

C.S.

Live Stock
(Horses)

1923

No. 895/23.

G. L. G.

SUBJECT.

1923
21st Nov^r

Notification of importation of horses from Chile.

Previous Paper.

MINUTES.

PA.
12/10/23

L. of Manager A. G. 21 Nov^r 1923 (1)

2 P. Submitted.
Pending return of Ag. Inspector of Stock to acknowledge and say that importation will be sanctioned subject to quarantine, the period of and arrangements for which will be communicated later?
A. G. 17
D. G. 26 Nov^r 1923

26 Nov. 23

Subsequent Paper.

Letter to Manager, J. De Coy. 27/11/23. (2)
Ag Chief Inspector of Stock.
Referred to for your recommendations as to arrangements for and period of quarantine.

Hon. Col. Secretary.

Sir. The horses were landed on Saturday, Jan. 26th and did not need to be quarantined. I have already reported the landing of the horses, under separate cover.

W. Atkins
Ag. Chief Insp. of Stock
28th Jan. 1924.

Yours faithfully
Chief Inspector of Stock
27 Jan 1924

(5)

B.L.

(5a)

Certificate of Health & Declaration

(5b)

Y.C. Submitted.

W.H. 17
Di'esse 31 Jan 1924

~~W.H.~~ 25 Feb. 1924

(Duplicate)

Original.

FALKLAND ISLANDS.

Schedule B of the Live Stock Regulations

7th February, 1914.

—:0:—

I hereby give notice that I propose to import into the Falkland Islands the following live animals:—

Number and description: 50 Horses. Mares.

Where purchased (Country and locality): Punta Arenas. Mr A. Morrison's farm.

Port whence shipped: PUNTA ARENAS. CHILE.

Port at which vessel will enter in Falkland Islands: PORT STANLEY.

Approximate date of arrival: January or February

First port at which any animal will be landed: Stanley.

Name of person in the Falkland Islands to whom the animals will be consigned:

THE FALKLAND ISLANDS COMPANY, LIMITED.

N.B. This notice must be made out in duplicate and forwarded to the Chief Inspector of Stock, Stanley, Falkland Islands, in order to reach him *at least one month* before the live-stock is expected to arrive in the Colony.

W. B. Greenham
Manager. F.I. Co. Ltd

1700

THE FALKLAND ISLANDS COMPANY, LIMITED.

STANLEY. 21st November, 1923.

Sir,

I beg to inform you that I received a cable from our London Office on the 7th instant, stating that they had contracted with Mr Morrison, senr, of Punta Arenas, to supply us with 50 mares in January or February next.

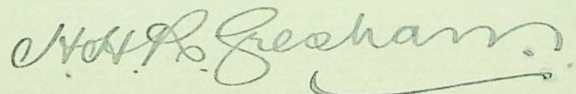
2. Mr Morrison who was passing through on the last mail boat informed me that he would be sending the horses over by a vessel calling here in January or February, if a suitable freight could be arranged with the Pacific Company at Punta Arenas.

3. I shall be glad to learn whether the importation will be allowed as long as the necessary guarantees as regards sanitary conditions are forthcoming.

I am,

Sir,

Your obedient servant,



Manager.

The ACTING CHIEF INSPECTOR OF STOCK.

STANLEY.

2.

895/23.

27th November,

23

Sir,

I am directed by the Acting Governor to acknowledge the receipt of your letter of the 21st of November, and to inform you that the importation of the horses notified will be sanctioned subject to such period of and arrangements for quarantine as will be determined at a later date.

I am,

Sir,

Your obedient servant,

G. R. L. Brown.

for Colonial Secretary.

The Manager,

Falkland Islands Company, Limited,

Stanley.



FALKLAND ISLANDS.

Schedule B of the Live Stock Regulations
(Consolidation) 1923.

I hereby give notice that I propose to import into the Falkland Islands the following live animals:—

Number and description: *1 Horse*

Where purchased (Country and locality): *Chile. Gento Grande*

Port whence shipped: *Punta Arenas*

Port at which vessel will enter in Falkland Islands: *Stanley*

Approximate date of arrival: *November 30th 23*

First port at which any animal will be landed: *Rams Head Island. Horse Stanley*

Name of person in the Falkland Islands to whom the animals will be consigned: *E. Breese of St. J. Ch.*

N.B.—This notice, of which printed copies may be obtained on application, must be made out in duplicate and forwarded to the Chief Inspector of Stock, Stanley, in order to reach him AT LEAST TWO MONTHS' before the livestock is expected to arrive in the Colony.

FALKLAND ISLANDS.

Schedule B of the Live Stock Regulations
(Consolidation) 1923.

I hereby give notice that I propose to import into the Falkland Islands the following live animals:—

Number and description: *Horses (2)*
Where purchased (Country and locality): *Punta Loyola Station, Argentina*
Port whence shipped: *So far as known Punta Arenas, Chile.*
Port at which vessel will enter in Falkland Islands: *Port Stanley*
Approximate date of arrival: *14th December 1923*
First port at which any animal will be landed: *Stanley*
Name of person in the Falkland Islands to whom the animals will be consigned: *M. Craig Harkett*

N.B.—This notice, of which printed copies may be obtained on application, must be made out in duplicate and forwarded to the Chief Inspector of Stock, Stanley, in order to reach him AT LEAST TWO MONTHS' before the livestock is expected to arrive in the Colony.

Note *Importation not certain -
dependent on supply and
shipping facilities.*
MCH

FALKLAND ISLANDS.

Schedule B of the Live Stock Regulations
(Consolidation) 1923.

I hereby give notice that I propose to import into the Falkland Islands the following live animals:—

Number and description: 60 Horses.

Where purchased (Country and locality): Estancia Penitente. Chile.

Port whence shipped: Punta Arenas.

Port at which vessel will enter in Falkland Islands: Stanley.

Approximate date of arrival: 23th January, 1923.

First port at which any animal will be landed: Stanley.

Name of person in the Falkland Islands to whom the animals will be consigned: Falkland Islands Company. Ltd.

N.B.—This notice, of which printed copies may be obtained on application, must be made out in duplicate and forwarded to the Chief Inspector of Stock, Stanley, in order to reach him AT LEAST TWO MONTHS' before the livestock is expected to arrive in the Colony.

W. B. Gresham
Manager. F.I.Co.

FALKLAND ISLANDS.

Schedule B of the Live Stock Regulations
(Consolidation) 1923.

Mr J Hamilton

I hereby give notice that I propose to import into the Falkland Islands the following live animals:—

Number and description: *2 Horses*

Where purchased (Country and locality): *? Argentina.*

Port whence shipped: *Punta Arenas.*

Port at which vessel will enter in Falkland Islands: *Stanley*

Approximate date of arrival: *30th January 1924*

First port at which any animal will be landed: *Stanley*

Name of person in the Falkland Islands to whom the animals will be consigned: *J. I. Co Ltd.*

N.B.—This notice, of which printed copies may be obtained on application, must be made out in duplicate and forwarded to the Chief Inspector of Stock, Stanley, in order to reach him AT LEAST TWO MONTHS' before the livestock is expected to arrive in the Colony.

W. A. Gresham
for John Hamilton

FALKLAND ISLANDS.

**Schedule B of the Live Stock Regulations
(Consolidation) 1923.**

I hereby give notice that I propose to import into the Falkland Islands the following live animals:—

Number and description: **Two Horses**

Where purchased (Country and locality): **Probably Chile**

Port whence shipped: **Punta Arenas**

Port at which vessel will enter in Falkland Islands: **Port Stanley**

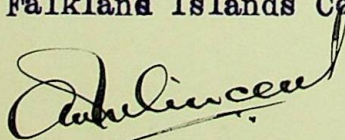
Approximate date of arrival: **26th January 1924**

First port at which any animal will be landed: **Port Stanley**

Name of person in the Falkland Islands to whom the animals will be consigned: **The Falkland Islands Co.Ltd**

N.B.—This notice, of which printed copies may be obtained on application, must be made out in duplicate and forwarded to the Chief Inspector of Stock, Stanley, in order to reach him AT LEAST TWO MONTHS' before the livestock is expected to arrive in the Colony.

The Falkland Islands Co.Ltd



for Manager.

22/1/24.

57

FALKLAND ISLANDS.

Punta Arenas reference

CO/51/21.

SCHEDULE "C".

I, Alexander MORRISON of Estancia Penitente, Magallanes, Chile, do solemnly and sincerely declare that the undermentioned horses and mares are to the best of my knowledge and belief free from all infectious and contagious diseases and were so at the time of shipment to the Falkland Islands and have not within six months immediately preceding the date hereof been in direct or indirect contact with stock infected with any such diseases and consist of :-

<u>Number.</u>	<u>Sexes.</u>	<u>Breeds.</u>	<u>Brands or Marks.</u>
66.	Horses & Mares.	Patagonian.	Various.

and I further solemnly and sincerely declare that to the best of my knowledge and belief no disease of animals has existed for six months previous to the shipment of the above mentioned horses and mares at the place or adjacent thereto from which the said animals are brought and that they have not on the way to the port of shipment been driven over any roads open to any animals which may have been infected with any contagious or infectious disease and I make this declaration conscientiously believing the same to be true.

Declared at Punta Arenas, Chile, this twenty-second day of January, 1924.

A Morrison

I hereby certify the above signature to be that of Mr. Alexander MORRISON of Estancia Penitente, Magallanes, who has signed the same in my presence.

British Vice-Consulate,
Punta Arenas, Chile,
this twenty-second day of
January 1924.

T. Sullivan
British Vice-Consul.



HOMeward.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

From WEST COAST OF SOUTH AMERICA.



Via MAGELLAN STRAITS OR PANAMA CANAL.

FOR EUROPEAN AND INTERMEDIATE PORTS ONLY.

N/MS. N/MS.

65 five SIXTY NINE LIVE HORSES.



CARRIED ON DECK AT SHIPPERS RISK AND SUBJECT TO CLAUSES ON CONTRACT FORM FOR LIVE ANIMALS

Received for shipment, by The Pacific Steam Navigation Company, from MESSRS DIOK & BECKETT on board the Steamship BALLENA is Master for the present voyage, and now lying off the Port of PUNTA ARENAS and bound for the Port of PORT STANLEY (via Magellan Straits or Panama Canal) and intermediate ports, with liberty for the steamer 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 steamer 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 steamer, 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 coal 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 NINE LIVE HORSES PACKAGES OF MERCHANDISE, 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 or as near thereto as she can without detention or delay safely get, 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 ship's tackle, when the Company's liability shall cease, unto MR. A. MORRISON or to his or their Assigns.

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

The Company shall not be responsible for loss, non-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, Emergencies, the action of Mobs, Strikes, Lock-outs, 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, Incomplete 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, Inherent nature of Goods, Rust, Oil, Decay, Hook-marks, or Injury from Hooks, Improper or Defective Stowage, Stowage or contact with or Leakage, Smell, Evaporation or Drainage from any other Goods, or Damage from Coal or Coal-dust, Leakage or Flow of or contact with Urine, Manure Water, Drainage of any animals carried in the said Ship, 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 Ship 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 Hull 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 Appurtenances, Wireless Telegraphy Installation, 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, Straining, Steaming, Heeling over, Upsetting, Submerging, or Sinking of Ship 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 Ship, 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 Ship or any other Ship belonging to, or chartered by them, or on shore or for whose acts they would otherwise be liable or otherwise howsoever.

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 Steamer carrying or intending to carry the goods, the passage through the Panama Canal would be unsafe or likely to delay the ship, 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.

In the event of Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the ship 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 delay the ship 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 Ship'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 ship's tackle.

In case of War, the Company shall have the faculty of detaining the steamer 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 anyway entitled to indemnification. The Company alone shall decide the reasons which may render such detention advisable.

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.

Cargo for Havre. The Ship 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 at the rate of 1/4% on total amount of freight. Portage of the delivery of the cargo to be done by the Company at the risk and expense of the Owners of the cargo.

Cargo for ports not called at by the Steamers of the Company to be forwarded to destination either by Railway, Steamers, Lighters or other Conveyances at the discretion of the Company on the conditions of carriage of the Railway Company, Steamship Owners 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 charges 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 ship hath affirmed to these Bills of Lading, all of this tenor and date, 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 PUNTA ARENAS this 23 day of JANUARY 1924

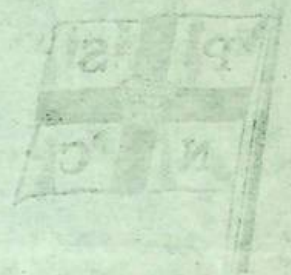
We accept the conditions of this Bill of Lading, including those on back hereof.

Shippers

For THE PACIFIC STEAM NAVIGATION CO.

PURSER

THE PACIFIC STEAM NAVIGATION CO. INCORPORATED BY ROYAL CHARTER, 1840



FROM WEST COAST OF SOUTH AMERICA FOR EUROPEAN AND INTERMEDIATE PORTS ONLY

W.M.S. N/MS. 66 SIXTY SEVEN LIVE HORSES

CARRIED ON DECK AT SHIPPERS RISK AND SUBJECT TO CLAUSES ON CONTRACT FORM FOR LIVE ANIMALS

80/- per Horse

PAID AT PUNTA ARENAS

MESSRS DICK & BACKETT
PUNTA ARENAS
CONDITIONS—continued.

- 7. Cargo for delivery at all ports of discharge other than Havre to be taken delivery of, irrespective of weather, as soon as steamer is in berth, and to be received as quickly as the Owners' risk and expense. Portage of the delivery of the cargo shall be done by the Company at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the Port of Discharge by reason of the state of the weather or other cause, or if they are overstowed or cannot be found, they may be delivered on her return or sent back at the Company's expense but at the Owners' risk. The Company has liberty at any time to convey the goods to or from the ship in lighters at Owners' risk, but at Company's expense except at Port of Shipment or of Discharge where lighterage is customary or otherwise herein provided for.
- 8. Surtaxe d'Entrepot at Continental Ports, if any, to be payable by and for account of Owners.
- 9. Notwithstanding anything to 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.
- 10. 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 steamer, or, if the Company require it, in time to cable the steamer at St. Vincent or Las Palmas. Otherwise the cargo will be landed at first option port called at.
- 11. 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 Transshipment, 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.
- 12. The cost of re-bagging or re-casing the cargo, if required, and all cooage and mending charges, shall be paid by the Owners of the goods.
- 13. 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 ship 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 and adjusted in Liverpool.
- 14. 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.
- 15. All claims arising under this Bill of Lading to 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 date of arrival at such port; the Company will not be responsible or 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.
- 16. 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, ship 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.
- 17. 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.
- 18. 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.
- 19. The ship 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 terms of the War Risks' Insurance on the ship, 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.

PUNTA ARENAS JANUARY 28



56

Stanley
January 27th 1924.

The Honorable
The Colonial Secretary

Sir.

I have the honor to forward for the information of His Excellency the Governor that there has been imported per S.S. Ballena
65 Horses and Mares from Patagonia.
These were landed on January 26th

I enclose Bill of Health + Bill of Lading in connection with the above. The Bill of Health gives the number as 66 but the number landed here was 65.

I have the honor
to be, Sir,
Your obedient Servant

W. O. Williams
Ag. Chief Inspector of Stock.
