



# MANNINGTON.

Mannington Mills Inc.  
100 Marine Dr  
CALHOUN GA 30701

Page 2 of 2

B/L #: 1402903  
PRO#: 1402903  
TRLR#: 5351  
DATE: 12/29/2019  
TIME: 12:51:38

**SOLD TO:**  
G W PAULSON COMPANY

P.O. Box 23429

Portland OR 97281-3429  
USA

503-620-7080

**SHIP TO:**  
G W PAULSON COMPANY

4805 N. BASIN AVE.

PORTLAND OR 97217  
USA

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without resource 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.

**CARRIER:**  
DEDICATED LLC  
**FINAL MILE CARRIER:**  
NORTH GEORGIA DIST & LOGIS

**INCOTERMS:** Collect PLANT  
**CONTACT:** G W PAULSON COMPANY  
503-620-7080

(Signature of Consignor)  
TRAFFIC MANAGER

STYLE	WIDTH	COLOR	BACK	QTY	BATCH	MATERIAL	DYELOT	HANDLING UNIT	CUST MAT NO
STYLE DESCRIPTION					NMFC CLASS	ORDER #	PO#	PALLET	

CONFLUENCE					70670 70	4012880	CG900330-1		0000939605
<b>TOTALS.....:</b>	<b>952.27 LBS</b>				<b>113.50 YD2</b>	<b>1,021.50 FT2</b>			

**NOTE:**

EVERGREEN MIDDLE SCHOOL

LINE	ITEMS	TOTAL LBS	TOTAL YD2	TOTAL FT2
6		5,341.91	580.80	5,227.20
<b>Pallet</b>	<b>580.80</b>	<b>Roll</b>	<b>0.00</b>	<b>Sundry 175.00</b>

This is to certify that the above named articles are properly classified, described, packaged, marked and labeled and are in proper condition for transportation, according to the applicable regulation of the Department of Transportation. The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of the Consolidated Freight Classifications.

SHIPPER: \_\_\_\_\_ AGENT/CONSIGNEE: \_\_\_\_\_ DATE: \_\_\_\_\_

RECEIVED, subject to the classification and lawfully filed tariffs in effect on the date of the issue of this Bill of Lading, the property described, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated, 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 of any of said property over all of any portion of said route to destination, and as each party at any time interested in all or any of said property, that every service to be performed over all or any portion shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment. Shipper hereby certifies he/she is familiar with all the terms and condition 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/herself and his/her assigns.

\*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 125 cwt.  
\*\*This is to certify that the above articles are properly described by name and are packed and marked and are in proper condition for transportation according to the regulations prescribed by the Interstate Commerce Commission.