

Ag

C.S.

PUBLIC WORKS
MISCELLANEOUS.

1925.

No.

744/25

H.E. the Governor.

SUBJECT.

1925.

16th Decbr.

ENQUIRY REGARDING THE POSSIBILITY OF
OBTAINING LIMESTONE FROM PATAGONIA.

Previous Paper.

MINUTES.

PA 35/11/25

- 1.
- 2.
- 3.

Minute from H.E. the Governor, 16th Dec. 1925.
Telegram to Mr. Greer, Punta Arenas, 16th Dec. 1925.
Telegram from Mr. Greer, Punta Arenas, 17th Dec. 1925.

J.C. Submitted
18/11/25.

H.E.S.
Will you please reply in following sense
Request you will send stone itself increasing
quantity to 5 tons with to ascertain cost of
burning here but shall be grateful for
information by post as to cost of quarrying
burning transport and whether large quantity
available.
18 Dec 1925.

Subsequent Paper.

4. Telegram to Mr. Gree, Punta Arenas, 18th Dec. 1925.

5. ~~Letter~~ from W. L. R. W. Beer dated 4th January 1926

Mr. S. Hamilton Middle Island has not heard of *Uromyces*
being obtained in ^{any other} place near Punta Arenas other than Cerro Castillo
which is referred to in (B).

Mr. Hamilton suggests possibility of obtaining it from Cordova ^{Hills} Buenos Aires.
New Ocean freight will be ^{15 January 1926} ~~very~~ ^{small}.

2. A likely firm Gibson Brothers 296 Calle San Martin Buenos Aires.
Municipal Director is Sr. Hubert Gibson.

15 January 1926

H.C.S.

I am writing privately to Mr. Beer to thank him
for the trouble he has taken.

2. If *Uromyces* can be obtained cheaply at Buenos Aires
it might be possible to get de Pesca Co. to carry it cheaply
to Falkland Islands by *Tipica* on her voyage to
South Georgia. She would be able to land it on several
of farms + so avoid cost of transhipment + local people.
In other words it is worth obtaining a small
consignment of the strain + trying experiments of
nursing locally.

3. Will you please telegraph to Messrs Gibson Bros
as in draft attached. Telegraphic address is not
known but the firm is sure to use Bentley's code.

H.C.S.

16 January 1926.

6. Telegram to Gibson Bros. 16th Jan'y. 1926.

B.L. 30/1/26
7. Telegram from Gibson Bros. 21st Jan'y. 1926.

H.P. Submitted.

? reply on the lines of (H)

B.C.
25/1/26

H.P.S.

It will be sufficient, I think, if reply is sent in sense.

Request you will send ~~telegram~~ ~~not~~ ~~short~~ ~~time~~.

AK
25 Jan'y 1926.

8. Telegram to Gibson Bros. 25th Jan'y. 1926.

9. Telegram from Gibson Bros. 26th Jan'y 1926.

H.P. Submitted in instructions.

B.C.
28.1.26

H.P.S.

If there is a steamer in vicinity of Bahia Blanca it is possible that it could be employed as a ~~temporary~~ temporary conveyance for freight than from elsewhere: there have at times been exports of sheep to Bahia Blanca but the freight have been high as the

was no return cargo: imports of lime + export of stuff
by same ship would have effect of reducing freight
both ways:

2. Will you please telegraph to Messrs Gibson in following
sense.

Your telegram 26th January lime at low cost is
required in considerable quantity for improving
portlands. Some of supply are being investigated
and it exists in vicinity of Bahia Blanca ship. Experiments
are being made in burning impure limestone ship
request you will arrange shipment limestone rock in
March.

3. In reply, I think, explain position succinctly: evidently
© copy ©.

[Signature]

21 January 1926.

Telegram to Gibson Bros, 1st Febry 1926. 10.

Note from Post Office regarding delay in
transmission of telegram. (Encl. 10) 6th Febry 1926. 11.

Telegram from Gibson Bros, 23rd Febry 1926. 12.

E. Submitted
for C.S.
24 Febry 1926.

A.P.S.

to advise you please reply in sense.
 your telegram 23rd February
 Request you will ~~not~~ take ^{no} ~~any~~ further
 action regarding shipment of limestone S.M.
 should be grateful for any information which
 you can furnish by your replying as to
 possibility of obtaining limestone ^{and} ~~or~~ ^{burnt lime}
 in Argentina or Uruguay.

J.R.

26 Feb 1926

13. telegram to Gibson Ross, 27th Feb. 1926.

14. telegram from Mr. Greer, 1st March, 1926.

Executive Engineer
J.W.

Please see A.P.S. minute on telegram
 of 1st March - Encl. (14) - and take
 action accordingly

J.R.
3/3/26

Hon. Colonial Secretary.

The 5 tons of limestone shipped
 S.S. "Magellan" has been landed and taken
 to the Depot in Magazine Valley.

Submitted for instructions and head
 of charge, please.

C. Roberts.
 Executive Engineer.
 22/3/1926.

15. 16. 17. Letter from Mr. C.R.W. Greer 21 Feb 1926

V.P. Submitted for instructions as to payments.

24/III/26

H.P.S.

It will be necessary to open a special warrant
under XIV. Experiments in application of
Gummat to pasture.

1. The amount should include freight on limestone +
also preparation cost of conversion of Naurea phosphate
which Sgs has been endeavouring to secure: say total £100.
2. Perhaps a draft on Com Agos should be sent to
Cura Com received by Sociedad Exploradora in avoyonij
for shipment of conversion of limestone.

H.

25 March 1926.

P.S. I have written to Mr Green regarding their for application
which he has given.

H.

Special warrant No. 4/26.

18

V.P. S.W. no. 4 in the sum of £100 Submitted
for signature

H.

29. III. 26

H.

30 March 1926.

Hon Treasurer.

For withdrawal of 3 copies of Sw. 4/26.

H.P.S.
for C.S.
30 March 1926

NOTE
To Chief Inspector
of Stock on return

H.P.S.
25. III

Hon Col Secretary

SW. no 4/26 withdrawn.

H. Chen.

for measure.

31/3/26.

- 19 Voucher for freight: on limestone 31 March 1926
- 20 Voucher for cost of limestone 31 March 1926

Hon. Treasurer,

Voucher ~~XXXXXXXXXX~~ for freight on limestone (£15) herewith for payment to the Falkland Islands Company.

2. A voucher made payable to you is also enclosed in payment of a bill on the Crown Agents which I shall be glad if you will issue in favour of the Sociedad Explotadora de Tierra del Fuego, Punta Arenas, for the sum of £20 8s 6d in settlement of account for cost of limestone.

Colonial Secretary.
31st March, 1926.

Hon:Col:Secretary,

Draft on Crown Agents No.310 for £20. 8. 6, submitted herewith.

R. Thompson

Colonial Treasurer
6th April 1926

21.

Letter to the Sociedad Explotadora de Tierra del Fuego. 6th April 1926.

22-29

Letter from Messrs. Gibson Bros. 14 Feb 1926.

H.P. Submitted

7.7.26

H.E.S.

No further action is necessary regarding
lime stone from Patagonia.

2. When convenient trial can be made
of burning lime stone from Patagonia with peat

M.

3 May 1926

Executive Engineer S.I.W.

*See memo
delivered
22.5.26*

To note B.
4/5/26

O.I.C/C.S.O.

In accordance with paragraph 2 of His Excellency
the Governor's minute, a trial has been made of burning
limestone with peat in the temporary kiln at the Depot
in Magazine Valley.

2. This limestone from Patagonia is of very poor quality,
containing only a small percentage of lime.

3. The kiln was charged with 18 cubic feet of peat
and 18 cub. feet of limestone and lit at 11. a.m. on
13th May, 1926. It was found that it was not possible
to maintain a sufficient body of heat with the peat
to burn the limestone successfully, which necessitated
the addition of peat comb every three hours. After
burning for 13 hours it was impossible to effectively
add more fuel as the stone became compact thereby not
allowing the heat to act on all surfaces of the stone.

4. It is certainly not possible to burn limestone
with peat economically, and I would suggest that no
further action be taken with these trials.

C. Roberts.

Executive Engineer.
17th May, 1926.

U.E. Submitted.

Sp. 13

O.I.C Sa

18 May 1926.

O.C. Sec.

I inspected the temporary kiln with the Executive Engineer to-day, and saw the result of his recent Experiment.

2. I agree with him that the burning of limestone - particularly limestone of the quality received from Patagonia - with fuel is not a practical or economical proposition.

3. I should be glad, however, if the Chief Inspector of Stock would arrange to see the result of the recent Experiment, and furnish his observations.

J.S.
18/4/26

#.

Chief Inspector of Stock.

Will you please arrange to see and furnish your observations on the result of the recent experiments.

G.H.S.

O.C. Sec.

19 May 1926

O.C. Sec.

I have inspected the temporary kiln & the treated limestone with the Executive Engineer.

The treated limestone is of very inferior quality & from a farming point of view not

not of much use.

I am of the opinion that
limestone cannot be burnt
satisfactorily with peat.

F. W. Carter

C. I. S.

27/5/26.

G. E. Submitted.

G. E. 17

O. I. C. S.

28 May 1926.

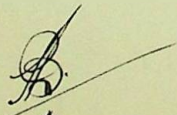
O. I. C. S.

The result is unfortunate, but the Experiment
was well worth trying.

2. Hon. G. Fornes and Hon. J. Dalton should
see the M.P. when an opportunity occurs.

3. I am grateful to the Executive Engineer,
S. D. W., for all the trouble he has taken
over this matter, and would be glad if
he will keep the balance of the limestone
in his charge for the present. How much
is left?

4. I understood from Mr. Roberts that if
the stone was not required for any other
purpose, he could utilize it usefully later on
in connection with the Jette beds at the
Reservoir?



29. 5. 26

Executive Engineer,

Copy of His Excellency's paras 3 & 4.

Will you please say how much of the
limestone is left and if it can be utilized
for the purpose required.

G. E. 17

O. I. C. S.
21 May 1926.

O.I.C/C.S.O.

Noted.

The quantity of limestone available suitable for use on the filter bed in connection with the Water Supply is approximately 3 tons.

G. Roberts.
Executive Engineer.
1st June, 1926.

Y.B.
Submitted for information.

G.R.H.
D/Secy
4 June 1926.

D/Secy.
note for action as in para. 2 of my minute of 27. V. 26, and to bring forward when the Water Reserve is more advanced, say 30th Oct.

J.
5/11/26

30-36 Letter from Sociedad Exploradora de Tierra del Fuego of 10 May 1926.

Hon. G. J. Jelton.

To see

G.R.H.
D/Secy
1 Sept 1926.

The Hon.
Col. Secy.

A great pity the results so unfavourable after all the trouble & expense

G. J. Jelton

Hon. C. Bouvier.

Case.

for C.S.
29/IX/26.

Hon. Col. Sec.

Rept. the experiment was a failure.

Geo. Bouvier

30/9/26.

Letter from Gibson Jws. R. A. of 10 Aug. 1926. 32-38.

Hon. Treasurer.

Will you kindly favour me
with your advice as to the best way
to settle this account - vols 32-38?

J. Muller
C. Col. Sec.

Hon. Col. Sec.

4. 10. 26.

By draft on the Crown Agents. Cost
will be charged to Head. XIV item 7, vide

S. W. No. 4/26.

M. Françoise Halmet
Asy. Treas.
4. X. 26.

Chief Inspector of Stock.

Please put up necessary vouchers.

7. 10. 26.

J. Muller
C. Col. Sec.

- 39. Letter to Messrs. F.I.C. dated 12.10.1926.
- 40. Letter from Manager Hals. d/ 13 Oct 1926
- 41. Letter to Messrs. Gibson Bros. dated 15.10.1926.

Hon. Treasurer.

To obviate further trouble and delay I have arranged with the F.I. Coy to settle this account.

2. Thank you for your minute of 4.10.26: charges when received will be debited as indicated by you.

J. Miller
G. Col. Sec.

16. 10. 26.

Hon. Col. Sec
Noted.

Mr. Craige Walker
16. 10. 26

- 42. Bill of Lading of 24 February. 1926.
- 43. Letter from Gibson Bros. of 12. Nov. 1926
- 44. Letter from Auckland Island Coy Ltd 22 Dec 1926
M.C.S.

Account for 9. 9/2 made up as follows has been received from F.I.C. in respect of the settlement through

their agency of Messrs Gibson Bros' claim.
 Cost of cables £ 6 18/6.
 Agents' fee 88.
£ 7 7 2

2. I am uncertain whether this account
 should be charged to 'Telegrams'
 under Misc or to Special Warrant
 N^o 4/26 (see head 18) which strictly
 speaking does not cover this
 expenditure. *S.P.H.B.*
cc
24/x 11/26.

Chief Clerk.

If there is money available
 under head XIV item 7, S.W. N^o 4/26, this
 amount of £ 7 7 2ⁿ should be debited
 thereto as advised by the Treasurer.

J.M.S.
 24. 12. 26.

H.C.S.

Voucher prepared for signature. I 45.
 have ascertained from Treasurer that
 there is a balance of £9. 9/8
 available under S.W. 4/26.
S.P.H.B.
cc
24/x 11/26.

Letter to Manager. F. I. Co. dated 24 Dec. 46.
 1926.

From His Excellency the Governor

to The Honourable the Colonial Secretary.

Mr. Slaughter told me recently that he believed there was limestone or some of the fossils in South Patagonia. If it exists there it would be a most convenient source from which to obtain supplies which are much needed in the Colony.

2. The Sociedad ^{de FERIA del Riego} Explotadora, is the largest owner of the land, & Mr. L.R.W. Greer might be able to give information as to existence of limestone.

3. Will you please send telegram in following sense using Bentley's code.

GREER Punta Arenas.

Should be grateful for any information you can give me as to possibility of obtaining limestone or any fossil in or near Straits of Magellan (Sof). If it exists should submit it your favour if you could arrange shipment I would be at expense of the Government there to be in bags for experimental purposes. Middleton.

AG

16 Dec 1925.

TELEGRAM.

From His Excellency the Governor.

To Mr. L. R. W. Greer, General Manager, Sociedad
Explotadora de Tierra del Fuego.

Dispatched : 16th December, 1925. *Time.* 4.45 p.m.

Received : 192 *Time.*

GREER

PUNTAARENAS

ROPBEGYPIG GIFOBIJJYX WUFOZGUTIZ KAGICAPZEB

OGDECMYCEB LIMESTONE ARZFEOFTWE NIPAFKOU LZ

TUNIR MAGELLAN GUACPHYNEF FOJPOROOWL FIGEFIROSC

GXTAJFYKVE ICBUNRITOD ITBESARZDO FOYL TULWAG

GYJWAUPAJD AVDOJGIFOB FOZYJONHOG

MIDDLETON.

Meaning:

Should be grateful for any information you can give me as to possibility of obtaining limestone at any port in or near Straits of Magellan. If it exists should esteem it great favour if you could arrange shipment January at expense of this Government three tons in bags for experimental purposes.

MIDDLETON.

3.

TELEGRAM.

From Mr. L. R. W. Greer, General Manager, Sociedad
Explotadora de Tierra del Fuego.

To His Excellency the Governor.

Dispatched : 17th December, 1925. *Time.* 3.40 p.m.

Received : 18th December, 1925. *Time.* 10.20 a.m.

MIDDLETON

PORTSTANLEY

We have limestone on our land about 40 miles from
port. Do you require stone itself or do you wish us
to burn it and send lime only.

GREER.

TELEGRAM.

From His Excellency the Governor.

To Mr. L. R. W. Greer, General Manager,
Sociedad Explotadora de Tierra del Fuego.

Dispatched : 18th December, 1925. *Time*. 4.30 p.m.

Received : 192 *Time*.

GREER

PUNTAARENAS

PEGMERAHAC TUGJEITAWN IGEMGONPHO UMPETUPANJ

WIOPZAPZJA DOVOHBICUT HOBTABIHEV REHAHGYPIC

GIFOBIIJOV OGFYJAPZEB DOVOH QUARRYING

BICUTUTDYL ALAVKWEJEL ONPIMATMIV

MIDDLETON.

Meaning:

Request you will send stone itself increasing quantity to 5 tons wish to ascertain cost of burning here but shall be grateful for information by post as to cost of quarrying burning transport and whether large quantity available

MIDDLETON.

SOCIEDAD EXPLOTADORA

DE TIERRA DEL FUEGO

DIRECCION TELEGRAFICA

EXPLOTACAM PUNTA ARENAS

CODIGOS A. B. C. 5TH. EDITION
BENTLEY'S

TODA CORRESPONDENCIA SE DIRIJIRA
AL ADMINISTRADOR GENERAL

744/25

6
3

PUNTA ARENAS 4th January 1926. 19
MAGALLANES-CHILE.

Sir John Middleton C.M.G.,

PORT STANLEY.

Ref. LRWG.
Per m.b. "Losadas":

Dear Sir John,

I have just returned from a visit to the camp, in time to catch the "Losadas" with these few lines to you.

I confirm the various telegrams exchanged between us, with regard to LIMESTONE, and am making arrangements to have five tons of same sent over to you per s.e. "Magellan", due to leave this port about the beginning of March next for the Falklands.

This Stone has to be collected at our quarries in Cerro Castillo and carted about 45 miles to the port, and I cannot guarantee that it is of very good quality, although it may be good enough to meet your requirements.

I will send you all the details regarding burning of same and the percentage of loss through burning, which, by the way, is great, and that is what really makes Lime so expensive to burn. As far as I can remember off-hand, the proportion is one to four - in other words, out of four cart loads of actual Stone you will only get, when burnt, one of Lime. I do not think for one minute that it would pay you to continue obtaining same from here. However, upon receipt of the trial lot you ask for, you will be able to judge for yourselves.

If you require Lime for the purpose of Dipping, I should advise you to do the same as this Company does, and obtain it from England; it is much better lime and in the long run I consider cheaper, when all is taken into consideration - especially for a place like the Falklands, where the cost of fuel is pretty high.

Sir John Middleton C.M.G. (Port Stanley):

SOCIEDAD EXPLOTADORA
DE TIERRA DEL FUEGO

2.

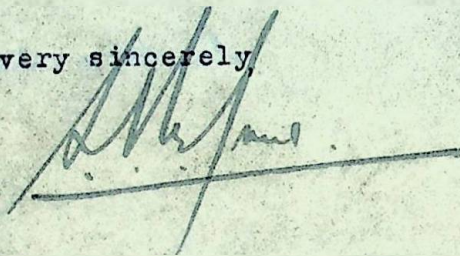
5/1/1926.

I do not know whether it is possible to use peat in the burning of lime.?

On the "Oropesa" due here about the 6th February next, I expect my wife out from England, and she will be calling upon you there no doubt.

With kind regards to you and Lady Middleton, and wishing you every good wish for the New Year.

Yours very sincerely,

A handwritten signature, likely "L. M. James", written in dark ink over a horizontal line. The signature is cursive and somewhat stylized.

744/25.

TELEGRAM.

From The Colonial Secretary.

To Gibson Brothers 296 Calle San Martin, Buenos
Aires.

Dispatched : 16th January, 1926. Time. 11.30 a.m.

Received : ... 192 Time.

GIBSON

296 CALLE SAN MARTIN

BUENOS AIRES

NEO ZNCVEPH HAMILTON PEGMEANUKT RIVIDUPANJ

LIMESTONE GOWTA CORDOVA HOHABBISOK OROPESA

ETWAJMONTE VIDEOITHAY RAHACEROPS CRUNFPYJNO

Meaning:

On recommendation Hamilton request you will arrange
shipment in bags five tons limestone from Cordova
Hills by Oropesa due Montevideo 30th January will
send draft on London.

Colonial Secretary.

P

TELEGRAM.

From Gibson Brothers 296 Calle San Martin, Buenos Aires.

To The Colonial Secretary.

Dispatched : 21st January, 1926. *Time*. 11.55 a.m.

Received : 25th January, 1926. *Time*. 10.35 a.m.

COLONIAL SECRETARY
PORTSTANLEY.

Do you mean limestone or burnt lime ready for use.

GIBSON.

Telephoned to W/T
Station. 5.15 p.m.
25th January. 1926.

744/25.

8

TELEGRAM.

From The Colonial Secretary.

To Gibson Brothers 296 Calle San Martin,
Buenos Aires.

Dispatched : 25th January, 1926. *Time* 5.15 p.m.

Received : 192 *Time*.

GIBSON

296 CALLE SAN MARTIN

BUENOSAIRE

UGGCEITEWP PEGMERAHAC LIMESTONE KUWEMBICVY LIME
CRUNFPYJNO

Meaning:

Your telegram of 21st January request you will
send Limestone not burnt lime

Colonial Secretary.

TELEGRAM.

From Messrs. Gibson Brothers, Buenos Aires.

To The Colonial Secretary.

Dispatched : 26th January..... 1926 *Time*. 12.

Received : 27th January..... 1926 *Time*. 10.35.

REFER YOU TO OUR TELEGRAM OF YESTERDAY TO HAMILTON
PORT STANLEY.

GIBSON

Copy of telegram to which reference is made.

Assume wanted lime in stone as used in sheep
dipping preparations and not limestone rock.
Oropesa impossible but could supply by Bahia
Blanca steamer arriving Falklands in March.
Reply. Gibson.

TELEGRAM.

From The Colonial Secretary

To Messrs Gibson Brothers, Buenos Aires.

Dispatched : 1st February, 1926. Time. 3.30 p.m.

Received : ... 192 ... Time.

GIBSON

296 CALLE SAN MARTIN
BUENOSAIRE

UGCEGITGIZ LIME ARZDOJUEDY DOUZMIRFEL PEKSOIDVUD
 DELILONPHO GIFOBIDSOZ MYOJK PASTURES OGDUGRYRTA
 UCSELFANFON IPTSAEPSVE FOJFOIDVUD VODATBAHIA
 BLANCA GUACFFOZUH ANFONJUJUH IDVUDBICUT IDGEK
 LIMESTONE GUACFPEGME ANUKTRITIC LIMESTONE
 POHYEJYGAY CRUNFPYJNO

Meaning:

Your telegram 26th January lime at low cost is required in considerable quantity for improvement of pastures possible sources of supply are being investigated does it exist in vicinity of Bahia Blanca. Experiments are being made in burning imported limestone Request you will arrange shipment limestone rock in March.

Colonial Secretary.

11

COLONIAL GOVERNMENT WIRELESS TELEGRAPH STATION.

FORM 2.

To Colonial Secretary

Your telegram addressed to Gibson 296 Calle San Martin B. Aires

dated the 1st Feb 1926 containing 31 words

has not yet been received by the Monte Video Wireless Telegraph Station owing to
Atmospherics

every endeavour is being made to expedite delivery.

B. Dixon
for Colonial Postmaster.

P. 2.

Feb. 6/1926

TELEGRAM.

From Messrs Gibson Brothers, Buenos Aires.

To The Colonial Secretary.

Dispatched : 23rd February, 1926. *Time*. 8.40 p.m.

Received : 24th February, 1926. *Time*. 11.0 a.m.

COLONIAL SECRETARY
PORT STANLEY.

Can obtain Uruguayan limestone provided we obtain permission ship loose on steamer Noreto (? Loreto) sailing 10th March do you wish 5 tons cost about £30 c.i.f. your port impracticable in bags or barrels.

GIBSON.

TELEGRAM.*From* The Colonial Secretary*To* Messrs Gibson Brothers, Buenos Aires.*Dispatched* : 27th February, 1926. *Time*. 11.30 a.m.*Received* : ... 192 *Time*.

GIBSON

296 CALLE SAN MARTIN

BUENOSAIRES

UGCEGFYRCA PEGMEUFLIV KUOGYADSOP OWTIJRIVUG

LIMESTONE GUACFROPBE GYPIGGIFOB IJYXWENPA

BLURDGUBOH OGFYJAPZEB OGDECMYCEB LIMESTONE

ALAVKBICVY LIME IDVUDANNET NIPAF URUGUAY

CRUNFPYJNO

Meaning:

Your telegram 23rd February request you will take no further action regarding shipment of Limestone. Should be grateful for any information which you can furnish by post as to possibilities of obtaining Limestone and burnt Lime in Argentina or Uruguay.

Colonial Secretary.

TELEGRAM.

From Mr. L. R. W. Greer, General Manager,
Sociedad Explotadora de Tierra del Fuego.

To His Excellency the Governor.

Dispatched : 1st March, 1926. *Time.* 12 noon.
Received : 2nd March, 1926. *Time.* 10.25 a.m.

GOVERNOR

PORT STANLEY.

LIMESTONE SHIPPED MAGELLAN

GREER.

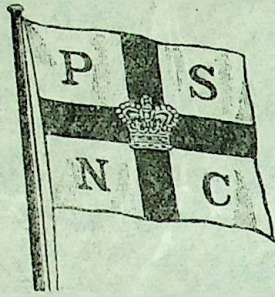
Will you please request Executive Engineer
Improvement works to take delivery of this
consignment of limestone.

(Itld.) J.M.

2 March, 1926.

HOMeward. THE PACIFIC STEAM NAVIGATION COMPANY. (Incorporated by Royal Charter, 1840.)

From
WEST COAST
OF
SOUTH AMERICA.



Via
MAGELLAN STRAITS
OR
PANAMA CANAL.

For EUROPEAN and INTERMEDIATE PORTS ONLY.

GOB/FALK.

67 Sacks LIMESTONE

GROSS WEIGHT
5,000 KILOS.

Revised sacks.



Rate of Freight As per agreement

Payable at Destination.

"No claim shall under any circumstances whatever attach to the vessel or her Owners for failure to notify consignees of arrival of goods."

A. Received for shipment, by The Pacific Steam Navigation Company,

from SOCIEDAD EXPLOTADORA DE TIERRA DEL FUEGO. on board the Vessel **MAGELLAN**,
whereof **E. ROBERTS** is Master for the present voyage,
and now lying off the Port of **PUERTO BORIES**, and bound for the Port of

PORT STANLEY, FALKLAND ISLANDS, (via Magellan Straits or Panama Canal) and intermediate ports, with liberty for the vessel by which the goods may be shipped, or are intended to be shipped either before or after shipment or before or after proceeding towards or calling at the Port of Discharge, to proceed to and stay at any Ports or Places whatsoever (although in a contrary direction to, or out of, or beyond the accustomed or intended route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for inspection or repairs of the said vessel or any part thereof, or for any purpose whatsoever, or otherwise deviate in any manner and for any purposes (even if making in substance other voyage or voyages), and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed, any custom or rule of law notwithstanding, and notwithstanding unseaworthiness or unfitness of the vessel at the commencement or at any period of the voyage; to carry goods of all kinds, whether on deck or under deck, and whether dangerous or otherwise, to substitute or tranship the goods by any other vessel, whether owned or chartered by the Company or not, before the commencement of or at any period of the voyage, to drydock, to repair or to replenish fuel supplies with or without the goods on board at the Port of Loading or Discharge or elsewhere; to be towed, and to sail with or without Pilots,

SIXTY-SEVEN PACKAGES OF MERCHANDISE,

B. Said to be marked and numbered and as described as per margin, but not hereby agreed, and to be carried to the Port of **PORT STANLEY, FALKLAND ISLANDS,** or as near thereto as she can without risk of detention or delay safely get and lie always afloat, and there to be delivered subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Company and the Owners, from the vessel's tackle, when the Company's liability shall cease, unto or to his or their Assigns.

C. The Shippers, Consignees, and Owners of the Goods, or their Agents are described herein as the Owners. The Owners or Charterers of the Vessel, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, non-delivery, mis-delivery, delay, detention, damage, or injury occasioned by or arising, directly or indirectly, from any of the following perils, causes or things, namely:—The Act of God, the King's or country's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Legal or Civil Process, Customs Laws of Foreign Countries, Claims of Ownership by Third Parties, Revolutions, Riots, Emeutes, the action of Mobs, Strikes, Lockouts, Labour Disturbances, Stoppage or Shortage of Labour, Combination among Employers, or Workmen, or Others, Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, Incorrect Delivery, Injury to or soiling of wrappers or packages, Insufficiency of Packages or Wrappers in size, strength, or otherwise, Bursting of Packages or consequences arising therefrom, Condition of or loss of contents from unpressed and/or unhooped Bales or Trusses, Tins, or covered Tins, Skeleton Cases or Crates, Contents of packages when opened for examination for Government purposes prior to shipment, Country Damage, Loss of Weight, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation or Drainage from any other Goods, or Damage from Coal, Conduits or Fuel oil, Leakage or Flow of or contact with Urine, Manure Water, Drainage of any animals carried in the said Vessel, or from their Stalls; Inaccuracies in, Obliteration, Insufficiency or Absence of Marks, Numbers or Addresses, or Description of goods shipped, Difference between the Marks, Weight, Value, or the Contents of the Packages and the Description thereof in this Bill of Lading (the alleged marks, numbers or description in margin notwithstanding); Loss or Damage of any kind on goods packed in bales, or whose bulk or nature requires them to be carried on deck or on open cars or for the Condition of Packages, or any Deficiency in the contents thereof if received by the Consignees as in good order; Lighterage or Risk of Craft to or from the Vessel, Shipment or Transhipment, Landing, Congestion of Port of Discharge or Transhipment, Vermin, effects of Climate, Exposure to Weather, Rain, Spray, Frost, Thaw, Floods, Washouts, Interruption to Navigation by Ice, Perils or Accidents of the Seas, Rivers, Canals, Docks, or other Waters, Navigation or Management of the Vessel, or of Land Transit of whatever nature or kind; Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Jettison, Explosion, Heat or Fire on board, in Hulk or Craft, or on shore, or in Warehouse, however caused, whether prior to or after shipment, or pending reshipment, at any time or in any place; Damage to, Defect in, or Failure of, Hull, Engines, Shafts, Valves, Tackle, Boilers, Winches, Machinery or Apparatus, Wireless Telegraphy Installation, Submarine Signalling Apparatus, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, although the same may be due to defect therein, latent or otherwise, which may have existed at the commencement of the voyage, or Accident to or defect in any other Appliance which may be employed in any part of the Loading, Carriage, Transport, Transhipment or Discharge of the Goods, however caused, Unfitness or Insecurity of any Bullion Room, Hold-Safe, Warehouse or other place of Storage; Collision with any vessel or substance and whether belonging to the Company or not, Stranding, Steaming, Heeling over, Unsettling, Submerging, or Sinking of Vessel in Harbour, River or Canal, or at Sea Admission of water into the Vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the Vessel, whether existing before or at the time of shipment or not, or at any subsequent period of the voyage, whether any of the perils, causes or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act of Commission, Omission, Negligence, Default, or error in judgment or mistake whatsoever of the Company, Pilot, Master, Officers, Mariners, Engineers, Stevedores, Workmen, Warehousemen, or other persons in the service of the Company, whether on board the said Vessel or any other Vessel belonging to, or chartered by them, or on shore or for whose acts they would otherwise be liable or otherwise howsoever.

2. This cargo is received under the conditions that, if it should be necessary to land it at any way port, on account of the Owners having failed to comply with the Customs regulations, or through their not having paid the respective dues, the Company will not be responsible for any delay in delivery or damage which may occur in consequence; and the risk and expense of the landing at such way port will be for account of the Owners of such cargo.

If at any time, in the opinion of the Master of the Vessel carrying or intending to carry the goods, the passage through the Panama Canal would be unsafe or likely to delay the vessel, he shall have liberty to tranship the goods to craft or shore and forward them over the Isthmus to Colon by craft or rail, at the risk of the Owners of the goods, thence to be shipped to destination by other carrier; or to retain the goods on board and proceed on his voyage via Magellan Straits.

All storage charges when incurred on the Isthmus or at any place of transhipment, are for account of the goods, and are to be collected at destination in addition to the freight.

3. In the event of War, Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the vessel incur risk of Quarantine at such or at any other port (whether included in the intended voyage or not) by entering or communicating with or remaining in such port, or if, without such Blockade or Interdict, or in the Master's opinion it would be unsafe or likely to cause damage to cargo for discharge at such port, or likely to delay the vessel or be otherwise injurious to her intended voyage to enter or communicate with or remain in such port owing to actual or expected War, Civil Disturbances, Strikes or Lock-outs, Earthquake, Epidemics, State of the Weather, Congestion of the Port, or any cause whatsoever, the Master shall have the option and is hereby authorised to discharge the goods into Depot, Hulk, Craft, or other vessel necessary for the vessel's despatch, or at such other port as may, in the opinion of the Master or the Company, be convenient, in all cases at Owners' expense and risk, and such discharge shall be a full and complete performance of this Contract by the Company (freight being payable in full), whose responsibility shall cease on the goods leaving the vessel's tackle.

In case of War, the Company shall have the faculty of detaining the vessel in any port without responsibility for any delay in delivery, or may cancel the voyage and land the goods wherever they may deem convenient, at the risk and expense of the Owners and without the Owners being in any way entitled to indemnification. The Company alone shall decide the reasons which may render such detention advisable.

4. The Company shall not be accountable for Condition, Quantity, Weight, Measure, Contents, Description, Quality and Value of the Goods, inaccurate description, discrepancy between marks and numbers on the goods and those stated in the Bill of Lading, nor for obliteration or absence of address, marks or number, nor for detention at any port of transhipment.

5. Cargo for Havre to be discharged by the Captain under Vessel's tackle alongside the Vessel at the expense and risk of the goods; all landing charges including the taking from hold and putting under tackle to be for account of the goods. The Vessel has the right to discharge day and night, and to stow goods on the quay or under the shed, without giving previous notice to Owners, and before weighing or counting, at the risk and expense of Owners, notwithstanding all customs or regulations of the Port of Discharge to the contrary. It is also agreed that all expenses of weighing, measuring and counting cargo, even for determining amount of freight due on weight, quantity or number delivered, shall be paid by the Owners. Portage of the delivery of the cargo to be done by the Company at the risk and expense of the Owners of the cargo.

6. Cargo for ports not called at by the Vessels of the Company to be forwarded to destination either by Railway, Vessels, Lighters or other Conveyances at the discretion of the Company on the conditions of carriage of the Railway Company, Owners of Vessels and other Companies conveying the cargo to its destination, the liability of the Company to cease on delivery to succeeding carriers. When any Bank, Railway, Dock or other Company accepts packages for store, conveyance or transhipment only at Owners' risk unless insurance or other increased rate is paid, the Company will in no case pay such insurance or higher rate for carriage or storage unless expressly required by the Owners and/or Shippers of the goods to do so, the extra charge being payable by them.

For continuation of Conditions see back.

NOTICE. In accepting this Bill of Lading, the Shipper for himself and on behalf of the Consignee or Owner of the goods or holder of the Bill of Lading, expressly accepts and agrees to all its stipulations, exceptions and conditions, whether written or printed, or whether in accordance or not with the custom of the Port of Discharge; and the fact of its not being signed by the Shipper shall not prejudice the preceding Clauses, all of which are and shall be binding upon all the parties interested in the same manner and to the same extent, as if each or all of them had signed the Bill of Lading.

IN WITNESS whereof the Master, Purser, or Agent of the said vessel hath affirmed to **T. H. H. E. S.** Bills of Lading, all of this 24th day of **FEBRUARY**, 19 **26**, one of which being accomplished, the others to stand void. If required by the Company one of the Bills of Lading must be given up duly endorsed, in exchange for the goods or for Delivery Order.

Dated in **PUERTO BORIES**, this **24** day of **FEBRUARY**, 19 **26**,

For **THE PACIFIC STEAM NAVIGATION CO.**

We accept the conditions of this Bill of Lading, including those on back hereof.

Shippers **SOCIEDAD EXPLOTADORA DE TIERRA DEL FUEGO**

Thomas Dick

[Signature]

15

CONDITIONS—Continued.

7. Consignees shall take delivery of the Goods at all ports of discharge, other than Havre, directly they come to hand in discharging the vessel, the Company to be at liberty to discharge either by day or night, including Sundays and holidays, without notice to Owners, whatsoever the state of the weather, at Wharf, or in lighters hulk, temporary depot or lazaretto. Cargo to be received as quickly as vessel can discharge, any custom of the Port notwithstanding, otherwise the Company may land or warehouse the goods or discharge them into craft at the risk and expense of the Owners. Goods to be delivered at vessel's tackles when the responsibility of the Company ceases. Portage of the delivery of the cargo shall be done by the Company at the risk and expense of the Owners.

If the goods cannot for any reason whatsoever be found during the vessel's stay at the port of delivery, they may when found be retained on board till the vessel returns to the port of delivery or may be sent back at the Company's expense but Owner's risk, free of liability to the Company for any loss, depreciation, damage, delay or consequence thereof.

The Company has liberty at any time to convey the goods to or from the vessel in lighters at the Owner's risk but at Company's expense, except at port of shipment or of discharge when lighterage is customary or otherwise herein provided for. It is expressly agreed that the Company does not in any way warrant the seaworthiness of any such lighters, and the Company is not responsible for any loss or damage whatsoever to goods while in lighters.

8. Surtaxe d'Entrepot at the contrary contained herein it is expressly agreed that delivery of cargo comprised in this Bill of Lading is to be taken according to leading mark only. Sorting to submark or number, if required, must be made at Receivers' wharf or store at Owners' risk and expense, and the Company shall not be responsible in any way in respect thereof.

9. Bills of Lading for Optional cargo must be presented to the Company at first port of option called at, and option declared to them in writing immediately on arrival of the vessel or, if the Company require it, in time to cable the vessel at St. Vincent or Las Palmas. Otherwise the cargo will be landed at first option port called at.

10. All fines and expenses, or losses by detention of cargo, caused by incorrect or insufficient marking, or by illegal size or weight of the packages, or by incomplete or incorrect description of weight or other particulars required by the Authorities at the Port of Discharge or Transhipment, either upon the packages or the Bill of Lading, or resulting from non-observance of Consular, Custom or other regulations, shall be paid by the Owners, and the Company shall have a lien upon the goods until the payment of all such costs and charges.

11. The cost of re-bagging or re-casing the cargo, if required, and all cooerage and mending charges, shall be paid by the Owners of the goods.

12. All quarantine expenses upon the goods, of whatever nature or kind, to be paid by the Owners of the goods, and any disinfecting expenses incurred by the vessel or the cargo to be paid by the cargo notwithstanding any custom or jurisprudence on the subject.

The Company is not responsible for damage or deterioration caused by fumigation or disinfection.

This Bill of Lading shall be governed by English Law to the exclusion of proceedings in the courts of any other country, except for average, which shall be payable according to York/Antwerp Rules 1924, and adjusted in Liverpool.

13. Goods of a dangerous or injurious character, shipped without full disclosure of their nature, may be landed or destroyed at any time at Owners' expense, and without compensation to Owners who shall be liable to the Company for any loss or damage caused by such non-disclosure, whether aware of the nature of the goods or not.

14. All claims arising under this Bill of Lading shall be adjusted in Liverpool, and no claim will be entertained by the Company in respect of goods carried under this Bill of Lading unless notice in writing thereof be given at the port of delivery within one month from the date of vessel's arrival at such port, and no action shall be maintainable in respect of such claim unless it be commenced within twelve months of the date of the written notice aforesaid. The Company will not be responsible nor accept liability for any loss or damage which is capable of being covered or has been paid for by Insurance, nor in any case for more than the invoice value of the goods and charges at Port of Shipment (claim for damage or partial loss being ascertained and adjusted on the same basis), or at Company's option, the Company's liability is limited to £100 per freight ton, and relatively for any proportion thereof, calculated upon any portion of the consignment that may be lost or damaged.

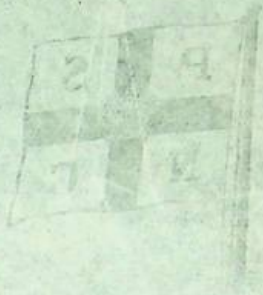
15. Freight for the said goods, without discount or deduction, to be paid as per margin, and to be based either on the gross weights, measurements, number or value respectively ascertained at the Port of Discharge and according to the conditions stated in the Company's Tariff, or at the Company's option exercised at any time on the Shipping or Bill of Lading weight, measurements, number, or value respectively, it being expressly agreed that full freight on the whole shipment is to be considered as earned on shipment of the goods and must be paid vessel and/or cargo or any part thereof lost or not lost at any stage of the entire transit, or in the event of forced interruption of the voyage. Double freight will be charged on all goods not correctly described.

All charges for measuring, weighing and counting cargo, even for determining amount of freight on quantity, weight or number delivered, shall be paid by Consignees, any custom of the port to the contrary notwithstanding. All charges levied by the Bank of England shall be paid by Consignees.

16. The Company shall have a lien on all goods for unpaid freight and charges, whether payable in advance at port of shipment or not, and for payments made or liabilities incurred in respect of any fines, expenses, or losses stipulated herein to be borne by the Owners, or previously unsatisfied freights or charges, payments or liabilities in respect of any other goods for which the Company has a claim on such Owners, and for inland and forwarding Charges, and the Company shall have the right to sell the goods by public auction, without notice, 14 days after exercise of lien, all expenses of exercise of lien and sale to be paid by the proceeds.

17. The vessel shall have liberty to comply with any orders or directions as to departure, arrival, routes, ports of loading, call, or discharge, stoppages, or otherwise howsoever given by His Majesty's Government or any department thereof, or any person acting or purporting to act with the authority of His Majesty or of His Majesty's Government or of any department thereof, or by any Committee or person having, under the term of the War Risks' Insurance on the vessel, the right to give such orders or directions, and if by reason of and in compliance with any such orders or directions anything is done or is not done, the same shall not be deemed a deviation.

THE PACIFIC STEAM NAVIGATION COMPANY. INCORPORATED IN GREAT BRITAIN. HONG KONG AND SHANGHAI.



From WEST COAST OF SOUTH AMERICA For EUROPEAN and INTERMEDIATE PORTS ONLY



Ref. No. 337

PUNTA ARENAS, 26 th February de 19 26

Nota de transacción al DEBE de (DEBIT) H.M. Government, Falkland Islands
HABER
con la SOCIEDAD EXPLOTADORA DE TIERRA DEL FUEGO.

(Credit) Section Cerro Castillo. G.E.

1926

Feb. 27.	For value of 67 sacks of Limestone containing 5,000 Kilos (Cost at Quarry & cartage to Bories) Shipped per the S.S. "Magellan" at Puerto Bories.	£ 17. 1. 6
	Charges for loading same at Puerto Bories	<u>3. 7. 0</u>
		<u>£ 20. 8. 6</u>

E. & C. E. Total twenty pounds eight shillings and six pence.

Note: Freight from Puerto Bories to Port Stanley F.I.
to be paid at destination.

MCN.

The present stem we find that the
proportion of line stem that we require for
burning purposes works out at four to one
which I believe is very high. Therefore
invoice covering cost of same placed in
our Boring post, but does not include
freight from there by the 'Thyellan' to the
Falklands. The Bishop has been staying
with us for a few days and is now going
over to the Falklands and intends to continue
his journey by the Oataga in April for
England. With kindest regards to you
& Lady Middleton,
I remain,

Yours very sincerely,

A. H. Jones.



PUNTA ARENAS,
STRAITS OF MAGELLAN,
CHILE.

17

21 Feb. 1926.

Dear Sir John,

By the 'S.P. Magellan' I am sending over to you the lime stone from our Ultima Esperanza section. As I have mentioned in previous correspondence the stone is not of the best quality and I am afraid that you will find the cost of same to be expensive for future consignments.

In past years we have been in the habit of burning this lime stone for our own use for dipping purposes but have found it less expensive to import the pure lime rather than continue the cost of burning. With

FALKLAND ISLANDS.

19 26.

No. 4

SPECIAL WARRANT.

(sgd.) J. Middleton

Governor.

Date 30th March 1926.

TO THE HONOURABLE
THE TREASURER.

Whereas it has become necessary, in the interests of the Public service, to incur certain Expenditure, not sufficiently^a provided for in the Estimates, as set forth in the subjoined Schedule,^b in anticipation^c of a vote of the Legislature^d and of the approval of the Secretary of State:—

a. to remain only in case of an excess on a vote.

b. to be struck out if complete authority has been obtained c. or d. if either partial authority has been obtained.

You are hereby, on my personal responsibility, authorized and required to pay from the Treasury the sum of **ONE HUNDRED.....** Pounds
..... Shillings and **.....** Pence and to charge it to the Heads and Sub-heads of the Expenditure specified in the Schedule.

And for so doing, this, together with the proper Accounts, Certificates and Acquittances, shall be your sufficient warrant and discharge.

Schedule.

Particulars of Service.	To be charged to		£	s.	d.
	Head.	Sub-Head.			
To cover cost of Limestone obtained from Sociedad Explotadora and phosphate from Nauru M.P's 744/25 & 98/26.	XIV. STOCK.	7. Experiments in application of minerals to pasture	100	0	0

Copy sent to Chief Inspector of Stock 30/3/26

Signature of the Officer submitting the Schedule for Warrant.

Alex. E. Feather
Chief Inspector of Stock.

Date 26th March, 19 26.

(Special warrants are to be prepared in triplicate. One copy to be filed in the Office of the Colonial Secretary, one in the Treasury, and one to be furnished to the Audit).

FALKLAND ISLANDS. P No. _____

HEAD OF SERVICE } (Other Charges).
(or A/c.) } XIV STOCK DEPARTMENT.

SUB-HEAD 7. (New Item) Experiments in application of minerals to pasture.

COLONIAL GOVERNMENT, 31st March, 1926.

Dr. to The Hon. the Treasurer.

in the sum of Twenty Pounds, eight shillings and sixpence.

being the amount payable to the Treasurer in respect of a bill drawn on the Crown Agents for the Colonies for payment of the following account with the Sociedad Explotadora de Tierra del Fuego:

1926.

Feb. 27	For value of 67 sacks of limestone containing 5000 kilos (cost at quarry and cartage to Bories - shipped per s.s. "Magellan" at Puerto Bories-	£17	1	6
	Charges for loading same at Puerto Bories.		3	7
			<u>0</u>	
			£20	8
			<u>6</u>	

M. P. 744/25.

Authority for Expenditure

Special Warrant No. 4/26.

I CERTIFY that the above account is correct, the expenditure incurred under the authority quoted, and that the rate charged is fair and reasonable. prices are

£ 20 8s 6d.

[Signature]
Chief Inspector Head of Department.

Looky sum to Ch. Inspector 3/7/26
Received from

the Colonial Treasury the amount specified in the foregoing warrant; to the correctness of which I hereby certify.

Witness.

744/25.

6th April,

26.

Gentlemen,

No. 310 for £20 8/6.

I am directed by the Governor of the Falkland Islands to attach herewith a bill drawn in your favour on the Crown Agents for the Colonies, in settlement of your account for 67 sacks of limestone shipped to the order of this Government by the s.s. "Magellan" in February, and to request your acknowledgment of same in due course.

I am,

Gentlemen,

Your obedient servant,



Colonial Secretary.

The Sociedad Explotadora de Tierra del Fuego,

Punta Arenas,

Chile.

GIBSON HERMANOS



Calle San Martin 296

Buenos Aires, 14th. February 1926.

29.

The Colonial Secretary,
Colonial Secretary's Office,
Stanley, FALKLAND ISLANDS.

Dear Sir,

We enclose and confirm telegrams exchanged with you and Mr. Hamilton's representative, and would express our regret that we have been unable to be useful to you on the present occasion. Putting on one side the confusion arising out of our doubt whether it was you personally who addressed us in the first instance, or Mr. Hamilton's representative (whoever he may be), the stipulation that the lime was to be sent in bags was puzzling. A ship will only carry lime in barrels, so we came to the conclusion that it was not lime itself that was wanted but either the pure lime-stone rock, or what is termed "lime in stone" as used in the preparation of sheep-scab dips. Nothing now however can be done until we hear from you by post; but we beg you to accept our assurance that at all times we shall be most happy to be of any service that lies in our power.

We remain, Dear Sir,

Yours faithfully,

HC/MB

Gibson Hermanos

Ref. No. 337

PUNTA ARENAS, 26 th February de 19 26

(DEBIT) H.M. . Government, Falkland Islands

(Credit) Section Cerro Castillo, G.E.

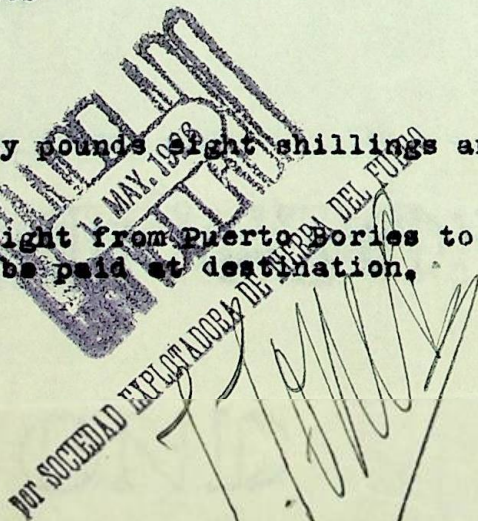
1926

Feb. 27.	For value of 67 sacks of Limestone containing 5,000 Kilos (Cost at Quarry & cartage to Bories) Shipped per the S.S. "Magellan" at Puerto Bories.	£ 17. 1. 6
	Charges for loading same at Puerto Bories	<u>3. 7. 0</u>
		<u>£ 20. 8. 6</u>

E. & O. E. Total twenty pounds eight shillings and six pence.

Note: Freight from Puerto Bories to Port Stanley F.I.
to be paid at destination.

HCH.



**SOCIEDAD EXPLOTADORA
DE TIERRA DEL FUEGO**

DIRECCIÓN TELEGRÁFICA
"EXPLORACAM"
CÓDIGO BENTLEY'S

CASILLA 352

TODA CORRESPONDENCIA SE DIRIJIRA
AL ADMINISTRADOR GENERAL

Ref. CBG.

Seccion Contabilidad.

PUNTA ARENAS, 10 de Mayo de 1926
CHILE



Señor Secretario Colonial

de Islas Malvinas,

PUERTO STANLEY.

Muy señor nuestro:

Acusamos recibo de su estimada del 6 de Abril
ppdo. No. 744/25 de la que retiramos letra por Veinte libras 8/6d
esterlinas (£ 20. 8. 6) en pago de nuestra factura del 26 de
Febrero del corriente año, la que nos es grato devolverle debi-
damente cancelada.-

Siempre a sus ordenes, saludamos atte. á Ud

por SOCIEDAD EXPLOTADORA DE TIERRA DEL FUEGO

[Handwritten Signature]
Administrador General

1 cta.

SSP

(37)

Calle San Martin No 296

Buenos Aires,

August

10th

de 1926.-

Señor

THE COLONIAL SECRETARY, Port Stanley, Falkland Islands.

a Gibson Hermanos Debe

Arg. paper

To Cables despatched to Port Stanley in connection with
limestone, as per enclosed receipts

\$ 79 28

E. & C. F.

GIBSON HERMANOS

38

Calle San Martin 296

Ext.

Buenos Aires, August 10th 1926.-

The Colonial Secretary,

Colonial Secretary's Office,

Stanley, - FALKLAND ISLANDS.



Dear Sir,

We confirm our letter of 4th February, and now beg to hand you our Debit Note for \$ 79.28 Arg. paper being total cost of the cables despatched to you in connection with limestone, which we trust you will find in order.

We remain, Dear Sir,

Yours faithfully,

Gibson Hermanos

mm

1 encl.-

0903

GCR

744/25.

12th October, 26.

Sir,

I am directed by the Acting Governor to attach a copy of an account for \$79.28 Argentine paper, which has been received from Messrs. Gibson Brothers, Buenos Aires, and to enquire whether you can, without inconvenience, arrange for its settlement through your agents in that city, charging the Government with the equivalent in sterling of the sum disbursed.

I am,

Sir,

Your obedient servant,

Ag. Colonial Secretary.

The Manager,

The Falkland Islands Co., Ltd.

S T A N L E Y.

The Falkland Islands Company, Limited,
Stanley, F.I.

13th October, 1926.

744/25.

Sir,

I beg to acknowledge the receipt of your letter of the 12th instant on the subject of a remittance of \$ 79.28 Argentine Paper currency to Messrs Gibson Hermanos, Buenos Aires.

2. In accordance with your request we have asked our Agents in Buenos Aires to pay this sum to Gibson Hermanos, plus their usual commission, and to let us have a note of the total amount so paid, in sterling, and on receipt of this an account will be rendered to you.

I am,

Sir,

Your obedient servant,

W. H. B. Gresham

Manager.

The Honourable
The Colonial Secretary,
Stanley.

[Handwritten mark]

744/25.

15th October, 26.

Gentlemen,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 10th of August enclosing your account for the cost of the cables transmitted by you in connection with the enquiry made by this Government regarding the possibility of obtaining limestone from Cordova, and to inform you that arrangements have been made with the Falkland Islands Company Limited for the settlement of these charges through their agents in Buenos Aires.

I am,

Gentlemen,

Your obedient servant,

J. M. S.
12
Ag. Colonial Secretary.

Messrs. Gibson Bros.,
Calle San Martin, 296,
BUENOS AIRES.

GIBSON HERMANOS

Calle San Martin 296

Ext.

Buenos Aires, November 12th 1926.-

The Acting Colonial Secretary,
Colonial Secretary's Office,
PORT STANLEY. Falkland Islands.



Dear Sir,

Red (41)
We beg to acknowledge receipt of your letter of 15th October, ref. No. 744/25, and to advise you that we have duly received, through Messrs. Waldron & Wood, the sum of \$ 79.28 Arg. paper, in settlement of our account dated 10th August.

Thanking you for your remittance,

We remain, Dear Sir,

Yours faithfully,

Gibson Hermanos

0903

GCR

144

The Falkland Islands Co.Ltd
Stanley.

744/25

22nd December 1926

Sir,

With reference to your letter of 12th October last, I now beg to enclose our Account for £7. 7. 2 in respect of the payment to Messrs Gibson Hermanos requested therein.

I am,

Sir,

Your obedient servant,

W. R. Greenham
Manager.

The Honourable,
The Colonial Secretary,
Stanley

[Handwritten mark]

FALKLAND ISLANDS.

P No. 45

HEAD OF SERVICE **XIV. STOCK DEPARTMENT.**

SUB-HEAD **7. (New Item) Experiments in application of minerals to pasture.**

COLONIAL GOVERNMENT,

24th December, 1926

Dr. to The Falkland Islands Company, Limited.

in the sum of **Seven Pounds, seven Shillings and two pence.**

being the amount of **£** due to the Falkland Islands Company, Limited in payment of account attached, being expenditure incurred by the agents of the Company in Buenos Aires in settling a claim due by the Colonial Government to Messrs. Gibson Bros. of Buenos Aires in connection with investigation of possibilities of obtaining supplies of limestone from the Argentine.

M. P. 744/25.

Payment authorized.

Special Warrant No. 4/26.

~~Amount~~

Date **24th Dec.** 1926

I CERTIFY that the above account is correct, and has been authorised.

£ 7 7s 2d.

JMS
for Chief Inspector of ~~Lead~~ of Department.
~~Stock~~

192

Received from the Colonial Treasury the amount specified in the foregoing warrant; to the correctness of which I hereby certify.

Witness.

744/25.

24th December, 26.

Sir,

With reference to your letter of the 22nd of December enclosing an account for £7.7.2. in connection with expenditure incurred in the settlement on behalf of the Colonial Government of the claim submitted by Messrs. Gibson Bros. of Buenos Aires, I am directed by the Acting Governor to inform you that vouchers have been prepared in your favour for this amount and may be cashed at the Treasury.

I am,

Sir,

Your obedient servant,

Jud

Acting Colonial Secretary.

The Manager,

The Falkland Islands Co. Ltd.

STANLEY.