

Anderson Mine

Albuquerque, N. M.

September
Twentieth
1934

Mr. G. A. Kaseman,
Albuquerque, N. M.

Dear Sir:

A check of the U. S. Land Office records and the State records reveals some interesting facts about the La Ventana coal field.

The Anderson lease is the only one on which all requirements have been met and all charges paid to 3-12-34.

The San Juan Coal & Coke Co., C. R. Brice, Receiver, has under lease No. 042373 the area indicated on the attached plat. The last notation on the record, 2-26-34, states that \$10,472.16 is due the Land Office and that all papers have been referred to the Denver branch of the General Land Office.

The record on Carlisle shows his last royalty payment for February and March 1933 was made in the sum of \$62.38 on June 1, 1933. In another place it is recorded that a coal permit was granted to Montie Carlisle, No. 066628, on June 20, 1933 for the W $\frac{1}{2}$ Sec. 20, 19 N, 1 W. This was a part of the M. B. Kaseman lease.

The White Ash Coal Company record stops at 9-20-33 with the notation that \$890.31 is due under the lease. Elliott & Snell, attorneys of Phoenix, are named. The small operation of Sanders and Yardas on NE $\frac{1}{4}$ Sec. 32, 19 N, 1 W, is on this lease under some sort of sub-lease agreement. These operators have 13 cars loaded inside the mine. They mine entirely with picks. No coal has been sold thus far this season. The White Ash workings show that this seam has a very tender shale roof and about 30" of saleable coal.

The M. B. Kaseman permit record does not show that any expenditure has been made and was closed out Feb. 28, 1931. The land remains open with exception of the W $\frac{1}{2}$ Sec. 20, as noted, to Carlisle.

The R. A. Kistler lease, 052740, shows two extensions granted. On 4-27-34, \$623 rental was demanded. Then a protest on payment was recorded 5/31/34. On 6-12-34 consent of surety filed and all papers sent to G L O, Denver. Payments recorded as follows:

11-8-29.....\$311.45
5-9-31..... 623.00
5-17-32..... 623.00.

NM Mine File No. 2601

The W. C. Reid lease records 4 extensions and was finally relinquished 4-19-32 with the following payments made:

9-20-28.....	\$360
6-21-29.....	360
7-18-30.....	360
7-17-31.....	360

Then, on March 1, 1933, Geo. P. Owen, 408 N. 11th Street, Albuquerque, asked for a permit on this land. The geological survey advised that prospecting is not necessary and that a lease must be taken as of 5-22-33. It is stated that there are no railroad facilities and that one or two 40-acre tracts would be sufficient to supply local demand. The application was rejected and case closed on 3-30-34.

The record on the E $\frac{1}{2}$, SE $\frac{1}{4}$, Sec. 17, 19 N., 1 W., states that Earl B. Young permit was closed out 4-6-34 and that F. B. Rinehart has a permit application pending to which there seems to be some opposition. This is the tract on which Albert Wendt is now opening a slope.

School Section 16, 19 N., 1 W., has 160 acres under permit to S. W. Hayes, 1310 N. 4th Street, Albuquerque, at 25¢ per ton. The area is indicated on the plat. This is the old McDonald operation and evidently contains only a small acreage of available coal in the upper seam.

In view of the more exacting attitude of the General Land Office regarding coal permits and leases, I do not consider it worth while to ask for a permit or lease on the remaining M. B. Kaseman land until railroad facilities are established.

The Anderson mine with its excellent roof is standing very well. In a few places there is some indication that the bottom is heaving a very little. A crew of six men could put the mine on production in two weeks. It seems to me that the percentage of lump coal could be increased by use of modern cutting machines and mining on the face cleats instead of the butt cleats as heretofore. The cheapest coal in the district can be produced at this mine. However, it is my opinion that coal mining at La Ventana cannot be made to pay without railroad facilities.

Mr. James and the writer protected the generator from the weather and brought in such parts of the Diesel engine and switchboard as seemed likely to be carried away by thieves who have already taken the roof and most of the corrugated iron from the power house.

Yours truly,