p. 1.
Item 1(c) - How does applicant propose to furnish its share of cost of exploration work.

p. 5.
Item 2(c) No lien + subord. agreements

p. 7
Item 3(a)
Reports described as being included are not w/application
(2 progress reports)

p. 11
Item 3(e)
Reports described not w/application
(3 reports)

p. 12.
None of six reports listed on this page have been received w/application.

OME-6829

No maps received
w/application

p. 15

Without maps the proposed exploration is meaningless.

p. 19 for contract work

(1) No cvo drilling bids w/ applic

(2) or geochem. survey bids

(3) Metallurgical Testing

OME - 6829

CANTU MINERAL ASSOC.

1. No maps or drawings received w/ application.

2. Two copies each of 6 reports listed on p. 12 of application "being forwarded" says applicant.
Not on hand 10/23/70
Need these for most of sec. 3 back of application

3. Need info on 1(b)
1(c)
2(c)

2 Progress rpts under 3(a) on p. 7 of application not included

Hold for repts + maps

MME Form 9
Rev. Nov. 65

UNITED STATES
DEPARTMENT OF THE INTERIOR
Geological Survey

OFFICIAL DOCKET FILE

Contract No. _____ Docket No. 6829

Application
- [ ] Denied
- [ ] Withdrawn

Contract
- [ ] Terminated - Not Certified
- [ ] Terminated - Certified
- [ ] Cancelled
- [ ] Royalty Agreement

The records contained in this file are marked (x) and arranged in this order:

Folder No. 1:

Left Side

- [ ] Royalty Audits
- [ ] Certification of Discovery
- [ ] Closing Letter
- [ ] Cost Audits
- [ ] Termination Notice or Agreement
- [ ] Recision Notice
- [ ] Assignment of Contract
- [ ] Contract Amendments
- [ ] Contract with all exhibits and annexes
- [ ] Owner's Consent to Lien and Subordination Agreement
- [x] Application and Attachments

Right Side

- [ ] Project Summary (final)
- [ ] Work Completed Analysis (final)

All other material filed in chronological order including the following reports if checked:

- [ ] Field Team Semiannual Report for Certified Project
- [ ] Final Field Team Report (Tab)
- [ ] Operator's Final Report (Tab)
- [ ] Interim Field Team Reports
- [ ] Operator's monthly reports and all attachments
- [ ] On-site Exam. Report (Tab)
- [ ] Settlement Sheets
- [ ] Drill Logs

Additional Folders:

Left Side

Folders No. _____: Reports
- [ ] Analysis of Semiannual Inspection Reports
- [ ] Project Summary (Interim) by MME Engineers

Right Side

- [ ] Field Team Semiannual Report for Certified Project
- [ ] Field Team Interim Reports
- [ ] Operator's Monthly Reports with Transmittal, Narrative and Maps

Folders No. _____: Maps (Use pocket folder or envelope)

Folders No. _____: Settlement Sheets

Folders No. _____: Drill Logs

Folders No. _____: Royalty Material

72195-65

MME Form 40
(Revised Nov. 68)

Budget Bureau No. 42-R1368
Approval expires Dec. 1971

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

OFFICIAL COPY
OCT 19 1970
INITIALS CODE

APPLICATION FOR FINANCIAL ASSISTANCE IN MINERALS EXPLORATION

Pursuant to Public Law 85—701 (72 Stat. 700; 30 U.S.C. 641)

NAME OF APPLICANT *(Full legal name and mailing address as they should appear on contract if one is executed.)*

CANTU MINERAL ASSOCIATION
14633 AMBAUM BLVD. S.W.
SEATTLE, WASHINGTON 98166

APPLICANT DO NOT USE THIS BLOCK

DOCKET NUMBER: 6829

DATE RECEIVED: 10/19/70

REGION: II

DIVISION CODE:

BUSINESS ORGANIZATION *(Check one)*

- INDIVIDUAL [ ]
- CORPORATION [ ]
- PARTNERSHIP [X]
- OTHER *(Specify)* [ ]

STATE IN WHICH FIRM IS ORGANIZED: WASHINGTON

LIST CORPORATE OFFICERS OR PARTNERS HERE, IF APPLICABLE

NAME	ADDRESS	TITLE
DANIEL E. ASHBROOK,	3309 E. J ST. TACOMA, WASH. 98404	PARTNER
DAYTON W. SHEPHERD,	19564-3RD AVE. S., SEATTLE, WASH.	PARTNER
BURTON GLAZER,	6037 SEWARD PARK AVE. S., SEATTLE, WASH.	PARTNER
JORDAN M. FRIEDMAN,	1130 BOYLSTON ST., CHESTNUT HILL, MASSACHUSETTS	PARTNER

MINERAL(S) FOR WHICH YOU WISH TO EXPLORE: ANTIMONY

ESTIMATED COST OF PROJECT: $206,901.00

PROPERTY NAME	LOCATION COUNTY	STATE
EAGLE CREEK	NORTH STAR BOROUGH	ALASKA

GENERAL INSTRUCTIONS

Before filling out this application, please read the *OME Regulations for Obtaining Federal Assistance in Financing Explorations for Mineral Reserves* (30 CFR Chap. II). To assure prompt action, your application must provide all applicable material and information specified on the back of this application form. Avoid unnecessary correspondence and delays by submitting complete and accurate information. *Please submit two copies of this application and all accompanying papers* except as otherwise noted. Place your name and address on each sheet. Each item of information, maps, and reports required as a part of this application is described on the back of this form. Identify each attached statement by the item number to which it applies. If an item does not apply to your application, show the item number on your statement and after it write "not applicable." Maps or sketches should be used to supplement narrative descriptions of the property location and boundaries in item 2, existing mine workings and geology in item 3, and the proposed exploration work in item 5. When this information is not too complex, all of it may be shown on one map or sketch. All documents and other attachments submitted as a part of this application, except those in item 3(g) which you mark to be returned, become the property of the Government and will not be returned to the applicant. Send true copies, *not originals*, of leases, contracts, and other documents which are an essential part of your business records. *File this application with the Department of the Interior, U.S. Geological Survey, Office of Minerals Exploration, Washington, D. C., 20242, or with the nearest OME Field Office.*

CERTIFICATION

The undersigned, whether as an individual, corporate officer, partner, or otherwise, both in his own behalf and acting for the applicant, certifies that the information set forth in this form and accompanying papers is correct and complete, to the best of his knowledge and belief, and that he would not ordinarily undertake the proposed exploration under current conditions and circumstances at his sole expense.

Oct. 19, 1970
DATED

BY *(Signature)*

TITLE

A wilfully false statement or certification to any Department or Agency of the United States Government is a criminal offense.
U. S. Code, Title 18, Sec. 1001.

INFORMATION REQUIRED WITH THIS APPLICATION

1. Financial Eligibility:

(a) Submit evidence of efforts made within 90 days preceding the filing of this application to obtain credit from your bank of account and at least one other banking institution or other private source of credit. Such evidence shall include (1) true copies of your letters to credit sources which show date of loan request, amount and terms requested, and proposed use of loan funds and (2) true copies of replies from credit sources. If the loan was offered under terms which you consider unreasonable, state why you consider them so.

(b) List names and addresses of affiliated, parent, or controlling companies or organizations and state extent and nature of their interest.

(c) State how you propose to furnish your share of the cost of the exploration work.

2. Applicant's Rights in Land:

(a) State your interest in the land and mineral rights, whether owner, lessee, purchaser under contract, or other. If you are not the owner, submit one true copy of the lease, contract, or other document (with address of owner) under which you control the property. Describe all liens, mortgages, or other encumbrances on the land and state book and page number and official place where recorded.

(b) State the legal description (section, township, and range; metes and bounds; patent number of claims) of the land upon which you wish to explore and all adjacent land which you own or control. Describe any part of the land or workings which should not be subject to Government royalty and liens. If the land consists of unpatented claims, state book and page number for each recorded location notice, including amended locations, and official place where recorded. State all the names by which you know the property.

(c) For all land or mineral rights encumbered or not owned, submit five copies of Lien and Subordination Agreements signed by owner on MME Form 52. If the agreements cannot be obtained, state reasons and whether you can furnish a performance bond.

3. Physical Description:

(a) Describe in detail and illustrate with maps or sketches all mining or exploration operations which you know have been or are being conducted upon the land. Include existing mine workings and all production facilities.

(b) State your interest, if any, in operations described in (a)

(c) State, if you know, the past and current production, supporting your statement with copies of settlement sheets, mine records, or published data if available.

(d) Describe known ore reserves, giving quantities and grades.

(e) Describe by narrative and maps or sketches the geologic features of the property, including ore minerals, geologic formations if known, and type of deposit (vein, bedded, etc.).

(f) If you have sampled the area you propose to explore, show where the samples were taken, describe sampling methods used, and provide copies of assay certificates. State your reasons for expecting to find ore.

(g) Send with your application at least *two* copies of all geologic or engineering reports, assay maps, or technologic information which you have, indicating whether you require their return.

4. Accessibility of Property:

(a) To aid the OME representative who may examine the property state name, address, and telephone number of person who will meet him; give directions for reaching the property; and describe accessibility of property and of any mine workings.

(b) Name the shipping and supply points and state the distances to the property.

5. Exploration Work:

(a) Describe fully the proposed exploration work giving individual footages and sizes of openings *for each item of work*. Use narrative, maps, plans, and sections as necessary. Show location of the proposed work as related to geologic features such as veins, ore-bearing beds, contacts of rock formations, etc. Show also the relation of the proposed work to any existing mine workings and to *land boundaries* or to the closest identifiable corner.

(b) If an access road must be built, show the proposed location on the property map and state the length, type and construction methods proposed.

(c) If an OME contract is executed, state how soon thereafter work would be started and finished. State your anticipated average daily or monthly rate of progress for each type of work.

6. Experience:

State your operating experience and background to conduct this exploration work and also that of the person who will supervise the work.

7. Estimate of Costs:

Furnish detailed estimates of the necessary costs for time and materials *for each item of the work proposed in 5(a)* under the headings listed below with a total for each heading and the estimated total cost of the work. Costs for any work to be performed by an independent contractor should be listed separately under category (a) below. Costs for any work that is not to be performed by an independent contractor should be listed under categories (b) through (g).

(a) Independent contracts. State the total cost of any proposed independent contract for all or any part of the work, and the number of units and the unit cost for each type of work, such as per foot of drilling, per foot of drifting, per hour of bulldozer operations, or per cubic yard of material moved. Cost estimates should be supported by bids from three contractors if possible. (*Note*—If none of the work is to be contracted, write "none" after this item.)

(b) Personal services. The cost of supervision, engineering and geological services, outside consultants, and labor should be itemized by numbers and classes of employees; rates of wages, salaries or fees; and periods of employment. State whether these services are available.

(c) Operating materials and supplies. List items of material and supplies giving quantity and price of each. Include under this heading power, water, and fuel, and units of equipment and tools costing less than $50 each.

(d) Operating equipment. List items of equipment and tools costing $50 or more per unit. Give specifications and indicate how each item is to be acquired—i. e., rented, purchased or provided by the applicant. If rented or purchased, state the estimated rental or purchase price. If furnished by the applicant, state condition and present fair market value.

(e) Initial rehabilitation and repairs. Describe the type and the cost of *initial* rehabilitation or repair of existing buildings, fixtures, installations (exclusive of mine workings), and movable operating equipment now owned by the applicant which will be used in the exploration work.

(f) New buildings, fixtures, installations. Describe each building, fixed improvement, and installation to be purchased, constructed, or installed for the exploration work, stating specifications and cost including labor, materials, and supervision.

(g) Miscellaneous. Describe the type and estimate the cost of repairs and maintenance of the operating equipment listed in 7(d). Do not repeat initial repairs listed in 7(e). Show also the costs of analytical work, accounting, workmen's compensation and employees' liability insurance, payroll taxes, and other required costs that do not fall within the previous categories. [*Note*—The Government will not contribute to costs incurred before the date of the contract, or to costs of or incident to: (1) acquiring, using, or possessing land and any existing improvements, facilities, buildings, installations, and appurtenances, or the depreciation and depletion thereof; (2) general overhead, corporate management, interest and taxes (other than payroll and sales taxes); (3) insurance (other than employees' liability insurance); and (4) damages to persons or property (other than authorized repair to or replacement of equipment or other property used in the work).]

L. J. MANNING & ASSOCIATES LTD.
CONSULTING MINING AND GEOLOGICAL ENGINEERS
610—890 WEST PENDER STREET VANCOUVER 1, B.C.

OFFICE PHONE:
683-5861

RESIDENTIAL PHONE:
L. J. MANNING - 985-5690

TO ACCOMPANY MME FORM 40
APPLICATION FOR FINANCIAL ASSISTANCE
IN MINERALS EXPLORATION

1. FINANCIAL ELIGIBILITY

(a) This section of the application is to be provided by Cantu Mineral Association.

(b) This section of the application is to be provided by Cantu Mineral Association

(c) This section of the application is to be provided by Cantu Mineral Association.

To Accompany MME Form 40
Application for Financial Assistance
In Minerals Exploration.

2. APPLICANT'S RIGHTS IN LAND

(a) The interest in the land and mineral rights of Cantu Mineral Association is that of lessee under a Purchase Option and Mining Lease agreement dated December 8, 1969. A true copy of this agreement is submitted herewith as an integral part of this application.

The writer knows of no liens, mortgages, or other encumbrances on the property as of this date (September 15, 1970) but has not made a search for such encumbrances.

(b) The following detail described the land to be explored:

Claim Name	Town-Ship	Range	Sect.	Description	Book	Page	Recorded
Stibnite #1	2 North	1 West(FM)	14	SW$\frac{1}{2}$ of SW$\frac{1}{4}$	XIII	240	Fairbanks
Stibnite #2	2 North	1 West(FM)	14	NW$\frac{1}{4}$ of SW$\frac{1}{4}$	XIII	241	Fairbanks
Stibnite #3	2 North	1 West(FM)	14	SW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIII	242	Fairbanks
Stibnite #4	2 North	1 West(FM)	14	NW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIII	253	Fairbanks
Eagle No. 24	2 North	1 West(FM)	15	S$\frac{1}{2}$ of SW$\frac{1}{4}$ of SW$\frac{1}{4}$	XI	49	Fairbanks
Eagle No. 25	2 North	1 West(FM)	15	N$\frac{1}{2}$ of SW$\frac{1}{4}$ of SW$\frac{1}{4}$	XI	50	Fairbanks
Stibnite #5	2 North	1 West(FM)	15	SE$\frac{1}{4}$ of SE$\frac{1}{4}$	XIV	112	Fairbanks
Stibnite #6	2 North	1 West(FM)	15	SW$\frac{1}{4}$ of SE$\frac{1}{4}$	XIV	113	Fairbanks
Stibnite #7	2 North	1 West(FM)	15	SE$\frac{1}{4}$ of SW$\frac{1}{4}$	XIV	114	Fairbanks
Stibnite #18	2 North	1 West(FM)	15	NE$\frac{1}{4}$ of NE$\frac{1}{4}$	XIV	125	Fairbanks
Stibnite #19	2 North	1 West(FM)	15	NW$\frac{1}{4}$ of NE$\frac{1}{4}$	XIV	126	Fairbanks
Stibnite #20	2 North	1 West(FM)	15	NE$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	127	Fairbanks
Stibnite #21	2 North	1 West(FM)	15	NW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	128	Fairbanks
Eagle Lode #48	2 North	1 West(FM)	15	NW$\frac{1}{4}$ of SW$\frac{1}{4}$	XII	41	Fairbanks
Eagle Lode #49	2 North	1 West(FM)	15	NE$\frac{1}{4}$ of SW$\frac{1}{4}$	XII	42	Fairbanks
Eagle #50	2 North	1 West(FM)	15	NW$\frac{1}{4}$ of SE$\frac{1}{4}$	XII	43	Fairbanks
Eagle #51	2 North	1 West(FM)	15	NE$\frac{1}{4}$ of SE$\frac{1}{4}$	XII	44	Fairbanks
Eagle #52	2 North	1 West(FM)	15	SW$\frac{1}{4}$ of NW$\frac{1}{4}$	XII	45	Fairbanks
Eagle #53	2 North	1 West(FM)	15	SE$\frac{1}{4}$ of NW$\frac{1}{4}$	XII	46	Fairbanks
Eagle #54	2 North	1 West(FM)	15	SW$\frac{1}{4}$ of NE$\frac{1}{4}$	XII	47	Fairbanks
Eagle #55	2 North	1 West(FM)	15	SE$\frac{1}{4}$ of NE$\frac{1}{4}$	XII	48	Fairbanks

Claim Name	Town-Ship	Range	Sect.	Description	Book	Page	Recorded
Stibnite #22	2 North	1 West(FM)	16	NE¼ of NE¼	XIV	129	Fairbanks
Stibnite #23	2 North	1 West(FM)	16	NW¼ of NW¼	XIV	130	Fairbanks
Black Eagle #9	2 North	1 West(FM)	16	SW¼ of NW¼	XIV	135	Fairbanks
Black Eagle #11	2 North	1 West(FM)	16	SE¼ of NE¼	XIV	136	Fairbanks
Eagle #29	2 North	1 West(FM)	16	SW¼ of NE¼	XI	54	Fairbanks
Eagle #30	2 North	1 West(FM)	16	NW¼ of NE¼	XI	55	Fairbanks
Eagle #31	2 North	1 West(FM)	16	NE¼ of NW¼	XI	56	Fairbanks
Eagle #32	2 North	1 West(FM)	16	SE¼ of NW¼	XI	57	Fairbanks
Eagle #5	2 North	1 West(FM)	16	NE¼ of SE¼	XXXIII	210	Fairbanks
Eagle #6	2 North	1 West(FM)	16	NW¼ of SE¼	XXXIII	211	Fairbanks
Eagle #7	2 North	1 West(FM)	16	NE¼ of SW¼	XXXIII	212	Fairbanks
Eagle #8	2 North	1 West(FM)	16	NW¼ of SW¼	XXXIII	213	Fairbanks
Eagle #9	2 North	1 West(FM)	16	SE¼ of SE¼	XXXIII	214	Fairbanks
Eagle #10	2 North	1 West(FM)	16	SW¼ of SE¼	XXXIII	215	Fairbanks
Eagle #11	2 North	1 West(FM)	16	SE¼ of SW¼	XXXIII	216	Fairbanks
Eagle #12	2 North	1 West(FM)	16	SW¼ of SW¼	XXXIII	217	Fairbanks
Eagle #40	2 North	1 West(FM)	17	NE¼ of SE¼	XII	33	Fairbanks
Eagle #41	2 North	1 West(FM)	17	NW¼ of SE¼	XII	34	Fairbanks
Eagle #42	2 North	1 West(FM)	17	NE¼ of SW¼	XII	35	Fairbanks
Eagle #43	2 North	1 West(FM)	17	NW¼ of SW¼	XII	36	Fairbanks
Eagle #44	2 North	1 West(FM)	17	SE¼ of NW¼	XII	37	Fairbanks
Eagle #45	2 North	1 West(FM)	17	SW¼ of NE¼	XII	38	Fairbanks
Eagle #46	2 North	1 West(FM)	17	SE¼ of NW¼	XII	39	Fairbanks
Eagle #47	2 North	1 West(FM)	17	SW¼ of NW¼	XII	40	Fairbanks
Eagle #56	2 North	1 West(FM)	17	SW¼ of SW¼	XII	49	Fairbanks
Eagle #57	2 North	1 West(FM)	17	SE¼ of SW¼	XII	50	Fairbanks
Eagle #58	2 North	1 West(FM)	17	SW¼ of SE¼	XII	51	Fairbanks
Eagle #58	2 North	1 West(FM)	17	SE¼ of SE¼	XII	52	Fairbanks
Stibnite #24	2 North	1 West(FM)	17	NE¼ of NE¼	XIV	131	Fairbanks
Stibnite #25	2 North	1 West(FM)	17	NW¼ of NE¼	XIV	132	Fairbanks
Stibnite #26	2 North	1 West(FM)	17	NE¼ of NW¼	XIV	133	Fairbanks
Stibnite #27	2 North	1 West(FM)	17	NW¼ of NW¼	XIV	134	Fairbanks
Antimony Ridge #13	2 North	1 West(FM)	20	NE¼ of NE¼	XII	25	Fairbanks
Antimony Ridge #14	2 North	1 West(FM)	20	NW¼ of NE¼	XII	26	Fairbanks
Antimony Ridge #15	2 North	1 West(FM)	20	NE¼ of NW¼	XII	27	Fairbanks
Antimony Ridge #16	2 North	1 West(FM)	20	NW¼ of NW¼	XII	28	Fairbanks
Antimony Ridge #17	2 North	1 West(FM)	20	SW¼ of NW¼	XII	29	Fairbanks
Antimony Ridge #18	2 North	1 West(FM)	20	SE¼ of NW¼	XII	30	Fairbanks

Claim Name	Town-Ship	Range	Sect.	Description	Book	Page	Recorded
Antimony Ridge #19	2 North	1 West(FM)	20	SW$\frac{1}{4}$ of NE$\frac{1}{4}$	XII	31	Fairbanks
Antimony Ridge #20	2 North	1 West(FM)	20	SE$\frac{1}{4}$ of NE$\frac{1}{4}$	XII	32	Fairbanks
Antimony Ridge #9	2 North	1 West(FM)	21	SE$\frac{1}{4}$ of NE$\frac{1}{4}$	XII	21	Fairbanks
Antimony Ridge #10	2 North	1 West(FM)	21	SW$\frac{1}{4}$ of NE$\frac{1}{4}$	XII	22	Fairbanks
Antimony Ridge #11	2 North	1 West(FM)	21	SE$\frac{1}{4}$ of NW$\frac{1}{4}$	XII	23	Fairbanks
Antimony Ridge #12	2 North	1 West(FM)	21	SW$\frac{1}{4}$ of NW$\frac{1}{4}$	XII	24	Fairbanks
Antimony Ridge #1	2 North	1 West(FM)	21	N$\frac{1}{2}$ of NE$\frac{1}{4}$ of NE$\frac{1}{4}$	XXXIII	218	Fairbanks
Antimony Ridge #2	2 North	1 West(FM)	21	S$\frac{1}{2}$ of NE$\frac{1}{4}$ of NE$\frac{1}{4}$	XXXIII	219	Fairbanks
Antimony Ridge #3	2 North	1 West(FM)	21	N$\frac{1}{2}$ of NW$\frac{1}{4}$ of NE$\frac{1}{4}$	XXXIII	220	Fairbanks
Antimony Ridge #4	2 North	1 West(FM)	21	S$\frac{1}{2}$ of NW$\frac{1}{4}$ of NE$\frac{1}{4}$	XXXIII	221	Fairbanks
Antimony Ridge #5	2 North	1 West(FM)	21	N$\frac{1}{2}$ of NE$\frac{1}{4}$ of NW$\frac{1}{4}$	XXXIII	222	Fairbanks
Antimony Ridge #6	2 North	1 West(FM)	21	S$\frac{1}{2}$ of NE$\frac{1}{4}$ of NW$\frac{1}{4}$	XXXIII	223	Fairbanks
Antimony Ridge #7	2 North	1 West(FM)	21	N$\frac{1}{2}$ of NW$\frac{1}{4}$ of NW$\frac{1}{4}$	XXXIII	224	Fairbanks
Antimony Ridge #8	2 North	1 West(FM)	21	S$\frac{1}{2}$ of NW$\frac{1}{4}$ of NW$\frac{1}{4}$	XXXIII	225	Fairbanks
Stibnite #8	2 North	1 West(FM)	22	NW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	115	Fairbanks
Stibnite #9	2 North	1 West(FM)	22	NE$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	116	Fairbanks
Stibnite #10	2 North	1 West(FM)	22	NW$\frac{1}{4}$ of NE$\frac{1}{4}$	XIV	117	Fairbanks
Stibnite #11	2 North	1 West(FM)	22	NE$\frac{1}{4}$ of NE$\frac{1}{4}$	XIV	118	Fairbanks
Stibnite #12	2 North	1 West(FM)	22	SE$\frac{1}{4}$ of NE$\frac{1}{4}$	XIV	119	Fairbanks
Stibnite #13	2 North	1 West(FM)	22	SW$\frac{1}{4}$ of NE$\frac{1}{4}$	XIV	120	Fairbanks
Stibnite #14	2 North	1 West(FM)	22	SE$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	121	Fairbanks
Stibnite #15	2 North	1 West(FM)	22	SW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	122	Fairbanks
Stibnite #16	2 North	1 West(FM)	23	NW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	123	Fairbanks
Stibnite #17	2 North	1 West(FM)	23	SW$\frac{1}{4}$ of NW$\frac{1}{4}$	XIV	124	Fairbanks

It is not known by the writer whether any part of the land or workings should not be subject to royalty and liens.

The property has at different time been known under the following names:

- Scrafford Mine
- Black Eagle Mine
- Eagle Creek Mine
- Scrafford Antimony Prospect.

(c) Data to be supplied and section completed by Cantu Mineral Association personnel.

To Accompany MME Form 40
Application for Financial Assistance
In Minerals Exploration

3. PHYSICAL DESCRIPTION

(a) Our research on the property indicates previous mining and exploration history to consist of the following:

1. During 1915 E. L. Scrafford leased a group of claims, including the Chief and Sunrise, from Edward Quinn, one of the original owners. The Scrafford property, also known as the Black Eagle Mine, was systematically developed during 1915 by a crew of 25 men. The deposit was worked by an open cut along the vein which was extended into the hill by an adit about 75 feet long in September 1915. During the same period some stoping was done and a shaft sunk 20 feet. The antimony ore was broken and sorted by hand, then hoisted by a 3,000 foot long inclined cable tram to the top of the ridge to the location of the present highway. From the tram head the ore was hauled by teams to the railroad, a distance of 4½ miles.

   The last work done, except for leasers sorting the dumps, was done in 1926 by R. C. Wood, who drove the main tunnel in 300 feet and shipped a total of about 1,500 tons of sorted ore.

   The above data was taken from U. S. Geological Bulletins.

   The claims lapsed and were restaked during July 1964 by Messrs. Taylor and O'Harra.

   - Quoted from H.L. Hill report dated January 25, 1965.

2. Exploration work by Silver Ridge Mining Company in 1964 accomplished the following:

   Silver Ridge Mining Company completed a short access road and a limited amount of trenching at a cost of about $6,500 before work was suspended due to weather conditions. Trenching work was successful in locating the western extension of the No. 1 vein which, in one open cut, averaged 30% antimony over a width of 2.3 feet.

A new vein (No. 2) was also discovered adjacent to the highway, which averaged 25.8% antimony over a width of 3.0 feet. Neither the full width, length nor depth of the No. 1 or No. 2 veins has been determined.

- Quoted from H. L. Hill report dated January 25, 1965

See sketches of #1 and #2 vein accompanying report of Henry L. Hill dated January 25, 1965.

3. Further work by Silver Ridge Mining Company in 1965 included:

   i. A 35 ft. test shaft on vein #2 (Antimony Ridge claim #5) including drift rounds of 8 feet to the east and 5 feet to the west from the bottom of the shaft.

   ii. A shaft was sunk to at least 20' on the #1 Vein. This shaft hit an old drift 20 feet from the collar which gave indications that it had been used for production as well as exploration.

   Stripping 130 feet to the west of the shaft was begun. Results of this work are unknown.

   iii. A cross-cut 60 feet x 14 feet x 20 feet deep was made by drilling, blasting, and bulldozing. A test shaft (#3 Test shaft) 6' x 10' was collared within this cut by raising a 15 foot crib and sinking within the crib. This shaft was sunk to 39 feet during July 1965. Verbal discussion with John Millette, property superintendent at the time, indicates that the shaft was deepened to about 80 feet where it encountered the rail from the Main Adit. No further reports are available.

Work reported(under (a)3 above) is briefly described in the following progress reports which are included with this application.

Progress Report Summary, July 1-31, 1965
To: H. L. Hill and Associates
From: J. Millette

Progress Report Summary, June 1-30, 1965
To: H. L. Hill and Associates
From: J. Millette

An excerpt from a letter by L. J. Manning of Hill,Manning and Associates dated June 2, 1966 briefly summarizes the foregoing program and notes why the option was dropped by Silver Ridge. This excerpt is quoted below in full:

"Your company completed shaft sinking and development on the Eagle Creek Antimony deposit near Fairbanks, Alaska sufficient to prove 3,200 tons of ore grading 20.6% antimony. Possibilities of developing much larger tonnages exist. Studies and market research continued into the fall of 1965 and spring of 1966 revealed a floor price for antimony was unobtainable under deteriorating market conditions and the option was allowed to lapse."

Exploration work commencing in 1970 and being carried out by Cantu Mineral Association consists of the following:

"In summary 180 feet of adit work have been completed underground, 170 feet of #2 vein have been exposed by contiguous surface stripping, 2750 of #1 vein have been exposed by 12 trenches spaced at various intervals and a new vein, #4 vein, has been exposed by one trench for a total of 13 trenches which at approximately 150 feet per trench approaches 2,000 feet of trenching. In addition, approximately 200 feet of trenching were completed during the winter air track attempt on vein #1."

- Quoted from L. J. Manning & S. S. Tan Report of July 7, 1970.

In addition a geochemical sampling program was undertaken involving:

- in excess of 38 line miles of traverse utilizing a 200 x 400' grid with samples taken every 200 feet.

- Approximately 1,600 samples taken and assayed for Cu, Sb, As.

- Approximately 180 back-up samples taken at 50 foot intervals to determine more closely anomalous areas each assayed for Cu, Sb, As.

Current mine workings include reclamation of old dumps, some surface mining of veins exposed by trenching and re-sorting of ore previously hand-picked and loaded in barrels.

Ore mined or recovered by these methods is currently being trucked to a leased mill at Fox for concentration by jigging and tabling and then sacked for shipment.

(b) The current interests of Cantu Mineral Association are best described and detailed in the purchase-option agreement between Cantu and the present owners of the property dated December 8 1969.

A copy of this agreement is an integral part of the pertinent data accompanying this application.

(c) Production History:

During 1915 E. L. Scrafford leased a group of claims, including the Chief and Sunrise, from Edward Quinn, one of the original owners. The Scrafford property, also known as the Black Eagle Mine, was systematically developed during 1915 by a crew of 25 men. The deposit was worked by an open cut along the vein which was extended into the hill by an adit about 75 feet long in September 1915. During the same period some stoping was done and a shaft sunk 20 feet. The antimony ore was broken and sorted by hand, then hoisted by a 3,000 foot long inclined cable tram to the top of the ridge to the location of the present highway. From the tram head the ore was hauled by teams to the railroad, a distance of $4\frac{1}{2}$ miles.

The last work done, except for leasers sorting the dumps, was done in 1926 by R. C. Wood, who drove the main tunnel in 300 feet and shipped a total of about 1,500 tons of sorted ore.

The above data was taken from U. S. Geological Bulletins.

The claims lapsed and were restaked during July 1964 by Messrs. Taylor and O'Harra.

- Quoted from H. L. Hill report dated January 25, 1965.

Old reports indicate that some 1,500 tons of 60%+ antimony was shipped from one area of the No. 1 vein, presumably in the vicinity of the cross-cut presently being cleaned out. Other than written descriptions, no plans exist with sufficient detail to enable a correct economic evaluation of this and other described veins. An attempt in 1965 under the direction of H. L. Hill and Associates Ltd., predecessor of the writer's company, was made to do this while recovering sufficient ore to "pay as you go". This attempt was frustrated by an early decline in the open market and the subsequent inability to obtain a high enough floor price to permit further evaluation of the property at that time. This work resulted in the

collaring of four winzes, three on the No. 1 vein and one on the No. 2 vein with the completion of only one winze from the surface to the track level (approximately 90 feet) through what was later thought to be re-frozen, low-grade vein material left by the high graders or used as fill. These three shafts, spread over a distance of approximately 500 feet of strike length, indicate a reasonably consistant width of about 5 feet of material of unknown grade. Dump material on the surface just downhill from the vein exposure in the first 300 feet west of the creek appears to be the tailings or rejects from early high grading and screening operations. This material appears to run a relatively consistent 12 to 16 per cent antimony. The antimony appears to be contained in small particles of relatively pure stibnite, massive samples of which run consistently over 60% antimony surrounded by layers of oxide material. It is roughly estimated that 5 to 10 per cent only of the total antimony value would be contained in this oxide material.

Previous reports state that the vein is traceable for 3,000 feet though again no maps showing actual outcrop or float findings to confirm this written statement are available.

Recent production from the property has consisted of 62 tons of bagged antimony ore estimated at 60%+; 103 tons of 12 to 16%; 220 tons of 12 to 16% presently being shipped; all to Hibino Metals, totalling 385 tons. In addition, a shipment of 120 tons of the 12 to 16% dump material has been shipped to Laredo, Texas as a test shipment. Total shipments--505 tons. An additional 49 sacks of lump stibnite are awaiting trucking to Fairbanks; at 160 pounds each, equals 3.9 tons.

- Quoted from L. J. Manning report dated March 31, 1970.

Current production by Cantu Mineral Association is detailed and confirmed as follows--supported by Bills of Lading.

Feb. 13, 1970	206,960#	Japan
Feb. 28, 1970	37,845#	Japan
March 14, 1970	40,170	Japan
March 26, 1970	115,580	Laredo, Texas
March 26, 1970	113,190	Texas
March 21, 1970	40,240	Japan
April 28, 1970	238,050	Japan
June 29, 1970	487,210	Japan
June 30, 1970	277,390	Japan
Gross Wt. =	1,556,635	
Gross Wt. =	778.317 short tons	

No settlement sheets have been made available to this office

(d) Known ore reserves as suggested by surface work are best described by Table 4 in the accompanying report by L. J. Manning and Associates dated August 5, 1970.

This table shows a surface indication of probable ore amounting to 953 tons per vertical foot at a grade of 11.3% antimony.

(e) The geological features of the property are best described in the following listed reports and their associated drawings or sketches:

1. Report by H. L. Hill and Associates dated January 25, 1965. See pages 4 and 5 and map included in report.

2. Report by L. J. Manning & Associates dated July 7, 1970. See pages 7, 8, 9 and accompanying drawings --Dwgs. 3, 4, 5, 10.

3. Report by L. J. Manning & Associates dated August 5, 1970.

(f) Although sampling proceedures utilized during the 1964-65 exploration campaign are not precisely described, our records contain an abundance of assay certificates and assays applicable to this work. Our knowledge of the work substantiated in part by reports of Henry Hill and Associates, suggests that sampling involved both channel and chip samples. Where underground exploration was conducted muck samples have also been reported.

The 1970 exploration program carried on under the technical supervision of L. J. Manning and Associates has involved channel samples of vein exposures almost exclusively.

Assay maps accompanying reports by L. J. Manning and Associates dated July 7, 1970 and August 5, 1970 show sampled areas in detail together with the sample numbers and antimony assays.

Copies of assay certificates are included as an integral part of this application.

We believe that exploration work done by competent professionals during the 1964-65 and 1970 campaigns together with the history of production of the property provides every indication that ore in commercial quantities can be found on the property.

(g) Two copies of each of the following listed reports are being forwarded as an integral part of this application. Since we have retained the original reports we do not require return of the data being forwarded.

1. Report on the Eagle Creek Antimony Mine
   Fairbanks, Alaska
   H. L. Hill and Associates Ltd.
   dated January 25, 1965.

2. Report on an Examination of the Eagle Creek Property
   16 miles North of Fairbanks, Alaska
   for Cantu Minerals Association
   L. J. Manning, P.Eng.
   dated March 31, 1970

3. Cantu Mineral Association
   Progress Report on Work Completed to June 23rd, 1970
   Scrafford Antimony Property, Eagle Creek Area,
   Fairbanks, Alaska
   by L. J. Manning, P.Eng. and S. S. Tan, B.Sc., E.I.T.
   dated July 7, 1970

4. Cantu Mineral Association
   Progress Report to 1st August, 1970
   Fairbanks Antimony Property
   Addendum to Report Completed to 23rd June, 1970
   by L. J. Manning & Associates Ltd.
   dated August 5, 1970

5. Report on Silver Ridge Mining Company
   Nelson, B. C.
   by Henry L. Hill
   dated April 13, 1965

6. Report to President and Directors,
   Silver Ridge Mining Co. Ltd.,
   Nelson, B. C.
   by H. L. Hill
   dated July 9, 1965

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4. ACCESSIBILITY OF PROPERTY

Should an OME representative examine the property he will be met by:

Mr. D. W. Shepherd, Rewak Apartments, Fairbanks, Alaska Phone 907-456-5050	or	Mr. D. W. Shepherd, 14633 Ambaum Blvd. S.W. Seattle, Washington 98166 Phone 206-248-1330

or

Mr. D. E. Ashbrook, Rewak Apartments, Fairbanks, Alaska, Phone 907-479-6174	or	Mr. D. E. Ashbrook Tacoma, Washington Phone 206-272-4009

Prior to contacting either party the Seattle office of Cantu Mineral Association should be notified.

The property is located about Latitude 65°00'N and Longitude 147°46'W as shown on Drawing No. 1 in L. J. Manning report:

> Cantu Mineral Association
> Progress Report on Work
> Completed to June 23rd, 1970
> Scrafford Antimony Property
> Eagle Creek Area, Fairbanks, Alaska
> by L. J. Manning, P.Eng. & S.S.Tan, B.Sc., E.I.T.
> dated July 7, 1970.

Access is by travelling North from Fairbanks eleven miles up the paved Steese Highway to Fox (present location of the mill). From Fox the mine is reached by travelling north along the well-gravelled Elliott Highway for 3½ miles to the Murphy Dome Road and west on the Murphy Dome Road for an additional 3½ miles to the No. 2 vein which is adjacent to the road and easily identified by the obvious workings.

The No. 1 vein workings are one-half mile due north of the No. 2 vein workings between the east and west forks of Eagle Creek at an elevation of 1,100 feet. The No. 1 vein adit lies almost in the east fork of the creek.

(b) The property (as noted in (a) above) is approximately 18 road miles from Fairbanks, Alaska.

Fairbanks, a city of 16,500 people is well serviced by roads, a government subsidized railroad, and complete modern airport facilities. The city is specifically serviced by the Alaska Highway, roads to the ports of Seward and Anchorage, by railroad to these same ports, and by several jet flights daily from Seattle.

5. EXPLORATION WORK

(a) Proposed exploration work consists of the following:

1. Trenching to establish the physical, mineralogical characteristics, and continuity of various veins.

   This work involves trenching and/or stripping as noted:

   #1 Vein - trenches 2 thru 7 involving a total of 6830 cubic yards of excavation.

   #2 Vein - stripping and trenches 23 and 24 involving a total of 7560 cubic yards of excavation.

   #3 Vein - Trenches 21 thru 36 involving 20,600 cubic yards of excavation.

   #4 Vein - trench 41 involving a total of 1780 cubic yards of excavation.

2. A geochemical survey program to cover the entire property. This program should involve 38 line miles on a 200 ft. by 400 ft. grid with samples taken every 200 feet. Samples should be assayed for copper, antimony and arsenic.

3. Extend vein #1 to the full east-west limit of the quartzite beds by dozer trenching to establish the full thickness of these beds.

   This work involves two trenches (P12 and P27 on drawing 23) totalling 3560 cubic yards of material. The required excavation is hampered by the prevalent perma frost and/or the quagmire produced by melting during the summer months.

4. Extend vein #2 downhill to the north and south to expose the thickness of the flat-lying favourable beds found in this area.

   This work involves four trenches totalling 7120 cubic yards. Perma frost and/or quagmire conditions are prevalent in this area. (See P11, P13, P14, P28 on drawing 23).

5. Expose the best of the geochemical anomalies as soon as interpretations are complete and the report is available on this work.

   This work is expected to involve a total of 22 trenches (drawing 23) each of which involve moving approximately 1780 cubic yards of material under the same adverse conditions as noted above.

   In addition, this work is expected to require approximately four miles of access road.

6. Follow-up work on the trenching is anticipated to require approximately 3,000 feet of core drilling to confirm continuity of the favourable structure and values at depth. This drilling will probably involve 10 holes to a depth of about 300 feet each.

7. Depending on results of the trenching related to geochemical anomalies and possibly prior to drilling, a geophysical program is recommended. The program recommended is a high-frequency Electro-Magnetic survey to trace the extent and continuity of structure located by geochemical methods and confirmed by trenching. A vertical loop SE 300 E.M. system is recommended.

   The program is anticipated to require 38 line miles of traverse with readings taken at 100-ft. intervals on a 200 ft. grid covering the previous anomalous geochemical areas.

8. A preliminary metallurgical test program to confirm the physical feasibility of concentrating the ore. This program would involve preliminary beneficiation tests by conventional gravity and flotation methods, associated material balances and penalty impurities in the concentrate product.

9. Underground exploration of the best showing developed by previous work.

   This work should involve approximately 300 feet of inclined shaft sunk on the vein, approximately 200 feet of exploratory drift, and 300 feet of exploratory raises.

(b) It is anticipated that access tote roads will be necessary to reach anomalous areas developed by geochemical and geophysical surveys for trenching follow-up and to provide access for drill equipment to core drill selected areas.

Preliminary estimates based on all available data suggest that about four miles of tote road will be required.

It is believed that such road will require only dozer clearing of brush and small trees plus a thin top course of gravel. The terrain is such that no rock work and only a minimum of cut or fill is required. (See drawing 23).

(c) If the OME contract is executed it is believed the work will commence within one month and proceed continuously. The total program requires approximately 30 weeks.

Average daily rate for trenching = 640 Yds.3/day
Raod building rate - 6 days per mile
Core drilling rate - 150 feet per day.

Other programs to run concurrently, the above to run consecutively.

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6. EXPERIENCE

Attached are Certificates of Qualifications of the following personnel of L. J. Manning and Associates who may be involved in the exploration program.

L. J. Manning, B.A.Sc., P.Eng.
J. W. Hogan, B. A.Sc., P.Eng.
H. M. Thurgood, B.A. Sc., P.Eng.
S. S. Tan, B.Sc., E.I.T.

The qualifications of other key personnel (if any) who may be involved and selected by Cantu Mineral Association are described elsewhere in this application.

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7. ESTIMATE OF COSTS

(a) Independent Contracts:-

- Core Drilling--to be contracted
Requested quotations (by Cantu personnel) are currently outstanding.

Verbal quotations by Hatch Drilling Co. Inc., Fairbanks, Alaska, to personnel of L. J. Manning & Associates, however, indicate that the cost of drilling recommended under article 5(a) would approximate ten dollars ($10.00) per foot.

The recommended program would, therefore, cost approximately $30,000.

Estimated Cost, 3,000 ft. x $10 = $ 30,000

- Geochemical Survey--to be contracted.
It is recommended that this work be done on a "Preferred Contractor" basis with the contractor selected by L. J. Manning and Associates.

Costs for the work are estimated as follows:

Air fare - Vancouver-Fairbanks	$ 500
Food and Lodging $32 per man per day	1,408
Supervisor - 22 days @ $100	2,200
Senior Technician - 22 days @ $65	1,430
Helpers (2) - 22 days @ $40 x 2 men (local)	1,760
Vehicle - approx. 20 days @ $28/day	560
Materials	30
Analysis (Antimony, Arsenic, Copper)	5,500
Maps, reports, etc.	600
Sub.	$ 14,068
Contingency	1,407
Total	$ 15,475
Say	$ 15,500

Cost per line mile = $40

387.5 line miles

- Geophysical Survey--to be contracted.

It is recommended that this work be done on a "Preferred Contractor" basis with the contractor selected by L. J. Manning and Associates.

Costs for the work are estimated as follows:

Air Fare - Vancouver-Fairbanks	$ 500
Food and Lodging - $32 per man per day	1,664
Operator - 26 days @ $75	1,950
Operator assistant - 26 days @ $50	1,300
Helpers (2) 19 days @ $40 x 2 men, local	1,520
Equipment rental - 26 days @ $15	390
Vehicle - 26 days @ $28/day	728
Materials	30
Maps, reports, etc.	500
Sub Total	8,582
Add 10% Contingency	858
Total	9,440
Say	$ 9,440

Cost per line mile = $25 377.6 line miles

- Metallurgical Testing - to be contracted.

It is recommended that this work be done on a "Preferred Contractor" basis with the contractor being selected by L. J. Manning and Associates.

Costs for the work are based on tests to be completed on material from three selected areas and are estimated as follows:

Labour - approximately 100 hrs. @ $9	$ 900
Assays - approximately 50 samples for Sb, S, As, Pb, at avg. $6 each	1,200
Sub Total	$ 2,100
Add 10% contingency	210
Total	$ 2,310
Say	$ 2,300

- Underground Exploration

Four quotations were requested for this work per the specification attached.

The one quotation received to date (and attached) suggests that this work is (at present) too ambitious for the planned program.

Do not include.

- Stripping and Trenching

Portions of this category utilize rental equipment both with and without operator, are not considered contract jobs, and are detailed elsewhere.

(b) Personal Services:-

The estimated cost of personal services are listed as follows:

Classification	No.	Rate	Expenses	Travel	Category	Period of Employment	Program Cost
Project Mgr.	1	$2,000/ month	$200/Mo.	$ --	Salary	30 weeks	$15,230
Geologist (Consulting)	1	$ 100/ day	$ 40/Day	$250/Mo	Fee	30 weeks	21,115
Engineer (Consulting)	1	$ 150/ day	$ 40/day	$250/Mo	Fee	30 weeks	8,308
Bookkeeper-Accountant	1	$1,200/ Month	-	-	Salary	30 weeks	8,308
Geologist - 20 days/mo.							
Engineer - 5 days/mo.							
Air Trac. Driller	1	$ 50/ day	-	-	Daily *	61 days	3,050
Air Trac. Helper	1	$ 40/ day	-	-	Daily	61 days	2,440
Dozer Optr(D8H)	1	$ 50/ day	-	-	Daily	159 days	7,950
F.E. Loader Optr. (Cat 966)	1	-	with machine rental*			28 days	-
H.D. Mechanic	1	$ 50/ day			Daily	159 days	7,950
Labourers	3	$ 40/ day each			Daily	159 days	19,080

Personnel in the foregoing categories are available.

*Per letter of September 15, 1970 from Cantu Mineral Association.

(c) Operating Materials and Supplies:-
(d) Operating Equipment:-

The following is a compilation of data representing the above categories. These data were obtained from an "Equipment Ownership & Operating Cost" manual used and compiled by a major San Francisco Construction and Mining Co. The date of printing is listed as January 21, 1963 and stamped "confidential". The items noted below are as printed but have been escalated by a factor of 20% to cover the intervening period and differences inherent to Alaska conditions.

If required the writer (H. M. Thurgood, P.Eng., of L. J. Manning and Associates) should be contacted for further detail.

Item	Rental	Repair and Service Labor Hr.	Materials & Supplies Hr.	Pro Rated O'haul Hr.	Escalation Factor	Cost/ Hour * $
Air Trac*1 & 600cfm	$2600/ month	.84	1.64	1.06	1.2	3.24
Compressor		.25	1.20	.91	1.2	2.53
Bits, steel, explosives			6.00*2		-	6.00
D8H & dozer	$4000*1	1.04	1.34	5.26	1.2	7.92
Ripper Shank		.18	.37	.82	1.2	1.43
Wear Points	-	[illegible]	.26	-	1.2	.31
Cat 966 FE loader $40/hr.*3	$ 40/hr.	-	-	-	-	40.00
Pickups (3)*4 2 Jeep 1 Ford		.60	2.22	.51	1.2	3.28

Rental - monthly $6,600 @ 208 hrs/mo = $31.73/hr.
- Hourly (Cat 966) = $40.00

* Exclusive of Service & Repair labour applied elsewhere
*1 Rental cost supplied by Cantu Mineral Association
*2 Assume 20 ft/hr. 30¢ per foot drilled.
*3 All found with operator per Cantu Mineral Association
*4 Present fair market value $6,050
Gasoline - 40.5 cents per gallon - bulk delivery
Diesel fuel - 35.0 cents per gallon - bulk - non-highway
Power - not applicable
Water - not applicable

- #1 Vein Trenching

Trenches 2, 3, 4, 5		Est. Cost
Volume stripped	3,710 yds.^{3}	$
Total time required	10 days	
Operating time Air-trac	40 hrs.	129.60
Operating time Compressor	50 hrs.	126.50
Operating time D8H	80 hrs.	772.80
Operating time Cat 966	80 hrs.	3,200.00
Operating time pickup	40 hrs.	131.20
Total footage drilled	800 feet	
Steel, powder, bits		240.00
Associated labour cost		6,042.20
Equipment Rental		2,538.40
Total		$ 13,180.70
Cost per yard excavated	$3.55	
Samples taken (by Geologist)	54	

- #1 Vein Trenching

Trench 6		Est. Cost
Volume stripped	1,780 yds.^{3}	$
Total time required	2. days	
Operating time D8H	16 hrs.	154.56
Operating time Cat 966	16 hrs.	640.00
Operating time pickups	8 hrs.	26.24
Associated labour cost		1,028.48
Equipment rental		307.68
Total		$ 2,156.96
Cost per yard excavated	$1.21	
Samples taken (by Geologist)	10	

- #1 Vein Trenching

Trench 7		Est. Cost
Volume stripped	1,340 yds.^{3}	$
Total time required	3 days	
Operating time D8H	24 hrs.	231.84
Operating time pickups	12 hrs.	39.36
Associated labour cost		1,548.72
Equipment Rental		461.52
Total		$ 2,281.44
Cost per yard excavated	$1.70	
Samples taken (by Geologist)	6	

- Estimate of Trenching--Stripping Costs

#2 Vein Stripping		Est. Cost
Volume stripped	4,000 yds.^{3}	$
Total time required	16 days	
Operating time Air Trac	32 hrs.	103.68
Operating time Compressor	40 hrs.	101.20
Operating time D8H	128	1,236.48
Operating time Cat 966	128	5,120.00
Operating time pickups	64	207.36
Total footage	640	
Steel, powder, bits		192.00
Associated labour cost		9,667.84
Equipment rental		4,061.44
Total		$ 20,690.00
Cost per yard excavated	$5.17	
Samples taken (by Geologist)	32	

- #2 Vein Trenching

Trenches 23 and 24		Est. Cost
Volume stripped	3,560 yds.^{3}	$
Total time required	4 days	
Operating time D8H	32 hours	309.12
Operating time pickups	16 hours	52.48
Associated labour cost		2,056.96
Equipment Rental		615.36
Total		$ 3,033.92
Cost per yard excavated	$0.85	
Samples taken (by Geologist)	14	

- #3 Vein Trenching

Trenches 31, 32, 33, 34, 35, 36		Est. Cost
Volume stripped	20,600 yds.^{3}	$
Total time required	21 days	
Operating time D8H	168 hrs.	1,622.88
Operating time pickups	84 hrs.	275.52
Associated Labour cost		10,799.04
Equipment Rental		3,230.64
Total		$ 15,928.08
Cost per yard excavated =	$0.77	
Samples taken (by Geologist	13	

- #4 Vein Trenching

Trench 41		Est. Cost
Volume stripped	1,780 yds.^{3}	$
Total time required	5 days	
Operating time Air-trac	20 hrs.	64.80
Operating time compressor	25 hrs.	63.25
Operating time D8H	40 hrs.	386.40
Operating time pickups	20 hrs.	65.60
Total footage drilled	400 feet	
Steel, powder, bits		120.00
Associated labour cost		3,021.20
Equipment rental		1,269.20
Total		$ 4,990.45
Cost per yard excavated	$2.80	
Samples taken (by Geologist)	12	

- Trenching of Geochemical Anomalies

Trenches P1 thru P6		Est. Cost
Volume stripped	10,680	$
Total time required	30 days	
Operating time Air-trac	120	388.80
Operating time compressor	150	379.50
Operating time D8H	240	2,318.40
Operating time pickups	120	393.60
Total footage drilled	2,400	
Steel, powder, bits		720.00
Associated labour cost		18,127.20
Equipment rental		7,615.20
Total		$ 29,942.70
Cost per yard excavated	$2.80	
Samples taken (by Geologist)	40	

Trenches P7 thru P28		Est. Cost
Volume stripped	39,160 yds.^{3}	$
Total time required	44 days	
Operating time D8H	352 hrs.	3,400.32
Operating time pickups	196 hrs.	642.88
Associated Labour cost		22,626.56
Equipment rental		6,768.96
Total		$ 33,438.72
Cost per yard excavated	$0.85	
Samples taken (by Geologist)	152	

- Trenching Summary

Total cubic yards stripped all trenches	86,610
Total cost all stripping	$125,642.97
Weighted average cost per cubic yard	$ 1.45

Road Building Cost Estimate

Clearing of brush and small trees
(Trees under 6" diameter)

Estimate of D8H facility for clearing
1,200 yds.^{2} under favourable conditions*
Assume 25% efficiency due to permafrost, cold
muskeg, etc.--300 yds.^{2}/hour.

- Road 12' wide = 75 yards road/hour
- Top dress with gravel 3" deep, approximately 10 feet wide = 500 yds.^{3} per mile.
- Assume spreading of top course at same rate as clearing (i.e. 75 lineal yards/hour)
- $\frac{1760}{75}$ = 23.5 hours dozer clearing per mile

- $\frac{1760}{75}$ = 23.5 hrs. spreading gravel per mile

Rental of dozer $4,000 per month

$4000 ÷ 208 hours/month -	19.23/hour
Operating and maintenance supplies	9.66/hour
Operating and repair labour @ $6.25/hr.	12.50/hour
Tractor-dozer cost per hour	41.39/hour
Tractor-dozer cost per mile of road	1,945.33
Top dressing @ $3.00 per yard^3 delivered	1,500.00
Total cost per mile of road	$3,445.33
Cost per 4 miles of road	$13,718.32

(Assumes no rock work, minimal cut & fill)

*Drevdahl - "Profitable Use of Excavation Equipment"

(e) Nil

(f) Nil

(g) Estimated cost of analytical work:-

(1)	Trench sampling 333 samples for Sb assay @ $7	$ 2,331
(2)	Core drilling 10 holes @ 10 assays per hole for Sb @ $7	700
	10 holes @ 3 assays per hole for S at $5	150
(3)	Metallurgical program Estimated under 7(a)	--
(4)	Geochemical program Estimated under 7(A)	--
	Estimated Total	$ 3,181

Estimated payroll burden

(a)	Labour (hourly)- road building	$ 2,350
(b)	Labour (Hourly)- trenching	35,190
(c)	Labour (salaried)- program	22,154
	Estimated Payroll total	59,694
	Gross Payroll, say	$ 60,000

Workmens compensation and employees liability insurance $3.63/$100	$ 2,178.00
Surcharge - 8% of 2,178	174.24
Payroll taxes FICA 9.6% of $60,000	5,760.00
Alaska unemployment 3.5% of $60,000	2,100.00
Alaska school tax $10 per employee/year = $10 x 8	80.00
Estimated payroll burden	$ 10,292.24
Say	$ 10,300.00

Summary of Costs:-

(a)	Core drilling	$ 30,000
(b)	Geochemical Survey	15,500
(c)	Geophysical Survey	9,440
(d)	Metallurgical testing	2,300
(e)	Stripping and trenching	125,643
(f)	Road building	13,718
(g)	Payroll burden	10,300
	Estimated Program Cost	$206,901

Respectfully submitted,

L. J. MANNING & ASSOCIATES LTD.

H. M. Thurgood, P.Eng.

HMT:mjb

PURCHASE OPTION AND MINING LEASE

THIS AGREEMENT, dated December 8, 1969 between CANTU MINERAL ASSOCIATION, a Washington Partnership (hereinafter called "CANTU"), whose address is 134 South West 153rd Street Seattle, Washington 98166, and ARLEY R. TAYLOR, KENNETH O'HARRA, a partnership (hereinafter called "OWNER"), whose address is 23732 Locust Way, ~~Seattle~~ Bothell, Wn. 98011 for MR. TAYLOR and 1211 Warren Street, Fairbanks, Alaska for MR. O'HARRA.

W I T N E S S E T H:

The parties therby agree as follows:

1. Purchase Option. For and in consideration of $10.00 and other good and valuable considerations paid by CANTU to OWNER, receipt of which is hereby acknowledged, OWNER hereby grants to CANTU an option to purchase the real property (hereinafter called the "PREMISES"), described in Appendix A for the purchase price of $400,000.00, reduced by all amounts

paid to OWNER and also reduced by the value of all ore or mineral taken by OWNER pursuant to paragraph 3 prior to exercise of the option.

(a) CANTU may exercise the option by notice to OWNER at any time prior to the termination of this Agreement.

(b) Upon such exercise of the option, at a closing to be held at a time and place stated in the notice of exercise, CANTU will pay the purchase price to the OWNER, and the OWNER will deliver to CANTU a deed in form suitable for recording and effective to convey the PREMISES to CANTU.

(c) Upon request from CANTU by notice, OWNER will deposit a deed as above described in escrow with an escrowee designation by such notice with instructions to deliver such deed to CANTU upon full payment of the purchase price.

OWNER represents that OWNER now owns the PREMISES, they are not now subject to any lease or encumbrance, all annual labor due to be performed on unpatented mining claims (if any) included in the PREMISES has been performed, at the time of delivery of the deed OWNER then will own the PREMISES, and they then will not be subject to any encumbrance or lease not created by CANTU.

2. Lease. OWNER hereby leases the PREMISES to CANTU until this Agreement is terminated, together with:

(a) all minerals and mineral rights in the PREMISES; and

(b) the exclusive right and privilege to mine and sell all minerals from the PREMISES and to retain the proceeds of such sales; and

(c) all personal property and fixtures now or hereafter attached to or used in conjunction with mining the PREMISES: and

(d) so much of the use of the surface, surface rights, structures, improvements, water rights, rights-of-way, easements, tenements, hereditaments and appurtenances in, or in any way now or hereafter appertaining to the PREMISES as may be necessary or convenient to mine the PREMISES.

CANTU hereby accepts this Lease. Upon termination of this Agreement, the term of this Lease shall end, but CANTU shall not be relieved of any obligation to make payments with respect to ore mined by CANTU from the PREMISES during the term of this Lease and sold.

3. Payments. On or before the 15th of each calendar month CANTU will pay to OWNER an amount equal to ten per cent (10%) of the gross value of newly mined ore, to include ore found in old tunnels and shafts. Ore which is above ground on dumps, estimated at 2,000 ton will be paid for on the basis of Twenty Five Percent (25%) Gross Value received by Cantu for the ore or mineral mined by CANTU from the PREMISES. The term "gross value" will have the meaning set forth in Appendix B. Each such payment will be made by single check to OWNER, accompanied by a copy of each settlement

sheet or remittance statement pertaining to the sales on which such payment is based. CANTU may arrange with any ore buyer to make any payment and to transmit copies of settlement sheets and remittance statements directly to OWNER. At the option of OWNER and on request by notice, CANTU will hold for OWNER subject to OWNER's direction, in kind, ten per cent (10%) of gross production of all or any part of such ore or mineral. All ore or mineral with respect to which OWNER exercises such option will not be subject to the ten per cent (10%) money payment.

4. Exploration Program. CANTU will enter upon the PREMISES as soon as practicable and will conduct an examination and investigation as it shall deem appropriate to determine whether it can operate the PREMISES commercially.

5. Undertakings of CANTU. OWNER may terminate this Agreement in accordance with the provisions of paragraph 13 in case of default by CANTU in failing:

(a) to process a cumulative average of 600 tons of material per year beginning with the calendar year 1970, i.e., 600 tons multiplied by the number of full calendar years after 1970;

(b) to enter upon the PREMISES and conduct an examination and investigation;

(c) to operate the PREMISES in a workmanlike manner;

(d) upon reasonable request to make available to OWNER for examination or copying all maps, reports, and other data resulting from the examination and investigation of the PREMISES:

(e) to carry Workmen's Compensation insurance for all persons employed by CANTU in and upon the PREMISES:

(f) to expend or to cause to be expended the amount of annual labor required by law with respect to each unpatented mining claim, if any subject to this Lease on September 1 of such year, and to file affidavits stating that such work was performed;

(g) to pay when due (unless properly protested) all valid real estate taxes with respect to each patented mining claim, if any, and all fee land, if any, subject to this Lease; or

(h) to perform any convenant or condition of this Agreement to be performed by CANTU.

6. Undertakings of OWNER. Each OWNER:

(a) will deliver to CANTU all maps and other writings under such OWNER's control relating to location or title of the PREMISES:

(b) will cooperate with CANTU and will execute all documents requested by CANTU to secure Office of Mineral Exploration and all other loans, at no expense to OWNER:

(c) grants to CANTU an easement for ingress and egress, tunnels, telephone and electric lines and pipe lines to the PREMISES over and through all lands and roads now or hereafter owned or held by such OWNER;

(d) will do all acts and execute all documents requested by CANTU as necessary or convenient to effectuate any covenant to such OWNER:

(e) may at all reasonable times examine and copy all records of CANTU pertinent to any question which may arise under this Agreement; and

(f) may at all reasonable times enter in and upon all parts of the PREMISES for the purpose of inspection. All such entries shall be at the risk of such OWNER and without interfering with CANTU's operation.

7. Further Assurances. CANTU may take such action as it deems necessary or convenient to establish, hold, or defend its interest in the PREMISES against all persons, and each OWNER will cooperate with CANTU in such action.

8. Patent. CANTU may apply for the issuance of patent upon all or any unpatented mining claims, if any, included in the PREMISES and take all steps necessary or convenient thereto, all in OWNER's name but at CANTU's expense. OWNER will cooperate in such action by CANTU. Upon issuance of patent, each such patented claim shall remain part of the PREMISES.

9. Lesser Interest. If OWNER owns less than the entire interest in the PREMISES, CANTU will pay to OWNER that proportion of the purchase price and payments based upon production which the interest of the OWNER bears to the total interest in the PREMISES.

10. Surrender. CANTU may at any time by notice to OWNER surrender any part of the PREMISES: or surrender all of the PREMISES and terminate this Agreement, in which event OWNER may retain all payments theretofore made.

11. Removal of Property. During the term of the Lease and for ninety (90) days after termination of this Agreement, CANTU may remove all personal propertt placed on the PREMISES by CANTU and may remove all ore mined from the PREMISES during the term of the Lease.

12. Notices. All notices shall be in writing, directed to the parties at their addresses stated in the opening section. Any party by notice may designate a new address. All notices sent by registered or certified mail, addressed as stated above, shall be effective as of the date of mailing.

13. Default. If CANTU defaults in the performance of any covenant or condition hereof, OWNER may deliver notice to CANTU specifying in detail the default, and if such default shall not be corrected or remedied within thirty (30) days after receipt by CANTU of such notice, OWNER at OWNER's election may:

(a) terminate this Agreement by delivery of notice to CANTU at the end of thirty (30) days after the expiration of the period for appeal after entry of final judgment holding CANTU in default, if CANTU has failed to correct or remedy such default within such thirty (30) day period;

(b) enjoin the continuance of such default; or

(c) recover damages for such default in an amount not in excess of the unpaid balance of the purchase price, and which amount shall reduce the unpaid balance of the purchase price.

CANTU may remedy any default by paying to OWNER an amount equal to the damages recoverable for the specified default. CANTU shall be deemed to have corrected or remedied any default when CANTU shall in good faith commence action to correct or remedy such default if such action shall be prosecuted thereafter with due diligence.

14. Force Majeure. CANTU shall not be considered in default if CANTU's failure to perform any covenant or condition of this Agreement is caused to any extent by any circumstances not wholly and exclusively within the control of CANTU. The settlement of a labor dispute shall not be considered to be wholly and exclusively within the control of CANTU. Financial inability to make any payment shall be considered within the control of CANTU.

15. Successors. All the terms, covenants and conditions of this Agreement shall be binding upon and inure to the benefit of the administrators, executors, heirs, successors and assigns of the respective parties.

(a) the rights of each OWNER hereunder may be assigned in whole or in part. No change or division in ownership of any OWNER's interest in the PREMISES or in payments, however accomplished, shall operate to create or enlarge any obligation or diminish any right of CANTU, or be binding upon CANTU for any purpose until receipt by CANTU of a notice signed by or on behalf of such OWNER and all successors, stating the single person and address to which all future notices and payments may be directed by CANTU.

(b) CANTU may sublease its rights hereunder with respect to all or any part of the PREMISES, and may assign this Agreement with respect to all or any part of the PREMISES. Upon notice to each OWNER of the interest embraced by such assignment, the assignee shall be substituted as lessee in the place and stead of CANTU from the date of the assignment with respect to such part of the PREMISES, and thereafter CANTU shall have no further rights or liabilities under this Agreement with respect to such part of the PREMISES, nor shall any default by the assignee with respect to such part of the PREMISES affect this Agreement with respect to any balance of the PREMISES.

16. Scope of Agreement. This Agreement (including appendices hereto) constitutes the entire agreement between the parties pertaining to the subject matter hereof and supersedes all prior and contemporaneous agreements and understandings of the parties in connection therewith. No officer or other agent of CANTU is authorized to make any representation, warranty or promise not contained herein. No change, termination or attempted waiver of any of the provisions hereof shall be binding on CANTU unless in writing and signed by an officer of CANTU. No officer or other agent of CANTU is authorized to agree to any change, termination or waiver of any of the provisions hereof in any other way. No modification, waiver, termination, rescission, discharge or cancellation of this Agreement shall affect the right of CANTU to enforce any claim, whether or not liquidated, which accrued prior to the date of such modification, waiver, termination, rescission, discharge or cancellation of this Agreement, and no waiver of any provision of or default under this Agreement shall affect the right of CANTU thereafter to enforce said provision or to exercise any right or remedy in the event of any other default, whether or not similar.

17. Advance Royalty Payments.

CANTU will pay to the OWNERS and advance Royalty of FIVE THOUSAND DOLLARS ($5,000.00) on or before the 1st Day of February 1970. Said money shall apply towards royalties due the Owners on shipments of ore made by CANTU to buyers.

18. Counterparts. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original.

IN WITNESS WHEREOF, the parties have executed this Agreement.

O W N E R

Arley R. Taylor

Kenneth O'Harra

C A N T U

Recommended to Home Office for acceptance, this 8TH day of DECEMBER, 1969.

Field Representative

Secretary

A C K N O W L E D G M E N T

STATE OF WASHINGTON)
) SS.
COUNTY OF KING)

The foregoing instrument was acknowledged before me this 8TH day of DECEMBER, 1969.

Notary Public

APPENDIX A

THE PREMISES

NAME OF CLAIM	SECTION	NUMBER OF CLAIMS	ACRES PER CLAIM	TOTAL ACREAGE
Eagle Lode No's.1-4 Incl.	16	4	20	80
Eagle Lode No's 5-8 Incl.	16	4	40	160
Black Eagle No's 9-12 incl	16	4	40	160
Antimony Ridge No's 1,3,5 & 7.	21	4	40	160
		16		560

It is further understood and agreed that all claims staked and filed on by the Owners or CANTU within a radius of Three (3) Miles of the outer limits of the above listed claims shall be in the name of the owners and that those claims shall become a part of this "Purchase Option and Mining Lease".

Eagle Lode # [illegible] 20
[illegible]5 20
[illegible]6 20
[illegible]7 20
[illegible] 20
[illegible] 20
[illegible] 20
[illegible] 40
[illegible] 40
[illegible] 20
[illegible] 20
[illegible] 20
[illegible] 20

APPENDIX B

GROSS VALUE

"Gross value" shall mean the gross amount received by CANTU for all minerals mined from the PREMISES and sold to a mill, smelter or other plant (hereinafter referred to collectively as "receiving plant") less actual costs of transportation from mine to the receiving plant, and less treatment, assaying, weighing and special sampling charges incident to settlement with the receiving plant, but including any subsidy, bonus or equivalent thereof payable by the Federal Government or any agency thereof or from any other source as a result of the production, sale or disposal of ore, providing that payment of royalties on such subsidy or bonus is not contrary to law or governmental regulation.

Unless otherwise required by law or by regulation or action of a governmental agency, CANTU will ship all commercial ores mined from the PREMISES to the receiving plant offering the most favorable terms for the quantity available, costs of transportation and other charges being giving due consideration, and will appropriately bill the ores to show that they are from the PREMISES.

In the event that ores mined from the PREMISES are not sold but are shipped to a receiving plant operated by CANTU or an "affiliate," as defined below, the "gross purchase price" or "gross value" of such ores as the case may be shall be determined as if they had been sold to such receiving plant. Should CANTU ship ore to a receiving plant operated by CANTU or an affiliate or should CANTU sell ore to a receiving plant controlled by CANTU or an affiliate, CANTU shall be deemed to have received as good a price for all such ores as are being paid to independent miners for ores of like character and quantity and the treatment charges and other charges shall not exceed

those charged to such independent miners on ores of like character and quantity. Should OWNER believe that any charges imposed are excessive or that the price received by CANTU is unreasonable, CANTU shall, upon notice, produce evidence that the charges, or price, or both, comply with the requirements of the immediately preceding sentence.

The term "affiliate" shall mean CANTU, any partner of CANTU, any officer, director or controlling stockholder of CANTU, or any entity directly or indirectly controlling, controlled by, or under common control with CANTU.

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

NO: 00021

PROVISIONAL INVOICE

TO: OHGITANI KYOGO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATE: FEBRUARY 13, 1970
SHIPPED VIA: S.S. HONGKONG CLIPPER
FROM: TACOMA, WASHINGTON
TO: KOBE, JAPAN

TERMS: THE SUMITOMO BANK, LTD. L/C NO. G/FO-50104

QUANTITY	DESCRIPTION		WEIGHT	UNIT VALUE	PRICE
6	CONTAINERS ANTIMONY ORE 17%Sb		206,960 LBS.		$10,710.00
	CONTAINER NO.	SEAL NO.			
	CTIU 065532	794181			
	CTIU 062149	794180			
	CTIU 062037	794183			
	CTIU 065713	794184			
	CTIU 061381	794182			
	CTIU 061847	794185			
PROVISIONAL PAYMENT RECEIVED AS PER L/C 70% DRAW					$7,487.22

IMPORT LICENSE NO. IL(O-AA)G(48)-00010
CONTRACT NO. CH-001

CANTU MINERAL ASSOCIATION

BY _____
AUTHORIZED SIGNATURE

THESE COMMODITIES LICENSED BY U. S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U. S. LAW PROHIBITED.

INVOICE

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

NO: 0001

TO: OHGITANI KYOGO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATE: FEBRUARY 28, 1970
SHIPPED VIA: M.S. PORTUGAL MARU
FROM: SEATTLE, WASHINGTON
TO: NAGOYA, JAPAN

TERMS: THE SUMITOMO BANK, LTD. L/C NO. G/FO-50104

QUANTITY	DESCRIPTION	WEIGHT	UNIT VALUE	PRICE
212	BAGS ANTIMONY ORE 31.6%	37845 LBS. 526.107 UNITS	$13.60	$7,155.06
			CIF NAGOYA	

IMPORT LICENSE NO. IL(O-AA)G(48)-00010

CONTRACT NO. CH-001

CANTU MINERAL ASSOCIATION

BY _____
AUTHORIZED SIGNATURE

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

No.: 0004

PROVISIONAL INVOICE

TO: OHGITANI TOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATED: MARCH 21, 1970
SHIPPED VIA: S.S. CANADA MAIL
FROM: SEATTLE, WASHINGTON
TO: NAGOYA, JAPAN

TERMS: THE SUMITOMO BANK, LTD., L/C NO. G/FO-50104

QUANTITY	DESCRIPTION	WEIGHT	UNIT VALUE	PRICE
269	BAGS ANTIMONY ORE	20.12 Ton 40,240 LBS. 766.613 UNITS	$19.85	$15,217.28
42% Sb				
PROVISIONAL PAYMENT RECEIVED AS PER L/C		70% DRAW		$10,652.10

IMPORT LICENSE NO. IL(O-AA)G(48)-00010

CONTRACT NO. CH-001

CANTU MINERAL ASSOCIATION

BY S. Mitani
AUTHORIZED SIGNATURE

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

NO. 0003

TO: OHGITANI KOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATE: MARCH 14, 1970
SHIPPED VIA: M.S. JAPAN AMBASSADOR
FROM: SEATTLE, WASHINGTON
TO: NAGOYO, JAPAN

TERMS: THE SUMITOMO BANK, LTD. L/C NO. G/FO-50104

QUANTITY	DESCRIPTION	WEIGHT	UNIT VALUE	PRICE
255	BAGS ANTIMONY ORE	40170 LBS. 765.278 UNITS	$19.85 CIF NAGOYA	$15,190.77

IMPORT LICENSE NO. IL(O-AA)G(48)-00010

CONTRACT NO. CH-001

CANTU MINERAL ASSOCIATION

BY _____

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

NO.: 0006

TO:

OHGITANI KOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATED: JUNE 29, 1970
SHIPPED VIA: M.S. GOLDEN ARROW
FROM: SEATTLE, WASHINGTON
TO: NAGOYA, JAPAN

TERMS: THE SUMITOMO BANK, LTD., L/C NO. G/FO-50104

QUANTITY	DESCRIPTION	WEIGHT	UNIT VALUE	PRICE
13	CONTAINERS ANTIMONY ORE IN BULK	487,210 LBS. 6740.4086 UNITS	$19.965	$134,572.26
			70%	94,200.58
			LESS AMOUNT SHORT L/C	29,499.72
				$ 64,700.86

IMPORT LICENSE NO. IL(0-AA)G(48)-00010

CONTRACT NO. CH-001

CONTAINER NOS.:

MOLU 261016	MOLU 265146
MOLU 261276	MOLU 2652421
MOLU 261234	MOLU 260053
MOLU 261344	MOLU 2671069
MOLU 261062	MOLU 265099
MOLU 261054	MOLU 265014
MOLU 2615223	

CANTU MINERAL ASSOCIATION

BY _____
AUTHORIZED SIGNATURE

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

ORIGINAL INVOICE

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

NO.: 0007

TO: OHGITANI KOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATED: JUNE 30, 1970
SHIPPED VIA: M.S. MOGAMISAN MARU
FROM: SEATTLE, WASHINGTON
TO: NAGOYA, JAPAN

TERMS: MONEYS DUE TO BE PAID AT TIME OF FINAL OUTTURN AS PER CONTRACT CH001

QUANTITY	DESCRIPTION	WEIGHT	UNIT VALUE	PRICE
7	CONTAINERS ANTIMONY ORE IN BULK	277,390 LBS. 3837.6099	19.965	$76,617.88

IMPORT LICENSE NO. IL(0-AA)G(48)00010

CONTRACT NO. CH001

CONTAINER NOS.

MOLU 265150
MOLU 2652471
MOLU 261176
MOLU 260056
MOLU 261128
MOLU 261033
MOLU 261186

CANTU MINERAL ASSOCIATION

BY G W Beresford
AUTHORIZED SIGNATURE

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

TEXAS MINING AND SMELTING DIVISION
OF NATIONAL LEAD COMPANY
P. O. Box 559
LAREDO, TEXAS

No. CMA 4-1

ORE SETTLEMENT SHEET

Mix Reference Bed 673 Date April 27, 1970

Shipper Cantu Mineral Association

Lot Number	Car Initials Number	Ex-car Initials Number	Type of Ore	Date Received
OS-CMA-70-1	SP 223756		Coarse	4-21

WEIGHTS

Gross Wgt. _____ Kgs.
Gross Wgt. _____ Lbs.
Tare (Actual) _____ Lbs.
(Marked) _____ Lbs.
Net Weight 113,190 Lbs.
Moisture 7.6 %
Dry Weight 104,588 Lbs.

PRICE

5 % Ore Pays per Short Ton. Unit $ 14.70
Plus Assay Adjustment 4.5 % at $ .40 1.80
_____ at _____
Total Price per Short Ton Unit $ 16.50

VALUE

496.80 Short Ton Units Sb. at above price $ 8,197.20
Add or Deduct _____
_____

Gross Liquidation $ 8,197.20

ANALYSIS

	Assay %	Contents Lbs.
Sb	9.5	9,936
As		
Pb		
SiO_2		
$CaCO_3$		
Fe_2O_3		
S		
Al_2O_3		
Other		

DEDUCTIONS:

Advances Documentation

Collected U. S. Customs R H & D _____

$ _____ $ _____ $ _____ $ _____ $ _____

NET SETTLEMENT $ 8,197.20

Made By EAD
Checked By _____

TEXAS MINING AND SMELTING DIVISION
OF NATIONAL LEAD COMPANY

By _____

COMMERCIAL LB 3

TEXAS MINING AND SMELTING DIVISION
OF NATIONAL LEAD COMPANY
P. O. Box 559
LAREDO, TEXAS

No. CMA 4-2

ORE SETTLEMENT SHEET

Mix Reference Bed 674 Date April 27, 1970

Shipper Cantu Mineral Association

Lot Number	Car Initials Number	Ex-car Initials Number	Type of Ore	Date Received
OS-CMA-70-2	EL 65619		Coarse	4-22

WEIGHTS

Gross Wgt. _____ Kgs.

Gross Wgt. _____ Lbs.

Tare (Actual) _____ Lbs.

(Marked) _____ Lbs.

Net Weight 115,580 Lbs.

Moisture 6.4 %

Dry Weight 108,183 Lbs.

PRICE

10 % Ore Pays per Short Ton. Unit $ 16.70

Plus Assay Adjustment _____ % at $ _____

_____ at _____

Total Price per Short Ton Unit $ 16.70

VALUE

540.90 Short Ton Units Sb. at above price $ 9,033.03

Add or Deduct _____

Gross Liquidation $ 9,033.03

ANALYSIS

	Assay %	Contents Lbs.
Sb	10.0	10,818
As		
Pb		
SiO_2		
$CaCO_3$		
Fe_2O_3		
S		
Al_2O_3		
Other		

DEDUCTIONS:

Advances Documentation

Collected U. S. Customs R H & D

$ _____ $ _____ $ _____ $ _____ $ _____

NET SETTLEMENT $ 9,033.03

Made By EAD

Checked By [signature]

TEXAS MINING AND SMELTING DIVISION
OF NATIONAL LEAD COMPANY

By [signature]

COMMERCIAL LB 3

Cantu Mineral Association

14633 Ambaum Blvd. S. W.
Seattle, Washington 98166
(206) 248-1330

NO.: 0005

TO: OHGITANI TOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

DATED: APRIL 28, 1970
SHIPPED VIA: M.S. NICHIWA MARU
FROM: VANCOUVER, WASHINGTON
TO: NAGOYA, JAPAN

TERMS: THE SUMITOMO BANK, LTD., L/C NO. G/FO-50104

QUANTITY	DESCRIPTION	WEIGHT	UNIT VALUE	PRICE
7	CONTAINERS ANTIMONY ORE IN BULK	238,050# 3185.3717 UNITS	$17.27	$55,011.37

CONTAINER NOS.:
CTIU 264588 CTIU 264546
CTIU 264669 CTIU 264749
CTIU 264751 CTIU 264740
CTIU 264750

IMPORT LICENSE NO. IL(O-AA)G(48)-00010

CONTRACT NO. CH-001

70% PROVISIONAL AMOUNT ---- $38,507.96

CANTU MINERAL ASSOCIATION

BY [signature]
AUTHORIZED SIGNATURE

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

ORIENT OVERSEAS LINE

ORIENT MARITIME AGENCIES
311 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94104

ORIENT MARITIME AGENCIES
417 SOUTH HILL STREET
LOS ANGELES, CALIFORNIA 90017

FORWARDING AGENT — REFERENCES
SEAPORT SHIPPING CO. (SEATTLE) PRO-126 REF NO. 3535/MH

EXPORT DEC. NO.

BILL OF LADING

SHIPPER
CANTU MINERAL ASSOCIATION

CONSIGNED TO
ORDER OF SHIPPER

ADDRESS ARRIVAL NOTICE TO
OHGITANI KOGYO CO., LTD.
23 TOSABORI-FUNAMACHI
NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL	VOYAGE NO.	FLAG	PIER	PORT OF LOADING
S.S. HONGKONG CLIPPER	14 W	LIB.	PORT DOCK	TACOMA, WASHINGTON

PORT OF DISCHARGE *(Where goods are to be delivered to consignee or on-carrier)*
KOBE, JAPAN

FOR TRANSSHIPMENT TO *(If goods are to be transshipped or forwarded at port of discharge)*

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS		MEASUREMENT	GROSS WEIGHT
STOWAGE		CONTAINER NO.	SEAL NO.		
STOWED ON DECK		CTIU 065532	794181		38,660#
AT CARGO OWNER'S RISK		CTIU 062149	794180		38,280#
		CTIU 062057	794183		36,860#
		CTIU 065713	794184		32,280#
UNDER DECK		CTIU 061331	794182		35,000#
UNDER DECK		CTIU 061457	794185		25,020#
N/M N/N	6	CONTAINERS ANTIMONY ORE, IN BULK SHIPPERS LOAD AND COUNT			206,950#

CONSIGNEE HAS OPTION OF RE-DELIVERING EMPTY CONTAINERS AFTER UNLOADING TO CY NAGOYA OR KOBE

LADEN ON BOARD
FEBRUARY 13, 1978

FREIGHT PREPAID

NON-NEGOTIABLE COPY

These commodities licensed for the U. S. for ultimate destination JAPAN. diversion contrary to U.S. law prohibited

TOTALS — ALL CHARGES EX SHIP'S TACKLE OR DECK FOR ACCOUNT OF CARGO

OCEAN FREIGHT CHARGED ON	RATE	PER	PREPAID	COLLECT
206,950#	$23.25/2000#		$2,405.91	
WHARFAGE	$ .63/2000#		65.19	
TOTAL CHARGES -			$2,471.10	XXXXX

In Witness Whereof, the carrier its agents has signed three Bills of Lading, all of the same tenor and date, one of which being accomplished, the others to stand void.

DATED AT SEATTLE, WASHINGTON - FEB. 13, 1978
Date

By ORIENT MARITIME AGENCIES
As Agent

For Master

B/L No. TA/JK-1

"K" LINE

FORWARDING AGENT—REFERENCES

EXPORT DEC. NO.

BILL OF LADING

SHIPPER

CONSIGNEE

ORDER OF SHIPPER

ADDRESS ARRIVAL NOTICE TO

ORIENTAL KOSAN CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL	VOYAGE NO.	FLAG	PIER	PORT OF LOADING
M.S. PORTUGAL MARU	12	JAP.	37	SEATTLE, WASHINGTON

PORT OF DISCHARGE (Where goods are to be delivered to consignee or on carrier's) NAGOYA, JAPAN

FOR TRANSSHIPMENT TO (Goods are to be transshipped at port of discharge) (SEE CLAUSE 11)

PARTICULARS FURNISHED BY SHIPPERS OF GOODS

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT	GROSS WEIGHT
N/M N/N	212	BAGS ANTIMONY ORE		37,845#
		IMPORT LICENSE NO. IL(O-AA)G(48)-00010		
		31.6 % Sb		
		CHECKED LOADED ON BOARD FEBRUARY 28, 1970		

These Commodities Licensed by U. S. for Ultimate Destination JAPAN — FREIGHT PREPAID — Diversion Contrary to U. S. Law Prohibited

All rates shown herein apply from and to ship's tackle. R. S. & D. charges, tolls, wharfage, lighterage, cost of landing and all other expenses beyond ship's tackle are for account of the cargo.

OCEAN RATES AND CHARGES: RATES, WEIGHTS AND/OR MEASUREMENTS SUBJECT TO CORRECTION

REVENUE BASIS WEIGHT POUNDS	REVENUE BASIS CUBIC FEET	RATE	OCEAN FREIGHT	CBC	HANDLING	WHARFAGE			TOTAL CHARGES
1	2	3	4	5	6	7	8	9	10
37,845#		$33.50/2000#	$633.90	$2.35/2000# $44.47		$1.00/2000# $18.93			$697.30

TOTAL PREPAID $697.30

TOTAL COLLECT X X X X X

B/L NUMBER SEA/NG-3

IN ACCEPTING THIS BILL OF LADING the shipper, consignee and owner of the goods agree to be bound by all of its stipulations, exceptions, and conditions, whether written, printed, or stamped on the front or back hereof, any local customs or privileges to the contrary notwithstanding.

IN WITNESS WHEREOF, THE CARRIER BY ITS AGENT HAS SIGNED THREE (3) BILLS OF LADING, ALL OF THIS TENOR AND DATE, ONE OF WHICH BEING ACCOMPLISHED, THE OTHERS TO STAND VOID.

DATED AT SEATTLE, WASHINGTON FEBRUARY 28 19 70

KERR STEAMSHIP COMPANY, INC.
AS AGENTS FOR THE MASTER

BY

FORM K-503

PRINTED IN U.S.A.

Japan Line

JAPAN LINE, LTD

FORWARDING AGENT REFERENCES

EXPORTING CARRIER

BILL OF LADING

SHIPPER
CAKIT MINERAL ASSOCIATION

CONSIGNED TO
ORDER OF SHIPPER

ADDRESS ARRIVAL NOTICE TO
OKUTANI KOSUI CO., LTD.
23 TOSABORI-FUNAHASHI, NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL	VOYAGE NO.	FLAG	PIER	PORT OF LOADING
U.S. JAPAN AMBASSADOR	[illegible]	[illegible]	[illegible]	SAN FRANCISCO, WASHINGTON

PORT OF DISCHARGE (If here goods are to be delivered [illegible])
NAGOYA, JAPAN

FOR TRANSSHIPMENT TO [illegible] at port of discharge

PARTICULARS FURNISHED BY SHIPPER (Subject to Correction)

MARKS AND NUMBERS	NO. OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT	GROSS WEIGHT
N/M N/M	255	BAGS ANTHRACITE [illegible]		40,170#
		IMPORT LICENSE NO. [illegible] 00010		
THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED			CERT FREIGHT LOADED ON BOARD MAR 14, 1970	
		FREIGHT PREPAID		

COPY
NON-NEGOTIABLE

CHARGE	WEIGHT (1)	MEAS (2)	RATE (3)	AMOUNT (4)
FREIGHT	40,170#		$33.50/2000#	$672.85
CSC	40,170#		$ 2.35/2000#	47.20
WHARFAGE	40,170#		$ 1.00/2000#	20.09
			TOTAL PREPAID	$740.14
			TOTAL COLLECT	NONE

SEE EXCEPTIONS, the Master or agent of said vessel hereby acknowledges receipt of the goods described herein in apparent good order and condition except as otherwise noted herein.

IN WITNESS WHEREOF the Master or agent of said vessel hath affirmed to THREE (3) Bills of Lading all of this tenor and date, one of which being accomplished, the others to stand void.

DATED AT SEATTLE, WASHINGTON ON MARCH 14, 1970

FOR THE MASTER
By JAPAN LINE, LTD.
TRANSPACIFIC TRANSPORTATION COMPANY
as Agents

BY

B/L No. SE/NO-2

[illegible] the Bill of Lading [illegible] the goods mentioned above, in [illegible] consigned to the Consignee named herein [illegible] (or after shipment or loading) [illegible] port of said goods and with all other [illegible] and offload [illegible] ports of the Americas, the West Indies, all [illegible] West and South Africa [illegible] Europe, including the British [illegible]

By acceptance of this Bill of Lading [illegible] of this Bill of [illegible] of the Shipper, the Consignee and [illegible] deviation therefrom or unseaworthiness [illegible] written waiver signed by its duly [illegible]

Form 82½ 7-67

Uniform Domestic Straight Bill of Lading

is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to classifications and tariffs in effect on date of receipt by carrier of property described in Original Bill of Lading.

GREAT NORTHERN

Shipper's No. _____

Agent's No. _____

SHEET 5

at Fairbanks, Alaska 3/26, 19 70

from Centu Mining by Arctic Container Service

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned to National Lead Co. (Mail or street address of consignee — For purposes of notification only.)

Destination Laredo State of Texas County of _____

Delivery Address☆ _____ (☆To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

Route UP/KC/MKT?/MO PAC

Delivering Carrier Missouri Pacific Car Initial EL Car No. 65619

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
1	Lot antimony ore RVIX $60.00 ton	115,580	(Est)	
	Ex Fairbanks, Alaska via Sea-Land			
	Freight collect			
	Seal #1873 and #1874			

Subject to Section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Rec'd $ _____ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per _____
(The signature here acknowledges only the amount prepaid.)

Charges advanced: _____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

Arctic Container Service Shipper

Per _____

Permanent postoffice address of shipper _____

Agent

Per _____

RECEIVED MAR 26 1970 U.P.R.R. CO. FT. LOYD Agt. SEATTLE, WASH.

PRINTED IN U.S.A.

Form 82½ 7-67

This Receipt is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record. RECEIVED, subject to classifications and tariffs in effect on date of receipt by carrier of property described in Original Bill of Lading.

GREAT NORTHERN

Shipper's No. _____

Agent's No. _____

SHEET 5

at Fairbanks, Alaska 3/26, 1970

from Cantu Mining by Arctic Container Service

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Consigned to National Lead Co. (Mail or street address of consignee — For purposes of notification only.)

Destination Laredo, Texas State of _____ County of _____

Delivery Address☆ _____ (☆To be filled in only when shipper desires and governing tariffs provide for delivery thereat.)

Route UP/KC/~~MKT~~ MKT/MO PAC

Delivering Carrier Missouri Pacific Car Initial SP-223756 Car No. _____

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
1	Lot antimony ore RVNX $60.00 ton	113,190	(Est.)	
	Ex Fairbanks, Alaska via Sea-Land			
	Freight collect			
	Seal #1876 and #1875			

Subject to Section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

_____ (Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Rec'd $ _____ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per _____ (The signature here acknowledges only the amount prepaid.)

Charges advanced: _____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

Arctic Container Service Shipper

Per _____

Permanent postoffice address of shipper _____

R. J. Lloyd Agent

Per _____

RECEIVED MAR 26 1970 R. J. LLOYD, INC. SEATTLE, WASH.

PRINTED IN U.S.A.

S-1-NAG

AML 48JB-- Rev. 5/66

AMERICAN MAIL LINE LTD.

HEAD OFFICE — SEATTLE, WASH.

PRINTED IN U.S.A.

DELIVERING CARRIER TO STEAMER

CAR NUMBER - REFERENCE

FORWARDING AGENT - REFERENCES
SEAPORT SHIPPING CO. (SEATTLE) FMC 126 REF. NO. 3876/DF

B/L NO.

BILL OF LADING
(terms continued from reverse side hereof)

SHIPPER
CANTU MINERAL ASSOCIATION

CONSIGNED TO
ORDER OF SHIPPER

ADDRESS ARRIVAL NOTICE TO (without liability to carrier, see Clause 12 hereof)
OHGITANI KOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL S. S. CANADA MAIL | VOYAGE NO. 27 W | FLAG U.S.A. | PIER 46 | PORT OF LOADING SEATTLE, WASHINGTON

PORT OF DISCHARGE (from ship) NAGOYA, JAPAN

FOR TRANSSHIPMENT TO (Subject to Clause 11)

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	NO. OF PKGS.	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT IN CU. FT.	GROSS WEIGHT IN POUNDS
N/M N/N	269	BAGS ANTIMONY ORE		40,240#
		CONTAINER NO. GCCU 6026		
		IMPORT LICENSE NO. IL(O-AA)G(48)-00010		
B/N: S-17				

These Commodities Licensed by U. S. For Ultimate Destination JAPAN Diversion Contrary to U. S. Law Prohibited

OCEAN RATES AND CHARGES
RATES, WEIGHTS AND/OR MEASUREMENTS SUBJECT TO CORRECTION

CHARGE	WEIGHT	MEAS.	RATE	AMOUNT
FREIGHT	40,240#		$33.50/2000#	$674.02
CSC	40,240#		$ 2.35/2000#	47.28
WHARFAGE	40,240#		$ 1.00/2000#	20.12
TOTAL PREPAID				$741.42
TOTAL COLLECT				X X X X X

COPY
NON- NEGOTIABLE

IN ACCEPTING THIS BILL OF LADING the shipper, and consignee of the goods agrees to be bound by all its stipulations, exceptions, and conditions, whether written, printed, or stamped on the front or back hereof, any local customs or privileges to the contrary notwithstanding.

IN WITNESS WHEREOF, the Master of the said ship affirmed to THREE(3)ORIG. bills of lading, all of this tenor and date, ONE of which being accomplished, the others stand void.

DATED
AT SEATTLE, WASHINGTON on MARCH 21, 1970

This is a SHIPPED on BOARD Bill of Lading When Validated.

FOR THE MASTER:
AMERICAN MAIL LINE LTD.

BY

B/L No.
S-1-NAG

RECEIVED from the Shipper named on the reverse side hereof, the goods or packages said to contain goods hereinafter mentioned, in apparent good order and condition, unless otherwise indicated in this bill of lading, to be transported subject to all the terms of this bill of lading with liberty to proceed via any port or ports within the scope of the voyage described herein, to the port of discharge or so near thereunto as the ship can always safely get and leave, always afloat at all stages and conditions of water and weather, and there to be delivered or transshipped on payment of the charges thereon.

It is agreed that the custody and carriage of the goods are subject to the following terms which shall govern the relations, whatsoever they may be, between the shipper, consignee, and the Carrier, master and ship in every contingency, wheresoever, and whensoever occurring, and also in the event of deviation, or unseaworthiness of the ship at the time of loading or inception of the voyage or subsequently, and none of the terms of this bill of lading shall be deemed to have been waived by the carrier unless by express waiver signed by a duly authorized agent of the Carrier:

1. This bill of lading shall have effect subject to the provisions of the Carriage of Goods by Sea Act of the United States, approved April 16, 1936, which shall be deemed to be incorporated herein, and nothing herein contained shall be deemed a surrender by the Carrier of any of its rights or immunities or an increase of any of its responsibilities or liabilities under said Act. The provisions stated in said Act shall (except as may be otherwise specifically provided herein) govern before the goods are loaded on and after they are discharged from the ship and throughout the entire time the goods are in the custody of the Carrier. The Carrier shall not be liable in any capacity whatsoever for any delay, non-delivery or misdelivery, or loss of or damage to the goods occurring while the goods are not in the actual custody of the Carrier.

2. In this bill of lading the word "ship" shall include any substituted vessel, and any craft, lighter or other means of conveyance owned, chartered or operated by the Carrier; the word "Carrier" shall include the ship, her owner, operator, demise charterer, time charterer, master and any substituted carrier, whether the owner, operator, charterer or master shall be acting as carrier or bailee; the word "Shipper" shall include the person named as such in this bill of lading and the person for whose account the goods are shipped; the word "Consignee" shall include the holder of the bill of lading, properly endorsed, and the receiver and the owner of the goods; the word "charges" shall include freight and all expenses and money obligations incurred and payable by the goods, shipper, consignee, or any of them.

3. The scope of voyage herein contracted for shall include usual or customary or advertised ports of call whether named in this contract or not, also ports in or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the ship may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The ship may call at any port for the purposes of the current voyage or of a prior or subsequent voyage. The ship may omit calling at any port or ports whether scheduled or not, and may call at the same port more than once; may either with or without the goods on board, and before or after proceeding toward the port of discharge, adjust compasses, dry dock, go on ways or to repair yards, shift berths, make trial trips or tests, take fuel or stores, remain in port, sail with or without pilots, tow or be towed, and save or attempt to save life or property, and all of the foregoing are included in the contract voyage.

4. In any situation whatsoever and wheresoever occurring and whether existing or anticipated before commencement of or during the voyage, which in the judgment of the Carrier or the Master is likely to give rise to risk of capture, seizure, detention, damage, delay or disadvantage to or loss of the ship or any part of her cargo, or to make it unsafe, imprudent, or unlawful for any reason to commence or proceed on or continue the voyage or to enter or discharge the goods at the port of discharge, or to give rise to delay or difficulty in arriving, discharging at or leaving the port of discharge or the usual or agreed place of discharge in such port, the Carrier may before loading or before the commencement of the voyage, require the shipper or other person entitled thereto to take delivery of the goods at port of shipment and upon failure to do so, may warehouse the goods at the risk and expense of the goods; or the Carrier or the Master, whether or not proceeding toward or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge the goods there, may, without giving any prior notice, discharge the goods into depot, lazaretto, craft, or other place and the goods shall be liable for any extra expenses thereby incurred; or the Master may proceed or return, directly or indirectly, to or stop at such other port or place whatsoever as he or the Carrier may consider safe or advisable under the circumstances, and discharge the goods, or any part thereof, there without giving any prior notice, and when landed as hereinabove provided the goods shall be at their own risk and expense, the delivery thereof by the Carrier shall be considered complete and the Carrier shall be freed from any further responsibility in respect thereof except to mail notice of the disposition of the goods directed to the shipper or consignee named in this Bill of Lading at such address as may be stated herein; or the Carrier or the Master may retain the cargo on board until the return trip or until such time as he or the Carrier thinks advisable, and discharge the goods at any place whatsoever as herein provided; or the Carrier or the Master may discharge and forward the goods by any means, rail, water, land, or air, or by any such means, at the risk and expense of the goods. The Carrier or the Master is not required to give notice of discharge of the goods or the forwarding thereof as herein provided. When the goods are discharged from the ship, as herein provided, they shall be at their own risk and expense; such discharge shall constitute complete delivery and performance under this contract and the Carrier shall be freed from any further responsibility. For any services rendered to the goods as hereinabove provided, the Carrier shall be at its election entitled to a reasonable extra compensation.

5. The carrier, master and ship shall have liberty to comply with any orders or directions as to loading, departure, arrival, routes, ports of call, stoppages, transshipment, discharge, destination, delivery or otherwise howsoever given by the government of any nation or department thereof or any person acting or purporting to act with the authority of such government or of any department thereof, or by any committee or person having, under the terms of the war risk insurance on the ship, the right to give such orders or directions. Delivery or other disposition of the goods in accordance with such orders or directions shall be a fulfillment of the contract voyage. The ship may carry contraband, explosives, munitions, warlike stores, hazardous cargo, and may sail armed or unarmed and with or without convoy.

In addition to all other liberties herein the Carrier shall have the right to withhold delivery of, reship to, deposit or discharge the goods at any place, whatsoever, surrender or dispose of the goods in accordance with any direction, condition or agreement imposed upon or exacted from the carrier by any government or department thereof or any person purporting to act with the authority of either of them. In any of the above circumstances the goods shall be solely at their risk and expense and all expenses and charges so incurred shall be payable by the owner or consignee thereof and shall be a lien on the goods.

6. Unless otherwise stated herein, the description of the goods and the particulars of the packages mentioned herein are those furnished in writing by the shipper and the carrier shall not be concluded as to the correctness of leading marks, number, quantity, weight, gauge, measurement, contents, nature, quality or value. Single pieces or packages exceeding 4480 lbs. in weight shall be liable to pay extra charges in accordance with tariff rates in effect at time of shipment for loading, handling, transshipping or discharging and the weight of each such piece or package shall be declared in writing by the shipper on shipment and clearly and durably marked on the outside of the piece or package. The shipper and the goods shall also be liable for, and shall indemnify the carrier in respect of any injury, loss or damage arising from shipper's failure to declare and mark the weight of any such piece or package or from the incorrect weight of any such piece or package having been declared or marked thereon.

7. Goods may be stowed in poop, forecastle, deck house, shelter deck, passenger space, or any other covered or uncovered space commonly used in the trade and suitable for the carriage of goods, and when so stowed shall be deemed for all purposes to be stowed under deck. In respect of goods carried on deck and stated herein to be so carried, all risks of loss or damage by perils inherent in such carriage shall be borne by the consignee but in all other respects the custody and carriage of such goods shall be governed by the terms of this bill of lading and the provisions stated in said Carriage of Goods by Sea Act notwithstanding Sec. 1 (c) thereof. Specially heated or specially cooled stowage is not to be furnished unless contracted for at an increased freight rate.

8. Live animals, birds and fish are received and carried at shipper's risk of accident or mortality, and the Carrier shall not be liable for any loss or damage thereto arising or resulting from any matters mentioned in Section 4, Sub-section 2, (a) to (p) inclusive of said Carriage of Goods by Sea Act or from any other cause whatsoever not due to the fault of the Carrier, any warranty of seaworthiness in the premises being hereby waived by the shipper. Except as provided above such shipments shall be deemed goods, and shall be subject to all terms and provisions in this bill of lading relating to goods.

9. If the ship comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the master, mariner, pilot or the servants of the Carrier in the navigation or in the management of the ship, the owners of the goods carried hereunder will indemnify the Carrier against all loss or liabilities of the non-carrying ship or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said goods, paid or payable by the other or non-carrying ship or her owners to the owners of said goods and set-off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying ship or Carrier.

10. General average shall be adjusted, stated and settled, according to The York-Antwerp Rules 1950, excluding Rule XXII thereof, at such port or place in the United States as may be selected by the carrier, and, as to matters not provided for by these Rules, according to the laws and usages at the port of New York. In such adjustment disbursement in foreign currencies shall be exchanged into United States money at the rate prevailing on the dates made, and allowances for damage to cargo claimed in foreign currency shall be converted at the rate prevailing on the last day of discharge at the port or place of final discharge of such damaged cargo from the ship. Average agreement or bond and such additional security as may be required by the carrier, must be furnished before delivery of the goods. Such cash deposits as the carrier or his agents may deem sufficient as additional security for the contribution of the goods and for any salvage and special charges thereon, shall, if required, be made by the goods, shippers, consignees or owners of the goods to the carrier before delivery. Such deposits shall, at the option of the carrier, be payable in United States money and be remitted without delay to the adjuster. When so remitted the deposits shall be held in a special account at the place of adjustment in the joint names of the adjuster, acting on behalf of the depositors, and a representative nominated on behalf of the carrier, in a bank to be approved by both. The sum so deposited shall be held as security for payment to the parties entitled thereto of the general average, salvage or special charges payable by cargo in respect to which the deposits have been collected. Payments on account, refunds or credit balances, if any, may be made if certified to in writing by the adjuster, and shall be paid in United States money. Such deposits and payments or refunds shall be without prejudice to the ultimate liability of the parties.

In the event of accident, danger damage, or disaster, before or after commencement of the voyage resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequences of which, the carrier is not responsible, by statute, contract, or otherwise, the goods, shippers, consignees, or owners of the goods shall contribute with the carrier in general average to the payment of any sacrifices, losses, or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the goods. If a salving ship is owned or operated by the carrier, salvage shall be paid for as fully as if such salving ship or ships belonged to strangers.

11. Whenever the Carrier or the Master may deem it advisable or in any case where the goods are consigned to a point where the ship does not expect to discharge, the Carrier or Master may, without notice, forward the whole or any part of the goods before or after loading at the original port of shipment, or any other place or places even though outside the scope of the voyage or the route to or beyond the port of discharge or the destination of the goods, by any vessel, vessels or other means of transportation by water or by land or by air or by any such means, whether operated by the Carrier or by others and whether departing or arriving or scheduled to depart or arrive before or after the ship expected to be used for the transportation of the goods. This Carrier, in making arrangements for any transshipping or forwarding vessel or means of transportation not operated by this Carrier shall be considered solely the forwarding agent of the shipper and without any other responsibility whatsoever.

The carriage of any transshipping or forwarding carrier and all transshipment or forwarding shall be subject to all the terms whatsoever in the regular form of bill of lading, freight note, contract or other shipping document used at the time by such carrier, whether issued for the goods or not, and even though such terms may be less favorable to the shipper or consignee than the terms of this bill of lading and may contain more stringent requirements as to notice of claim or commencement of suit and may exempt the on-carrier from liability for negligence. The shipper expressly authorizes the Carrier to arrange with any such transshipping or forwarding carrier that the lowest valuation of the goods or limitation of liability contained in the bill of lading or shipping document of such carrier shall apply even though lower than the valuation or limitation herein, provided that the shipper shall not be compelled to pay a rate higher than that applicable to the valuation contained in such bill of lading. Pending or during transshipment the goods may be stored ashore or afloat at their risk and expense and the Carrier shall not be liable for any loss or detention of or damage to the goods howsoever and whereso-ever arising.

12. The port authorities are hereby authorized to grant a general order for discharging immediately upon arrival of the ship and the carrier without giving notice either of arrival or discharge, may discharge the goods directly they come to hand, at or onto any wharf, craft or place that the carrier may select, and continuously Sundays and holidays included, at all such hours by day or by night as the carrier may determine no matter what the state of the weather or custom of the port may be. The carrier shall not be liable in any respect whatsoever if house or refrigeration or special cooling facilities shall not be furnished during loading or discharge or any part of the time that the goods are upon the wharf, craft, or other loading or discharging place. All lighterage and use of craft in loading or discharging shall be at the risk and expense of the goods. Lending and delivery charges and pier dues shall be at the expense of the goods unless included in the freight herein provided for. If the goods are not taken away by the consignee by the expiration of the next working day after the goods are at his disposal, the goods may at carrier's option and subject to carrier's lien, be sent to store or warehouse, or be permitted to lie where landed, but always at the expense and risk of the goods. The responsibility of the carrier in any capacity shall altogether cease and the goods shall be considered to be delivered and at their own risk and expense in every respect when taken into the custody of customs or other authorities. The carrier shall not be required to give any notification of disposition of the goods.

13. The carrier shall not be liable for failure to deliver in accordance with loading marks unless such marks shall have been clearly and durably stamped or marked by the shipper before shipment upon the goods or packages, in letters and numbers not less than two inches high, together with name of the port of discharge. Goods that cannot be identified as to marks or numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for completing delivery to the various consignees of goods of like character in proportion to any apparent shortage, loss of weight or damage.

When grain is stowed without separation from other grain shipped either by the same shipper or by other shippers, any shortage or damage to the combined shipments shall be divided in proportion among the several shipments.

14. The goods shall be liable for all expenses of mending, cooperage, baling or reconditioning of the goods or packages and gathering of loose contents of packages; also for any payment, expense, fine, dues, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon the carrier or the ship in connection with the goods, howsoever caused, including any action or requirement of any government or governmental authority or person purporting to act under the authority thereof, seizure under legal process or attempted seizure, incorrect or insufficient marking, numbering or addressing of packages or description of the contents, failure of the shipper to procure consular, Board of Health or other certificates to accompany the goods or to comply with laws or regulations of any kind imposed with respect to the goods by the authorities at any port or place or any act or omission of the shipper or consignee.

15. Full freight hereunder to port of discharge named herein shall be considered completely earned on receipt of the goods by the carrier whether the freight is stated or intended to be prepaid or to be collected at destination; and the carrier shall be entitled to all freight and charges due hereunder, whether actually paid or not, and to receive and retain them irrevocably under all circumstances whatsoever, ship and/or cargo lost or not lost, or the voyage broken up or abandoned. If there shall be a forced interruption or abandonment of the voyage at the port of shipment or elsewhere, any forwarding of the goods or any part thereof shall be at the risk and expense of the goods. All unpaid charges shall be paid in full and without any offset, counter-claim or deduction, in the currency of the country of the port of shipment or, at carrier's option, in the currency of the country of the port of discharge at the demand rate of New York exchange as quoted on the day of the ship's entry at the custom house of her port of discharge. The carrier shall have a lien on the goods, which shall survive delivery, for all charges due hereunder and may enforce this lien by public or private sale and without notice. The shipper and the consignee shall be jointly and severally liable to the carrier for the payment of all charges and for the performance of the obligation of each of them hereunder.

Freight shall be payable on actual gross intake weight or measurement or, at carrier's option, on actual gross discharged weight or measurement. Freight may be calculated on the basis of the particulars of the goods furnished by the shipper herein, but the carrier may at any time open the packages and examine, weigh, measure and value the goods. In case shipper's particulars are found to be erroneous and additional freight is payable, the goods shall be liable for any expense incurred for examing, weighing, measuring and valuing the goods. Full freight shall be paid on damaged or unsound goods but excluding any increase in weight or measurement thereof caused by absorption of water during the voyage.

16. Neither the carrier nor any corporation owned by, subsidiary to or associated or affiliated with the carrier shall be liable to answer for or make good any loss or damage to the goods occurring at any time and even though before loading on or after discharge from the ship, by reason or by means of any fire whatsoever, unless such fire shall be caused by its design or neglect.

17. In case of any loss or damage to or in connection with goods exceeding in actual value $500.00, lawful money of the United States, per package, or, in case of goods not shipped in packages, per customary freight unit, the value of the goods shall be deemed to be $500.00 per package or per unit, on which basis the freight is adjusted and the carrier's liability, if any, shall be determined on the basis of a value of $500.00 per package or per customary freight unit, or pro rata in case of partial loss or damage, unless the nature of the goods and a valuation higher than $500.00 shall have been declared in writing by the shipper upon delivery to the carrier and inserted in this bill of lading and extra freight paid if required and in such case if the actual value of the goods per package or per customary freight unit shall exceed such declared value, the value shall nevertheless be deemed to be the declared value and the carrier's liability, if any, shall not exceed the declared value and any partial loss or damage shall be adjusted pro rata on the basis of such declared value.

Whenever the value of the goods is less than $500.00 per package or other freight unit, their value in the calculation and adjustment of claims for which the carrier may be liable shall, for the purpose of avoiding uncertainties and difficulties in affixing value, be deemed to be the invoice value, plus freight and insurance, if paid, irrespective of whether any other value is greater or less.

18. Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the carrier or his agent at the port of discharge before or at the time of the removal of the goods into the custody of the person entitled to delivery thereof under the contract of carriage, such removal shall be prima facie evidence of the delivery by the carrier of the goods as described in this bill of lading. If the loss or damage is not apparent the notice must be given within three days of the delivery.

In any event the carrier and the ship shall be discharged from all liability in respect of loss or damage unless suit is brought within one year after the delivery of the goods or the date when the goods should have been delivered.

19. All agreements or freight engagements for the shipment of the goods are superseded by this bill of lading and all its terms, whether written, typed, stamped, or printed, are accepted and agreed by the shipper to be binding as fully as if signed by the shipper, any local customs or privileges to the contrary notwithstanding. Nothing in this bill of lading shall operate to limit or deprive the carrier of any statutory protection or exemption from or limitation of liability. If required by the carrier, one signed bill of lading duly endorsed must be surrendered to the agent of the ship at the port of discharge in exchange for delivery order.

20. Cargo consigned to Tientsin or through bill of lading may be lightered from below the bar and Shanghai and Hongkong cargo from alongside the vessel all at Carrier's option and expense, but at risk of shipper, consignee or receiver. In the event Taku Bar delivery is in the judgment of the Carrier impossible on account of ice conditions or for any other reason, the goods may be discharged at any safe, near, convenient, open port according to the judgment of the Carrier at risk and expense of shipper, consignee or receiver, and such discharge shall be deemed a delivery hereunder, whereupon carrier's liability shall cease. The carrier shall have a lien on the goods for such additional carriage and other charges incurred, which lien may be enforced as herein provided. Cargo consigned to Bangkok to be discharged at the anchorage at Kohsichang or any other safe anchorage in the discretion of the carrier, and after leaving ship's tackle such cargo shall be at the risk and expense of shipper, consignee or receiver. The carrier in making any arrangements for lighterage or warehousing of goods after discharge from vessel shall be considered the agent of the shipper, owner or consignee of the goods and shall not be responsible for any loss, damage or delay.

21. In accordance with regulations of Philippine Customs Service, cargo is to be conveyed by the carrier's agent at the risk and expense of the goods from vessel to the custom house wharf and there delivered into the custody of the custom house or other proper authority for account of the consignee; and such delivery shall constitute full discharge of the shipowner's obligation under this bill of lading.

22. Authorities' permit to land shipment at Shanghai and/or other ports, for transshipment or discharge of spelter salt, saltpeter, chlorate of potash, gunpowder, cartridges, ammunition, guns, cannon or other firearms, or any other goods designated as contraband, must be delivered to Carrier's agent at port of loading at least five (5) days before vessel sails.

23. Where this bill of lading is issued in Canada, in relation to and in connection with the carriage of goods by water from any port in Canada to any other port, whether in or outside Canada, the same is to have effect subject to the provisions of the Canadian Water Carriage of Goods Act of 1936, and of the Rules as applied by said Act, insofar and to the extent only as is required by the provisions of said Act.

24. Carrier is not and shall not be required to deliver said merchandise at port of delivery at any particular time or to meet any particular market or in time for any particular use.

Japan Line

JAPAN LINE, LTD.
Japan

FORWARDING AGENT - REFERENCES

SEAPORT SHIPPING CO. (SEATTLE) FMC 126 REF. NO. 3919/DF

EXPORT DEC. NO.

BILL OF LADING

SHIPPER
CANTU MINERAL ASSOCIATION

CONSIGNED TO
ORDER OF SHIPPER

ADDRESS ARRIVAL NOTICE TO
OHGITANI KOGYO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL	VOYAGE NO.	FLAG	PIER	PORT OF LOADING
M.S. NICHIWA MARU	PN 75W	JAP.	PORT DOCK	VANCOUVER, WASHINGTON

PORT OF DISCHARGE (Where goods are to be delivered if consignee is unknown)
NAGOYA, JAPAN

FOR TRANSSHIPMENT TO (If goods are to be transshipped or forwarded at port of discharge)

PARTICULARS FURNISHED BY SHIPPER (Subject to Correction)

MARKS AND NUMBERS	NO OF PKGS	DESCRIPTION OF PACKAGES AND GOODS	MEASUREMENT	GROSS WEIGHT
N/M N/N	7	CONTAINERS ANTIMONY ORE IN BULK CONTAINER NOS: CTIU 264588 CTIU 264546 CTIU 264669 CTIU 264749 CTIU 264751 CTIU 264740 CTIU 264750		238,050#

CERTIFIED LOADED ON BOARD

FREIGHT PREPAID

IMPORT LICENSE NO. 1L(0-AA)G(48)-00010

THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN.
DIVERSION CONTRARY TO U.S. LAW PROHIBITED.

CHARGE	WEIGHT (1)	MEAS. (2)	RATE (3)	AMOUNT (4)
FREIGHT	238,050#		$21.15/2000#	$2,517.38
CSC	238,050#		$ 2.35/2000#	279.71
WHARFAGE	238,050#		$ .63/2000#	74.99
			TOTAL PREPAID	$2,872.08
			TOTAL COLLECT	X X X X X X

RECEIVED by the Carrier signing this Bill of Lading (hereinafter called the "Carrier") from the Shipper named herein for shipment (conditions below).

IN WITNESS WHEREOF the Master or Agent of said vessel hath affirmed to ..... Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

DATED AT SEATTLE, WASHINGTON ON APRIL 28, 1970

FOR THE MASTER
By JAPAN LINE, LTD.
TRANSPACIFIC TRANSPORTATION COMPANY
as Agents

B/L No
SE/NG-3

BY _____

(Consignee and Shipper) agree to all the terms and conditions printed on the front and back of this Bill of Lading) the goods mentioned above, in apparent good order and condition unless ... marks, numbers, quantity, contents and weight unknown to the Carrier) consigned to the Consignee named herein ... (hereinafter called the "Vessel") and to be carried with the said Vessel ... (hereinafter called the "Carrier") ... the said goods, and with all other ... and all other ... at all stages of ... by ... to ... in the Americas, the West Indies, all islands of the Pacific Ocean ... Asia, the Far East, the Mid East, the Mediterranean, East, West and South Africa and Europe, including the British Isles.

B. Acceptance of this Bill of Lading ... shall be ... provisions, exemptions and conditions of this Bill of Lading ... the Shipper, the Consignee and the owners of the ... the effects of unseaworthiness of the Vessel, ... express written waiver signed by its duly authorized agent.

COPY
NON-NEGOTIABLE

Mitsui O.S.K. Lines, Ltd.

DELIVERING CARRIER TO STEAMER

CAR NUMBER-REFERENCE

FORWARDING AGENT-REFERENCES
SEAPORT SHIPPING CO. (SEATTLE) FMC 126 REF. NO. 4521/DF

EXPORT DEC. NO.

BILL OF LADING (COPY—NON-NEGOTIABLE)

B/L NO.
M 790-00014

SHIPPER
CANTU MINERAL ASSOCIATION

CONSIGNED TO ORDER OF
SHIPPER

ADDRESS ARRIVAL NOTICE TO
OHGITANI KOGIO CO., LTD.
23 TOSABORI-FUNAMACHI, NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL	VOYAGE NO.	FLAG	PLACE OF RECEIPT	PORT OF LOADING
M.S. GOLDEN ARROW	0002B	JAP.	PIER 18	SEATTLE, WASHINGTON

PORT OF DISCHARGE
NAGOYA, JAPAN

PLACE OF DELIVERY

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	No. of Containers or Pkgs.	TYPE OR KIND OF CONTAINERS OR PACKAGES-DESCRIPTION OF GOODS	MEASUREMENT	GROSS WEIGHT
N/M N/N	13	CONTAINERS ANTIMONY ORE IN BULK CONTAINER NOS: MOLU 261016 MOLU 265146 MOLU 261276 MOLU 2652421 MOLU 261234 MOLU 260053 MOLU 261344 MOLU 2671069 MOLU 261062 MOLU 265039 MOLU 261054 MOLU 265014 MOLU 2615223 IMPORT LICENSE NO. EL(0-1A)G(48)-00010 FREIGHT PREPAID THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.		487,210 LBS.

CONTAINER NO.	FREIGHT AND CHARGES	CHARGED ON	RATE	PER	PREPAID	COLLECT
SEE ABOVE	OCEAN	487,210 LBS.	$20.00/2000#		$4,872.10	
	WHARFAGE	487,210 LBS.	$ .63/2000#		153.47	

NUMBER OF B(S)/L SIGNED
THREE(3) ORIGINAL

TOTAL AMOUNT OF CHARGES ⇨ $5,025.57

PLACE OF B(S)/L ISSUE	PLACE OF PAYMENT	PREPAID AT	PAYABLE AT
SEATTLE, WASHINGTON	SEATTLE, WASHINGTON	SEATTLE, WA.	SEATTLE, WA.

DATED AT SEATTLE, WASHINGTON ON JUNE 29, 1970

Mitsui O.S.K. Lines, Ltd.
WILLIAMS, DIMOND & CO., as agents

BY _____

LADEN ON BOARD THE VESSEL
DATE JUNE 29, 1970
SIGNATURE:

ALL TERMS, CONDITIONS AND EXCEPTIONS AS PER ORIGINAL BILL OF LADING

Form: CD-06 R.

RECEIVING
'70 OCT -5 AM 10: 15

Mitsui O.S.K. Lines, Ltd.

DELIVERING CARRIER TO STEAMER

CAR NUMBER-REFERENCE

FORWARDING AGENT-REFERENCES

SEAFOX SHIPPING CO. (SEATTLE) INC 126 REF. NO. 4521/D7

EXPORT DEC. NO.

PRO-231

BILL OF LADING

B/L NO.

SEAG-2001

SHIPPER

CANTU TEXTILE ASSOCIATION

CONSIGNED TO ORDER OF

SHIPPER

ADDRESS ARRIVAL NOTICE TO

OSAKA KOSYO CO., LTD.
23 KOBAORI-KIMAGAE, NISHI-KU
OSAKA, JAPAN

ALSO NOTIFY

VESSEL	VOYAGE NO.	FLAG	PLACE OF RECEIPT	PORT OF LOADING
M.S. MOGANIBAN MAIN	49 B	JAP.	PIER 30	SEATTLE, WASHINGTON

PORT OF DISCHARGE	PLACE OF DELIVERY
NAGOYA, JAPAN	

PARTICULARS FURNISHED BY SHIPPER

MARKS AND NUMBERS	No. of Containers or Pkgs.	TYPE OR KIND OF CONTAINERS OR PACKAGES-DESCRIPTION OF GOODS	MEASUREMENT	GROSS WEIGHT
N/M N/M	7	CONTAINERS ATTACHED ONE IN FILE		27[illegible],3[illegible]
		IMPORT LICENSE NO. 3[illegible]-1A)5(26)-00[illegible]		
THESE COMMODITIES LICENSED BY U.S. FOR ULTIMATE DESTINATION JAPAN. DIVERSION CONTRARY TO U.S. LAW PROHIBITED.		FREIGHT PREPAID		

CONTAINER NO.	FREIGHT AND CHARGES	CHARGED ON	RATE PER	PREPAID	COLLECT
MOLU 265150	OCEAN	27[illegible]	$20.00/20'00'	$2,7[illegible]	
MOLU 2[illegible]					
MOLU 3[illegible]76	WHARFAGE	27[illegible]	$ .02/[illegible]	67.32	
MOLU 2[illegible]					
MOLU 2[illegible]80					
MOLU 2[illegible]33					
MOLU 2[illegible]36					

RECEIVED BY the Carrier, the goods or containers or packages said to contain the goods herein mentioned, in apparent good order and condition unless otherwise indicated herein, to be transported by the Vessel and/ or other means of carriage named herein or any substitute at Carrier's option, from the place of receipt or the port of loading to the port of discharge or the place of delivery shown herein, subject to all the terms and conditions provided for on the face and back of this Bill of Lading.

If required, this Bill of Lading duly endorsed must be surrendered in exchange for the goods or delivery order.

Form: CD-05R

NUMBER OF B(S)/L SIGNED

THREE (3) ORIGINAL

TOTAL AMOUNT OF CHARGES

2[illegible],[illegible].38

PLACE OF B(S)/L ISSUE	PLACE OF PAYMENT	PREPAID AT	PAYABLE AT
SEATTLE, WASHINGTON	SEATTLE, WASHINGTON	SEATTLE, WA.	SEATTLE, WA.

DATED AT SEATTLE, WASHINGTON ON JUNE 20, 1970

Mitsui O.S.K. Lines, Ltd.
WILLIAMS, LINGER & CO., AS AGENTS

BY

LADEN ON BOARD THE VESSEL

DATE

SIGNATURE:

IN ACCEPTING THIS BILL OF LADING, the Merchant agrees to be bound by all the stipulations, exceptions and conditions on the face and back hereof as if signed by him, any local custom or privileges to the contrary notwithstanding, and agrees that all agreements or freight engagements for the carriage of the goods are superseded by this Bill of Lading.

In witness whereof, the number of original Bills of Lading stated herein has been signed on behalf of Mitsui O. S. K. Lines, Ltd., the Master and the owner of the Vessel, all of this tenor and date, one of which being accomplished, the others to stand void.

1. **(Definition)** The following words both on the face and back hereof have the meanings hereby assigned:
(a) "Carrier" means Mitsui O. S. K. Lines, Ltd. and the Vessel and/or her owner;
(b) "Merchant" includes the shipper, consignor, consignee, owner and receiver of the Goods and the holder of this Bill of Lading;
(c) "Goods" mean the cargo described on the face of this Bill of Lading and, if the cargo is packed into container(s) supplied or furnished by or on behalf of the Merchant, include the container(s) as well;
(d) "Vessel" includes vessel, ship, craft, lighter or other means of transport which is or shall be substituted, in whole or in part, for the vessel named on the face hereof.

2. **(Clause Paramount)** As far as this Bill of Lading covers the carriage of the Goods by water, this Bill of Lading shall have effect subject to the provisions of the International Carriage of Goods by Sea Act, 1957 of Japan, unless it is adjudged that any other legislation of a nature similar to the International Convention for the Unification of Certain Rules relating to Bills of Lading signed at Brussels on August 25, 1924 compulsorily applies to this Bill of Lading, in which case it shall have effect subject to the provisions of such legislation, and the said Act or legislation (hereinafter called the Hague Rules Legislation) shall be deemed to be incorporated herein.
If any provision of this Bill of Lading is held to be repugnant to any extent to the Hague Rules Legislation or any other laws, statutes or regulations applicable to the contract evidenced by this Bill of Lading, such provision shall be null and void to such extent but no further.

3. **(Governing Law and Jurisdiction)** The contract evidenced by or contained in this Bill of Lading shall be governed by Japanese law except as may be otherwise provided for herein, and any action thereunder shall be brought before the Tokyo District Court in Japan.

4. **(Limitation Statutes)** Nothing in this Bill of Lading shall operate to limit or deprive the Carrier of any statutory protection or exemption or limitation of liability authorized by any applicable laws, statutes or regulations of any countries.

5. **(Sub-Contracting: Exemptions and Immunities of Servants, Agents and Sub-contractors)** The Carrier shall be entitled to sub-contract on any terms the whole or any part of the handling, storage or carriage of the Goods and any and all duties whatsoever undertaken by the Carrier in relation to the Goods. The Merchant shall indemnify the Carrier against any claims which may be made upon the Carrier by any servant, agent or sub-contractor of the Carrier in relation to the claim against any such person made by the Merchant. Without prejudice to the foregoing, every such servant, agent and sub-contractor shall have the benefit of all provisions herein for the benefit of the Carrier as if such provisions were expressly for their benefit; and in entering into this contract the Carrier, to the extent of those provisions, does so not only on his own behalf but also as agent and trustee for such servants, agents and sub-contractors.

6. **(Route of Transport)** (1) The Goods may, at the Carrier's absolute discretion, be carried as a single shipment or as several shipments by the Vessel and/or any other means of transport by land or air and by any route whatsoever, whether or not such route is the direct, advertised or customary route. (2) The Vessel shall have liberty to call and/or stay at any port(s) or place(s) in or out of the direct, advertised or customary route, once or more often and in any order backwards or forwards, and/or to omit calling at any port(s) or place(s) whether scheduled or not. (3) The Vessel shall have liberty to, either with or without the Goods on board, and before or after proceeding toward the port of discharge, adjust compasses and other navigational instruments, make trial trips or tests, drydock, go to repair yards, shift berths, take in fuel or stores, embark or disembark any person(s), carry contraband, explosives, munitions, warlike stores and hazardous cargo, sail with or without pilots, tow or be towed, and save or attempt to save life or property. (4) Any action taken by the Carrier under this Article shall be deemed to be included within the contractual carriage and such action or delay resulting therefrom shall not be deemed to be a deviation. Should the Carrier be held liable in respect of such action, the Carrier shall be entitled to the full benefit of all privileges, rights and immunities contained in this Bill of Lading.

7. **(Responsibility)** (1) The Carrier shall not be responsible for loss of or damage to the Goods occurring before receipt of the Goods by the Carrier at the place of receipt or port of loading or after delivery by the Carrier at the port of discharge or place of delivery. (2) In case it is established by the Merchant that loss of or damage to or in connection with the Goods occurred during the period from the receipt by the Carrier at the place of receipt or port of loading to the delivery by the Carrier at the port of discharge or place of delivery, the Carrier shall subject to the provisions of this Bill of Lading be responsible for such loss or damage to the extent following but no further:— (i) With respect to loss or damage occurring during the period from the time when the Goods arrived at the sea terminal at the port of loading to the time when they left the sea terminal at the port of discharge and also occurring during any previous or subsequent period of carriage by sea or inland waterways, to the extent prescribed by the applicable Hague Rules Legislation as provided for in Article 2 hereof; or (ii) Save as covered by (i) above, with respect to loss or damage occurring during the handling, storage or carriage of the Goods by a sub-contractor or agent of the Carrier, to the extent to which such sub-contractor or agent would have been liable to the Merchant if he had made a direct and separate contract with the Merchant in respect of such handling, storage or carriage; the terms and conditions of the said direct and separate contract can be obtained at the Carrier's offices upon request of the Merchant; or (iii) In case it cannot be proved where the Goods were when the loss or damage occurred, the loss or damage shall be deemed to have occurred in the course of carriage by water, and the Carrier shall be responsible to the extent prescribed by the applicable Hague Rules Legislation. (3) Notwithstanding Article 7 (2) hereof, the Carrier does not undertake that the Goods shall arrive at the port of discharge or place of delivery at any particular time or in time to meet any particular market or use and the Carrier shall not be responsible for any direct or indirect loss or damage which is caused through delay. (4) The column "Final Destination" on the face hereof is solely for the purpose of the Merchant's reference and the Carrier's responsibility in respect to the Goods shall in all cases cease at the time of delivery of the Goods at the port of discharge or place of delivery.

8. **(Liberties)** (1) In any situation whatsoever, whether or not existing or anticipated before commencement of or during the transport, which in the judgment of the Carrier (including for the purpose of this Article any person charged with the transport or safekeeping of the Goods), (i) has given or is likely to give rise to danger, injury, loss, delay or disadvantage of whatsoever nature to the Vessel, a vehicle, the Carrier, any person, the Goods or any property; or (ii) has rendered or is likely to render it in any way unsafe, impracticable or unlawful or against the interest of the Carrier or the Merchant to commence or continue the transport or to discharge the Goods at the port of discharge or to deliver the Goods at the place of delivery by the route and in the manner originally intended by the Carrier, the Carrier (a) at any time shall be entitled to unpack the container(s) or otherwise dispose of the Goods in such way as the Carrier may deem advisable at the risk and expense of the Merchant; and/or (b) before the Goods are loaded on the Vessel, a vehicle or other means of transport at the place of receipt or port of loading shall be entitled to cancel the contract of carriage without compensation and to require the Merchant to take delivery of them and upon his failure to do so, to warehouse or place them anywhere at the risk and expense of the Merchant; and/or (c) if the Goods are at a place awaiting transhipment, shall be entitled to terminate the transport there and to store them at any place selected by the Carrier at the risk and expense of the Merchant; and/or (d) if the Goods are loaded on the Vessel, a vehicle or other means of transport whether or not approaching, entering or attempting to enter the port of discharge or to reach the place of delivery or attempting or commencing to discharge, shall be entitled to discharge the Goods or any part thereof at any port or place selected by the Carrier or to carry them back to the port of loading or place of receipt and there discharge them. Any actions under (c) or (d) above shall constitute complete and final delivery and full performance of this contract, and the carrier thereafter be freed from any responsibility hereunder. (2) If, after storage, discharge or any actions according to the preceding paragraph, the Carrier makes arrangements to store and/or tranship and/or forward the Goods, it is agreed that he shall do so as agent only for and at the sole risk and expense of the Merchant without any liability whatsoever in respect of such agency and the Merchant shall reimburse the Carrier forthwith upon demand all extra freight, charges and extra expenses thereby incurred. (3) The situations referred to in paragraph (1) above shall include, but shall not be limited to, those caused by the existence or apprehension of war declared or undeclared, hostilities, warlike or belligerent acts or operations, riots, civil commotions or other disturbances; closure of, obstacle in or danger to any canal; blockade of port or place or interdict or prohibition of or restriction on commerce or trading; quarantine, sanitary or other similar regulations or restrictions; strikes, lockouts or other labour troubles whether partial or general and whether or not involving employees of the Carrier or his sub-contractors; congestion of port, wharf, sea terminal or any other place; shortage, absence or obstacles of labour or facilities for loading, discharge, delivery or other handling of the Goods; epidemics or diseases; bad weather, shallow water, ice, landslip or other obstacles in navigation or haulage. (4) The Carrier, in addition to all other liberties provided for in this Article, shall have liberty to comply with orders, directions, regulations, recommendations or suggestions as to departure, arrival, route, ports of call, stoppage, loading, discharge, handling, destination, delivery, quarantine or otherwise, howsoever given by any government, public authorities or department thereof or any person acting or purporting to act with authority of such government, public authorities or department thereof or by any committee or person having, under the terms of any insurance on the Vessel, the right to give such order, directions, regulations, recommendations or suggestions. If by reason of and/or in compliance with any such orders, directions, regulations, recommendations or suggestions anything is done or is not done, the same shall be deemed to be included within the contractual carriage and shall not be deemed to be a deviation.

9. **(Unknown Clause)** Any reference on the face hereof to marks, numbers, description, quality, quantity, gauge, weight, measure, nature, kind, value and any other particulars of the Goods is as furnished by the Merchant, and the Carrier shall not be responsible for the accuracy thereof. The Merchant warrants to the Carrier that the particulars furnished by him are correct and shall indemnify the Carrier against all loss, damage, expenses, liability, penalties and fines arising or resulting from inaccuracy thereof.

10. **(Use of Container)** Where the Goods receipt of which is acknowledged on the face of this Bill of Lading are not already packed into container(s) at the time of receipt, the Carrier shall be at liberty to pack and carry them in any type of container(s).

11. **(Carrier's Container)** (1) The Merchant shall assume full responsibility for and shall indemnify the Carrier against any loss of or damage to the Carrier's container(s) and other equipment(s) which occurs while in the possession or control of the Merchant, his agents or inland carriers engaged by or on behalf of the Merchant. (2) The Carrier shall in no event be liable for and the Merchant shall indemnify and hold the Carrier harmless from and against any loss of or damage to property of other persons or injuries to other persons caused by the Carrier's container(s) or the contents thereof during handling by, or while in the possession or control of the Merchant, his agents or inland carriers engaged by or on behalf of the Merchant.

12. **(Container Packed by Merchant)** If the cargo received by the Carrier is container(s) into which contents have been packed by or on behalf of the Merchant, (1) this Bill of Lading is prima facie evidence of the receipt only of the number of container(s) as shown on the face hereof; and the order and condition of the contents and any particulars thereof (including marks and numbers, number and kind of packages or pieces, description, quality, quantity, gauge, weight, measure, nature, kind and value) are unknown to the Carrier, who accepts no responsibility in respect thereof, and (2) the Merchant warrants that the stowage of the contents of container(s) and their closing and sealing are safe and proper and also warrants that the container(s) and contents thereof are suitable for handling and carriage in accordance with the terms hereof including Article 15; in the event of the Merchant's breach of said warranties, the Carrier shall not be responsible for any loss of or damage to or in connection with the Goods resulting from said breach and the Merchant shall be liable for loss of or damage to any other property, or for personal injury or the consequences of any other accidents or events whatsoever and shall indemnify the Carrier against any kind of loss or liability suffered or incurred by the Carrier on account of the said accidents or events, and (3) the Merchant shall inspect the container(s) when the same are furnished by or on behalf of the Carrier, and they shall be deemed to have been accepted by the Merchant as being in sound and suitable condition for the purpose of the transport contracted herein, unless he gives notice to the contrary in writing to the Carrier, and (4) if the container(s) are delivered by the Carrier with seals intact, such delivery shall be deemed as full and complete performance of the Carrier's obligation hereunder and the Carrier shall not be liable for any loss of or damage to the contents of the container(s), and (5) the Carrier shall be at liberty to open the container(s) and to inspect the contents of the container(s) without notice to the Merchant at such time and place as the Carrier may deem necessary and all expenses incurred therefrom shall be borne by the Merchant; in case the seals of container(s) are broken by the customs or other authorities for inspection of the contents of the said container(s), the Carrier shall not be liable for any loss, damage, expenses or any other consequences arising or resulting therefrom.

13. **(Special Container)** (1) The Carrier shall not undertake to carry the Goods in refrigerated, heated, insulated, ventilated or any other special container(s), nor to carry special container(s) packed by or on behalf of the Merchant as such; but the Carrier will treat such Goods or container(s) only as ordinary goods or dry container(s) respectively, unless special arrangements for the carriage of such Goods or container(s) have been agreed to in writing between the Carrier and the Merchant and unless such special arrangements are noted on the face of this Bill of Lading and unless special freight as required has been paid. The Carrier shall not accept responsibility for the function of special container(s) supplied by or on behalf of the Merchant. (2) As regards the Goods which have been agreed to be carried in special container(s) the Carrier shall exercise due diligence to maintain the facilities of the special container(s) while they are in his actual custody and control, and shall not be liable for any kind of loss of or damage to the Goods caused by latent defects, derangement or breakage of facilities of the container(s). **(3) If the Goods have been packed into refrigerated container(s) by the Carrier and the particular temperature range requested by the Merchant is inserted in this Bill of Lading, the Carrier will set the thermostatic controls within the requested temperature range, but does not guarantee the maintenance of such temperature inside the container(s). (4) If the cargo received by the Carrier is refrigerated container(s) into which the contents have been packed by or on behalf of the Merchant, it is the obligation of the Merchant to stow the contents properly and set the thermostatic controls exactly. The Carrier shall not be liable for any loss of or damage to the Goods arising out of or resulting from the Merchant's failure in such obligation and further does not guarantee the maintenance of the intended temperature inside the container(s).**

14. **(Dangerous Goods, Contraband)** (1) The Carrier undertakes to carry the Goods of an explosive, inflammable, radioactive, corrosive, damaging, noxious, hazardous, poisonous, injurious or dangerous nature only upon the Carrier's acceptance of a prior written application by the Merchant for the carriage of such Goods. Such application must accurately state the nature, name, label and classification of the Goods as well as the method of rendering them innocuous, with the full names and addresses of the shipper and the consignee. (2) The Merchant shall undertake that the nature of the Goods referred to in the preceding paragraph is distinctly and permanently marked and manifested on the outside of the package(s) and container(s) and shall also undertake to submit the documents or certificates required by any applicable statutes or regulations or by the Carrier. (3) Whenever the Goods are discovered to have been received by the Carrier without complying with the paragraph (1) or (2) above or the Goods are found to be contraband or prohibited by any laws or regulations of the port of loading, discharge or call or any place or waters during the transport, the Carrier shall be entitled to have such Goods rendered innocuous, thrown overboard or discharged or otherwise disposed of at the Carrier's discretion without compensation and the Merchant shall be liable for and indemnify the Carrier against any kind of loss, damage or liability including loss of freight, and any expenses directly or indirectly arising out of or resulting from such Goods. (4) The Carrier may exercise or enjoy the right or benefit conferred upon the Carrier under the preceding paragraph whenever it is apprehended that the Goods received in compliance with paragraphs (1) and (2) above become dangerous to the Carrier, Vessel, cargo, persons and/or other property. (5) The Carrier has the right to inspect the contents of the package(s) or container(s) at any time and anywhere without the Merchant's agreement but only at the risk and expense of the Merchant.

15. **(Deck Cargo)** (1) The Carrier has the right to carry the Goods in container(s) under deck or on deck. (2) When the Goods are carried on deck, the Carrier shall not be required to specially note, mark or stamp any statement of 'on deck stowage' on the face hereof, any custom to the contrary notwithstanding. The Goods so carried shall be subject to the applicable Hague Rules Legislation as provided for in Article 2 hereof, and the stowage of such Goods shall constitute under deck stowage for all purposes including general average. (3) The Carrier shall not be liable in any capacity whatsoever for any non-delivery, misdelivery, any delay or loss of or damage to the Goods which are carried on deck and specially stated herein to be so carried, whether or not caused by the Carrier's negligence or the Vessel's unseaworthiness.

16. **(Live Animals and Plants)** The Carrier shall not be responsible for any accident, disease, mortality, loss of or damage to live animals, birds, reptiles and fish and plants arising or resulting from any cause whatsoever including the Carrier's negligence or the Vessel's unseaworthiness, and shall have the benefit of all the provisions of this Bill of Lading, except those inconsistent with the provisions of this Article.

17. **(Valuable Goods)** The Carrier shall not be liable to any extent for any loss of or damage to or in connection with platinum, gold, silver, jewellery, precious stones, precious metals, radioisotopes, precious chemicals, bullion, specie, currency, negotiable instruments, securities, writings, documents, pictures, embroideries, works of art, curios, heirlooms, collections of every nature or any other valuable goods whatsoever including goods having particular value only for the Merchant, unless the true nature and value of the Goods have been declared in writing by the Merchant before receipt of the Goods by the Carrier, and the same is inserted in this Bill of Lading and ad valorem freight has been prepaid thereon.

18. **(Heavy Lift)** (1) The weight of a single piece or package exceeding 2,240 lbs. gross must be declared by the Merchant in writing before receipt by the Carrier and must be marked clearly and durably on the outside of the piece or package in letters and figures not less than two inches high. (2) In case of the Merchant's failure in his obligations under the preceding paragraph, the Carrier shall not be responsible for any loss of or damage to or in connection with the Goods, and at the same time the Merchant shall be liable for loss of or damage to any property or for personal injury arising as a result of the Merchant's said failure and shall indemnify the Carrier against any kind of loss or liability suffered or incurred by the Carrier as a result of such failure.

19. **(Delivery by Marks)** (1) The Carrier shall not be liable for failure of or delay in delivery in accordance with marks unless such marks shall have been clearly and durably stamped or marked upon the Goods, package(s) and container(s) by the Merchant before they are received by the Carrier in letters and numbers not less than two inches high, together with names of the port of discharge and place of delivery. (2) In no circumstances shall the Carrier be responsible for delivery in accordance with other than leading marks. (3) The Merchant warrants to the Carrier that the marks on the Goods, package(s) and container(s) correspond to the marks shown on this Bill of Lading and also in all respects comply with all laws and regulations in force at the port of discharge or place of delivery, and shall indemnify the Carrier against all loss, damage, expenses, penalties and fines arising or resulting from incorrectness or incompleteness thereof. (4) Goods which cannot be identified as to marks and numbers, cargo sweepings, liquid residue and any unclaimed goods not otherwise accounted for shall be allocated for the purpose of completing delivery to the various merchants of goods of like character, in proportion to any apparent shortage, loss of weight or damage, and such goods or parts thereof shall be accepted as full and complete delivery.

20. **(Delivery)** (1) The Carrier shall have the right to deliver the Goods at any time from or at the Vessel's side, custom-house, warehouse, wharf, quay or any other place designated by the Carrier within the geographic limits of the port of discharge or place of delivery shown on the face hereof. (2) In any case the Carrier's responsibility shall cease when the Goods have been delivered to the Merchant or inland carriers or any other person entitled to receive the Goods on his behalf at the place designated by the Carrier. Delivery of the Goods to the custody of customs or any other authorities shall constitute final discharge of the Carrier's responsibility hereunder. (3) In case the cargo received by the Carrier is container(s) into which contents have been packed by or on behalf of the Merchant, the Carrier shall only be responsible for delivery of the total number of container(s) shown on the face hereof, and shall not be required to unpack the container(s) and deliver the contents thereof in accordance with brands, marks, numbers, sizes or types of packages or pieces; provided, however, that at the Carrier's absolute discretion and upon the Merchant's demand in writing reaching the Carrier at least 3 days prior to the scheduled date of arrival of the Vessel at the port of discharge concerned, container(s) may be unpacked and the contents thereof may be delivered by the Carrier to one or more receivers in accordance with the written instructions, in which case if the seal of the container(s) is intact at the time of unpacking, all the Carrier's obligations hereunder shall be deemed to have been discharged and the Carrier shall not be responsible for any loss of or damage to the contents arising or resulting from such delivery and the Merchant shall be liable for an appropriate adjustment of the freight and any additional charges incurred. (4) In case the Goods have been packed into container(s) by the Carrier, the Carrier shall unpack the container(s) and deliver the contents thereof and shall not be required to deliver the Goods in container(s); provided, however, that at the Carrier's absolute discretion and subject to prior arrangement between the shipper and the Carrier, Goods may be delivered to the Merchant in container(s), in which case if the container(s) are delivered by the Carrier with seals intact, such delivery shall be deemed as full and complete performance of the Carrier's obligations hereunder and the Carrier shall not be responsible for any loss of or damage to the contents of the container(s). (5) Optional delivery shall be granted only when arranged prior to the time of receipt of the Goods and so expressly provided herein. The Merchant desiring to avail himself of the option so expressed must give notice in writing to the Carrier at the first port of call of the Vessel named in the option at least 48 hours prior to the Vessel's arrival there, otherwise the Goods shall be landed at any of the optional ports at Carrier's option and the Carrier's responsibility shall then cease.

21. **(Transhipment and Forwarding)** (1) Whether arranged beforehand or not, the Carrier shall be at liberty without notice to carry the Goods wholly or partly by the named or any other vessel(s), craft or other means of transport by water, land or air, whether owned or operated by the Carrier or others. The Carrier may under any circumstances whatsoever discharge the Goods or any part thereof at any port or place for transhipment and store the same afloat or ashore and then forward the same by any means of transport. (2) In case the Goods herein specified cannot be found at the port of discharge or place of delivery or if they be miscarried, they, when found, may be forwarded to their intended port of discharge or place of delivery at the Carrier's expense but the Carrier shall not be liable for any loss, damage, delay or depreciation arising from such forwarding.

22. **(Fire)** The Carrier shall not be responsible for any loss of or damage to the Goods arising or resulting from fire occurring at any time and even though before loading on or after discharge from the Vessel, unless caused by the actual fault or privity of the Carrier.

23. **(Lien)** (1) The Carrier shall have a lien on the Goods, which shall survive delivery, for all freight, dead freight, demurrage, damages, loss, charges, expenses and any other sums whatsoever payable by or chargeable to or for the account of the Merchant under this Bill of Lading and any contract preliminary hereto and the cost and expenses of recovering the same, and may sell the Goods privately or by public auction without notice to the Merchant. If on sale of the Goods, the proceeds fail to cover the amount due and the cost and expenses incurred, the Carrier shall be entitled to recover the deficit from the Merchant. (2) If the Goods are unclaimed during a reasonable time, or whenever in the Carrier's opinion, the Goods will become deteriorated, decayed or worthless, the Carrier may, at his discretion and subject to his lien and without any responsibility attaching to him, sell, abandon or otherwise dispose of such Goods solely at the risk and expense of the Merchant.

24. **(Freight and Charges)** (1) Freight may be calculated on the basis of the particulars of the Goods furnished by the Merchant who shall be deemed to have guaranteed to the Carrier the accuracy of the contents, weight, measure or value as furnished by him, at the time of receipt of the Goods by the Carrier, but the Carrier may, for the purpose of ascertaining the actual particulars, at any time, open the container(s) and/or package(s) and examine contents, weight, measure and value of the Goods at the risk and expense of the Merchant. In case of incorrect declaration of the contents, weight, measure or value of the Goods, the Merchant shall be liable for and bound to pay to the Carrier, (a) the balance of freight between the freight charged and that which would have been due had the correct details been given, plus (b) as and by way of liquidated and ascertained damages, a sum equal to the correct freight. (2) Full freight to the port of discharge or place of delivery named herein shall be considered as completely earned on receipt of the Goods by the Carrier, whether the freight be stated or intended to be prepaid or to be collected at destination. The Carrier shall be entitled to all freight and other charges due hereunder, whether actually paid or not, and to receive and retain them irrevocably under any circumstances whatsoever, whether the Vessel and/or the Goods be lost or not, or the voyage be broken up or frustrated or abandoned at any stage of the entire transit. Full freight shall be paid on damaged or unsound Goods. (3) The payment of freight and/or charges shall be made in full and in cash without any offset, counterclaim or deduction. Where freight is payable at the port of discharge or place of delivery, such freight and all other charges shall be paid in the currency named in this Bill of Lading, or at Carrier's option, in other currency subject to the regulations of the freight conference concerned or custom at the place of payment. (4) Goods once received by the Carrier cannot be taken away or disposed of by the Merchant except upon the Carrier's consent and against payment of full freight and compensation for any loss sustained by the Carrier through such taking away or disposal. If the Goods are not available when the Vessel is ready to load, the Carrier is relieved of any obligation to load such Goods and the Vessel may leave the port without further notice and dead freight shall be paid by the Merchant. (5) The Merchant shall be liable for, and indemnify the Carrier against all dues, duties, taxes and charges including consular fees levied on the Goods, or all fines and/or loss sustained or incurred by the Carrier in connection with the Goods howsoever caused, including the Merchant's failure to comply with laws and regulations of any government or public authorities in connection with the Goods or to procure consular, Board of Health or other certificate to accompany the Goods. The Merchant shall be liable for return freight and charges on the Goods refused exportation or importation by any government or public authorities. If the Carrier is of the opinion that the Goods stand in need of caring, inspecting, mending or repairing or reconditioning or otherwise require protecting or caring for, the Carrier may carry out such work at the cost and expense of the Merchant. The Merchant authorizes the Carrier to pay and/or incur all such charges and expenses and to do any matters mentioned above at the expense of and as agents for the Merchant and to engage other persons to regain or seek to regain possession of the Goods and do all things deemed advisable for the benefit of the Goods. (6) The shipper, consignee, owner of the Goods and holder of this Bill of Lading shall be jointly and severally liable to the Carrier for the payment of all freight and charges and for the performance of the obligation of each of them hereunder.

25. **(Notice of Claim and Time for Suit)** (1) Unless notice of loss or damage and the general nature of such loss or damage be given in writing to the Carrier at the port of discharge or place of delivery before or at the time of delivery of the Goods or, if the loss or damage be not apparent, within 3 days after delivery, the Goods shall be deemed to have been delivered as described in this Bill of Lading. (2) In any event the Carrier shall be discharged from all liability in respect of non-delivery, misdelivery, delay, loss or damage unless suit is brought within one year after delivery of the Goods or the date when the Goods should have been delivered.

26. **(Limitation of Liability)** (1) All claims for which the Carrier may be liable shall be adjusted and settled on the basis of the Merchant's net invoice cost, plus freight and insurance premium, if paid. In no event shall the Carrier be liable for any loss of profit or any consequential loss. (2) As far as the loss of or damage to or in connection with the Goods occurred during the part of carriage to which the Hague Rules Legislation shall apply, (i) the Carrier shall not be liable for loss or damage in an amount exceeding One Hundred Thousand Yen in Japanese Currency (¥ 100,000) per package or unit, unless the value of the Goods higher than this amount has been declared in writing by the Merchant before receipt of the Goods and inserted in this Bill of Lading together with nature thereof and extra freight has been paid as required. If the actual value of the Goods per package or unit exceeds such declared value, the value shall nevertheless be deemed to be the declared value and the Carrier's liability, if any, shall not exceed the declared value. Any partial loss or damage shall be adjusted pro rata on the basis of such declared value. In case the declared value is markedly higher than the actual value, the Carrier shall in no event be liable to pay any compensation, and (ii) where the cargo has been either packed into container(s) or unitized into similar article(s) of transport by or on behalf of the Merchant, it is expressly agreed that the number of such container(s) or similar article(s) of transport shown on the face hereof shall be considered as the number of the package(s) or unit(s) for the purpose of the application of the limitation of liability provided for herein.

27. **(General Average, New Jason Clause)** (1) General average shall be adjusted, stated and settled at Tokyo or any other port or place at the Carrier's option according to the York-Antwerp Rules, 1950, and as to matters not provided for by these Rules, according to the laws and usages of the port or place of adjustment, and in the currency selected by the Carrier. The general average statement shall be prepared by the adjusters appointed by the Carrier. Average agreement or bond and such cash deposit as the Carrier may deem sufficient to cover the estimated contribution of the Goods and any salvage and special charges thereon and any other additional securities as the Carrier may require shall be furnished by the Merchant to the Carrier before delivery of the Goods. (2) In the event of accident, danger, damage or disaster before or after commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible by statute, contract or otherwise, the Goods and the Merchant shall jointly and severally contribute with the Carrier in general average to the payment of any sacrifices, loss or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the Goods. If a salving ship is owned or operated by the Carrier, salvage shall be paid for as fully and in the same manner as if such salving ship belonged to strangers.

28. **(Both to Blame Collision)** If the Vessel comes into collision with another ship as a result of the negligence of the other ship, and any act, neglect or default of the Master, mariner, pilot or the servants of the owner of the Vessel in the navigation or in the management of the Vessel, the Merchant shall indemnify the Carrier against all loss or liability which might be incurred directly or indirectly to the other or non-carrying ship or her owners in so far as such loss or liability represents loss of or damage to his Goods or any claim whatsoever of the Merchant paid or payable by the other or non-carrying ship or her owners to the Merchant and set-off, recouped or recovered by the other or non-carrying ship or her owners as part of their claim against the carrying Vessel or the owner thereof. The foregoing provisions shall also apply where the owners, operators or those in charge of any ship or ships or objects other than, or in addition to, the colliding ships or objects are at fault in respect of a collision or contact.

(Local Clause) In case this Bill of Lading covers the Goods moving to or from the U. S. A. and if it shall be adjudged that the International Carriage of Goods by Sea Act, 1957 of Japan does not govern this Bill of Lading, (1) Article 16 and Article 15 (3) hereof shall be replaced by the following terms; "With respect to live animals, birds, reptiles and fish and plants and the Goods carried on deck and natural secretions to be carried, all risks of loss or damage by perils inherent in or incidental to such carriage shall be borne by the Merchant, but in all other respects in connection with the custody and carriage of such Goods, the Carrier shall have the benefit of the provisions of the Carriage of Goods by Sea Act, 1936 of the U. S. A., notwithstanding Section 1 (c) thereof, and of all the terms and conditions of this Bill of Lading except those inconsistent with the provisions of this Article." and (2) the words "One Hundred Thousand Yen in Japanese Currency (¥ 100,000)" in Article 26 hereof shall be substituted by the words "$500 lawful currency of the U. S. A." and (3) Article 7 (2) (ii) hereof shall be replaced by the following terms; "Save as covered by (i) above, with respect to loss or damage occurring during the handling, storage or carriage of the Goods by a sub-contractor or agent of the Carrier, to the extent to which such sub-contractor or agent would have been liable to the Merchant if he had made a direct and separate contract with the Merchant in respect of such handling, storage or carriage, provided, however, that if it is not approved or authorized under any applicable laws, rules or regulations for the Carrier to undertake such handling, storage or carriage under his own responsibility, the Carrier shall only be liable for procuring such handling, storage or carriage by carriers or any persons authorized by competent governmental agencies to engage therein and for guaranteeing the performance thereof by such carriers or persons under their contracts and tariffs."

1051 BEACON STREET, BROOKLINE, MASSACHUSETTS 02146
BEACON 2-7200

ARROW INVESTMENT CORPORATION

INVESTMENT BANKING
EQUITY FINANCING

HARRY LEHNER, PRESIDENT
BARRY D. COLTIN, TREASURER

June 15, 1970

Mr. Jordan M. Friedman
Jordan M. Friedman & Associates
1330 Boylston Street
Chestnut Hill, Massachusetts 02167

Dear Mr. Friedman:

Please be advised that we are unable to meet your request for a $250,000.00 loan at this time. Although, we sincerely believe in your Antimony project.

It has been increasingly difficult for most SBIC's to make new funds available for loans of this size, mainly due to the tight money situation that exists today.

Let me take this opportunity to thank you for considering us and wish you luck in your going forward with the project.

Sincerely yours,

ARROW INVESTMENT CORP.

Harry Lehner

Harry Lehner
President

HL:kef

RECEIVING
'70 OCT 15 AM 9:56

June 1, 1970

Mr. Harry Lehner
Arrow Investment Corporation
1051 Beacon Street
Brookline, Mass.

Dear Mr. Lehner:

It was nice meeting with your loan committee, wherein I requested in behalf of Cantu Mineral Association Partnership a $250,000 loan repayable interest only for two (2) years in reduction of principle together with interest over the last three (3) years.

I understand your loan committee will be meeting at the end of this week.

As explained to you, these funds are needed to further development of an Antimony Property in Fairbank, Alaska.

Thanking you for an answer as soon as possible I remain,

Very truly yours,

Jordan M. Friedman

JMF:jd

I CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A LETTER SENT AS ABOVE ON JUNE 1, 1970.

JORDAN M. FRIEDMAN

GARDEN CITY
TRUST COMPANY
232 BOYLSTON STREET, CHESTNUT HILL (NEWTON), MASS. 02167 • (617) 969-9500

October 8, 1970

Cantu Mineral Association
c/o Mr. Jordan M. Friedman
1330 Boylston Street
Chestnut Hill, Mass. 02167

Gentlemen:

RE: Cantu Mineral Association
Partnership Property
Fairbanks, Alaska
Request for $250,000. loan

We regret that we are unable to be of assistance to you at the present time in the subject loan.

Perhaps at some time in the future we might be able to reconsider the request.

Very truly yours,

John J. Gaffey
Vice President

JJG:cd

RECEIVING
'70 OCT 15 AM 10: 21

June 15, 1970

Mr. John Gaffey, V. P.
Garden City Trust Company
232 Boylston Street
Newton, Mass.

Dear Mr. Gaffey:

As per our conversation last week, regarding the Cantu Mineral Association Partnership Property in Fairbank, Alaska.

As advised, we are in need of approximately $250,000 for a five (5) year period, interest only for two (2) years and reduction of principle together with interest the last three (3) years, for further development.

It is respectfully requested that you submit our application to your loan committee for approval.

Best personal regards. I remain,

Very truly yours,

Jordan M. Friedman

JMF:jd

I CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF A LETTER SENT AS ABOVE ON JUNE 15, 1970.

JORDAN M. FRIEDMAN

OFFICIAL FILE COPY

Date	Surname	Code

OCT 4 1971

Mr. Jordan M. Friedman
Jordan M. Friedman & Associates
93 Union Street, Room 305
Newton Centre, Massachusetts 02159

Re: OME-6829 (Antimony)
Cantu Mineral Associates
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Friedman:

We have not received a reply to our letter of June 21, 1971, in which we explained the funding situation for OME in fiscal year 1972, and suggested that you may wish to withdraw your application if a more modest program was unacceptable to you.

As we have not heard from you, we assume that you are no longer interested in applying for financial assistance under these circumstances. Accordingly, we are considering your application as withdrawn. Should you wish to reopen the application at a later date please refer to this docket number and furnish such information as may be necessary to bring the application up-to-date.

Sincerely yours,

Harold Kirkemo
Chief, Office of
Minerals Exploration

Copy to: Cantu Mineral Associates
14633 Ambaum Blvd. S. W.
Seattle, Washington 98166

cc: Director's reading file
Mineral Resources
OME reading file
Region II
Mr. Kirkemo

HKirkemo/cac 10-4-71

7

OFFICIAL FILE COPY

Date	Surname	Code
6/21/71		120
6/21		220
1/21	cas	120M

Mr. Jordan M. Friedman
Jordan M. Friedman & Associates
93 Union Street, Room 305
Newton Centre, Massachusetts 02159

JUN 21 1971

Re: OME-6829 (Antimony)
Cantu Mineral Associates
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Friedman:

Thank you for your letters of June 7 and 9, 1971, and the duplicate copies of the four interim reports by L. J. Manning & Associates Inc.

With reference to our letter to you of May 28, 1971, possibly our explanation regarding OME funding in fiscal year 1972 was not clearly stated. We intended to state that total funds for OME contracts in the year beginning July 1, 1971, may be only one-half the amount required for your project alone. In this situation, obviously, we would not want to offer anyone hope for more funds than we have available and we would be reluctant to obligate our total funds to one project.

Budget constraints in fiscal year 1972 will restrict the OME program to the point where only modest assistance will be offered to a very few of the more promising proposals.

Under these circumstances, you may wish to withdraw the application. If not, we will be glad to continue processing it. In the event a contract is recommended, it would have to be considered within the limitations noted above.

Sincerely yours,

Harold Kirkemo

Harold Kirkemo
Chief, Office of
Minerals Exploration

cc: Director's Reading File
Mineral Resources
OME docket
OME Reading File
OME Region II w/ copies 4 reports
Mr. Kirkemo

HKirkemo/gla 6-21-71

Copy to: Cantu Mineral Association
14633 Ambaum Blvd. S. W.
Seattle, Washington 98166

TELEPHONE (617) 734-6500

JORDAN M. FRIEDMAN & ASSOCIATES

OFFICIAL COPY

June 9, 1971

JUN 15 1971

INITIALS	CODE
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	~~1/20~~
	1/20

Mr. Harold Kirkemo
United States Department of the Interior
Geological Survey
Washington, D. C. 20242

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Kirkemo:

We have yours of May 28, 1971, relative to OME-6829 application.

Please be advised that we will be unable to withdraw our application inasmuch as we must go forward with this project, at least in fiscal 1972. If only one-half of the funds are available, we will have to settle for doing a little less developing work, but the work must be done.

Just yesterday we finished photocopying the material you requested. You should be receiving the reports within a few days.

Hoping you can help us in fiscal 1972, I remain

Sincerely yours,

Jordan M. Friedman

JMF:cp

93 UNION STREET - ROOM 305 - NEWTON CENTRE, MASSACHUSETTS 02159

~~1330 BOYLSTON STREET - CHESTNUT HILL, MASSACHUSETTS 02167~~

TELEPHONE (617) 734-6500

JORDAN M. FRIEDMAN & ASSOCIATES

OFFICIAL
COPY
O. M. E.
RECEIVED
JUN 14 1971

INITIALS	CODE
cal	120
	~~130~~
	120

June 7, 1971

Mr. William L. Emerick
Assistant Chief
Office of Minerals Exploration
United States Department of the Interior
Geological Survey
Washington, D. C. 20242

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Emerick:

In further response to our OME application and in answer to your letter of April 26, 1971, we are sending you, under separate cover, reports describing the geological features of the property; also reports containing drawings, maps, sketches, etc., which you request.

Relative to the lien and subordination agreements that you request, please be advised that we are in the process of getting them from Messrs. Taylor and O'Harra. The reason we refer to the purchase option and mining lease is because of Item No. 6 (b) "Undertakings of Owner" states "will cooperate with Cantu and will execute all documents requested by Cantu to secure OME in all other loans and at no expense to owner". Hence, it is a matter of our locating these two gentlemen to sign the OME Form 52.

Thanking you in this instance and hoping this will help you to evaluate our loan request further, I remain

Very truly yours,

Jordan M. Friedman

JMF:cp

93 Union Street - Room 305 - Newton Centre, Massachusetts 02159
~~1330 BOYLSTON STREET — CHESTNUT HILL, MASSACHUSETTS 02167~~

MME Form 7
(2/63)

OFFICIAL FILE COPY

Date	Surname	Code
		1 20 M

5/28/71

Mr. Jordan M. Friedman
Cantu Mineral Association
1330 Boylston Street
Chestnut Hill, Massachusetts 02167

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Friedman:

We have been unable to continue processing your application because the information we requested on April 26, 1971 has not been received.

At this late date in the fiscal year it would not be possible to complete processing, including a field examination even if all of the data were available. Therefore, any further consideration of your application must be made with respect to our program in fiscal year 1972 which begins July 1, 1971. As we mentioned in our letter of March 8, OME funds in fiscal year 1972 will be much less than were available for the current year - possibly only about 50 percent of the amount required for a project as large as the one you have proposed.

Under these circumstances, we suggest that you consider withdrawing the application. Should additional funds become available in the future you could resubmit the application by updating the bank letters, cost estimates, and furnishing the balance of the material necessary to complete the application.

We regret that we could not consider the application for the full amount requested at this time. Please advise if you wish to withdraw the application.

Sincerely yours,

Harold Kirkemo

Harold Kirkemo

Copy to Cantu Mineral Association
14633 Ambaum Blvd.
Seattle, Wash. 98166

c: Director's reading file
Mineral Resources
OME reading file
Region II
Mr. Kirkemo

HKirkemo/cac 5/28/71

MME Form 7
(2/63)

OFFICIAL FILE COPY

Date	Surname	Code
4/26/71	(on leave)	120
	Emerick	120
4/26	(cc)	220
		120M

APR 26 1971

AIRMAIL

Mr. Jordan M. Friedman
1330 Boylston Street
Chestnut Hill, Massachusetts 02167

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Friedman:

Thank you for your letter of April ~~18~~ 19, 1971 enclosing up to date loan requests and bank replies pertinent to your application for financial assistance to explore the subject property.

The reports requested in our letters to you dated November 2, 1970, and March 8, 1971, are those describing the geological features of the property. These reports are listed on page 11 of the application and should contain drawings, maps, or sketches which we need to evaluate the application. Other reports mentioned on page 12 of the application are described as being an "integral part of the application." Copies of the material should be furnished in duplicate to this office so we can continue to process the application.

The Purchase Option and Mining Lease does not cover the Lien and Subordination Agreements that have been requested. Six copies of the Lien and Subordination Agreements should be executed by the claim owners, Mr. Arley R. Taylor and Mr. Kenneth O'Harra, and returned to this office. Copies of the agreement, MME Form 52, are enclosed for your use. In the event these Lien and Subordination Agreements cannot be obtained please state whether a performance bond in the amount of the Government's share of the cost can be furnished as is required under item 2(c) of the application.

We shall be pleased to continue the processing of your application upon receipt of the above information. However, nothing in this letter should be construed as a committment by the Government to grant an exploration contract.

Sincerely yours,

William L. Emerick

William L. Emerick
Assistant Chief
Office of Minerals Exploration

Enclosures

cc: Director's Reading File
Mineral Resources File
OME Docket R-II
*OME Reading File -/w copy of incoming enclosures
Mr. Emerick
WLEmerick/bsl 4/26/71

TELEPHONE (617) 734-6500

JORDAN M. FRIEDMAN & ASSOCIATES

OFFICIAL COPY
O. M. E.
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APR 23 1971
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~~1130~~
Kol 1120
MEM 20
Copies to R-II

April 19, 1971

Mr. Harold Kirkemo
Chief, Office of Minerals Exploration
United States Department of the Interior
Geological Survey
Washington, D. C. 20242

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Sir:

Further to yours of March 8, 1971, enclosed please find copies of up to date loan requests.

As to your request for reports, we enclose herewith two copies of reports furnished us by L. J. Manning & Associates.

We have supplied the financial eligibility as to page 1 of said report.

With regard to the lien and subordination agreements, I believe you will find that covered in the Purchase Option and Mining Lease attached herewith.

Thanking you for a prompt reply in this instance, I remain

Sincerely yours,

Jordan M. Friedman

JMF:cp
Enclosures

1330 BOYLSTON STREET CHESTNUT HILL, MASSACHUSETTS 02167

UNITED STATES TRUST COMPANY

BOSTON

TELEPHONE
(617)-227-8181

P. O. BOX 373
BOSTON, MASSACHUSETTS 02101

April 7, 1971

Mr. Jordan M. Friedman
1330 Boylston Street
Chestnut Hill, Massachusetts 02167

Re: Cantu Mineral Association, $155,175.00 Loan Request

Dear Mr. Friedman:

We regret to advise that at the present time we will be unable to assist you in your loan request for Cantu Mineral Association.

We appreciate your contacting us, and we hope to be of service to you at some future date.

Cordially,

James R. Morse, Jr.
Vice-President

JRM,Jr/jts

March 30, 1971

Mr. James Morse, Jr.
United States Trust Company
30 Court Street
Boston, Massachusetts 02128

Dear Mr. Morse:

This will confirm our telephone conversation of March 26, 1971 with regard to the Cantu Mineral Association Partnership Property in Fairbanks, Alaska.

As stated, we are in need of $155,175 for further development of this property. We would appreciate your submitting our application to your Loan Committee.

Thank you.

Sincerely yours,

Jordan M. Friedman

JMF:cp

1051 BEACON STREET, BROOKLINE, MASSACHUSETTS 02146
BEACON 2-7200

ARROW INVESTMENT CORPORATION

INVESTMENT BANKING
EQUITY FINANCING

HARRY LEHNER, PRESIDENT
BARRY D. COLTIN, TREASURER

March 20, 1971

Mr. Jordan M. Friedman
Jordan Friedman & Assoc.
1330 Boylston Street
Chestnut Hill, Mass. 02167

Dear Mr. Friedman: Re: Cantu Mineral Assoc.

Thank you for your loan request in the amount of $155,175.00 for the Cantu Mineral Association. However, at the present time our S.B.I.C. is not in a position to make this loan.

Please feel free to contact us in the future on any other proposals.

Very truly yours,

ARROW INVESTMENT CORP.

Harry Lehner

Harry Lehner
President

HL:kef

March 15, 1971

Mr. Harry Lehner
Arrow Investment Corporation
1051 Beacon Street
Brookline, Massachusetts

Dear Mr. Lehner:

We wish to renew our request of June 15, 1970.

Please advise as to whether or not you would be in a position at this time to loan us $155,175 for the Cantu Mineral Association.

We would appreciate your giving this loan further consideration.

Thank you.

Sincerely yours,

Jordan M. Friedman

JMF:cp

To Accompany MME Form 40
Application for Financial Assistance
In Minerals Exploration.

2. APPLICANT'S RIGHTS IN LAND

(a) The interest in the land and mineral rights of Cantu Mineral Association is that of lessee under a Purchase Option and Mining Lease agreement dated December 8, 1969. A true copy of this agreement is submitted herewith as an integral part of this application.

The writer knows of no liens, mortgages, or other encumbrances on the property as of this date (September 15, 1970) but has not made a search for such encumbrances.

(b) The following detail described the land to be explored:

Claim Name	Town-Ship	Range	Sect.	Description	Book	Page	Recorded
Stibnite #1	2 North	1 West(FM)	14	SW½ of SW¼	XIII	240	Fairbanks
Stibnite #2	2 North	1 West(FM)	14	NW¼ of SW¼	XIII	241	Fairbanks
Stibnite #3	2 North	1 West(FM)	14	SW¼ of NW¼	XIII	242	Fairbanks
Stibnite #4	2 North	1 West(FM)	14	NW¼ of NW¼	XIII	253	Fairbanks
Eagle No. 24	2 North	1 West(FM)	15	S½ of SW¼ of SW¼	XI	49	Fairbanks
Eagle No. 25	2 North	1 West(FM)	15	N½ of SW¼ of SW¼	XI	50	Fairbanks
Stibnite #5	2 North	1 West(FM)	15	SE¼ of SE¼	XIV	112	Fairbanks
Stibnite #6	2 North	1 West(FM)	15	SW¼ of SE¼	XIV	113	Fairbanks
Stibnite #7	2 North	1 West(FM)	15	SE¼ of SW¼	XIV	114	Fairbanks
Stibnite #18	2 North	1 West(FM)	15	NE¼ of NE¼	XIV	125	Fairbanks
Stibnite #19	2 North	1 West(FM)	15	NW¼ of NE¼	XIV	126	Fairbanks
Stibnite #20	2 North	1 West(FM)	15	NE¼ of NW¼	XIV	127	Fairbanks
Stibnite #21	2 North	1 West(FM)	15	NW¼ of NW¼	XIV	128	Fairbanks
Eagle Lode #48	2 North	1 West(FM)	15	NW¼ of SW¼	XII	41	Fairbanks
Eagle Lode #49	2 North	1 West(FM)	15	NE¼ of SW¼	XII	42	Fairbanks
Eagle #50	2 North	1 West(FM)	15	NW¼ of SE¼	XII	43	Fairbanks
Eagle #51	2 North	1 West(FM)	15	NE¼ of SE¼	XII	44	Fairbanks
Eagle #52	2 North	1 West(FM)	15	SW¼ of NW¼	XII	45	Fairbanks
Eagle #53	2 North	1 West(FM)	15	SE¼ of NW¼	XII	46	Fairbanks
Eagle #54	2 North	1 West(FM)	15	SW¼ of NE¼	XII	47	Fairbanks
Eagle #55	2 North	1 West(FM)	15	SE¼ of NE¼	XII	48	Fairbanks

Claim Name	Town-Ship	Range	Sect.	Description	Book	Page	Recorded
Stibnite #22	2 North	1 West(FM)	16	NE¼ of NE¼	XIV	129	Fairbanks
Stibnite #23	2 North	1 West(FM)	16	NW¼ of NW¼	XIV	130	Fairbanks
Black Eagle #9	2 North	1 West(FM)	16	SW¼ of NW¼	XIV	135	Fairbanks
Black Eagle #11	2 North	1 West(FM)	16	SE¼ of NE¼	XIV	136	Fairbanks
Eagle #29	2 North	1 West(FM)	16	SW¼ of NE¼	XI	54	Fairbanks
Eagle #30	2 North	1 West(FM)	16	NW¼ of NE¼	XI	55	Fairbanks
Eagle #31	2 North	1 West(FM)	16	NE¼ of NW¼	XI	56	Fairbanks
Eagle #32	2 North	1 West(FM)	16	SE¼ of NW¼	XI	57	Fairbanks
Eagle #5	2 North	1 West(FM)	16	NE¼ of SE¼	XXXIII	210	Fairbanks
Eagle #6	2 North	1 West(FM)	16	NW¼ of SE¼	XXXIII	211	Fairbanks
Eagle #7	2 North	1 West(FM)	16	NE¼ of SW¼	XXXIII	212	Fairbanks
Eagle #8	2 North	1 West(FM)	16	NW¼ of SW¼	XXXIII	213	Fairbanks
Eagle #9	2 North	1 West(FM)	16	SE¼ of SE¼	XXXIII	214	Fairbanks
Eagle #10	2 North	1 West(FM)	16	SW¼ of SE¼	XXXIII	215	Fairbanks
Eagle #11	2 North	1 West(FM)	16	SE¼ of SW¼	XXXIII	216	Fairbanks
Eagle #12	2 North	1 West(FM)	16	SW¼ of SW¼	XXXIII	217	Fairbanks
Eagle #40	2 North	1 West(FM)	17	NE¼ of SE¼	XII	33	Fairbanks
Eagle #41	2 North	1 West(FM)	17	NW¼ of SE¼	XII	34	Fairbanks
Eagle #42	2 North	1 West(FM)	17	NE¼ of SW¼	XII	35	Fairbanks
Eagle #43	2 North	1 West(FM)	17	NW¼ of SW¼	XII	36	Fairbanks
Eagle #44	2 North	1 West(FM)	17	SE¼ of NW¼	XII	37	Fairbanks
Eagle #45	2 North	1 West(FM)	17	SW¼ of NE¼	XII	38	Fairbanks
Eagle #46	2 North	1 West(FM)	17	SE¼ of NW¼	XII	39	Fairbanks
Eagle #47	2 North	1 West(FM)	17	SW¼ of NW¼	XII	40	Fairbanks
Eagle #56	2 North	1 West(FM)	17	SW¼ of SW¼	XII	49	Fairbanks
Eagle #57	2 North	1 West(FM)	17	SE¼ of SW¼	XII	50	Fairbanks
Eagle #58	2 North	1 West(FM)	17	SW¼ of SE¼	XII	51	Fairbanks
Eagle #58	2 North	1 West(FM)	17	SE¼ of SE¼	XII	52	Fairbanks
Stibnite #24	2 North	1 West(FM)	17	NE¼ of NE¼	XIV	131	Fairbanks
Stibnite #25	2 North	1 West(FM)	17	NW¼ of NE¼	XIV	132	Fairbanks
Stibnite #26	2 North	1 West(FM)	17	NE¼ of NW¼	XIV	133	Fairbanks
Stibnite #27	2 North	1 West(FM)	17	NW¼ of NW¼	XIV	134	Fairbanks
Antimony Ridge #13	2 North	1 West(FM)	20	NE¼ of NE¼	XII	25	Fairbanks
Antimony Ridge #14	2 North	1 West(FM)	20	NW¼ of NE¼	XII	26	Fairbanks
Antimony Ridge #15	2 North	1 West(FM)	20	NE¼ of NW¼	XII	27	Fairbanks
Antimony Ridge #16	2 North	1 West(FM)	20	NW¼ of NW¼	XII	28	Fairbanks
Antimony Ridge #17	2 North	1 West(FM)	20	SW¼ of NW¼	XII	29	Fairbanks
Antimony Ridge #18	2 North	1 West(FM)	20	SE¼ of NW¼	XII	30	Fairbanks

Claim Name	Town-Ship	Range	Sect.	Description	Book	Page	Recorded
Antimony Ridge #19	2 North	1 West(FM)	20	SW¼ of NE¼	XII	31	Fairbanks
Antimony Ridge #20	2 North	1 West(FM)	20	SE¼ of NE¼	XII	32	Fairbanks
Antimony Ridge #9	2 North	1 West(FM)	21	SE¼ of NE¼	XII	21	Fairbanks
Antimony Ridge #10	2 North	1 West(FM)	21	SW¼ of NE¼	XII	22	Fairbanks
Antimony Ridge #11	2 North	1 West(FM)	21	SE¼ of NW¼	XII	23	Fairbanks
Antimony Ridge #12	2 North	1 West(FM)	21	SW¼ of NW¼	XII	24	Fairbanks
Antimony Ridge #1	2 North	1 West(FM)	21	N½ of NE¼ of NE¼	XXXIII	218	Fairbanks
Antimony Ridge #2	2 North	1 West(FM)	21	S½ of NE¼ of NE¼	XXXIII	219	Fairbanks
Antimony Ridge #3	2 North	1 West(FM)	21	N½ of NW¼ of NE¼	XXXIII	220	Fairbanks
Antimony Ridge #4	2 North	1 West(FM)	21	S½ of NW¼ of NE¼	XXXIII	221	Fairbanks
Antimony Ridge #5	2 North	1 West(FM)	21	N½ of NE¼ of NW¼	XXXIII	222	Fairbanks
Antimony Ridge #6	2 North	1 West(FM)	21	S½ of NE¼ of NW¼	XXXIII	223	Fairbanks
Antimony Ridge #7	2 North	1 West(FM)	21	N½ of NW¼ of NW¼	XXXIII	224	Fairbanks
Antimony Ridge #8	2 North	1 West(FM)	21	S½ of NW¼ of NW¼	XXXIII	225	Fairbanks
Stibnite #8	2 North	1 West(FM)	22	NW¼ of NW¼	XIV	115	Fairbanks
Stibnite #9	2 North	1 West(FM)	22	NE¼ of NW¼	XIV	116	Fairbanks
Stibnite #10	2 North	1 West(FM)	22	NW¼ of NE¼	XIV	117	Fairbanks
Stibnite #11	2 North	1 West(FM)	22	NE¼ of NE¼	XIV	118	Fairbanks
Stibnite #12	2 North	1 West(FM)	22	SE¼ of NE¼	XIV	119	Fairbanks
Stibnite #13	2 North	1 West(FM)	22	SW¼ of NE¼	XIV	120	Fairbanks
Stibnite #14	2 North	1 West(FM)	22	SE¼ of NW¼	XIV	121	Fairbanks
Stibnite #15	2 North	1 West(FM)	22	SW¼ of NW¼	XIV	122	Fairbanks
Stibnite #16	2 North	1 West(FM)	23	NW¼ of NW¼	XIV	123	Fairbanks
Stibnite #17	2 North	1 West(FM)	23	SW¼ of NW¼	XIV	124	Fairbanks

It is not known by the writer whether any part of the land or workings should not be subject to royalty and liens.

The property has at different time been known under the following names:

- Scrafford Mine
- Black Eagle Mine
- Eagle Creek Mine
- Scrafford Antimony Prospect.

(c) Data to be supplied and section completed by Cantu Mineral Association personnel.

To Accompany MME Form 40
Application for Financial Assistance
In Minerals Exploration

3. PHYSICAL DESCRIPTION

(a) Our research on the property indicates previous mining and exploration history to consist of the following:

1. During 1915 E. L. Scrafford leased a group of claims, including the Chief and Sunrise, from Edward Quinn, one of the original owners. The Scrafford property, also known as the Black Eagle Mine, was systematically developed during 1915 by a crew of 25 men. The deposit was worked by an open cut along the vein which was extended into the hill by an adit about 75 feet long in September 1915. During the same period some stoping was done and a shaft sunk 20 feet. The antimony ore was broken and sorted by hand, then hoisted by a 3,000 foot long inclined cable tram to the top of the ridge to the location of the present highway. From the tram head the ore was hauled by teams to the railroad, a distance of 4½ miles.

   The last work done, except for leasers sorting the dumps, was done in 1926 by R. C. Wood, who drove the main tunnel in 300 feet and shipped a total of about 1,500 tons of sorted ore.

   The above data was taken from U. S. Geological Bulletins.

   The claims lapsed and were restaked during July 1964 by Messrs. Taylor and O'Harra.

   - Quoted from H.L. Hill report dated January 25, 1965.

2. Exploration work by Silver Ridge Mining Company in 1964 accomplished the following:

   Silver Ridge Mining Company completed a short access road and a limited amount of trenching at a cost of about $6,500 before work was suspended due to weather conditions. Trenching work was successful in locating the western extension of the No. 1 vein which, in one open cut, averaged 30% antimony over a width of 2.3 feet.

A new vein (No. 2) was also discovered adjacent to the highway, which averaged 25.8% antimony over a width of 3.0 feet. Neither the full width, length nor depth of the No. 1 or No. 2 veins has been determined.

- Quoted from H. L. Hill report dated January 25, 1965

See sketches of #1 and #2 vein accompanying report of Henry L. Hill dated January 25, 1965.

3. Further work by Silver Ridge Mining Company in 1965 included:

   i. A 35 ft. test shaft on vein #2 (Antimony Ridge claim #5) including drift rounds of 8 feet to the east and 5 feet to the west from the bottom of the shaft.

   ii. A shaft was sunk to at least 20' on the #1 Vein. This shaft hit an old drift 20 feet from the collar which gave indications that it had been used for production as well as exploration.

   Stripping 130 feet to the west of the shaft was begun. Results of this work are unknown.

   iii. A cross-cut 60 feet x 14 feet x 20 feet deep was made by drilling, blasting, and bulldozing. A test shaft (#3 Test shaft) 6' x 10' was collared within this cut by raising a 15 foot crib and sinking within the crib. This shaft was sunk to 39 feet during July 1965. Verbal discussion with John Millette, property superintendent at the time, indicates that the shaft was deepened to about 80 feet where it encountered the rail from the Main Adit. No further reports are available.

Work reported(under (a)3 above) is briefly described in the following progress reports which are included with this application.

Progress Report Summary, July 1-31, 1965
To: H. L. Hill and Associates
From: J. Millette

Progress Report Summary, June 1-30, 1965
To: H. L. Hill and Associates
From: J. Millette

An excerpt from a letter by L. J. Manning of Hill,Manning and Associates dated June 2, 1966 briefly summarizes the foregoing program and notes why the option was dropped by Silver Ridge. This excerpt is quoted below in full:

"Your company completed shaft sinking and development on the Eagle Creek Antimony deposit near Fairbanks, Alaska sufficient to prove 3,200 tons of ore grading 20.6% antimony. Possibilities of developing much larger tonnages exist. Studies and market research continued into the fall of 1965 and spring of 1966 revealed a floor price for antimony was unobtainable under deteriorating market conditions and the option was allowed to lapse."

Exploration work commencing in 1970 and being carried out by Cantu Mineral Association consists of the following:

"In summary 180 feet of adit work have been completed underground, 170 feet of #2 vein have been exposed by contiguous surface stripping, 2750 of #1 vein have been exposed by 12 trenches spaced at various intervals and a new vein, #4 vein, has been exposed by one trench for a total of 13 trenches which at approximately 150 feet per trench approaches 2,000 feet of trenching. In addition, approximately 200 feet of trenching were completed during the winter air track attempt on vein #1."

- Quoted from L. J. Manning & S. S. Tan Report of July 7, 1970.

In addition a geochemical sampling program was undertaken involving:

- in excess of 38 line miles of traverse utilizing a 200 x 400' grid with samples taken every 200 feet.

- Approximately 1,600 samples taken and assayed for Cu, Sb, As.

- Approximately 180 back-up samples taken at 50 foot intervals to determine more closely anomalous areas each assayed for Cu, Sb, As.

Current mine workings include reclamation of old dumps, some surface mining of veins exposed by trenching and re-sorting of ore previously hand-picked and loaded in barrels.

Ore mined or recovered by these methods is currently being trucked to a leased mill at Fox for concentration by jigging and tabling and then sacked for shipment.

(b) The current interests of Cantu Mineral Association are best described and detailed in the purchase-option agreement between Cantu and the present owners of the property dated December 8 1969.

A copy of this agreement is an integral part of the pertinent data accompanying this application.

(c) Production History:

During 1915 E. L. Scrafford leased a group of claims, including the Chief and Sunrise, from Edward Quinn, one of the original owners. The Scrafford property, also known as the Black Eagle Mine, was systematically developed during 1915 by a crew of 25 men. The deposit was worked by an open cut along the vein which was extended into the hill by an adit about 75 feet long in September 1915. During the same period some stoping was done and a shaft sunk 20 feet. The antimony ore was broken and sorted by hand, then hoisted by a 3,000 foot long inclined cable tram to the top of the ridge to the location of the present highway. From the tram head the ore was hauled by teams to the railroad, a distance of $4\frac{1}{2}$ miles.

The last work done, except for leasers sorting the dumps, was done in 1926 by R. C. Wood, who drove the main tunnel in 300 feet and shipped a total of about 1,500 tons of sorted ore.

The above data was taken from U. S. Geological Bulletins.

The claims lapsed and were restaked during July 1964 by Messrs. Taylor and O'Harra.

- Quoted from H. L. Hill report dated January 25, 1965.

Old reports indicate that some 1,500 tons of 60%+ antimony was shipped from one area of the No. 1 vein, presumably in the vicinity of the cross-cut presently being cleaned out. Other than written descriptions, no plans exist with sufficient detail to enable a correct economic evaluation of this and other described veins. An attempt in 1965 under the direction of H. L. Hill and Associates Ltd., predecessor of the writer's company, was made to do this while recovering sufficient ore to "pay as you go". This attempt was frustrated by an early decline in the open market and the subsequent inability to obtain a high enough floor price to permit further evaluation of the property at that time. This work resulted in the

collaring of four winzes, three on the No. 1 vein and one on the No. 2 vein with the completion of only one winze from the surface to the track level (approximately 90 feet) through what was later thought to be re-frozen, low-grade vein material left by the high graders or used as fill. These three shafts, spread over a distance of approximately 500 feet of strike length, indicate a reasonably consistant width of about 5 feet of material of unknown grade. Dump material on the surface just downhill from the vein exposure in the first 300 feet west of the creek appears to be the tailings or rejects from early high grading and screening operations. This material appears to run a relatively consistent 12 to 16 per cent antimony. The antimony appears to be contained in small particles of relatively pure stibnite, massive samples of which run consistently over 60% antimony surrounded by layers of oxide material. It is roughly estimated that 5 to 10 per cent only of the total antimony value would be contained in this oxide material.

Previous reports state that the vein is traceable for 3,000 feet though again no maps showing actual outcrop or float findings to confirm this written statement are available.

Recent production from the property has consisted of 62 tons of bagged antimony ore estimated at 60%+; 103 tons of 12 to 16%; 220 tons of 12 to 16% presently being shipped; all to Hibino Metals, totalling 385 tons. In addition, a shipment of 120 tons of the 12 to 16% dump material has been shipped to Laredo, Texas as a test shipment. Total shipments--505 tons. An additional 49 sacks of lump stibnite are awaiting trucking to Fairbanks; at 160 pounds each, equals 3.9 tons.

- Quoted from L. J. Manning report dated March 31, 1970.

Current production by Cantu Mineral Association is detailed and confirmed as follows--supported by Bills of Lading.

Feb. 13, 1970	206,960#	Japan
Feb. 28, 1970	37,845#	Japan
March 14, 1970	40,170	Japan
March 26, 1970	115,580	Laredo, Texas
March 26, 1970	113,190	Texas
March 21, 1970	40,240	Japan
April 28, 1970	238,050	Japan
June 29, 1970	487,210	Japan
June 30, 1970	277,390	Japan
Gross Wt. =	1,556,635	
Gross Wt. =	778.317 short tons	

No settlement sheets have been made available to this office

(d) Known ore reserves as suggested by surface work are best described by Table 4 in the accompanying report by L. J. Manning and Associates dated August 5, 1970.

This table shows a surface indication of probable ore amounting to 953 tons per vertical foot at a grade of 11.3% antimony.

(e) The geological features of the property are best described in the following listed reports and their associated drawings or sketches:

1. Report by H. L. Hill and Associates dated January 25, 1965. See pages 4 and 5 and map included in report.

2. Report by L. J. Manning & Associates dated July 7, 1970. See pages 7, 8, 9 and accompanying drawings --Dwgs. 3, 4, 5, 10.

3. Report by L. J. Manning & Associates dated August 5, 1970.

(f) Although sampling proceedures utilized during the 1964-65 exploration campaign are not precisely described, our records contain an abundance of assay certificates and assays applicable to this work. Our knowledge of the work substantiated in part by reports of Henry Hill and Associates, suggests that sampling involved both channel and chip samples. Where underground exploration was conducted muck samples have also been reported.

The 1970 exploration program carried on under the technical supervision of L. J. Manning and Associates has involved channel samples of vein exposures almost exclusively.

Assay maps accompanying reports by L. J. Manning and Associates dated July 7, 1970 and August 5, 1970 show sampled areas in detail together with the sample numbers and antimony assays.

Copies of assay certificates are included as an integral part of this application.

We believe that exploration work done by competent professionals during the 1964-65 and 1970 campaigns together with the history of production of the property provides every indication that ore in commercial quantities can be found on the property.

(g) Two copies of each of the following listed reports are being forwarded as an integral part of this application. Since we have retained the original reports we do not require return of the data being forwarded.

1. Report on the Eagle Creek Antimony Mine
   Fairbanks, Alaska
   H. L. Hill and Associates Ltd.
   dated January 25, 1965.

2. Report on an Examination of the Eagle Creek Property
   16 miles North of Fairbanks, Alaska
   for Cantu Minerals Association
   L. J. Manning, P.Eng.
   dated March [illegible]70

3. Cantu Mineral Association
   Progress Report on Work Completed to June 23rd, 1970
   Scrafford Antimony Property, Eagle Creek Area,
   Fairbanks, Alaska
   by L. J. Manning, P.Eng. and S. S. Tan, B.Sc., E.I.T.
   dated July 7, 1970

4. Cantu Mineral Association
   Progress Report to 1st August, 1970
   Fairbanks Antimony Property
   Addendum to Report Completed to 23rd June, 1970
   by L. J. Manning & Associates Ltd.
   dated August 5, 1970

5. Report on Silver Ridge Mining Company
   Nelson, B. C.
   by Henry L. Hill
   dated April 13, 1965

6. Report to President and Directors,
   Silver Ridge Mining Co. Ltd.,
   Nelson, B. C.
   by H. L. Hill
   dated July 9, 1965

To Accompany MME Form 40
Application for Financial Assistance
in Minerals Exploration

4. ACCESSIBILITY OF PROPERTY

Should an OME representative examine the property he will be met by:

Mr. D. W. Shepherd, Rewak Apartments, Fairbanks, Alaska Phone 907-456-5050	or	Mr. D. W. Shepherd, 14633 Ambaum Blvd. S.W. Seattle, Washington 98166 Phone 206-248-1330

or

Mr. D. E. Ashbrook, Rewak Apartments, Fairbanks, Alaska, Phone 907-479-6174	or	Mr. D. E. Ashbrook Tacoma, Washington Phone 206-272-4009

Prior to contacting either party the Seattle office of Cantu Mineral Association should be notified.

The property is located about Latitude 65°00'N and Longitude 147°46'W as shown on Drawing No. 1 in L. J. Manning report:

Cantu Mineral Association
Progress Report on Work
Completed to June 23rd, 1970
Scrafford Antimony Property
Eagle Creek Area, Fairbanks, Alaska
by L. J. Manning, P.Eng. & S.S.Tan, B.Sc., E.I.T.
dated July 7, 1970.

Access is by travelling North from Fairbanks eleven miles up the paved Steese Highway to Fox (present location of the mill). From Fox the mine is reached by travelling north along the well-gravelled Elliott Highway for 3½ miles to the Murphy Dome Road and west on the Murphy Dome Road for an additional 3½ miles to the No. 2 vein which is adjacent to the road and easily identified by the obvious workings.

The No. 1 vein workings are one-half mile due north of the No. 2 vein workings between the east and west forks of Eagle Creek at an elevation of 1,100 feet. The No. 1 vein adit lies almost in the east fork of the creek.

(b) The property (as noted in (a) above) is approximately 18 road miles from Fairbanks, Alaska.

Fairbanks, a city of 16,500 people is well services by roads, a government subsidized railroad, and complete modern airport facilities. The city is specifically serviced by the Alaska Highway, roads to the ports of Seward and Anchorage, by railroad to these same ports, and by several jet flights daily from Seattle.

5. EXPLORATION WORK

(a) Proposed exploration work consists of the following:

1. Trenching to establish the physical, mineralogical characteristics, and continuity of various veins.

   This work involves trenching and/or stripping as noted:

   #1 Vein - trenches 2 thru 7 involving a total of 6830 cubic yards of excavation.

   #2 Vein - stripping and trenches 23 and 24 involving a total of 7560 cubic yards of excavation.

   #3 Vein - Trenches 21 thru 36 involving 20,600 cubic yards of excavation.

   #4 Vein - trench 41 involving a total of 1780 cubic yards of excavation.

2. A geochemical survey program to cover the entire property. This program should involve 38 line miles on a 200 ft. by 400 ft. grid with samples taken every 200 feet. Samples should be assayed for copper, antimony and arsenic.

3. Extend vein #1 to the full east-west limit of the quartzite beds by dozer trenching to establish the full thickness of these beds.

   This work involves two trenches (P12 and P27 on drawing 23) totalling 3560 cubic yards of material. The required excavation is hampered by the prevalent perma frost and/or the quagmire produced by melting during the summer months.

4. Extend vein #2 downhill to the north and south to expose the thickness of the flat-lying favourable beds found in this area.

   This work involves four trenches totalling 7120 cubic yards. Perma frost and/or quagmire conditions are prevalent in this area. (See P11, P13, P14, P28 on drawing 23).

5. Expose the best of the geochemical anomalies as soon as interpretations are complete and the report is available on this work.

   This work is expected to involve a total of 22 trenches (drawing 23) each of which involve moving approximately 1780 cubic yards of material under the same adverse conditions as noted above.

   In addition, this work is expected to require approximately four miles of access road.

6. Follow-up work on the trenching is anticipated to require approximately 3,000 feet of core drilling to confirm continuity of the favourable structure and values at depth. This drilling will probably involve 10 holes to a depth of about 300 feet each.

7. Depending on results of the trenching related to geochemical anomalies and possibly prior to drilling, a geophysical program is recommended. The program recommended is a high-frequency Electro-Magnetic survey to trace the extent and continuity of structure located by geochemical methods and confirmed by trenching. A vertical loop SE 300 E.M. system is recommended.

   The program is anticipated to require 38 line miles of traverse with readings taken at 100-ft. intervals on a 200 ft. grid covering the previous anomalous geochemical areas.

8. A preliminary metallurgical test program to confirm the physical feasibility of concentrating the ore. This program would involve preliminary beneficiation tests by conventional gravity and flotation methods, associated material balances and penalty impurities in the concentrate product.

9. Underground exploration of the best showing developed by previous work.

   This work should involve approximately 300 feet of inclined shaft sunk on the vein, approximately 200 feet of exploratory drift, and 300 feet of exploratory raises.

(b) It is anticipated that access tote roads will be necessary to reach anomalous areas developed by geochemical and geophysical surveys for trenching follow-up and to provide access for drill equipment to core drill selected areas.

Preliminary estimates based on all available data suggest that about four miles of tote road will be required.

It is believed that such road will require only dozer clearing of brush and small trees plus a thin top course of gravel. The terrain is such that no rock work and only a minimum of cut or fill is required. (See drawing 23).

(c) If the OME contract is executed it is believed the work will commence within one month and proceed continuously. The total program requires approximately 30 weeks.

Average daily rate for trenching = 640 Yds.3/day
Raod building rate - 6 days per mile
Core drilling rate - 150 feet per day.

Other programs to run concurrently, the above to run consecutively.

To Accompany MME Form 40
Application for Financial Assistance
In Minerals Exploration

6. EXPERIENCE

Attached are Certificates of Qualifications of the following personnel of L. J. Manning and Associates who may be involved in the exploration program.

L. J. Manning, B.A.Sc., P.Eng.
J. W. Hogan, B. A.Sc., P.Eng.
H. M. Thurgood, B.A. Sc., P.Eng.
S. S. Tan, B.Sc., E.I.T.

The qualifications of other key personnel (if any) who may be involved and selected by Cantu Mineral Association are described elsewhere in this application.

To Accompany MME Form 40
Application for Financial Assistance
in Minerals Exploration.

7. ESTIMATE OF COSTS

(a) Independent Contracts:-

- Core Drilling--to be contracted
Requested quotations (by Cantu personnel) are currently outstanding.

Verbal quotations by Hatch Drilling Co. Inc., Fairbanks, Alaska, to personnel of L. J. Manning & Associates, however, indicate that the cost of drilling recommended under article 5(a) would approximate ten dollars ($10.00) per foot.

The recommended program would, therefore, cost approximately $30,000.

Estimated Cost, 3,000 ft. x $10 = $ 30,000

- Geochemical Survey--to be contracted.
It is recommended that this work be done on a "Preferred Contractor" basis with the contractor selected by L. J. Manning and Associates.

Costs for the work are estimated as follows:

Air fare - Vancouver-Fairbanks	$ 500
Food and Lodging $32 per man per day	1,408
Supervisor - 22 days @ $100	2,200
Senior Technician - 22 days @ $65	1,430
Helpers (2) - 22 days @ $40 x 2 men (local)	1,760
Vehicle - approx. 20 days @ $28/day	560
Materials	30
Analysis (Antimony, Arsenic, Copper)	5,500
Maps, reports, etc.	600
Sub.	$ 14,068
Contingency	1,407
Total	$ 15,475
Say	$ 15,500

Cost per line mile = $40

- Geophysical Survey--to be contracted.

It is recommended that this work be done on a "Preferred Contractor" basis with the contractor selected by L. J. Manning and Associates.

Costs for the work are estimated as follows:

Air Fare - Vancouver-Fairbanks	$ 500
Food and Lodging - $32 per man per day	1,664
Operator - 26 days @ $75	1,950
Operator assistant - 26 days @ $50	1,300
Helpers (2) 19 days @ $40 x 2 men, local	1,520
Equipment rental - 26 days @ $15	390
Vehicle - 26 days @ $28/day	728
Materials	30
Maps, reports, etc.	500
Sub Total	8,582
Add 10% Contingency	858
Total	9,440
Say	$ 9,440

Cost per line mile = $25

- Metallurgical Testing - to be contracted.

It is recommended that this work be done on a "Preferred Contractor" basis with the contractor being selected by L. J. Manning and Associates.

Costs for the work are based on tests to be completed on material from three selected areas and are estimated as follows:

Labour - approximately 100 hrs. @ $9	$ 900
Assays - approximately 50 samples for Sb, S, As, Pb, at avg. $6 each	1,200
Sub Total	$ 2,100
Add 10% contingency	210
Total	$ 2,310
Say	$ 2,300

- Underground Exploration

Four quotations were requested for this work per the specification attached.

The one quotation received to date (and attached) suggests that this work is (at present) too ambitious for the planned program.

Do not include.

- Stripping and Trenching

Portions of this category utilize rental equipment both with and without operator, are not considered contract jobs, and are detailed elsewhere.

(b) Personal Services:-

The estimated cost of personal services are listed as follows:

Classification	No.	Rate	Expenses	Travel	Category	Period of Employment	Program Cost
Project Mgr.	1	$2,000/ month	$200/Mo.	$ --	Salary	30 weeks	$15,230
Geologist (Consulting)	1	$ 100/ day	$ 40/Day	$250/Mo	Fee	30 weeks	21,115
Engineer (Consulting)	1	$ 150/ day	$ 40/day	$250/Mo	Fee	30 weeks	8,308
Bookkeeper-Accountant	1	$1,200/ Month	-	-	Salary	30 weeks	8,308
Geologist - 20 days/mo.							
Engineer - 5 days/mo.							
Air Trac. Driller	1	$ 50/ day	-	-	Daily *	61 days	3,050
Air Trac. Helper	1	$ 40/ day	-	-	Daily	61 days	2,440
Dozer Optr(D8H)	1	$ 50/ day	-	-	Daily	159 days	7,950
F.E. Loader Optr. (Cat 966)	1	-	with machine rental*			28 days	-
H.D. Mechanic	1	$ 50/ day			Daily	159 days	7,950
Labourers	3	$ 40/ day each			Daily	159 days	19,080

Personnel in the foregoing categories are available.

*Per letter of September 15, 1970 from Cantu Mineral Association.

(c) Operating Materials and Supplies:-
(d) Operating Equipment:-

The following is a compilation of data representing the above categories. These data were obtained from an "Equipment Ownership & Operating Cost" manual used and compiled by a major San Francisco Construction and Mining Co. The date of printing is listed as January 21, 1963 and stamped "confidential". The items noted below are as printed but have been escalated by a factor of 20% to cover the intervening period and differences inherent to Alaska conditions.

If required the writer (H. M. Thurgood, P.Eng., of L. J. Manning and Associates) should be contacted for further detail.

Item	Rental	Repair and Service Labor Hr.	Materials & Supplies Hr.	Pro Rated O'haul Hr.	Escalation Factor	Cost/ Hour * $
Air Trac*1 & 600cfm	$2600/ month	.84	1.64	1.06	1.2	3.24
Compressor		.25	1.20	.91	1.2	2.53
Bits, steel, explosives			6.00*2		-	6.00
D8H & dozer	$4000*1	1.04	1.34	5.26	1.2	7.92
Ripper Shank		.18	.37	.82	1.2	1.43
Wear Points	-		.26	-	1.2	.31
Cat 966 FE loader $40/hr.*3	$ 40/hr.	-	-	-	-	40.00
Pickups (3)*4 2 Jeep 1 Ford		.60	2.22	.51	1.2	3.28

Rental - monthly $6,600 @ 208 hrs/mo = $31.73/hr.
- Hourly (Cat 966) = $40.00

* Exclusive of Service & Repair labour applied elsewhere
*1 Rental cost supplied by Cantu Mineral Association
*2 Assume 20 ft/hr. 30¢ per foot drilled.
*3 All found with operator per Cantu Mineral Association
*4 Present fair market value $6,050
Gasoline - 40.5 cents per gallon - bulk delivery
Diesel fuel - 35.0 cents per gallon - bulk - non-highway
Power - not applicable
Water - not applicable

- #1 Vein Trenching

Trenches 2, 3, 4, 5

		Est. Cost
Volume stripped	3,710 yds.3	$
Total time required	10 days	
Operating time Air-trac	40 hrs.	129.60
Operating time Compressor	50 hrs.	126.50
Operating time D8H	80 hrs.	772.80
Operating time Cat 966	80 hrs.	3,200.00
Operating time pickup	40 hrs.	131.20
Total footage drilled	800 feet	
Steel, powder, bits		240.00
Associated labour cost		6,042.20
Equipment Rental		2,538.40
Total		$ 13,180.70
Cost per yard excavated	$3.55	
Samples taken (by Geologist)	54	

- #1 Vein Trenching

Trench 6

		Est. Cost
Volume stripped	1,780 yds.3	$
Total time required	2. days	
Operating time D8H	16 hrs.	154.56
Operating time Cat 966	16 hrs.	640.00
Operating time pickups	8 hrs.	26.24
Associated labour cost		1,028.48
Equipment rental		307.68
Total		$ 2,156.96
Cost per yard excavated	$1.21	
Samples taken (by Geologist)	10	

- #1 Vein Trenching

Trench 7		Est. Cost
Volume stripped	1,340 yds.^{3}	$
Total time required	3 days	
Operating time D8H	24 hrs.	231.84
Operating time pickups	12 hrs.	39.36
Associated labour cost		1,548.72
Equipment Rental		461.52
Total		$ 2,281.44
Cost per yard excavated	$1.70	
Samples taken (by Geologist)	6	

- Estimate of Trenching--Stripping Costs

#2 Vein Stripping		Est. Cost
Volume stripped	4,000 yds.^{3}	$
Total time required	16 days	
Operating time Air Trac	32 hrs.	103.68
Operating time Compressor	40 hrs.	101.20
Operating time D8H	128	1,236.48
Operating time Cat 966	128	5,120.00
Operating time pickups	64	207.36
Total footage	640	
Steel, powder, bits		192.00
Associated labour cost		9,667.84
Equipment rental		4,061.44
Total		$ 20,690.00
Cost per yard excavated	$5.17	
Samples taken (by Geologist)	32	

- #2 Vein Trenching

Trenches 23 and 24		Est. Cost
Volume stripped	3,560 yds.^{3}	$
Total time required	4 days	
Operating time D8H	32 hours	309.12
Operating time pickups	16 hours	52.48
Associated labour cost		2,056.96
Equipment Rental		615.36
Total		$ 3,033.92
Cost per yard excavated	$0.85	
Samples taken (by Geologist)	14	

- #3 Vein Trenching

Trenches 31, 32, 33, 34, 35, 36		Est. Cost
Volume stripped	20,600 yds.^{3}	$
Total time required	21 days	
Operating time D8H	168 hrs.	1,622.88
Operating time pickups	84 hrs.	275.52
Associated Labour cost		10,799.04
Equipment Rental		3,230.64
Total		$ 15,928.08
Cost per yard excavated =	$0.77	
Samples taken (by Geologist	13	

- #4 Vein Trenching

Trench 41		Est. Cost
Volume stripped	1,780 yds.^{3}	$
Total time required	5 days	
Operating time Air-trac	20 hrs.	64.80
Operating time compressor	25 hrs.	63.25
Operating time D8H	40 hrs.	386.40
Operating time pickups	20 hrs.	65.60
Total footage drilled	400 feet	
Steel, powder, bits		120.00
Associated labour cost		3,021.20
Equipment rental		1,269.20
Total		$ 4,990.45
Cost per yard excavated	$2.80	
Samples taken (by Geologist)	12	

MME Form 7
(2/63)

OFFICIAL FILE COPY

Date	Surname	Code
3/8/71	Everick	120
3/8	cac	220
		120M

MAR 8 1971

Mr. Jordan M. Friedman
1330 Boylston Street
Chestnut Hill, Massachusetts 02167

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Friedman:

Thank you for your letter of March 4, 1971, requesting that we reactivate your application for financial assistance to explore the subject property, and enclosing some of the material requested in our letter of November 2, 1970.

As your application was considered as withdrawn on January 18, 1971, thirty days following our request to you to complete the application, we will need copies of up-to-date loan requests to at least two banks and their replies. The amount requested should equal the Government's share of a contract (75 percent of the estimated cost of the project)--not the entire amount of $206,901.00 shown on the application.

In view of the demands on our limited funds this year by contracts already executed or in preparation, it would not be possible in the remaining months of the current fiscal year to accommodate a contract requiring $155,175.00. The outlook for the fiscal year beginning July 1, 1971, is for a further reduction of funds for the program. We suggested in our letter last November that you consider a less extensive and, therefore less costly program of exploration.

You did not furnish Lien and Subordination Agreements signed by Arley R. Taylor and Kenneth O'Harra, owners of the land, or in lieu thereof state if a performance bond would be furnished as is required under item 2(c) of the application. Six copies of MME Form 52 are enclosed for your use.

We will look forward to receiving the reports from your geologist, Mr. L. J. Manning. We trust that maps necessary to review the application will be included. The reports and maps should be furnished in duplicate.

Sincerely yours,

Harold Kirkemo

Harold Kirkemo
Chief, Office of
Minerals Exploration

cc: Director's Reading File
Mineral Resources
OME docket
OME Reading File
OME Region II
Mr. Kirkemo

HKirkamo/gla 3-8-71

Enclosures

Copy to: Cantu Mineral Association
14633 Ambaum Boulevard, S. W.
Seattle, Washington 98166

- Trenching of Geochemical Anomalies

Trenches P1 thru P6		Est. Cost
Volume stripped	10,680	$
Total time required	30 days	
Operating time Air-trac	120	388.80
Operating time compressor	150	379.50
Operating time D8H	240	2,318.40
Operating time pickups	120	393.60
Total footage drilled	2,400	
Steel, powder, bits		720.00
Associated labour cost		18,127.20
Equipment rental		7,615.20
Total		$ 29,942.70
Cost per yard excavated	$2.80	
Samples taken (by Geologist)	40	

Trenches P7 thru P28		Est. Cost
Volume stripped	39,160 yds.^{3}	$
Total time required	44 days	
Operating time D8H	352 hrs.	3,400.32
Operating time pickups	196 hrs.	642.88
Associated Labour cost		22,626.56
Equipment rental		6,768.96
Total		$ 33,438.72
Cost per yard excavated	$0.85	
Samples taken (by Geologist)	152	

- Trenching Summary

Total cubic yards stripped all trenches	86,610
Total cost all stripping	$125,642.97
Weighted average cost per cubic yard	$ 1.45

Road Building Cost Estimate

Clearing of brush and small trees
(Trees under 6" diameter)

Estimate of D8H facility for clearing
1,200 yds.^{2} under favourable conditions*
Assume 25% efficiency due to permafrost, cold
muskeg, etc.--300 yds.^{2}/hour.

- Road 12' wide = 75 yards road/hour
- Top dress with gravel 3" deep, approximately 10 feet wide = 500 yds.^{3} per mile.
- Assume spreading of top course at same rate as clearing (i.e. 75 lineal yards/hour)
- $\frac{1760}{75}$ = 23.5 hours dozer clearing per mile

- $\frac{1760}{75}$ = 23.5 hrs. spreading gravel per mile

Rental of dozer $4,000 per month

$4000 ÷ 208 hours/month -	19.23/hour
Operating and maintenance supplies	9.66/hour
Operating and repair labour @ $6.25/hr.	12.50/hour
Tractor-dozer cost per hour	41.39/hour
Tractor-dozer cost per mile of road	1,945.33
Top dressing @ $3.00 per yard^3 delivered	1,500.00
Total cost per mile of road	$3,445.33
Cost per 4 miles of road	$13,718.32

(Assumes no rock work, minimal cut & fill)

*Drevdahl - "Profitable Use of Excavation Equipment"

(e) Nil

(f) Nil

(g) Estimated cost of analytical work:-

(1) Trench sampling 333 samples for Sb assay @ $7	$ 2,331
(2) Core drilling 10 holes @ 10 assays per hole for Sb @ $7	700
10 holes @ 3 assays per hole for S at $5	150
(3) Metallurgical program Estimated under 7(a)	--
(4) Geochemical program Estimated under 7(A)	--
Estimated Total	$ 3,181

Estimated payroll burden

(a) Labour (hourly)- road building	$ 2,350
(b) Labour (Hourly)- trenching	35,190
(c) Labour (salaried)- program	22,154
Estimated Payroll total	59,694
Gross Payroll, say	$ 60,000

Workmens compensation and employees liability insurance $3.63/$100	$ 2,178.00
Surcharge - 8% of 2,178	174.24
Payroll taxes FICA 9.6% of $60,000	5,760.00
Alaska unemployment 3.5% of $60,000	2,100.00
Alaska school tax $10 per employee/year = $10 x 8	80.00
Estimated payroll burden	$ 10,292.24
Say	$ 10,300.00

Summary of Costs:-

(a)	Core drilling	$ 30,000
(b)	Geochemical Survey	15,500
(c)	Geophysical Survey	9,440
(d)	Metallurgical testing	2,300
(e)	Stripping and trenching	125,643
(f)	Road building	13,718
(g)	Payroll burden	10,300
	Estimated Program Cost	$206,901

Respectfully submitted,

L. J. MANNING & ASSOCIATES LTD.

H. M. Thurgood, B.Eng.

HMT:mjb

MME Form 7
(2/63)

OFFICIAL FILE COPY

Date	Surname	Code
3/8/71	Everick	120
3/8	cac	220
		120M

MAR 8 1971

Mr. Jordan M. Friedman
1330 Boylston Street
Chestnut Hill, Massachusetts 02167

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Mr. Friedman:

Thank you for your letter of March 4, 1971, requesting that we reactivate your application for financial assistance to explore the subject property, and enclosing some of the material requested in our letter of November 2, 1970.

As your application was considered as withdrawn on January 18, 1971, thirty days following our request to you to complete the application, we will need copies of up-to-date loan requests to at least two banks and their replies. The amount requested should equal the Government's share of a contract (75 percent of the estimated cost of the project)--not the entire amount of $206,901.00 shown on the application.

In view of the demands on our limited funds this year by contracts already executed or in preparation, it would not be possible in the remaining months of the current fiscal year to accommodate a contract requiring $155,175.00. The outlook for the fiscal year beginning July 1, 1971, is for a further reduction of funds for the program. We suggested in our letter last November that you consider a less extensive and, therefore less costly program of exploration.

You did not furnish Lien and Subordination Agreements signed by Arley R. Taylor and Kenneth O'Harra, owners of the land, or in lieu thereof state if a performance bond would be furnished as is required under item 2(c) of the application. Six copies of MME Form 52 are enclosed for your use.

We will look forward to receiving the reports from your geologist, Mr. L. J. Manning. We trust that maps necessary to review the application will be included. The reports and maps should be furnished in duplicate.

Sincerely yours,

Harold Kirkemo

Harold Kirkemo
Chief, Office of
Minerals Exploration

cc: Director's Reading File
Mineral Resources
OME docket
OME Reading File
OME Region II
Mr. Kirkemo

HKirkamo/gla 3-8-71

Enclosures

Copy to: Cantu Mineral Association
14633 Ambaum Boulevard, S. W.
Seattle, Washington 98166

TELEPHONE (617) 734-6500

JORDAN M. FRIEDMAN & ASSOCIATES

March 4, 1971

OFFICIAL COPY
O. M. E.
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MAR 5 1971
INITIALS | CODE
130
1 20
1 20

Mr. Harold Kirkemo
Chief, Office of Minerals Exploration
United States Department of the Interior
Geological Survey
Washington, D. C. 20242

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Dear Sir:

I regret that we have not answered your letter of November 2, 1970, relative to the above. Please be advised that the reason we have not answered is that we were discussing the potential sale of this property to some large mining companies. All of these negotiations, of which none materialized, have been finalized.

Obviously, we are writing now to reopen our OME Application. Inasmuch as spring is here, we would now like to reopen the matter and furnish the additional information you requested in your letter of November 2, 1970.

Item 1 - Financial Eligibility
(a) Copy attached
(b) Letter attached
(c) We propose to furnish our portion of the cost of exploration work jointly and severally in the percentages as listed in Item 1 (b).

Item 2 - Applicant's Rights in Land
(c) Enclosed are five copies of Purchase Option and Mining Lease.

1330 BOYLSTON STREET CHESTNUT HILL, MASSACHUSETTS 02167

Item 3 - Physical Description

We note on page 7 of our Application that we included Progress Reports with the Application. We advised you on page 12 that we were sending you these reports under separate cover. These reports were to be forwarded to you by our Geologist, L. J. Manning. We are today writing to him to follow up this item.

Item 7 - Estimate of Costs

(a) Enclosed herewith please find two copies of a bid from R. F. Fry & Associates (Western) Limited, Mining Contractors, the only company other than L. J. Manning & Associates who have showed interest in this project.

With regard to your last paragraph, please be advised that it would be impossible for us to go forward with one half of these funds we request. That is not to say that we could not go forward with one half one year and one half the second year.

We believe we have a very eligible property which needs further exploration and we feel confident that if these monies were available to us through your assistance that we could eventually have a fine, producing antimony mine and mill in Alaska.

Thanking you and hoping that I have sent everything you require, I remain

Sincerely yours,

Jordan M. Friedman

JMF:cp
Enclosures

TELEPHONE (617) 734-6500

JORDAN M. FRIEDMAN & ASSOCIATES

March 4, 1971

United States Department of the Interior
Geological Survey
Washington, D. C. 20242

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Gentlemen:

In compliance with Item 1 - Financial Eligibility (b) we wish to furnish the following information which is to accompany OME Form 40.

Please be advised that there is no affiliated company and the partnership consists of the following:

Dayton Shepherd	22.5%
Dan Ashbrook	22.5%
Jordan M. Friedman	22.5%
Virginia M. Friedman	11.25%
Paul F. Klapper	11.25%
Burton Glazer	10.0%

98.20

Very truly yours,

Jordan M. Friedman

JMF:cp

1330 BOYLSTON STREET CHESTNUT HILL, MASSACHUSETTS 02167

R. F. FRY & ASSOCIATES (WESTERN) LIMITED
MINING CONTRACTORS

TELEPHONE:
584-0461 (TOLL FREE)

18765 - 96TH AVENUE
SURREY, B.C.

September 9, 1970

L. J. Manning & Associates Ltd.,
Consulting Mining Engineers,
610 - 890 West Pender St.,
Vancouver 1, B. C.

Attention: H. M. Thurgood, P. Eng.

Gentlemen:

In reply to your request for quotation dated August 27, 1970, we submit the following preliminary prices. Our prices are predicated on the Contractor providing all labour and supervision except engineering, all materials and supplies considered at this stage to be necessary to complete the proposed work program, all equipment, plus an allowance for boarding and feeding a total work force estimated at 20 men.

Item 1 (a)

Inclined shaft, 300 LF, two - compartment 6' X 8', timbered and complete with rail. We have assumed the 6' X 8' dimensions are inside timber, and 8" X 8" B.C. fir timber sets will suffice. On this basis, outside timber dimensions will be 7'4" X 18' 0" and nominal rock excavation will be 10'4" X 21'0", based on 18" excavation outside timber, for a nominal opening of 8.05 cubic yards per foot.

We have calculated timber requirements on the basis of sets at 5.0' centres, lined on the back, both ends, and between the compartments. We have allowed for 30# rail, 2" water line, 4" air line and 20" vent tubing.

Price, per lineal foot.....$ 536.00

Item 1 (b)

Exploration drift, 200 LF, 6' X 8', untimbered. In order to keep costs to a minimum for this length of heading, we propose driving without rail. Prices are calculated on excavation no greater than 2.0 cubic yards per lineal foot.

Price, per lineal foot .....$ 145.00

Item 1 (c)

Exploration raise, 300 LF, 6' X 8', untimbered.

Price, per lineal foot.....$ 159.00

Item 2 (b)

All prices quoted are based on the stated footages as minimums. The basis of our calculations is such that neither additions nor deletions would affect the prices quoted, unless changes were substantial and thereby affected estimated performance.

Item 2 (c)

Should timber be required in drifts and raises for any reason whatsoever - i.e., bad ground conditions or mining regulations, the following prices will be additional:

Per lineal foot of timbered drift...$ 86.45

Per lineal foot of timbered raise...$ 50.40

Item 2 (d)

Mobilization & demobilization,
lump sum $37,425.00

Item 2 (e)

Mobilization and set-up	-	34 days
Sink Shaft per 1 (a)	-	50 "
Drift per 1 (b)	-	11 "
Raise per 1 (c)	-	18 "
Demobilization	-	7 "

Item 2 (f)

Our prices include an allowance we estimate adequate for either contingency, and therefore there is no effect on prices at this time.

Item 3 - General

We have attempted to submit a realistic estimate of probable costs based on our knowledge of this type of work. A proper site inspection, along with detailed plans and specifications would undoubtedly require price adjustments, up or down, and until such time as this stage is reached, we feel it is not necessary to further attempt to qualify our quotation.

Our prices have not allowed for a proper shaft collar should this be either necessary or desired, nor does our mobilization price include the cost of plant installation. Some negotiation for work on a cost plus basis would therefore be necessary.

Due to the nature of the country rock - quartz-mica schist - we believe rock-bolting with straps and/or screening may be an important item. For this reason, we believe we should mention this as a probable added cost, and further suggest the possibility of a sprayed concrete program. These costs, of course, are dependent on ground conditions actually encountered and could be quoted on unit bases at a later date.

Thank you very much for the opportunity to submit our estimated prices for this potential project. We feel our unit prices may be considered unduly high when related to similar type work under more established conditions. We are, however, prepared to discuss and hopefully justify our quotation if requested to do so.

Very truly yours,

R. F. FRY & ASSOCIATES (WESTERN) LIMITED

M. W. Bremner

M. W. Bremner,
Manager

MWB/as

OFFICIAL FILE COPY

Date	Surname	Code
1/18/71	Emerick	120
		120
1/18	cal	220

January 18, 1971

Memorandum

To: The File

From: Harold Kirkemo
Chief, Office of Minerals Exploration

Subject: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

The Applicant has not replied to our letter of December 17, 1970. Accordingly, the subject docket is transferred to the inactive file and the application considered as having been withdrawn.

Harold Kirkemo

Harold Kirkemo

cc: Director's Reading File
Mineral Resources File
OME Docket
OME Reading File
OME Region II
Mr. Emerick
130

WLEmerick/bsl 1/18/71

MME Form 7
(2/63)

OFFICIAL FILE COPY

Date	Surname	Code
12/17/70	Emerick	120E
		120
12/17	cac	220
		120M

AIRMAIL

DEC 17 1970

Cantu Mineral Association
14633 Ambaum Boulevard, S. W.
Seattle, Washington 98166

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Gentlemen:

On November 2, 1970, we requested additional information which is necessary for the processing of your application.

If you need additional time to prepare this information, please let us know. If we do not receive a reply from you within thirty days from the date of this letter, we must assume that you are no longer interested in proceeding with your application and we shall consider it as having been withdrawn.

Sincerely yours,

Harold Kirkemo (gla)

Harold Kirkemo
Chief, Office of
Minerals Exploration

cc: Director's Reading File
Mineral Resources
OME docket
OME Reading File
OME Region II
Mr. Emerick

WLEmerick/gla 12-17-70

MME Form 7
(2/63)

OFFICIAL FILE COPY

Date	Surname	Code
11/2/70	Emerick	120E
		120
11/2	coe	220
		120M

AIRMAIL

Cantu Mineral Association
14633 Ambaum Boulevard, S. W.
Seattle, Washington 98166

NOV 2 1970

Re: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek Property
North Star Borough, Alaska

Gentlemen:

A preliminary review of your application for financial assistance in exploring the subject property indicates that additional information and material must be furnished before we can process it.

We note that two copies of MME Form 40, Application for Financial Assistance in Minerals Exploration, were submitted but that only one set of the information required on the form was received. Please furnish this office with an additional set of the required information.

The following additional information under various items was lacking in the application:

Item 1. Financial eligibility. The information under items 1(a), 1(b), and 1(c) was not furnished.

Item 2(c). Applicant's rights in the land. For all land or mineral rights encumbered or not owned, five copies of Lien and Subordination Agreements must be submitted. If agreements cannot be obtained, then it should be stated whether you can furnish a performance bond. Five copies of Lien and Subordination Agreements, Form MME-52, are enclosed for your use.

Item 3. Physical description. Under this item there are several reports, tables, maps, and drawings referred to and described as being included with the application. If this material was sent to OME under separate cover, it has not been received. This material includes progress report summaries mentioned on page 7 of the application, copies of six reports mentioned on page 12, and drawing 23 referred to on pages 15, 16, and 17.

Item 7(a). Independent contracts. Under this item cost estimates involving independent contracts should be supported by bids from three contractors if possible.

For your information, the estimated cost to the Government of the program you have outlined would require about half of the funds available to OME this fiscal year. We suggest that you consider revising your application to one with a more modest program of exploration, or that you consider assistance for only certain parts of your proposed exploration program, for example, in core drilling, geochemical or geophysical surveying, or a combination of these.

We shall be pleased to continue the processing of your application upon receipt of the above information. However, nothing in this letter should be construed as a commitment by the Government to grant an exploration contract.

Sincerely yours,

Harold Kirkemo (gla)

Harold Kirkemo
Chief, Office of
Minerals Exploration

Enclosures

Copy to: Mr. Charles Colatos
100 Cambridge Street
Boston, Massachusetts 02202

cc: Director's Reading File
Mineral Resources
OME docket
OME Reading File
OME Region II
Mr. Emerick

WLEmerick/gla 11-2-70

10/28/70

Mr. Emerick:

Re: Docket on your desk: OME-6829 (Antimony)
Cantu Mineral Association
Eagle Creek
North Star Borough, Alaska ($206,901 requested)

A "Mr. Charlie Colatos" called during your lunch hour, while he is in Washington just for today, and inquired about how long it would take to process the subject application.

I got the docket, and told him it was docketed under OME-6829, and an acknowledgment was sent to the Applicant's Seattle office on October 19, and is presently under review. I also told him that the "processing" would depend upon how complete the information with the application is -- that I noted "no maps received w/application."

He gave me a Boston phone - 617 - 727-3570, but said he would call again this afternoon here in Washington; if not, would phone tomorrow from Boston. I also told him that a letter would be sent the Applicant in Seattle. advising the information needed.

Beyond the above, I did not try to determine his interest. Grace
cc: Kirk

100 Cambridge St.
Boston, Mass 02202

October 19, 1970

Cantu Mineral Association
14633 Ambaum Boulevard S. W.
Seattle, Washington 98166

Subject: OME-6829

Gentlemen:

Your application for exploration assistance, dated October 19, 1970, submitted to our office at Washington, D. C., has been assigned Docket No. OME-6829.

Please identify all future correspondence relating to your application by this docket number.

Sincerely yours,

Harold Kirkemo
Chief, Office of
Minerals Exploration

Copy to R-II without attachments