

1919

DEF/FID/1#34

C.S.

Volunteers

No. 957.

Crown Agents

SUBJECT.

1919

15th September

Previous Paper.

14/19.

Advising placing of order for
Rifles for Volunteers.

MINUTES.

H.E.

There is no information in the C.S.O. as to this, and I have not been informed, as O.C. Volunteer Force, of any order for rifles.

T.R.

10.12.19.

See S.F.S. Desp. 101 of Oct 10th, copy of which ~~is~~ is being sent to C.S.O. This will explain the matter.

T.R. St. Johnston
Adm.

Dec 10/19.

Despatch No 101 per S.F.S. 10.10.19.

H.E.,

Five cases of rifles (100 rifles in all) have been delivered at the Armoury. I have unpacked one case and inspected its contents.

The rifles supplied are Short M.L.E. Mark I, and vary in date from 1904 to 1910, 1905 rifles being most numerous. Our previous stock of short rifles was 30 Short M.L.E. Mark I

dated

Subsequent Paper.

822/20

dated 1907, and Major Newnham in his minute of the 13th January, 1919, in M.P. 14/19 attached, has reported that they are fairly serviceable but are getting near the end of the life of the barrels.

The rifles supplied now are on an average older than those now in use and an inspection of the barrels shews that they are more worn than those now in use.

It was Major Newnham's hope and mine that when the Force was re-armed new and thoroughly up-to-date weapons ~~xxxxxx~~ would be provided, and I am extremely disappointed that the Army Council have sent us these worn-out and obsolescent rifles. They have evidently seen a great deal of hard service, judging not only by the barrels but also by the stocks which are badly pitted and scarred and in some cases have had fresh pieces of wood let into them.

The Volunteer Rifle Club has always been popular here and now that the war is over and the Club has been re-formed I had hoped by means of the Club to swell the membership of the Force and prevent further resignations and a supply of new and up-to-date rifles would ~~xxxx~~ have very greatly assisted in this matter. The Members of the Force are very disappointed to have had these rifles sent to them.

I have had one of the rifles tested on the range by the best shot in the Force and he reports that he was able to do accurate shooting with it at short ranges but that for anything over 400 yards the rifle's firing was most erratic.

I note that these rifles are going to cost the Colony over £5 each. The quoted price of ~~the~~ a new rifle of the latest service pattern and mark is, I think, £7. 10. 0. I am strongly of the opinion that it would be preferable to get about 75 of such in place of the rifles now supplied.

I have not unpacked more than the one case, but if Y.E. desires it I will unpack the others and submit a detailed report on the whole 100 rifles.

I note than the worn out rifles may be broken up here.

With regard to the Lewis guns, I note that the Army Council consider that four guns is sufficient for the Force.

I am

I am of the same opinion, but possibly this estimate may need some revision on the passing of the Defence Force Ordinance hereafter. Perhaps it would be advisable to defer consideration of this point until later.

Th. Ford
O.C., *Captain*

5th January, 1919.

4

Reported to Sec. of State under
cover of despatch^t h^o 7 of 8-1-20.

T.R.H.

5

H.E.

Shall I have the rifles re-packed
pending further instructions, or does Y.9.
wish me to open & examine the other
four cases?

Th.

O/C F.I.V.

12.1.20.

(on this paper)

I think it would be as well to note the condition of
the remaining rifles.

T.R.H.

Jan 12/20

Duplicate Advice of shipment per S.S. "Grona",
3.11.19.

All rifles examined found to be in
same condition as previously reported.

Th.

8.4.20.

Letter from L.A.S. 3.11.19.

①
ADVICE OF ORDERS PLACED.

All communications
on this subject
should bear the
ref. no. and should
be addressed to the
Crown Agents for
the Colonies.



957/19
OFFICE OF THE CROWN AGENTS FOR THE COLONIES,

4, MILLBANK, WESTMINSTER,

LONDON, S.W. 1.

The Crown Agents for the Colonies present their
compliments, and beg to state that the undermentioned order has been given in
pursuance of the indent quoted.

The Colonial Secretary,

FALKLAND ISLANDS.

Re. 15th September 1919.

Packages will be addressed—

Req. 1401.	<u>O. H. M. S.</u>
C A O.A.G., Stanley.	

Ref. no. G/Falkland Is. 1401/1.

~~Indemnity~~ C.O. 1r. 39827/19 of
6.9.19.

Dept. or account ---

Inspector ---

Date of tender --

Contract date for delivery Not known.

<u>Suppliers.</u>	<u>Item nos.</u>	<u>Goods.</u>	<u>F.O.B.</u>	<u>Contract price.</u>
The War Department, WEEEDON.	--	Rifles etc.	London.	£504.7.6d.



957/19

466

FALKLAND ISLANDS

Downing Street,

N^o 107.

10 October, 1919.

Sir,

I have the honour to acknowledge the receipt of Sir D. Young's despatch No. 12 of the 32nd January, regarding arms &c. for the Volunteer Force; and to inform you that the Army Council, who were consulted on the subject, did not recommend the purchase of the 1914 pattern rifle, for the reasons given in their letter of which a copy is enclosed. The Crown Agents for the Colonies have therefore been authorised to obtain and send out 100 S.W.L.E. rifles with bayonets, scabbards, oil-bottles and pull-throughs.

2. The worn-out rifles at present in the possession of the Force including those on loan from the Navy may be broken up locally.

3. The Army Council who were also consulted as to the question of supplying the Volunteer Force with machine guns, consider that four machine guns would be sufficient for the Force and state that Lewis guns could be supplied.

Madsen guns are not recommended and are not available.

^{approximate}
The cost of a Lewis gun with accessories is as shown in the enclosed statement.

I have the honour to be, Sir,

Your most obedient,

humble Servant,

THE OFFICER ADMINISTERING

THE GOVERNMENT OF

THE FALKLAND ISLANDS.

(Signed) R. D. NEW

WAR OFFICE

LONDON S.W. 1

5th July 1919

Sir,

With reference to your letter No. 26130/1919 dated 6th June, 1919 on the subject of the purchase of 100 Enfield rifles, pattern 1914. I am commanded by the Army Council to acquaint you for the information of Lord Milner, that the issue on repayment of pattern 1914 rifles for the use of the Volunteer Force of the Falkland Islands is not recommended for the following reasons:-

- (a) The manufacture of the 1914 pattern rifle has ceased.
- (b) The question of the upkeep of this pattern rifle presents considerable difficulty as no spare parts are available for issue and the rifles can only be maintained by breaking down other rifles of a similar pattern.

I am therefore to suggest that 100 S.M.L.E. rifle of marks previous to the Mark III, should be issued on repayment, in lieu of the 1914 pattern rifle.

I am to add that the price of the stores part-worn but serviceable is as follows:-

THE UNDER SECRETARY OF STATE

COLONIAL OFFICE
S.W.1.

Rifle	each £3. 18. 9 (three pounds eighteen shillings & nine pence)
Sword Bayonet, pattern '07	14. 0 (fourteen shillings)
Scabbards.....	7. 3 (seven shillings and three pence)
Oil bottles	6. (sixpence)
Pull throughs.....	4½ (four pence halfpenny)

In conclusion I am to state that the issue of the above stores will be arranged on receipt of consignment instructions.

I am, etc.,

(Sgd) L.D. HOLLAND

For the Secretary.

Copy.

Approximate cost of 1 Lewis .303 Gun with the usual accessories, New and part-worn.

Store	No	Price for new equipment	Price for part worn but serviceable equipment
Boxes carrier Magazine. 303 Lewis gun	4	£1. 18. 4	£1. 8. 9
Carriers, Magazine.....	4	£1. 5. 8	19. 3
Braces, Pouch, Magazine, Web.....	6	8. 0	6. 0
Cleaners, Gas Regulator	1	2. 10	2. 1½
Pouches, magazine web.....	12	£2. 11. 0	£1. 18. 3
Guns Lewis with bag & case complete	1	£66. 10. 0	£49. 17. 6
Tacks, screw removing barrel.....	1	7. 9	5. 9¾
Mounts, Field.303 Lewis gun Mark III	1	£1. 5. 8	19. 1½
Covers, Lewis gun.....	1	6. 6	4. 10½
Magazines.....	28	£17. 17. 0	£13. 7. 9
Chests, gun.....	1	£1. 8. 9	£1. 1. 6¾
Barrels spare.....	1	£2. 9. 0	£1. 15. 9
Cylinder, gas.....	1	15. 0	11. 3
Rods, piston, complete.....	1	£1. 17. 6	£1. 8. 1½
Rods cleaning, cylinder.....	1	1. 6	1. 1½
Rods, cleaning M.C.....	1	6. 0	4. 6

Price for part worn but serviceable gun and equipment taken at 75% of new value.

£99. 10. 4 £74. 12. 9

ORIGINAL.

The Honourable

The Colonial Secretary

Falkland Islands.

C

1401 Falkland Islands.

B/L

The above reference and the date of this letter should be quoted in all communications.

The Crown Agents for the Colonies beg to report that the undermentioned Stores have been shipped on board the S.S. "Orcoma"

consigned to THE C. A. G.

C.O.Lr. No.

~~Indent No.~~ 39827/19 dated 6/9/1919 Dept.

The documents specified below have not been examined, but completed and checked documents will be sent with the duplicate letter. Freight account will follow. Insurance when required by standing instructions will be effected, and the cost will be stated in the duplicate letter.

The Crown Agents' circular letter of the 23rd July, 1906, contains full directions for dealing with shipping questions and indicates the procedure which should be adopted where consignments of goods are received in a faulty condition.

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

3rd November, 1919

NUMBER OF
PACKAGES, &c.

ARTICLES.

256/260

5 Chests Rifles.

ENCLOSURES.

Packing
partic-
ulars.

£

s.

d.

B/L dated 191

Invoice :—

W. D. Weedon.

Will follow



OUTWARD
VIA MAGELLAN STRAITS OR PANAMA CANAL.
THE PACIFIC STEAM NAVIGATION CO.
(INCORPORATED BY ROYAL CHARTER, 1840).
LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement	Value.	Kilos.
Regn. 1401.		Falkland Islands		£	
C	A.	O.H.M.S.			
		O.A.G.			
		Stanley			
		Falkland Islands			

256/60. 5 Cheats Rifles

"When and so long as a state of war exists and/or so long as any conflict over steamers or any part of their cargoes or passengers is exercised by any Governmental or other Authorities and/or the insulated space on this vessel is taken by His Majesty's Government 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 of 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."

Freight on	Tons. Cwt. Qrs. Lbs.	at	per Ton Weight, £
	Feet. Inches.		
Freight on		at	per Ton Meast., £
Freight on	56.8	at 85/-	per Ton Meast., £ 6. 0. 5d
			£ 12.0d
Primage at Ten per cent.			£
Total, £			6.12. 5d
30% @ £6. 0. 5d			£1. 16. 1d
			£8. 8. 6d

Received for shipment, from THE OWNERS AGENTS FOR THE COLONIES, on board the STEAMSHIP called "ORCONIA" *Orconia* whereof is Master for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA (via Magellan Straits or Panama Canal), and intermediate ports, with liberty for the steamer to 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.

FIVE

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 **PORT 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 of any other country, except for Average, which shall be payable according to York/Antwerp Rules 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, 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, 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 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, 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 in open cars, or for the Condition of Packages, or any Deficiency in the contents thereof if receipted by the Consignees as in good order; Lighterage or Risk of Craft to or from the Vessel, Shipment or Transshipment, Landing, Congestion of Port of Discharge or Transshipment, 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 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 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, Transshipment 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 or 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.

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 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 depôt, 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, 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 transshipment, 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 Transshipment, 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, Lockout, 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 and charges at Port of Shipment; 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, Mosaics, 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 Cashmere, 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, exceeding in value £20 per package or £200 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 at time of shipment on the Shipping Note 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 consignment 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 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. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

9. Cargo discharged 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 accepts and agrees 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 General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to *Three* 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.

Dated in LIVERPOOL, this *8* day of *NOV* 19

Shippers, *[Signature]* For the PACIFIC STEAM NAVIGATION CO.

C

The

Honble

S.S.

"Grecoma"

The Colonial Secretary
Falkland Is.

The enclosed document(s)

^{was}
were

not received in time for Letter

C

B/L

No. 1401

of the

3rd November

1919.

OFFICE OF THE CROWN AGENTS FOR THE COLONIES,
4, MILLBANK, S.W. 1.

24th March

1920.



G

Falkland Islands. 1401/1

Service

[COPY.]

RECEIVED BY THE CROWN AGENTS FOR THE COLONIES

from His Majesty's Stores at C.O.O. Weedon

the undermentioned articles:—

[War Office Reference Numbers I. 2092 18/9/19 57/20/1641]

Voucher No. 426

ARTICLES.	Quantity.	VALUE.					PACKAGES.			Measurement.	TONNAGE.						
		Rate.	TOTAL.			Description.	No.	Mark.	Tons.		Feet.	Inches.	Tons.	Cwt.	Qrs.	Lbs.	
			£	s.	d.												
(ISSUED ON REPAYMENT.)																	
Rifles Short (Long Butts	4	} 3/18/9 ea.	393	15	-	In Chests	Nos. 256	C A	No.	Rifles etc	11'8" ea	1	18	4	15	-	-
M.L.E. I x (Short "	-																
S.H.V.A. (Normal "	96																
(Parts Worn).																	
Sword Bayts. P/07	100	14/- ea.	70	-	-												
Scabbards Swd Bayts. -/07 No. 1 II.	100	7/3 "	36	5	-												
Bottles Oil IV	100	6d "	2	10	-												
Pull-thros. .303" Arms IV	100	4½ "	1	17	6												
Chests Rifle with fittings "C" x	5	2/17/0 "	14	5	-	Nos. 256 to 260											
R.F.S. altered to suit R.S.M.L.E.)																	
Sealing above Chests		3d "	-	1	3												
			518	13	9												
4% in accordance with letter 15/M160/9712)			20	14	10½												
d/- 14/10/19																	
		Total.....	£539	8	8												
G.G. C.O. dated 39827/9 dated 6-9-19. on 6-11-19.																	

G.G.

C.O.

Drama