

C.S.

Museum

1#12

1920.

CUL/LIB/1#12

No. 311

Crown Agents

SUBJECT.

1920.

9th January

Dressing and mounting of 63 bird skins for the Public Museum, Port Stanley.

Previous Paper.

MINUTES.

H.E.,

Submitted,

The skins in question were forwarded to England by the Committee of the Public Museum and there is no previous correspondence on the subject in this Office.

(2) 13. 4. 20.

Hon. Treasr.

*So note. Have the skins arrived?*

(3) *Wms.*  
14. 4. 20.

Hon. Col. Sec.

*Noted. The skins have not yet arrived. I am sorry that the cost of dressing and mounting the skins has been so heavy.*

(4) *McH*  
15. 4. 20

*Seen. Wms.*  
17. 4. 20

Subsequent Paper.

Hon Treasurer.

(5)

to Mr  
G.H. 13  
for CS  
11/10/20

Hon. Col. Sec.

Noted.

MCH  
12. 10. 20

(7)

Mr. Craze Halkett,

Will you kindly say if you have any recommendations to make in connection with enquiry contained in Callagant's letter of 29th Oct.?

G.H. 13  
for CS  
8. 7/1/21

Hold out to speak to Mr Bennett

Case containing 18 specimens (birds) shipped by the S.S. "Huanchaco" in August 1920 have not been received. The "Huanchaco" arrived at Port Stanley in October 1920 - 1 case containing birds appears on the manifest of that vessel but the Customs state that the case was not landed and must have been overcarried.

MCH  
10. 1. 21.

The Hon. Col. Sec:

9.

I have consulted Mr. A.G. Bennett regarding this matter as it was on his recommendation that the bird skins were sent to Jeffrey & Co, to set up. I notice in the report dated 12th October 1920, the Crown Agents officer states that Mr. Jeffrey informed him he would try and have some skins ready for shipment at end of month (October) and the balance by the end of next month (November). I am inclined to think that we might await arrival of the "Bogota" as we may then hear something about the skins also about the case which was overcarried by the "Huanchaco" in October last.

2. If the skins or part of them do not come to hand by the next mail then I suggest that the C.A's be asked to recover them from Jeffreys and hand them over to some other firm for completion.

3. I understand from Mr. Bennett that since the War it has been difficult to get anything done expeditiously in the Taxidermist trade.

M. Craigie Halkett.

10. 12. I. 21. for the Committee Public Museum

Office. Has the "Bogota" any of the skins onboard?

10. 1. 21.

11. H.C.S. Nothing by Bagota. <sup>Sill. 107</sup>  
19. Jan 1921

12. Office Please make enquiries from the F.I. Coy. L. before we address C.A.P.  
~~W.M.M.~~  
25.1.21

H.C.S. Have make enquiries by telephone. The skins did not arrive. <sup>Sill. 107</sup>  
2. Feb 1921  
Advice of Shipment 12th April 1921  
Encl (7)

Hon Treasurer }  
Treasurer for }  
Museum Committee }

Please withdraw duplicate advice of shipment.  
K. Thompson  
As Colonial Secretary  
14th July 1921.

Hon. Col. Secty.

Duplicate advice of shipment withdrawn accordingly. 3 cases of Birds have been received this mail including the case overcarried by the S.S. "Huanchaco" in October 1920. Condition of specimens will be reported on when received.

2. Cost of setting up specimens is I fear very heavy, totalling over £90.

M. Francis Barker  
Hon. Treas. Public Museum.  
July 15th 1921.

Govt: Naturalist,

You may like to see this.

*W. H. H. H.*

A. C. S. 16/7/21.

Hon. Col. Sec.

Many thanks.

If the taxidermy could be done in Stanley the receipt at least would be saved and birds are easier to get up from the fresh skin.

The art is not a very difficult one.

*J. A. Hamilton.*

Government Naturalist.

16/7/21.

Hon. Col. Sec.

2 c/s containing stuffed birds were received in July last - the third case was overcarried, and will no doubt be returned in due course.

2. Birds received were in good condition, these have been placed in the Museum.

*M. Craigie Halkett*

Hon. Treas.  
Public Museum

26. 9. 21.

Mr. Craigie Halkett,

I do not see the advice of shipment of three cases in July but 7 pairs 2 cases only. Will you please report further.

*W. H. H. H.* 20/9/21

Hon. Col. Sec.

The third case was shipped by the "Hunchaco" in August 1920; but was overcarried. This particular case was not returned until July 1921. Of the 2 c/s mentioned in enclosure 7, one only was received

the other being overcarried.

~~M. Craigie Hallett~~

Hon. Treas. Public Museum

28. 9. 21.

Col C

Do how can appear in  
the ship manifest?

TTTTT 20/9/21

How: Col: Sec.

The following appear on the manifest of s.s. "Oruba":-

Reg. 1418.	5170	1 cf. mounted Birds
-- --	n/n	1 cf. -- --
		Exc Huanchaco.
Reg. 1418	3975	1 cf. mounted birds

Of the above three cases shipped in "Oruba",  
two only were landed, according to Customs officer's  
certificate, viz: -

Nº 5170, and Nº 3975.

W. Thompson

Collector of Customs

4/10/21

B.K. after arrival of Oruba

TTTTT 6/12/21

Mr. Craigie Hallett

I understand that the  
over-carried case has now arrived.  
Will you please report on the contents?

TTTTT 17/10/21

Hon. Col. Secty,

The overcarried case of stuffed birds has been duly received. Contents were found to be undamaged and in good condition but I regret to say that some of the specimens were not very well set up in England.

*M. Frazer Halkett.*

Hon. Treas. Public Museum.  
Novbr 22nd 1921.

*Y.S.  
Submitted for information*

*Halkett* 25/11/21  
*22.*  
19 Dec 1921.

*File*

G.

Falks. 1418.

Communications to be addressed  
to The Crown Agents for the  
Colonies, 4, Millbank, London,  
S.W. 1. and the above refer-  
ence quoted.



4, MILLBANK,

LONDON, S.W. 1.

TELEGRAMS: "CROWN LONDON."  
TELEPHONE: VICTORIA 7730.

*Ans. 14.1.20*

9th January 1920.

Sir,

I have the honour to inform you that we have received from Messrs. Chas. Jeffrey & Co., Taxidermist, an account for £62.5.6. being the cost of mounting 33 birds for the Public Museum, Port Stanley, together with a letter from the Secretary of the Public Museum containing instructions for mounting and dressing the birds and informing them that payment will be made on receipt of the goods in the Falklands. A copy of this letter is enclosed. The firm evidently expects that we shall pay their account and ship the specimens ourselves, in accordance with the usual practice. Subject to anything you have to say, we propose to do so.

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

*W.D. Dalton*

for Crown Agents.

Sir Douglas Young, K.B.E., C.M.G.,  
C/o. Sir J.M. Hodgson, K.C.M.G.,  
21, Rosary Gardens,  
S. Kensington,  
W.

*25.6.19  
C.A.A. asked 12/19  
Jeffrey etc AD.*



Mounting Directions for the Bird-skins, the property  
of the Public Museum, Stanley, Falkland Islands.

31/0/20

In all 53 skins, all are dressed with arsenic, except :-

2 Grebe, 1 Red Duck, these require no dressing.

1 Albino Penguin, was badly skinned before the fresh skin came into my hands, the skull was removed, another skull is enclosed to replace it, in stuffing.

All nestlings should be squatting.

Two shags, rats attached the points of the wings, I think these can be covered.

1 Jackass Penguin stained with peat (it nests in wet peat and was dug out, wants bleaching.

Pink-breasted Gull, this colouring will fade, requires powdering while fresh with the same colour.

All feet should be washed with perchloride of mercury in spirit, before colouring.

The Grebes have been stuffed here at some time, as they are not common and difficult to obtain, perhaps they can be done up.

An idea of most of these birds' natural positions can be obtained from Cobb's Wild Life of the Falklands, McGowan & Co. 3d.

In the case of pairs of the smaller birds, they can be mounted on the same stand together, from Ducks down.

If you will give an estimate of what this order will come to and send it along with a request for payment, a Bill on the Crown Agents, London, will be forwarded to you. The final adjustment being made on the receipt of the goods and your bill.

(Sgd.) A. G. BENNETT.

for the Secretary of the  
Public Museum, Falklands.  
(Miss A. E. Falton)

25th June 1919.

sk



12



Falkland Islands. 1418

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES,  
THE ABOVE REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.

TELEGRAMS, "CROWN, LONDON"  
TELEPHONE 7730 VICTORIA.

4, MILLBANK,

3/1/20

WESTMINSTER,

LONDON, S.W.1.

6th February 1920

Sir,

I have the honour to inform you that, with the consent of Sir Douglas Young, we are arranging to pay Messrs Jeffrey & Co. Taxidermist the sum of £66-5-6d for dressing and mounting 63 bird skins for the Public Museum at Port Stanley. I enclose a copy of a letter from the Secretary Public Museum which was handed to us by the firm, The specimens will be shipped by us in the usual manner addressed as follows:-

Reqn. 1418.	O. H. H. S.
C & A	O.A.G.
Public Museum	Falklands.

It is hoped to effect shipment by the steamer leaving Liverpool on the 19th February,

I have the honour to be,  
Sir,  
Your obedient servant,

The Honourable,  
The Colonial Secretary,  
Falkland Islands.

*W.S. Paton*  
for Crown Agents.

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the Public Museum, Stanley, Falkland Islands.

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If you will give an estimate of what this order will come to and send it along with a request for payment, a bill on the Crown Agents, London, will be forwarded to you. The final adjustment being made on the receipt of the goods and your bill.

(sgd) A. G. Bennett.

for the Secretary of the

Public Museum, Falklands,

(Miss A. E. Felton).

4  
DUPLICATE.

The Crown Agents for the Colonies have to report the undermentioned shipment:—

" C 1418 " (This reference and the date of this letter should be quoted in all communications.)  
B/L

Colony Falkland Islands

Mr. ~~Sherrin~~ <sup>Sherrin</sup> Ir.

Indent No. <sup>Sherrin</sup> of 20/12/19 G.N.'s letter of 14/1/20

Dept. Special A/c (if any)

Steamer Huanchaco

From Liverpool

To Port Stanley

Consigned to THE O. A. G.

Date of shipment 21st August, 1920.

The completed and checked documents specified below are enclosed. The Departmental charge amounts to 1% on the total cost of the shipment.

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.

NUMBER OF PACKAGES.

DESCRIPTION OF STORES.

3975

1 Case Mounted Birds.

ENCLOSURES.

Bill of lading

Invoice:—

Jeffery ✓ 60

Freight

Insurance

Packing Particulars.

£

s.

d.

15

4

2

12

9

—

2

1

To The Honourable

The Colonial Secretary

Date 21st August, 1920 G.G.

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



OUTWARD

Via MAGELLAN STRAITS or PANAMA CANAL. THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

(A.) Received for shipment, from

on board the STEAMSHIP called "HUANCHACO"

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 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.

ONE 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

or to his or their Assigns.

(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. Ligherage 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, Machineries or Apparatuses, Wireless Telegraphy Installation, Refrigerating Engines or Chambers, or any part thereof, Tanks, Pumps or Pipes of any kind, although the same may be due to defect therein, 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; Ligherage 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, Jetison, 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, Tackles, Boilers, Winches, Machinery or Apparatuses, Wireless Telegraphy Installation, Refrigerating Engines or Chambers, 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.

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 ligherage 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, 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 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 detaching 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, 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 which exceed in value £20 per package or £250 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 each 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 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 20 AUG 1920 day of

Shippers For the PACIFIC STEAM NAVIGATION CO.

Table with columns: Marks and Numbers, No. and Description of Packages, Contents, Weight or Measurement, Value, Kilos. Includes handwritten entries: O.H.M.S, Regn. 1418, 3975, 1 Case Mounted Birds 11/4, Special Stowage, Freight on at per Ton Weight, £, Primage at Ten per cent. £, Total, £.

PRINTED AND SOLD BY TURNER AND DONNETT LTD., FENWICK STREET, LIVERPOOL.

S

INVOICE.

THE CROWN AGENTS FOR THE COLONIES.

Dr. to Chas. Jeffery & Co.,  
Of 9 High Street,  
Hampton Wick, Milks.

Reference,  
i.e., Colony or  
Protectorate and  
Reqn. No.

Dept.

Date 16th August 1920.

To be filled in by the Contractor.

\*Account \_\_\_\_\_  
\*Indent No \_\_\_\_\_ of \_\_\_\_\_ 19\_\_\_\_  
\* Letter No. \_\_\_\_\_ of \_\_\_\_\_ 19\_\_\_\_  
\*Shipped by S.S. " \_\_\_\_\_ " on \_\_\_\_\_ 19\_\_\_\_  
F.O.B. \_\_\_\_\_ \* Not to be filled in by the Contractor.

W. & S. Ltd.

Item Nos.	Quantity.	Description of Article in wording of Tender.	Weight.			Rate.	£ s. d.			£ s. d.		
			T.	c.	q. lb.		£	s.	d.	£	s.	d.
<i>Mounting from skins the following birds</i>												
1		Falcon					1	5	-			
2		Falkland Starlings				ea. 7/6	-	15	-			
2		Kelp Gessa				ea. 25/-	2	10	-			
1		Red Billed Gull					-	18	6			
2		Teal				16/6	1	13	-			
3		Two Banded Plover				ea. 7/6	1	2	6			
1		Sheathbill				k	1	2	6			
1		Bizzard					1	5	-			
1		Erected Duck					-	18	6			
1		Black Oyster Catcher					-	18	6			
2		Lake Ducks				ea. 18/6	1	17	-			
1		Sooty Shearwater					-	18	6			
											£ 15	4 -

Carried forward ...

φ

# FREIGHT ACCOUNT.

**The Crown Agents for the Colonies.**

Dr. to Messrs. PACIFIC STEAM NAVIGATION CO. (per Greenhill & Co.)

Date AUGUST 20TH. 1920

Colony or Protectorate FALKLAND ISLANDS Reqn. No. 1618

Department \_\_\_\_\_

Account \_\_\_\_\_

Indent No. \_\_\_\_\_ of \_\_\_\_\_ 19 \_\_\_\_\_

Shipped by S.S. "RUANGIACO" on August 1920

From LIVERPOOL To PORT HANBY

	Freight as below	Tons	ft.	ins.	Tons	Cwts.	qrs.	lbs.	Rate		
1	Case Mounted Birds	-	10	-					2	-	-
									10%	-	4
											2 4 -
	<u>ADD.</u>										
	Bills of Lading									-	2 6
	Cartage in Liverpool as per recd. (G.C. & Co.)									-	5 -
											- 7 6
											2 11 6
	Shipping Charge									-	1 3
											2 3 12 9
	P/l. posted.										

R.B.

C.S. 31/20

1020 G



Falks.1418

ALL COMMUNICATIONS  
TO BE ADDRESSED TO THE  
CROWN AGENTS FOR THE COLONIES.  
THE ABOVE REFERENCE AND THE  
DATE OF THIS LETTER BEING QUOTED.

TELEGRAMS, "CROWN, LONDON"  
TELEPHONE, 7730 VICTORIA.

4, MILLBANK,  
WESTMINSTER,  
LONDON. S.W. 1.

29th October, 1920.

Sir,

With reference to our letter No.12 of the 6th February regarding the bird skins to be sent home from the Public Museum, Port Stanley, to be dressed and mounted, I have the honour to report that, although it was understood that the birds would be ready about the end of February, the firm, in spite of continued pressure on our part, have up to date despatched only one consignment of 18 birds, in June. Early in October, as we had received no reply to various letters which we had written to Messrs. Jeffrey and Co., a representative from this office called on them to ascertain the position. I attach

12.10.20.

herewith a copy of his report, from which it is evident that nothing further has been done since June. I have to enquire whether the balance of the work should be entrusted to some other firm of taxidermists, or whether it is thought desirable to let it remain with Messrs. Jeffrey and Co.,

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

The Hon'ble,  
The Colonial Secretary,  
Falkland Islands.

for Crown Agents.

R E P O R T

In response to your instructions I called and saw Mr. Jeffrey this morning. I ascertain that at the present moment no further bird skins are ready for shipment and on my requesting to see what had been done as regards the dressing of the balance of 45, was informed that they were not on the premises, with the exception of 4 birds which he stated he had recently collected from the National History Museum where he had sent them to have the names of the species verified. I tried to get an idea when he was likely to have a second instalment ready for shipment, but he would give no definite date, other than that he stated that he would try and have some skins ready for shipment by the end of this month and the balance by the end of next month. I then suggested that he would state a date when I could call and see those which would be ready by the end of this month, but Mr. Jeffrey's reply was that it was so uncertain that it would not do for him to fix up any definite date, but that when they were ready, he would be only too pleased for me to see them. He admitted to me that he sends the skins away to be dressed by a man in his employment, but he declined to inform me where the work was done neither could he state how the work was getting on. He pointed out to me that when he accepted the order he was under a disillusion as to the condition of the skins of the birds and that if he were pressed by us in the execution of the order he would not be prepared to guarantee the workmanship and that anyhow he was afraid that he would have to increase his estimate for



doing the work. I replied that I was unable to discuss this matter with him, but that as he had given us a price, it was his duty to stand by it. I find that he has since received an additional six or so birds (he could not exactly state the number) as they were apparently not on the premises! The reason he did not reply to our letter of the 28th September, was he informed me, owing to the heavy cost of postage.

My personal impression of the man is that at the present time he has more than sufficient work, the firm also apparently undertaking the renovation and storage of river craft, and that he has, therefore, been letting our work slide, and I doubt very much whether our order is likely to be completed by the end of this year, if the work is left in his hands.

(Intld) F.R.R.

12/10/20.

(6)

CB. 311/20

311/20.

2nd February,

21.

Gentlemen,

I have the honour to acknowledge the receipt of your letter of the 29th October, 1920, regarding the bird skins sent home from the Public Museum, Port Stanley, to be dressed and mounted.

The stuffed specimens have not arrived yet, though the steamer "Nogota" arrived on the 10th January. The delay in the execution of the order is to be regretted, and I would ask you, in the event of the remaining skins not being yet ready for shipment, to be so good as to recover them from Messrs. Jeffrey and Company and hand them over to some other firm for completion.

I am,

Gentlemen,

Your obedient servant,

for Colonial Secretary.

7

30/20

ORIGINAL ADVICE OF SHIPMENT.

The Crown Agents for the Colonies have to report the undermentioned

" C 1418 " B/L

(This reference and the date of this letter should be quoted in all communications.)



Colony Falkland Is.  
 Indent No. Govr's Ltr.No. of 14/1/20  
 Dept. - Special A/c (if any) -  
 Steamer ~~Sorata~~ *Oruba*  
 From Liverpool  
 To Falkland Is.  
 Consigned to The O.A.G.  
 Date of shipment 12/4/21.

The documents enclosed will enable the consignee to obtain possession of and to check the goods. Complete documents shewing the total cost of this consignment will be sent with the duplicate advice.

NUMBER OF PACKAGES.	DESCRIPTION OF STORES.
5170	2 Case Mounted Birds

ENCLOSURES.	Packing Particulars.	£	s.	d.
Bill of lading				
Invoice :--				
Chas. Jeffery & Co.	1.	41	1	9

To The Colonial Secretary  
Falkland Is.

Date 12/4/21. GC

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

THE CROWN AGENTS FOR THE COLONIES,  
SHIPPING OFFICE,  
13, Great St. Helen's,  
LONDON, E.C. 3.

2nd April 19 21

Reqn. 1418/1

Colony Falkland Islands.

REPORT ON STOWAGE OF  
FRAGILE GOODS REQUIRING TO BE  
CAREFULLY HANDLED.

Shipped per s.s. "SORATA" Sailed 19

NOS.	PACKAGES.	CONTRACTORS.
5170	1 Case Mounted Birds.	Messrs C. Jeffrey & Co 9. High Street. Hampton Wick. Middlesex.

Stowed in parcel room

It is requested that the necessary steps may be taken to ensure careful handling in discharging and landing.

III The Crown Agents for the Colonies

April 4 19 21

Dr. to

# CHAS. JEFFERY & CO.,

T. V. SHERRIN, Sole Proprietor.

Oologists, Articulators and Taxidermists.

Fishing Tackle Makers. Makers of All Natural History Accessories. Wholesale and Retail.

9 HIGH STREET, HAMPTON WICK, Middx.

Sporting Trophies. Fur Rugs,  
Horns and Heads.

Birds, Fishes and Insects.  
Mounted in First-Class Style.

Estimates given for ALL KINDS OF NATURAL HISTORY WORK

Mounting	1	Albatross.	£ 5	50
"	1	" " <i>Juv.</i>	2	10 6
"	1	Cormorant on Stone Base	3	18 6
"	1	" " <i>Stand</i>	3	5 6
"	1	Large Gull. <i>Ring Pouter?</i>	1	12 6
"	1	" " <i>Skua</i>	1	12 6
"	1	Smaller "	1	10 6
"	1	Shag. 27/- 1 owl. 18/6.	2	5 6
"	1	Upland Goose.	1	12 6
"	1	Red "	1	12 6
"	1	Teal 15/- 1 Shearwater 18/6.	1	13 6
"	1	Blk H <sup>d</sup> Gull. 22/6, 1 Kelp Gull 25/- <i>Logger Duck?</i>	2	7 6
"	2	Barned Plover, 12/6. = 25/- 2 Potters 12/6 = 25/-	2	10 0
"	1	79 Skua 15/- 2 snipe 12/6. = 25/-	2	0 0
"	6	Small Birds 25/6.	1	13 0
"	1	79 duck. 7/6. 179 Gull. 7/6		15 0
"	1	Thrust 7/6. 2 Tyrants 7/6 = 15/-	1	2 6
		3 Blue Petrels 13/6.	1	17 6
Isleland Islands			£ 39	4 6
Govt letter of 11.12.20 Carriage Per Pass. Train To Liverpool.			1	17 3
			£ 41	19

Recd.

MEMORANDUM.

.....21st. Sepbr.....19 21

From. Hony. Treas. Public Museum.

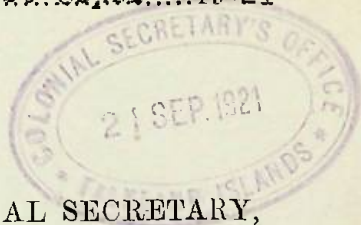
To

The Honble

THE COLONIAL SECRETARY,

.....  
Stanley, Falkland Islands.

Stanley, Falkland Islands.



311/20

Hon. Col. Secty,

I should be glad if I might see the papers dealing with the cost of birds set up in England for the Public Museum here. Payments totalling the sum of £78--4--9 have been made by the C.A.'s in this connection. The amount has been charged as an Advance against the Museum.

2. The papers have not been sent to me to report on. We received two cases of birds but there should have been three. I understand that one case has been overcarried.

*M. Francis Harkness*

Hon. Treas. Public Library & Museum.

21.9.21.