

C.S.

STOCK & AGRICULTURE
MISCELLANEOUS
No. 312/29

1929.

Secretary of State	SUBJECT.
192 9 27th June	<u>MINERAL MIXTURE ORDERED BY Mr. J. MORTON FOR TREATMENT OF SHEEP.</u>
Previous Paper.	

MINUTES.

1-3.
4-8
9

Despatch from the Secretary of State No 54 of 10/5/29.

Original shipping Advice 1/5/29
Bill of Lading for Mineral Sheep cake

3.0.

For Report please

W.H. 18
A.J. 15
28. VI. 29.

Hon. Sec. Secy. In reply to your minute of the 28.6.29. I beg to submit report on Mineral mixture for sheep.

The general plan of these experiments was suggested to me, while undergoing a course at the Rowell Institute, by results obtained from similar experimental work in Scotland and the colonies, and Dr. W. pointed out to me that as analyses of Tachmond Island soil

Subsequent Paper.

and pasture showed a marked deficiency in the essential minerals, that islands might provide facilities for conducting nutrition experiments which could not be obtained in any other colony.

In the proposed experimental work an attempt will be made to make good the deficiencies in the pasture by feeding small amounts of mineral value or powder. By making observations, regarding, general health, weight and rate of growth of lambs, mortality rate, quantity and quality of wool and conducting such Bacteriological and serological tests as equipment and laboratory facilities will permit, it is hoped that some definite conclusions regarding the mineral deficiency in this colony may be obtained.

The results will be of particular interest to me personally since I have conducted laboratory feeding experiments at the Forwell Institute on the 'Effect of diets deficient in essential minerals on the incidence of infectious disease'. Serological tests conducted over a period of 18 months showed that a marked effect was produced by such diets on the composition of blood and body fluids and that the animals' resistance to artificial infection with pathogenic bacteria was markedly lowered. (An emulsion of human Tubercle Bacilli was used for inoculation)

To conduct these experiments in nutrition cooperation with the farmers is essential and it is hoped that several will provide facilities for the field work, and help with the feeding of the sheep.

J. Hunter. V.O.

2. 7. 29

48. Submitted, The mixture is not yet landed. When it comes ashore it will be stored in the room adjoining the Veterinary Officers Office. The corr

landed here will be about £ 15.
A special warrant to cover the
sum required will be submitted
in due course.

2. As regards the experiments
to be carried out W. Molton
informs me he will require in
the first place to visit the
interest of the farmers and he
will take such opportunities as
occur to discuss the matter
with them. The best time to
feed the mixture is in the fall
of the year; in this country
about March.

W.M.
Ag. O.S.
3. VII. 29

H.C.S.

Approved. Ask V.O. to write account
for Penguin starting experiment G.O. intends
to make. It will be very interesting

4/27
7 M

V.O. will you please do so.

W.M.
Ag. O.S.
3. VII. 29.

Hon. Col. Seay.

Submitted herewith account
for Penguin. I find that it is
impossible to include all the factors
leading up to mineral deficiency
in one supplement, and propose
submitting, with your permission
a further article dealing with
minerals only, which can be inserted
in the Penguin at the editors convenience.

Jhr. V.O.

6.7.29.

28
7/6

Submitted. The article submitted
by Mr. Norton is interesting and constructive
for publication?

Sp. 13
Ayl. 15
8. VII. 29

Mr. C.S.

yes. Please thank Mr. Norton and ask
him to prepare the 2nd article.

7.29
7

M.

J. O. Cor. mte.

Sp. 13
Ayl. 15
9. VII. 29

Hon. Col. Seay. Thank you.

Jhr. - V.O.
10. 7. 29.

~~Veterinary officer~~

For withdrawal duplicate
shipping Advice, please,
~~copy~~
for files 3/8/29

Hon Treasurer,

Please say what charges
appear on Crown Agents accounts
in connection with this
shipment.

R.H.B.
A.J.C.S.
16.11.29.

Hon Secy

£4. 11. 9 for freight is the only
charge that has appeared up to now.

A. Chen
for measure
12/9/29

2. Submitted for approval of
special warrant being taken
to cover cost of this importation.

R.H.B.
A.J.C.S.
9.10.29.

Hon C.S.
Approved. Mr. Moton will submit
the result of his experiment in due
course. A.H.

10.27.
10

Expense re landing charges
in mineral cake. 10/7/29 10-11.
C/A's Invoice. 23/5/29 12
Copy of special warrant 24/29 13

Special warrant No 34/29

submitted. G.H.S.
A.G.S.
18.X.29.

Hon Col Treasurer
for withdrawal of special
warrant No. 34/29 please.
C.D.S.
2/10/29

Hon. Col. Sec.
I.R. 34 for £25 withdrawn.
W. Traise Hackett
22. 10. 29

P.P.
23/10/29

COPY.

R/5/29.

THE ROWETT RESEARCH INSTITUTE,

Buckburn, Aberdeen.

26th April, 1929.

The Under Secretary of State,
Colonial Office,
Whitehall, London, S.W.1.

Sir,

I am directed to refer to your letter, ref. No.35252,C.R., dated 13th March, 1929, and to subsequent correspondence regarding Mr John Morton, M.R.C.V.S., and to state that prior to sailing for the Falkland Islands Mr Morton expressed to Dr Orr a desire to have made up and sent out to the Falkland Islands certain experimental material to be used in carrying out practical experimental work with sheep which he proposes to undertake on his arrival.

The material consists of one ton of a specially prepared mineral mixture. Similar lots have already been despatched with favourable results to South Africa, Australia etc. The material is prepared in accordance with a formula supplied by this Institute, is specially bagged for shipment abroad and can be forwarded from Aberdeen in accordance with any instructions that may be given. The cost of the material is approximately £15 per ton depending on the current market price of the constituents.

It is understood there are suitable sailings from Glasgow on the 4th May and from Liverpool on the 8th May, and the material is being made up in anticipation that it will be possible to send it on either of these dates.

Is it possible for you to arrange for the shipment of this and will it be in order for this

Institute

~~46~~

(1)

Institute to receive the cost of the material sent
out?

I am, etc.

(Sgd) E.G. Bruce.

Secretary.

~~48~~ (3)

107

DUPLICATE

FALKLAND ISLANDS.

No. 54

DOWNING STREET.

10 May, 1929.

Sir,

With reference to my despatch No. 52 of the 29th of April, I have the honour to transmit to you a copy of a letter from the Rowett Research Institute regarding the shipment of a supply of mineral mixture which Mr. Morton proposes to use in connection with the treatment of sheep.

2. The mixture is being shipped by the s.s. "Bogots" which sails from Glasgow on the 7th of May, and the Crown Agents for the Colonies have been instructed to refund the cost from Falkland Islands funds.

I have the honour to be,

Sir,

Your most obedient,

humble servant,

(Signed) L. S. AMERY.

GOVERNOR,

ARNOLD HODSON, M.B., C.M.G.,

etc., etc., etc.

*Recd 38-415
P/107
Fr. R.A. Institute.
26th April.*

ORIGINAL SHIPPING ADVICE.

The Crown Agents for the Colonies have to report the shipment of goods supplied by: 8

Reference:

S/ 5346

The Rowett Research Institute.

Bucksburn.

Scotland.

1st May

9

Indent No. --- Colonial Office letter 35252

CR. dated 30.4.29

Special A/c. Falkland Is.

Dept.

Marked

S/5346

Col. Sec.

Falkland Is.

Consigned to O.A.C.

Steamer "BOGOTA"

From Glasgow.

~~Dis~~ by 4th May

To the order of Messrs. Mr. D. Dunlop, 11 Bothwell Street, Glasgow.

VALUE £	Nos.	Packages.	DESCRIPTION OF STORES.	WEIGHT.				MEASUREMENTS.		
				Tons.	Cwt.	Qrs.	Lb.	Length	Breadth.	Depth.
£	1/20.	20 Bags.	Mineral Cake.							

When this schedule is not complete, details will be found in the enclosures.

ENCLOSURES:—

Copy of Colonial Office letter referred to above
(and enclosures)
Bill of Lading

Suppliers' Invoice

Packing particulars

Will follow.

Office of the Crown Agents for the Colonies,
4, Millbank, London, S.W.1.

Immediate.

①

April 9

35252 C.R.

Gentlemen,

With reference to telephonic conversation I am directed by Mr. Secretary Amery to transmit to you a copy of a letter from the Rowett Research Institute regarding the shipment to the Falkland Islands of a ton of specially prepared mineral mixture for the treatment of sheep and to request that you will arrange for the mixture to be shipped to the Colony by the vessel due to leave Glasgow on the 4th of May.

A copy of a telegram which has been sent to the Rowett Research Institute is enclosed for your information.

I am, Gentlemen,

Your most obedient Servant,

THE CROWN AGENTS

FOR THE COLONIES.

26th April.

30th April.

(6)

UNIVERSITY OF ABERDEEN AND THE NORTH OF SCOTLAND
COLLEGE OF AGRICULTURE.

(Joint Committee on Research in Animal Nutrition).

Ref.No. R/5/29.

THE HOWETT RESEARCH INSTITUTE,
Bucksburn, Aberdeen.

26th April, 1929.

The Under Secretary of State,
Colonial Office,
Whitehall,
London, S.W.1.

Sir,

I am directed to refer to your letter, ref. No.35252, C.R., dated 18th March, 1929, and to subsequent correspondence regarding Mr. John Morton, M.R.C.V.S., and to state that prior to sailing for the Falkland Islands Mr. Morton expressed to Dr. Orr a desire to have made up and sent out to the Falkland Islands certain experimental material to be used in carrying out practical experimental work with sheep which he proposes to undertake on his arrival.

The material consists of one ton of a specially prepared mineral mixture. Similar lots have already been despatched with favourable results to South Africa, Australia, &c. The material is prepared in accordance with a formula supplied by this Institute, is specially bagged for shipment abroad and can be forwarded from Aberdeen in accordance with any instructions that may be given. The cost of the material is approximately £15 per ton depending on the current market price of the constituents.

It

(5)

It is understood there are suitable sailings from Glasgow on the 4th May and from Liverpool on the 8th May, and the material is being made up in anticipation that it will be possible to send it on either of these dates.

Is it possible for you to arrange for the shipment of this and will it be in order for this Institute to receive the cost of the material sent out.

I am, &c.,

(Signed) E. G. BRUCE,

Secretary.

(4)

35252 C.R.

TELEGRAM from the Under Secretary, Colonial Office to the
Rowell Research Institute.

(Sent 1.5 p.m. 30th April, 1929.)

Your letter 26th April R/5/29. Crown Agents
will reimburse cost and arrange shipment from Glasgow
4th May. Telegraph them Crown, London, reference
Colonial Office letter 30th April, stating size, total
weight including packing and any instructions as to
stowage.

AUTHORISED JUNE, 1919.

J. S. HENDERSON & CO.
124 ST. VINCENT STREET,
GLASGOW.

9



OUTWARD
Via MAGELLAN STRAITS or PANAMA CANAL.
THE PACIFIC STEAM NAVIGATION CO.
(INCORPORATED BY ROYAL CHARTER, 1840.)
Agents, **JAMES DUNN & SONS, Glasgow.**
GLASGOW, LIVERPOOL AND WEST COAST LINE.

(A.) **Received for Shipment, from THE CROWN AGENTS FOR THE COLONIES,**

on board the STEAMSHIP called "**BOGOTA**" whereof _____ is Master for this present voyage, lying in the Port of **GLASGOW**, and bound for **THE WEST COAST OF SOUTH AMERICA** (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 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,

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Value.	Kilos.
The word "Steamer" where mentioned in this Bill of Lading to be held to cover and include the term "Motor Vessel."					
Reqn. S/5346, O.H.M.S., G.A. Col. Sec., FALKLAND ISL.	20	Sheep Mineral Cake.	1 ton.	212.	
Nos. 1/20.	20	bags (double)			

(20) TWENTY--

PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of **STANLEY** or so near thereto as she can, without detention or delay, safely get, unto

THE OFFICER ADMINISTERING THE GOVERNMENT

(C.) This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts or any other country, except for Average which shall be payable according to York/Antwerp Rules 1924, and adjusted in Liverpool. Lighterage accustomed.

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.

1. 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, Address 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, Eminent, the Action of Mobs, Strikes, Lock-outs, Labour Disturbances, Stoppage or Shortage of Labour, Combination among Employers, or Workmen, or others, Trade 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 Package, 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, Loss of Weight, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Vastage, 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 Driftage from any other Goods, or Damage from Coal or Coal Dust, Fuel Oil, Leakage or Flow of or contact with Urine, Manure Water, Drainage of any animals carried in the said Ship, or from their Stew; 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 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 Bulk or Craft, or on shore, or in Warehouse, however caused, whether prior to or after shipment, or pending shipment, at any time or in any place; Damage to, Defect in, or Falling of Hull, Engines, Shafts, Valves, Tackle, Bolters, Winches, Machinery or Apparatuses, Wireless Telegraphy Installation, Refrigerating Engine or Churner, or any part thereof, Tanks, Pumps, or 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 Apparatus, or 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 the 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, Stewards, Workmen, 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.

2. The Company has liberty at any time to convey the goods to or from the Ship in Lighters at the Owners' risk, but at the Company's expense except at Port of Shipment or of Discharge where lighterage is customary or otherwise herein provided for.

3. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depot, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the Port of Delivery, by reason of Quarantine or other Sanitary regulations, the State of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found, they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage. 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 Panama, by craft or rail, at the risk of the Owners of the goods, 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 case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe or undesirable by reason of Quarantine, War, Disturbance, Strike, Lock-out, Earthquake or any other cause whatsoever (whether existing or only anticipated), the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same. 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 any way entitled to indemnification. The Company alone shall decide the reasons which may render such detention advisable.

4. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, 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. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible or accept liability for any loss or damage to Goods which is capable of being covered or has been paid for by Insurance. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods; claims for demurrage or partial loss to be adjusted on the same basis.

5. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosales, Bills, Bank Notes of any Country, Orders, Notes, or Securities for Payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Ribbons, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description which exceed the value £20 per package or £300 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared in the Bill of Lading, and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon, paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option, calculated upon any portion of the weight of the goods that may be lost or damaged. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

6. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

7. It is expressly agreed that Freight for the said goods 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. If required, the freight as per margin shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and to pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

8. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. THIS BILL OF LADING IS ALSO SUBJECT TO ALL THE CONDITIONS OF THE RECEIPTS GIVEN BY EACH COMPANY RESPECTIVELY, BY WHOSE LINE THEY PASS TO THEIR DESTINATION, AND THE COMPANY TO CEASE ON DELIVERY TO SUCCEEDING CARRIERS.

Goods shipped or shipped at Callao shall be subject to the shipping and discharge tariff as applied by all the regular Lines, and the Steamer's responsibility shall cease immediately the Goods have left the Steamer's tackle.

NOTICE—In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accept and agree to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that the General Average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to **ONE** Bill of Lading, of this tenor and date, of ~~which~~ **one** of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in **GLASGOW**, this **6th** day of **MAY** 19 **29**.

On behalf of the Shippers, **THE CROWN AGENTS FOR THE COLONIES** For the **PACIFIC STEAM NAVIGATION CO.**
JAMES DUNN & SONS, Agents.

per **DAVID DUNLOP.**

FOR FURTHER SPECIAL CLAUSES SEE BACK

PRINTED BY JOHN CHALFORD, LTD., 22, OSWALD STREET, GLASGOW. 20,000—10/24.

"When and so long as a state of War exists and/or so long as any control over steamers or any part of their cargoes or passengers is exercised by any Government or other Authorities and/or the insulated space on this vessel is taken by His Majesty's Government the Carriers and/or their Agents and/or the Master may (if in their uncontrolled discretion they think it advisable) at any time before or after the commencement of the voyage cancel this engagement or before or after such commencement may alter or vary or depart from the proposed or advertised or agreed or customary route and/or delay or detain the steamer at or off any port and/or tranship the cargo at any port or ports without claim for loss or damage directly or indirectly sustained. In addition to any liberties expressed or implied in this Bill of Lading the Carriers shall have the liberty to comply with any orders or directions as to departure arrival routes ports of call stoppages transshipment discharge or destination or otherwise howsoever given by any Government or any Department thereof or by any person acting or purporting to act with the authority of any Government or any Department thereof or by any War Risk Insurance Association in which the steamer may be entered and nothing done or not done under such orders or directions shall be deemed a deviation. The ship is free to carry contraband Explosives Munitions or War-like stores and may sail armed or unarmed.

In the event of a cancellation of this engagement the goods or any part thereof already loaded may be landed at the sole risk and expense of the cargo owner and freight shall become due and be paid thereon as if the said goods had been duly delivered at the port of destination.

Nothing in the above clauses shall in any way restrict or prejudice any other liberties or exceptions in this Bill of Lading."

CARRIAGE OF GOODS BY SEA ACT, 1924.

"From the time at which the goods are received on the ship's tackles to the time at which they are discharged therefrom, all the terms, provisions and conditions of the Carriage of Goods by Sea Act, 1924, and the Schedule thereto, shall apply to the contract contained in this Bill of Lading, and the Company shall be entitled to the benefit of all privileges, rights and immunities contained in such Act, and the Schedule thereto, as if the same were herein specifically incorporated.

If or to the extent that, any term of this Bill of Lading is repugnant to or inconsistent with anything in such Act or Schedule, it shall be void."

10

Stanley, July 10th, 1929.

~~Mr.~~ The Colonial Government, Stanley.
(STOCK DEPT).

To the Falkland Islands Company, Limited.

To Landing charges on the following ex

s.s. "BOGOTA" 26/6/29.

20 bags sheep mineral cake

55' 7" @ 15/- ton.

£ 1 - 10

INVOICE.

(Advice Copy)

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THE CROWN AGENTS FOR THE COLONIES.

Dr. to Messrs. **Duthie Experimental Stock Farm**

of **The Rowett Research Institute, Bucksburn, Aberdeen**

Date **23rd May, 1929**

Reference **G/ 5346 Falkland Is.**

Indmt No. *CO's ltr Nos 35252 Cr of 30/4/29 + 12/6/29 to CH's*

Special a/c. (if any)

Department

Shipped by S.S. *Bogota*

or
Date of posting

To be filled in by Contractor

Item Nos.	Quantity.	Description of Article in wording of Tender	Weight.				Rate	£ s. d.			£ s. d.					
			T	c.	q.	lb.		£	s.	d.	£	s.	d.			
1929 May	To	20 Bags sheep Mineral Cake Railed to Glasgow, consigned to Mr. David Dunlop for shipment per s.s. "Bogota" to Falkland Islands:- Carriage to Glasgow Glasgow cartage Shipping charges Cost of marking with additional marks								15	9	9				
										1	18	1				
												2	6			
												5	-			
												10	0			
												<u>£18</u>	<u>5</u>	<u>4</u>		

FALKLAND ISLANDS.

19 29

No. 34

SPECIAL WARRANT.

[Signature]
Governor.

Date October, 1929.

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 Twenty-five 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 Mineral Mixture for the treatment of sheep and expenses in transportation of same to Colony.	XV. STOCK.	(New Item) 7. Mineral Mixture for treatment of sheep.	25.	0.	0.

Secretary of State's despatch No 524 of 10th May 1929

M. P. 312/29

Signature of the Officer submitting the Schedule for Warrant.

[Signature]
AG. Colonial Secretary.

Date 16th October, 1929.

(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).

(Form R).
(Rule 342).

Adjustment Voucher No.....

COLONY OF THE FALKLAND ISLANDS.
HEAD OF SERVICE

IV. Stock

SUB-HEAD 7. Experimental Feeding of Sheep. (D.W. 34/29)

To the Honble. the Treasurer,

You are hereby authorised to make the following adjustment

Description
of
Transaction.

Charge the above Head and Sub-Head with the sum of Twenty-two pounds seventeen shillings and one penny, and credit the same amount to Advances Repaid, Stock Dept., being amount charged to advances pending authorization of expenditure.

To be brought to use in 1924 acc'ts

£22--17--1d.

By Command,

Colonial Secretary

Date 11ⁿ February, 1921.

No.

(It is requested that, in any reference to this minute the above Number and the date may be quoted).

MINUTE.

February 6th 30

19

From Colonial Treasurer

To

Stanley.

THE COLONIAL SECRETARY,

Stanley, Falkland Islands.

Hon. Col. Sec,

I beg to transmit herewith an Adjustment voucher to charge Head XV. Stock item 7 with a sum of £22-17--1, and credit a like amount to Advances Repaid, Stock Dept.

2. The amount is covered by Special Warrant 34/29.

M. Traige Harkea

Treas.

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