costs he gives as follows:

Mining	\$ 1.00
Private R. R.	.50
R. R. to Salt Lake	5.00
Return of investment and profits	<u>2.50</u>
	\$ 6.75

The analysis as given above makes the ore worth at Salt Lake -

Silver - 4.2 oss. @ 90% of 50¢ =	\$ 2.00
Lead - 8.4% (dry) @ 90% of E.Y. less 1 1/4¢ =	5.77
Iron - 25.0% excess @ 30¢ =	<u>2.56</u>
	\$ 6.33
Costs - as above	<u>6.75</u>
	\$ 1.58

NEVADA UNITED

white pine county

NEVADA

DATE

JANUARY 25, 1915.

INFORMATION SHEET FROM W. G. SWART, DENVER.

SHEET NO.

889

- Page 2 -

leaving but \$1.50 available for smelting charge. This is not enough. It ought to be possible to get the railroad to contract to move 400,000 tons at \$2.00 to Salt Lake instead of \$3.00. In this case the smelter could have \$2.50 smelting charge. On an oxidized ore, heavy in iron, this ought to be attractive, provided the supply of silicious ores, able to stand higher treatment, is large enough.

It is evident the Nevada United is a close proposition. As I see it, it could only interest one of the Salt Lake Smelting Companies.

Dennis Shedy (of the International) and Franklin Gutterman (of the A. S. & F.) are both stockholders in Nevada United. Osburn thinks each is working against the other. There might be a chance for Haines to get in and cut both of them out if the game interests him at all.

W. G. Swart.

FOURTH ANNUAL REPORT
OF
THE NEVADA UNITED MINES COMPANY
FOR THE
YEAR ENDING NOVEMBER 30, 1909

The Nevada United Mines Company

Incorporated under the laws of Arizona
February 6, 1906.

Capital Stock, 3,000,000 Shares.
Par Value, One Dollar Per Share.

Officers and Directors:

J. B. Grant.....	President
A. G. Burton.....	First Vice-President
W. J. Chamberlain.....	Second Vice-President
W. G. Boyle.....	Consulting Engineer
H. Byrd Northrop.....	Treasurer
W. O. Temple.....	Secretary and Counsel
Franklin Guiterman	Director
T. D. Whitney.....	Director
Earl M. Cranston.....	Director

Executive Committee:

Franklin Guiterman, Chairman.

J. B. Grant.

H. Byrd Northrop.

W. G. Boyle.

GENERAL OFFICE:

SYMES BUILDING, DENVER, COLORADO.

MINES AND WORKS:

WARD, WHITE PINE COUNTY, NEVADA.

REGISTRAR OF STOCK:

CITY BANK AND TRUST CO., DENVER, COLO.

REPORT OF W. G. BOYLE, CONSULTING ENGINEER.

DENVER, COLORADO, December 1, 1909.

To the Stockholders of The Nevada United Mines Company:

Because of our large number of directors it was decided at the last annual meeting that our mining operations be directed by the executive committee. For the past year this committee has consisted of J. B. Grant, Franklin Guiterman, W. G. Boyle and H. Byrd Northrop.

Since the 27th day of March last Mr. Lane Pearl, formerly of Creede, Colorado, has been in charge of the actual work on the ground as superintendent, in carrying out the operations and plan of work outlined for him by the executive committee. Up to date Mr. Pearl has discharged his duties to the entire satisfaction of the committee.

Aside from acting as consulting engineer, I have also practically exercised the authority and performed the duties of general manager since March 27, 1909 — hence the comprehensive nature of this report. In the discharge of my duties I made nine visits to the property. On two of these trips I was accompanied by Mr. Northrop, and on my last trip by Mr. E. S. Kassler, of Denver, Colorado, one of our largest stockholders.

NEW DEVELOPMENT WORK.

Below is a summary of the new development work done from January 1, 1909, to December 1, 1909:

Levels.	IN ORE.	Feet.
230-foot		183
230 West		65
180		111
180 Raise		10
135		344
135 East		64
135 West		11
135 No. 3 West		98
		<hr/> 886

Levels.	NOT IN ORE.	Feet.
Defiance		258
No. 2 South		201
280		96
280 CC		103
280 Raise		31
No. 3 Incline		28
Pleiades		25
		<hr/> 742

Total 1,628 feet

We have also just begun the work of recovering the old Pleiades shaft, whose dump shows a good grade of ore, assaying about \$40.00 per ton.

TOTAL DEVELOPMENT PRIOR TO APRIL, 1909.

The total amount of underground development work prior to April, 1909, was as follows:

New work—tunnels, drifts, crosscuts, in ore.....	3,495 feet
Transportation tunnels, cleaned out and retimbered...	4,008 feet

Total feet of underground work..... 7,503 feet

The map on next page shows nearly all the development work done by our company, except the 258 feet driven on the Defiance tunnel and the work now being done in the Pleiades shaft.

EXPENDITURES.

The total expenditures by the company up to date, including purchase of property, development work, mine equipment, surface improvements and other incidental expenditures, aggregate \$338,288.87.

Our total expenditures for the past year were \$72,532.07, including the purchase of an engine and compressor at a cost of \$3,773.00, and the payment of \$27,400.00 upon past indebtedness. Our total operating expenses have been only \$20,800.00 for the entire eight months since April last.

ORE SHIPMENTS.

From September, 1908, to March, 1909, the company made 66 shipments of ore to the smelter. A tabulated statement of the smelter returns is hereto attached. These shipments represented some 3,000 tons of ore, on which we paid \$5.50 per ton railroad freight from Ely to Murray, Utah, and a wagon haul of \$4.00 per ton from the mine to the railroad at Ely—an 18-mile haul. Owing to the possibility of a railroad being built from Ward to Ely, which would reduce the freight charge for that distance to \$1.00 per ton or less, the difference between this amount and the wagon haul would be further profit to the company. The directors therefore decided to discontinue shipments under present conditions. It then became necessary to raise money from other sources to continue the development work, which has been carried on continuously.

SALE OF TREASURY STOCK.

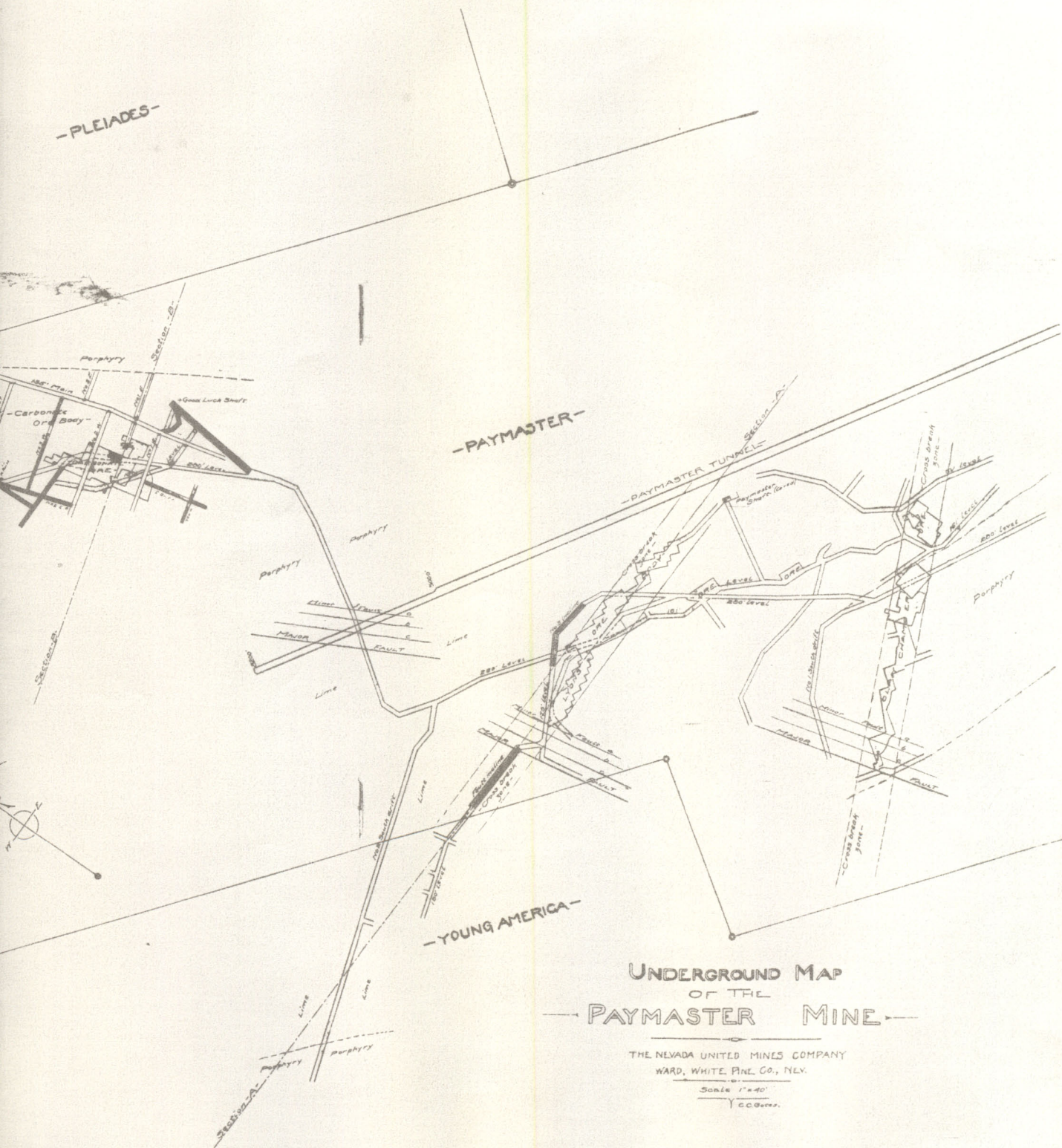
A syndicate was formed of several gentlemen, who agreed to take up sufficient treasury stock each month to meet the pay roll and current expenses. The stock has been taken at the rate of from 12,000 to 15,000 shares per month, and there are now approximately 163,695 shares in the treasury.

TITLE TO PROPERTY.

The company has a clear title to over 2,200 acres, of which 1,600 acres are patented, and patents have been applied for upon 31 additional mining claims. The more valuable mining claims, and all those upon which pay ore has been found, are already patented. We also acquired this year two valuable timber claims, containing fully a half million feet of mining and saw timber.

RESOURCES AND LIABILITIES.

Hereto attached is an abstract statement of the resources and liabilities of the company up to December 1, 1909.



UNDERGROUND MAP
OF THE
PAYMASTER MINE

THE NEVADA UNITED MINES COMPANY
WARD, WHITE, PINE CO., NEV.

Scale 1" = 40'
Y.C.C. 1900

OUR ORES ARE AN IDEAL FLUX.

Our great body of lead carbonate ores, known as the Good Luck ore body, has been opened up on the surface and at the 80, 130, 180 and 230-foot levels of our property. I have conservatively estimated the tonnage now in sight exposed by actual development at 750,000 tons. It is my opinion that this is the largest and finest body of lead carbonate ores now known on the American continent, and this opinion is shared by such able mining engineers as J. A. Snedaker, D. R. Reed, and Chas. C. Gates, who was superintendent of the property for a couple of years. Our ores carry, on an average, 35 per cent. excess iron and 7 per cent. excess lime, and are free from zinc, arsenic and other deleterious substances. This makes them an ideal flux for the smelters, which are constantly on the hunt for such mines and always ready to buy them. It is my opinion that this ore should be settled for by the smelters on a premium base instead of a working charge.

NECESSITY FOR RAILROAD.

The imperative necessity for a railroad of some sort from Ely to our mine should be apparent to every one. The difference between the cost of hauling our ores by wagon to Ely and railroad freight for that distance would amount to at least \$3.00 per ton, and this saving alone upon the present developed tonnage will closely approximate the entire capitalization of our company; or, in other words, would add nearly \$1.00 per share to the value of the stock. A good route for this line can be found from Ely to Ward, along Steptoe valley, with a maximum grade of not more than 2 per cent. The road will not be more than 20 miles in length, and a standard gauge road for that distance can be built for \$200,000.00.

FORECAST OF FUTURE WORK.

1. Installation of the air compressor near the collar of the Good Luck shaft. This is a 12x12 gasoline belt-driven compressor, run by a 40-horsepower gasoline engine. It is proposed to lay one pipe line from the compressor to the Defiance tunnel, and another down the Good Luck shaft to the 280-foot level.

2. After the compressor is installed the Defiance tunnel will be driven to intersect the Defiance vein, in which the old Martin White Company opened, at a depth of 125 feet, a 12 to 18-foot body of ore, averaging better than 40 per cent. lead. The bore of the tunnel is 5x7 feet, and its total approximate length is about 800 feet, of which 258 feet has already been completed. It will cut the vein 500 feet beneath the surface, and a raise will be made through the ore to connect with the old workings upon the surface.

3. The driving of a tunnel connecting the 280-foot level with the Pleiades gulch, upon which work will be pushed from both directions. The length of this tunnel will approximate 750 feet. With the completion of this tunnel, affording a short outlet to the Pleiades gulch, we can produce from 200 to 300 tons of ore per day, while under present conditions it would be difficult to produce more than 50 tons per day through the present working tunnel, forming the 262 and 280-foot levels. We find it impracticable to use this tunnel for hauling ore, because it is too small, very crooked, and the 280-foot level connects with the 260-foot portion of the same level by means of an incline 50 feet in length, with a grade of nearly 30 per cent., up which all the ore has to be hauled.

The new tunnel should be equipped with not less than 20-pound rails.

4. The installation of one Waugh drill on the No. 2 South crosscut, where the conditions are very encouraging for finding a new ore body.

5. The laying of a pipe line from our reservoir on Willow creek to our works at Ward, a distance of between three and four miles. A trench will have to be excavated,

in order to bury the pipe sufficiently deep to keep from freezing, and the pipe should be not less than three inches in diameter.

Respectfully submitted,

W. G. BOYLE,
Consulting Engineer.

ABSTRACT STATEMENT OF THE RESOURCES AND LIABILITIES OF THE
NEVADA UNITED MINES COMPANY, DECEMBER 1, 1909.

RESOURCES.

Treasury stock (unsold).....	\$163,695.00
Cash on hand (Denver).....	2,670.52
Cash on hand (Ely).....	151.72
Machinery and mine equipment.....	10,398.92
Furniture and fixtures.....	124.70
Stable equipment and horses (estimated).....	2,390.00
Buildings.....	6,000.00
Water rights.....	50,000.00
Real property account.....	138,500.00

\$373,930.86

9,000,000 cubic feet of ore=750,000 tons.

Value per ton—

Lead (12½ per cent., at 3c per lb.).....	\$ 7.50
Silver (5 oz., at 50c oz.).....	2.50
Excess iron.....	3.50
Excess lime.....	.70

\$14.20

Gross value per ton.....

750,000 tons, at \$14.20 per ton.....	\$10,650,000.00
750,000 tons freight with railroad from Ward, Nev., to Murray, Utah, at \$4 per ton.....	3,000,000.00
Cost of mining, at \$2 per ton.....	1,500,000.00

Net value of ore reserves.....
\$6,150,000.00

Total resources.....
\$6,150,000.00
\$6,523,930.86

LIABILITIES.

Bills Payable—

T. H. Woodelton.....	\$11,000.00
Northrop & Burton.....	128.83
Colorado National Bank.....	3,500.00
E. C. Babbitt (surveying contract).....	337.75

\$14,966.55

TABULATED STATEMENT OF SMELTER RETURNS.

No.	Date	Gross Weight	Moisture %	Net Weight	Au. Oz.	Ag. Oz.	Pb. %	Fe. %	S. %	Inert. title	Gross Value Per Ton	Smelter Charges	Net Value Per Ton	(Gross Value)	Freight Charges	Net Value	Adjustment of Charges
1	1908-6	31,290	3.3	30,228	.085	35.6	24.5	5.4	1.6	41.7	\$29.74	.55	\$26.02	\$ 398.27	\$109.41	\$283.86	
2	8-19	74,000	3.3	72,522	tr	37.1	49.0	13.8	2.1	5.9	26.80	.33	30.29	1,028.83	207.60	821.23	
3	9-3	74,880	9.0	68,132	tr	42.7	34.8	16.1	1.3	6.6	23.30	.38	27.13	924.33	205.92	718.41	
4	9-9	54,180	13.3	46,974	tr	43.3	38.8	21.2	3.3	5.2	21.15	.20	23.68	553.82	149.00	404.82	
5	9-9	81,160	14.2	69,635	tr	44.3	37.0	27.3	3.6	4.7	21.15	.30	16.67	807.07	223.19	583.88	
6	9-11	61,060	14.8	50,059	tr	44.4	34.1	22.5	3.6	3.4	21.15	.30	11.03	383.90	168.47	215.43	
7	9-11	61,260	15.5	50,024	tr	44.1	27.5	26.9	3.2	5.6	21.43	.33	21.20	832.30	162.80	669.50	
8	9-11	59,200	16.0	48,622	tr	44.0	34.3	22.5	3.7	4.4	21.43	.46	20.08	835.29	232.60	602.69	
9	9-11	59,450	16.2	48,622	tr	44.0	34.3	22.5	3.7	4.4	21.43	.46	20.08	835.29	232.60	602.69	
10	9-11	59,450	16.2	48,622	tr	44.0	34.3	22.5	3.7	4.4	21.43	.46	20.08	835.29	232.60	602.69	
11	9-31	84,580	17.5	70,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
12	9-23	92,080	14.5	79,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
13	10-2	96,340	14.5	85,302	tr	44.2	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
14	10-7	83,860	11.8	85,302	tr	44.2	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
15	10-7	100,120	14.5	79,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
16	10-7	92,900	14.5	79,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
17	10-7	92,900	14.5	79,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
18	10-7	92,900	14.5	79,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
19	10-7	92,900	14.5	79,480	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
20	10-13	93,480	15.2	73,252	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
21	10-20	93,680	18.0	76,777	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
22	10-21	95,480	16.9	79,327	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
23	10-21	99,890	8.5	91,399	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
24	10-27	72,700	11.0	64,703	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
25	10-27	66,050	21.0	52,180	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
26	10-24	82,190	17.8	64,198	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
27	10-30	82,190	17.8	64,198	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
28	11-3	95,000	18.5	75,454	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
29	11-3	78,250	18.5	63,774	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
30	11-7	40,200	20.0	32,160	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
31	11-7	77,540	18.0	63,583	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
32	11-6	85,760	20.0	68,008	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
33	11-24	77,740	17.6	67,943	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
34	11-24	83,080	18.2	67,943	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
35	11-24	82,190	19.6	63,583	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
36	11-24	52,180	19.6	42,533	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
37	11-24	90,420	20.7	72,533	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
38	11-24	94,460	19.6	75,948	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
39	11-24	94,460	17.7	78,083	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
40	11-24	66,500	18.6	54,131	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
41	11-24	66,500	18.6	54,131	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
42	11-25	68,620	18.8	55,719	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
43	11-25	80,140	20.2	63,922	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
44	12-1	85,140	22.0	65,898	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
45	12-1	85,140	22.0	65,898	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
46	12-10	80,580	19.0	63,707	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
47	12-5	82,180	19.2	61,470	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
48	12-11	63,700	18.8	51,620	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
49	12-11	51,620	18.8	41,915	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
50	12-11	67,760	18.8	55,021	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
51	12-22	61,220	18.7	41,078	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
52	12-22	62,340	18.7	41,078	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
53	12-22	62,340	18.7	41,078	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
54	12-23	97,140	20.2	75,865	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
55	12-30	250,100	18.5	169,676	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
56	1-4	253,320	18.2	205,949	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
57	1-8	74,840	18.0	60,021	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
58	1-13	139,540	18.4	113,895	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
59	1-28	55,900	20.5	46,030	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
60	2-13	105,680	19.0	81,867	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
61	2-13	105,680	19.0	81,867	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
62	2-23	48,180	17.5	40,181	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
63	3-8	60,260	15.5	55,791	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
64	3-8	46,740	15.5	39,405	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
65	3-17	46,740	15.5	39,405	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	
66	4-7	75,920	15.6	64,076	tr	43.3	38.9	20.0	2.9	4.2	22.85	.10	24.24	953.57	223.08	730.49	

Except three cartons, all the shipments shown in this statement came from the 180 foot level. This one body was broken for 45 feet in width and shipped without assortment.

2,880 90

12.98

