

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez Tamps 30 de Julio de 1928

REDACCION	AUXILIAR	DEBE	HABER
Herramientas nota # 362 ✓		25 20 ✓	
Muebles y Enseres Rem. # 565 # 459 ✓		19 20 ✓	
Construccion Casas Botas Pintura Rem # 565		15 00 ✓	
Deudores Diversos (Francisco Foyos)			
Ent en cfo de Segundo Fong Rem # 565		3 00 ✓	
Gastos Vales varias notas		98 90	
a Acreedores Diversos (Segundo Fong y Cia)		201.40	
Por anteriores concepto			161.30
CARGUESE A:	✓	ACREDITESE A:	✓
Herramientas	25 20 ✓	Acreedores Diversos	161 30 X
Muebles y Enseres	19 20 ✓		
Construccion Casas	15 00 ✓		
Deudores Diversos	3 00 X		
Gastos Vales	98 90 X		

Hecho

Correcto:

Vº Bº

REL

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez 30 de Julio de 1928.

REDACCION	AUXILIAR	DEBE	HABER
<i>Cambios</i>			
<i>1. Letra cargo Gral Calles por \$10.000...</i>	<i>2500</i>		
<i>" " " " " 5000</i>	<i>1250</i>		
<i>" " " " " 3000 O.N.</i>	<i>3750</i>	<i>75.00</i>	
<i>a Banco de Mexico en Monterrey (Letra Plata)</i>			<i>37.50</i>
<i>a " " " " " (Letra O.N.)</i>			<i>37.50</i>
<i>Sus cargos sgr en estado de letra adjunto</i>			

CARGUESE A:	ACREDITESE A:
<i>Cambios</i>	<i>Bco Mexico Monterrey Letra Plata</i>
<i>7500</i>	<i>37.50</i>
	<i>" " " " O.N.</i>
	<i>37.50</i>

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE CAJA.

Villa Juarez 30 de Julio de 1928

REDACCION	AUXILIAR	DEBE	HABER
Caja a Acreedores Diversos (Segundo Pong y Cia. - Sus remesas en efectivo como signe: Junio 7 - efectivo 200 00 " 12 " 206 04 " " " 206 00 " 11 " 12 00 " 17 " 250 00 " 21 " en mano 10 00 " 25 " 200 00 Su Pago of. Viro y for de P. Cruz Junio 30 - efectivo a B. E. Calle 250 00 20 00		1354 04	
Pueden confrontarse estas cantidades en su Edo de cuenta rem. por reparados.			1354 04

01-3

CARGUESE A:	ACREDITESE A:
Caja 1354 04	Caja
Banco de México en Monterrey	Banco de México en Monterrey
Maquinaria	Acreedores Diversos 1354 04
Herramientas	
Muebles y Enseres	
Gastos Generales	
Rayas:	
Desmante	

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE CAJA.

Villa Juarez Tamps 30 de Julio de 1928

REDACCION		AUXILIAR	DEBE	HABER
Desmonte			265 90 ✓	
Noria			15 00 ✓	
Siembra de Maiz			29 00 ✓	
Cercos			33 00 ✓	
Gastos Grales Sueldos, Mozo y Bodegueros.			13 00 ✓	
a Caja				
Por los anteriores conceptos sin lista de Rayas del 23 al 29 de Julio				355 90 ✓
CARGUESE A:		✓	ACREDITESE A:	
Caja			Caja	355 90 ✓
Banco de México en Monterrey			Banco de México en Monterrey	
Maquinaria				
Herramientas				
Muebles y Enseres				
Gastos Generales	13 00 ✓			
Rayas:				
Desmonte	265 90 ✓			
Noria	15 00 ✓			
Siembra de Maiz	29 00 ✓			
Cercos.	33 00 ✓			

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez Tamps 31 de Julio de 1928

REDACCION	AUXILIAR	DEBE	HABER
Deudores Diversos			
(Arturo Garcia) efectivo	14.00		
(Francisco Foyos) efectivo	15.00		
" " por Ropa	<u>33.70</u>	62.70	-0
a Acreedores Diversos			
(Segundo Foyos y cia)			
Por su pago por anteriores conceptos			62.70
CARGUESE A:	✓	ACREDITESE A:	✓
Deudores Diversos	62.70 X	Acreedores Diversos	62.70 X

Hecho

Correcto:

Vº Bº

M.

R&Q

"LOS PRECIOS DE FRANCIA"

ALMACEN DE ROPA
CALZADO Y NOVEDADES
TAMPICO.

Tampico. No. de Julio de 1928

VALE A LOS SRES. CRUZ Y AMOREVIETA, SUCS.

POR

2 Pantalones montar a 10.00 20.00
2 Camisolas Kinky a 6.00 12.00

= Rembolso =

32.00

11.5
33.15

DESPACHADO POR

CON CARGO A

ENTREGADO A

St. Rodolfo E. Calles.

Xicotencalt, Tamas.

EL CLIENTE DEBE DE FIRMAR ESTE VALE.

LOS PRECIOS DE FRANCIA

GRANDES ALMACENES DE ROPA
VENTAS AL POR MAYOR Y MENOR

APARTADO 23

ESQ. FCO. I: MADERO Y MUELLE

Sr.

Rodolfo Elias Calles

Remitido por Cones

Xicotencatl

DEBE

a Cruz y Amorevieta Sucs.

Por las siguientes Mercancías que nos ha comprado a pagar en esta a Reembolsos en moneda legal de oro

NUM. 8485

Tampico, 25 de Julio de 1928

2 Pantalones

1000

2000

2 Camisolas Katy

600

1200

Portes de Cones

115

33.15

Fimores R.Y.

04

suma A Envo.

\$

33.19

Ordinado
p. J. J. J.



NOTA: — Todas nuestras mercancías, desde el momento que salen de nuestros almacenes, corren por cuenta y riesgo del comprador. — Rectifíquese siempre los pesos de los bultos antes de recibirlos. — El valor de esta Factura debe ser pagado de acuerdo con las condiciones estipuladas en la nota de pedido relativa.

Ferrocarriles Nacionales de México

ORIGINAL

Lista de Carros Rumbo a

RTO Calles

Estación

de 192

Fecha	Inicial del Carro	Número del Carro	Clase	Contenido	Tonelaje	Destino
3	cafor		Marchetes	61	144	74
1	paquete		Rafia	49	144	40
6	bultos		barros	184	166	50
5	bultos		barros	184	166	50
2	cafor		perforación	30	3	00
3	bultos		barros	197	181	10
1	caja		maquina	26	82	0
						6244
						100
						6244

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez Tamps. 31 de Julio de 1928

REDACCION	AUXILIAR	DEBE	HABER
Gastos Generales. a Deud Acreedores Diversos (Segundo Fong y bin) Por sus paga al Ferrocarril por. Plates sgn conta en su Edo de cuenta de Mayo - Junio y Julio 392.39 Faltan comprobantes por la suma de \$32.80^{5.05}, pero puede confrontarse cantidad con los diversos cargos por concepto de Plates que aparecen en el Edo de Cta de Segundo Fong. y bin y que se remite por separado.		423 00	423.00
CARGUESE A:	✓	ACREDITESE A:	✓
Gastos Generales		Acreedores Diversos	423 00

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez Camp. 31 de Julio de 1928

REDACCION		AUXILIAR	DEBE	HABER
Gastos Generales " Arrendones Diversos) Segundo Pong & Cia) Sus notas cargadas en su Eds de eta correspondiente al presente mes por varios			60 35	60 35
4 37.00				
CARGUESE A:		✓	ACREDITESE A:	✓
Gastos Generales	60 35	✓	Arrendones Diversos	60 35

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez, Tamps. de Agosto de 1928

REDACCION	AUXILIAR	DEBE	HABER
Banco de Mexico en Monterrey (cta Plata) n. letra # 4 Gral P. E. Balles. remitida para credito n. cta.		5000.00 ✓	
" Acreedores Diversos Gral P. E. Balles. n. letra a su cargo para atender negocio			5000.00 ✓
C. I. 7.			

CARGUESE A:	ACREDITESE A:
Banco de Mexico en Monterrey 5000.00 ✓	Acreedores Diversos 5000.00 ✓

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Juarez Tamps 1 de Agosto de 1928

REDACCION	AUXILIAR	DEBE	HABER
Maquinaria Agricola. Fact # 2265 de la Beaumont Export & Import Co. importe un Tractor "Caterpillar" Tipo sesenta Motor # 3568. a Acreedores Diversos Gral P. E. Galles. nf. letra # 5 para pago anterior		11563.25	11563.25
Factura original debe haberse quedado en oficina. 21-7			

CARGUESE A:

ACREDITESE A:

Maquinaria Agricola	11563.25	X	Acreedores Diversos	11563.25	X
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Hecho

Correcto:

Vº Bº

P. E. Galles

190
"LA MODERNA"
SEGUNDO FONG Y CIA.

APARTADO 13
XICOTENCATL, TAM.

Xicotencatl, Tamps., 3 de Agosto-1928.

Sr. Cia. Ind. Colonizadora Rio Mante, S.A.-

Villa Juárez, Tamps.

Muy señor nuestro:

Con esta fecha estamos practicando en la apreciable cuenta de Ud. las siguientes operaciones:

CONCEPTO		DEBE	HABER
8/1.	Flete 1 bulto mangos, -----	\$ 2-80	
8/2.	Flete 3 bultos ferretería Cta #302--	6-25	
	plata.-		
Mu			

nota
más fueron
recibidos

de las que suplicamos tomar nota, siéndonos grato repetirnos sus
afmos. amigos y attos. Ss. Ss.

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE DIARIO.

Villa Guaymas Tamps. 2 de Agosto de 1928

REDACCION	AUXILIAR	DEBE	HABER
Gastos Grales. Sueldo Sr. D. A. Uda de Bagan Cocinera a Banco de Mexico en Monterrey n. cheque # 37 a for. de Steven L. Sevilla por eta Cocinera -		40.00 ✓	
			40.00 ✓

01-7

CARGUESE A:	ACREDITESE A:
Gastos Grales 40.00 ✓	Bco de Mexico en Monterrey 40.00 ✓

Hecho

Correcto:

Vº Bº

R. E. Gallen

192
CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.
MEXICO, D. F.

Recibi de la Cia Industrial y Agricola del
Rio Mante S. A., la cantidad de (\$40.00) CUARENTA PESOS, en cheque
cargo del Banco de Mexico y a favor de Stevan L. Sevilla, cuya
cantidad se me entrega a cuenta de mis sueldos como Cocinera de la
Hacienda.

Hacienda Rio Mante Agosto 2 de 1928.

⁷¹³
~~R. C. Altet~~

Dolores P. Vda. de Bazan

CIA. INDUSTRIAL Y COLONIZADORA DEL RIO MANTE, S. A.

POLIZA DE CAJA.

Villa Juarez Tamps 4 de Agosto de 1928

REDACCION	AUXILIAR	DEBE	HABER
Desmonte		242.75	✓
Noria		56.50	✓
Cercos.		64.25	✓
Siembra de Maiz		40.25	✓
Gastos Generales. Puertos mgs y Bodegueros		7.00	✓
a Caja		7.00	✓
Por los anteriores conceptos sin memoria de Rayas del 29 al 4 de Agosto			410.75 ✓
C-7			
CARGUESE A:	ACREDITESE A:		
Caja	Caja		410.75 ✓
Banco de México en Monterrey	Banco de México en Monterrey		
Maquinaria			
Herramientas			
Muebles y Enseres			
Gastos Generales		700 ✓	
Rayas:			
Desmonte		242.75 ✓	
Noria		56.50 ✓	
Cercos		64.25 ✓	
Siembra de Maiz		40.25 ✓	

GASTON LEVASSEUR

AGENTE ADUANAL Y COMISIONISTA

RIVERA 29 ALTOS.

TAMPICO, TAMPS., MEX.

NUM. 1797

CUENTA DE GASTOS de lo siguiente llegado en vapor

remesa de

y reexpedido por

a la consignación de

por orden y cuenta de

ESTA CUENTA ES PAGADERA EN ORO NACIONAL EN TAMPICO

Esta cuenta queda sujeta a las observaciones que haga la Dirección General de Aduanas o Auditoría Regional, a las operaciones de esta Aduana. Esta casa no es responsable de las multas que imponga la Aduana por malas declaraciones y falta de las facturas consulares. Las declaraciones en la factura consular, deben ser en los términos textuales de la Tarifa y la Ordenanza de Aduanas y no con el nombre comercial de la mercancía.

MARCAS Y NUMEROS	NUMERO DE BULTOS Y CLASE DE MERCANCIAS	PESO EN KILOS
Beaus Co.	1 Pieza	1523
Tampico 3743	1 Caja	204
# 150-1512	1 Caja partes de repuesto	
Derechos según nota adjunta	\$ 515	
Derechos de Barra	453	
Impuesto Deuda Pública 10%	97	
Derechos Municipales 2%	10	
Penas según liquidación	200	
Almacenaje		
Impuesto de Timbre sobre Tabaco		
Impuesto sobre bebidas Alcohólicas	\$ 1275	
Papelaría, Documentación Aduanal y Timbres	500	
Abridura y cerradura de bultos en reconocimiento	360	
Abridura y cerradura en el despacho	720	
Reconocimiento previo de bultos	400	
Maniobras marítimas	200	
Tarjador y revisión de marcas		
Gastos extra por		
Acarreo	8400	
Portes y menores	100	
Embarque y Marcadura de bultos	500	
Almacenaje	1000	
Por fijas el tractor en la plataforma	240	
Pasaje Ciudadano de Tampico a Villa Juarez		
ida y vuelta		
Comisión	2975	
Timbres	18-2	20
Total en pesos Oro Nacional \$	171.904	
S. E. u O.		

RECIBI
Gaston Levasseur

Tampico,

Agosto 22

de 1928

МУИ



VICTOR DE LACHICA

FERRETERIA MEXICANA

TELEFONO 1754 — JUAREZ Y MATAMOROS — APARTADO 173
MONTERREY, N. L., MEX.

Su PEDIDO No. **14705** Nota de Embarque **15642**
Fecha **8-8-38** Fecha **8-8-38**
Dr. Rodolfo Elias, Calle
Ensignado al sur de Xicotencatl Tamps
Est. Calles Tamps *Rutas a cargo N=57671*

Piezas	DESCRIPCION	DIMENSIONES	Peso bruto	Peso neto
4	Piezas fierro	159x76,7x5/8x3" (6")	K. 223	214K
9	Cables fierro	152,4x487,8x1/2x16"	K. 523	20K
1	Anchura	9,5x76,2x548,4x3/8x3x18"	K. 60	23K
200	Planchas p. cp	159x540x5/8x2 1/8"	K. 25	54K
	Aluminio y Env.			150

Factura No.

Fecha

Registro No.

Un vez recibida la mercancía, el
D. N. TO RECEIPTACION
Mis recibos son en ORO NACIO-
NAL. La firma en recibos el tipo d. el

Factura Núm. 2420Folio Núm. 18Monterrey, N. L., Agosto 8 de 1928SR. RODOLFO ELIAS CALLES.XICOTENCANTL. Tamps.A **VICTOR DE LACHICA**

FERRETERIA MEXICANA

Su Pedido No. _____

CONTADO.Mi Nota de Embarque No. 15642.

CONDICIONES _____

PRECIOS

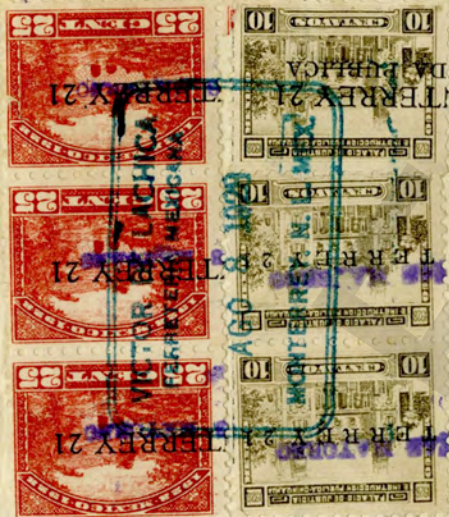
DEBE:

Recibo de carga # 57671.

6781—Cueva

4	Piezas Fierro Plano 15,9 x 76,2 mm 5/8" x 3". Kgs 223. -----	21	46.83
9	Piezas Canales Liv. 152,4 x 4876,8 mm 6" x 16" Kgs 523. -----	20	104.60
1	Angulo 9,5 x 76,2 x 5486,4 mm 3/8" x 3" x 18" Kgs 60 -----	23	13.80
200	Remaches Fierro c/c. 15,9 x 54,0 mm 5/8" x 2-1/8". Kgs 25. -----	54	13.50
		\$	178.73
Timbres V.M. -----			95
" D.P. -----			10
Acareo y Embarque. --			1.50
Suma S. e. u o. ---		\$	181.28

Se Pagan 181.28



FACTURA No. 2420

FOLIO No. _____

Agosto 8

Monterrey, N. L., Méx., _____ de 192__
RODOLFO ELIAS CALLES.

SR. _____ XICOTENCANTL. Tamps.

A VICTOR DE LACHICA
FERRETERIA MEXICANA

CONTADO.

Su Pedido No. 15642.Mi Nota de Embarque No. Recibo de carga # 57671. CONDICIONES _____

PRECIOS

DEBE

4	Piezas Fierro Plano 15,9 x 76,2 mm 5/8" x 3". Kgs 223. -----	21	46.83
9	Piezas Canales Liv. 152,4 x 487,8 mm 6" x 16" Kgs 523. -----	20	104.60
1	Angulo 9,5 x 76,2 x 5486,4 mm 3/8" x 3" x 48" Kgs 60 -----	23	13.80
200	Remaches Fierro c/c. 15,9 x 54,0 mm 5/8" x 2-1/8". Kgs 25. -----	54	13.50
		\$	178.73
Timbre V.M. -----			05
D.P. -----			10
Acero y Embarque. --			1.50
Suma S. e. u o. ---		\$	181.28

FEB 19 1921

Recibo de Victor de Lachica
8/8/21

COMISION NACIONAL DE IRRIGACION

RIO MANTO
PERTENECE A
VOUCHER
2184
No.

Lista de Raya de la Semana del 2 al 8 de Agosto de 1928
TRABAJOS EN HACIENDA MANTO.

No.	EMPLEO	NOMBRES	DIAS							Total de Días	Jornal por Día	TOTAL	Alcanzan	Observaciones
			D.	L.	M.	M.	J.	V.	S.					
456	Peón	José San Juan	x	x						2	3.00	6.00		
445	"	Pedro García	x							1	1.50	1.50		
22	Op. Conf.	Santiago Pérez	x							1	5.00	5.00		
7	Chofer	Francisco Segura	x	x	x	x	x	x	x	7	4.00	28.00		
202	Ay. Chofer	Simón Hernandez	x	x	x	x	x	x	x	7	3.00	21.00		
TOTAL												\$61.50		

IMPORTE LA PRESENTE LISTA DE RAYA LA CANTIDAD:
SESENTA Y UN PESOS. 50/100
Campamento Río Manto, Tamps.
Agosto 10, 1928

CERT. CORRECTO
Tomador de Tiempo
Jesús González
JESUS GONZALEZ

APROBADO
Supete de Constrn.
(ORIGINAL FIRMADO)
MAX W. KING
SUPERINTENDENTE DE CONSTRUCCION.
MAX W. KING

PAGADO.
Cajero-Contador,
Alfredo S. Farias
ALFREDO S. FARIAS.

COMISION NACIONAL DE IRRIGACION

RÍO MANTE, 1928
P PERTENECE AL
VOUCHER
2234Lista de Raya de la Semana del 9 al 15 de Agosto 1928
TRABAJOS EN HACIENDA MANTE.

No.	EMPLEO	NOMBRES	DIAS							Total de Días	Jornal por Día	TOTAL	Alcanzan	Observaciones
			D.	L.	M.	M.	J.	V.	S.					
	Chofer	Francisco Segura	X				X	X	X	5	4.00	20.00		
13	Ay. Chofer	Magdaleno González	X	X	X	X	X	X	X	7	3.00	21.00		
4	Chofer	Telesforo Morán	X	X						2	4.00	8.00		
			SUMA TOTAL . . .									\$49.00		

IMPORTA LA PRESENTE LISTA DE RAYA LA CANTIDAD DE:

CUARENTA Y NUEVE PESOS 00/100

Campamento Río Mante, Tamps.

Agosto 15 de 1928

CERT. CORRECTO
Mayor de TiempoJesús González
JESUS GONZALEZAPROBADO
Supete de Constrn,ORIGINAL FIRMADO
MAX W. KING
SUPERINTENDENTE DE CONSTRUCCION.

MAX W. KING

PAGADO.
Cajero-Contador,Alfredo S. Farias
ALFREDO S. FARIAS.

COMISION NACIONAL DE IRRIGACION

RIO MANTE 200
PERTENECE AL
VOUCHER
No. 2276

Lista de Raya de la Semana del 16 al 22 de Agosto 1928

TRABAJOS EN HACIENDA MANTE.

No.	EMPLEO	NOMBRES	DIAS							Total de Días	Jornal por Día	TOTAL	Alcanzan	Observaciones
			D.	L.	M.	M.	J.	V.	S.					
1619	Chofer	Eduardo Gómez	X	X	X					X 4	4.00	16.00		
202	Ay, "	Sinén Hernández	X	X	X					X 4	3.00	12.00		
TOTAL												28.00		

IMPORTA LA PRESENTE LISTA DE RAYA LA CANTIDAD DE:
VEINTE Y OCHO PESOS. 00/100
Campanito Río Mante, Tamps.
Agosto 22 de 1928

CERT. CORRECTO
Tomador de Tiempo

APROBADO
Supete de Constrn,

PAGADO.
Cajero-Contador,

(ORIGINAL FIRMADO)
MAX W. KING
SUPERINTENDENTE DE CONSTRUCCION.

Alfredo S. Pallas
ALFREDO S. PALLAS.

Jesús González
JESUS GONZALEZ

MAX W. KING

ALFREDO S. PALLAS.

COMISION NACIONAL DE IRRIGACION

RIO MANTE.
PERTENENCIA
VOUCHER

No. 2330

Lista de Raya de la Semana del Agosto 23 al 29 Agosto 1928

TRABAJOS EN LA HACIENDA MANTE "CUENTAS PARTICULARES"

No.	EMPLEO	NOMBRES	DIAS							Total de Días	Jornal por Día	TOTAL	Alcanzan	Observaciones
			D.	L.	M.	M.	J.	V.	S.					
1619	Chofer	Eduardo Gomez	x	x						2	4.00	8.00		
202	Ay. Chofer	Simón Hernandez	x	x		x	x	x	x	6	3.00	18.00		
1620	Chofer	Mamuel Basurto			x	x	x	x	x	5	4.00	20.00		
SUMA TOTAL												\$46.00		

IMPORTA LA PRESENTE LISTA DE RAYA LA CANTIDAD DE:

CUARENTA Y SEIS PESOS. 00/100

Campamento Río Mante, Tamps.

Sept. 5 de 1928

CERT. CORRECTO

Tomador de Tiempo

APROBADO

Supto de Constrn.

PAGADO.

Cajero-Contador,

Jesús González

JESUS GONZALEZ

ORIGINAL FIRMADO
MAX W. KING
SUPERINTENDENTE DE CONSTRUCCION

MAX W. KING

ALFREDO S. FARIAS.

Cs.

CUYAMEL FRUIT COMPANY

WITH CONNECTING CARRIERS OR OTHERWISE

BILL OF LADING

RECEIVED AT NEW ORLEANS, LA., by the CUYAMEL FRUIT COMPANY (the term Carrier hereinafter used intending said Company and/or any substituted or continuing Carrier) from the shipper named on the back hereof, the packages or articles mentioned on the back hereof (hereinafter called the Goods), in apparent good order and condition, TO BE TRANSPORTED by the steamship named on the back hereof, or by said Steamship and/or other conveyances, subject to substitution and/or other liberties as hereinafter provided (the term Vessel hereinafter used intending said steamship and/or any substituted or continuing vessel or craft at the inception or subsequent state of the entire service), direct or via ports or places, to the destination of the Goods thereto as the Vessel can safely get; and at said destination of the goods to be named on back hereof or order if so provided, subject always, and during any deviation also, to the

TERMS OF THIS CONTRACT WHICH ARE HEREBY MUTUALLY AGREED UPON AS FOLLOWS:

- The freight is adjusted in consideration of all the terms and provisions of this contract whether written, printed, pasted or stamped.
- All particulars herein mentioned of the Goods, except only the number of packages with the weight, are those declared by the shipper, and the same (including anything stated as to weight, quantity, condition, value, or the like or implied by the character of packages) are known to the Carrier and shall not constitute as against the Carrier, any part of the Carrier's description of the Goods as hereby receipted for, but shall be deemed only representations of the shipper. The Carrier may correct all errors in marks or numbers of the Goods in order to conform the same to the Bill of Lading or other documents.
- The Goods, whether perishable or not, are accepted by the Carrier subject to delays or failure in shipment, transportation, delivery or otherwise; occasioned by war, rebellion, riots, strikes, stoppage of labor, lockouts or labor troubles of Carrier's employees or others; shortage of labor, fuel, conveyance or room; lack of facilities of any sort; accumulation of cargo; weather or any condition unless shown due to Carrier's negligence; and notice to shipper or others of any danger of such delay or failure is hereby waived; and the Carrier shall not be responsible for any such delay or failure; and if loading of the Goods in the customary manner is delayed, or the vessel is likely to be detained she may proceed without loading or completing the loading of the Goods.
- The Carrier's responsibility in respect of the Goods as a carrier shall not attach until the Goods are actually loaded for transportation upon the vessel, and shall terminate, without notice, as soon as the Goods leave the Vessel's tackle at destination or other place where the Carrier is authorized to make delivery or end its responsibility. Any responsibility of the Carrier in respect of the Goods attaching prior to such loading or continuing after leaving the Vessel's tackle as aforesaid, whether the goods are in the course of lighterage by the Carrier or however else the same may be situated, shall be the same only as that of a warehouseman, without liability on the part of the Carrier, except for want of ordinary care, and all conditions, exemptions, exceptions, and limitations of the liability of the Carrier contained in this contract shall be deemed to apply also to such warehouseman's liability, as well as to liability as a carrier. The Carrier may place the Goods in store while awaiting loading, transshipment, forwarding or delivery and thereupon be discharged of all responsibility for loss of or damage to the Goods while so stored.
- Full freight through to destination of the Goods, whether intended to be prepaid or collected at destination, and all advance charges against the Goods are due and payable to the Cuyamel Fruit Company upon receipt of the Goods by the latter; and the same and any further sums becoming payable to the Carrier hereunder and extra compensation, demurrage, forwarding charges, general average claims, and any payments made and liability incurred by the Carrier in respect of the Goods (not required hereunder to be borne by the Carrier) shall be deemed fully earned and due and payable in full to the Carrier at any stage, before or after loading, of the entire service hereunder, without deduction (if unpaid) or refund in whole or in part (if paid), Goods or Vessel lost or not lost, or if the voyage be broken up, or in any circumstances whatsoever, and whether the voyage is begun or not; and shall be payable in United States currency or its equivalent; and the Carrier shall have a lien on the goods therefor (whether payable in advance or not and though noted hereon as prepaid) surviving delivery, and for the whole thereof or any part of proceeds of the Goods; and the shipper, consignee and/or assigns shall be jointly and severally liable therefor, and notwithstanding any lien therefor has been surrendered. Full freight shall be payable on demand and unsound Goods. The Carrier may collect freight on bill of lading weight, measurement or quantity, and, if gross weight, measurement or quantity delivered exceeds weight, measure or quantity on which freight may be computed, the Carrier may collect freight on such excess, unless shown to have been caused by absorption of water during the transit. Any error in freight or other charges or in the classification herein of the Goods is subject to correction, and if on correction the freight or charges are higher, the Carrier may collect the additional amount. Should a package consist of several parcels for more than one person, full freight shall be paid on the parcels for each person as if shipped and consigned as a separate package. If there be an enforced interruption or abandonment of the voyage at a port of distress or elsewhere and the Goods or any part be forwarded, the cost hereof, including extra compensation if performed by vessels in the service of the Carrier, shall be paid by shipper, consignee and/or assigns.
- The shipper, consignee and/or assigns, shall pay, immediately and before delivery or forwarding, all entry or clearance fees, tolls, duties, taxes, imposts and fees upon account of the Goods, and, unless otherwise expressly provided herein, all discharge, landing, lighterage, wharfage, storage, dispatching, reshipping or transshipping charges or expenses on account of the Goods or which the Carrier or Vessel may pay, incur, advance or become responsible for, voluntarily or otherwise, in connection therewith at port or place of discharge, delivery or entry thereof; and also any fine or penalty incurred by, or loss or expense occasioned to the Carrier by reason of illegal, incorrect or insufficient documents or marking or numbering of packages, or goods, or description of contents or weight or other particulars or by reason of any other act or omission of shipper, consignee and/or assigns; the Carrier to have a lien on the Goods therefor.
- In case of a single article or package exceeding two tons in weight, the true weight thereof shall be declared at time of delivery to the Carrier. If the weight of any package is incorrectly given or no weight is declared of a package exceeding two tons, and in consequence of reliance thereon any loss or damage arises, either to the article or package, or to the Carrier or to others, or if any increased charges or expenses are incurred by the Carrier in handling or caring for any such article or package, the same shall be borne and paid solely by the shipper, consignee and/or assigns.
- The Vessel shall have liberty hereunder, either before or after proceeding to or toward any port of discharge or transshipment, to proceed to or forward, call, enter, or stay at any port or ports, although not upon the usual or any route to, and although in a contrary direction to or beyond the port of discharge or transshipment, once or oftener, backwards or forwards, in any order or rotation, for any purpose whatsoever, though pertaining to another voyage, and the same shall not be deemed a deviation but be deemed within the voyage hereby intended as fully as if specifically described herein; and the Vessel shall have liberty also to sail in or out of ports and to proceed with or without pilots; to proceed under sail or in tow to tow and assist vessels in any situation; and to deviate for the purpose of saving life or property; and in case of salvage services rendered to the Goods during the voyage by another vessel belonging to or in the service of the same Carrier, such service shall be paid for as fully as if the salvaging vessel belonged to or was in the service of strangers.
- The Carrier shall have liberty, in its discretion, before or after shipment or loading, to substitute, or ship the whole or any portion of the Goods by any other steamship or steamships, although prior or subsequent; and shall have liberty in its discretion, at any port or place, to transship, land and transship or forward the Goods, or put into store, craft or other available place and thence transship or forward the same to, or enroute to destination, by any vessels, crafts or other conveyances, by land and/or water, subject, if transhipped to a continuing carrier, to the provisions of the usual form of bill of lading of such carrier whether issued or not, and on deck if required by any continuing carrier or the charterer of any vessel or craft, and upon delivery of the Goods into the custody of a continuing carrier, or representative, shall thereupon be relieved of all further responsibility for the Goods, and the clean receipt of the continuing carrier, or representative, shall be evidence as against shipper, consignee and/or assigns of delivery of the Goods to the continuing carrier in good order and condition. In case of transshipment the Carrier may delay forwarding awaiting a vessel or conveyance in its own service or with which it has established connections. Cargo for ports or places in Jamaica other than Kingston, may be transhipped or otherwise treated in accordance with the privileges of this or other articles at Kingston or other Jamaican port, at shipper's risk but ship's expense, lighterage, wharfage and other landing charges at destination to be paid by consignee. If the Goods are delivered to any transfer agent, wharfinger, warehouseman or others or from one to the other for the transfer, handling, custody, delivery and/or other disposition thereof or awaiting same, such transfer agent and others shall be deemed the agents solely of the shipper, consignee and/or assigns, and all responsibility as carrier or otherwise of the Vessel, Carrier or others so deliveries shall thereupon be ended until the Goods again come into its possession.
- If the Vessel is prevented by Quarantine from entering or from making due disposition or delivery of the Goods, or is detained at Quarantine, the Goods may be forthwith, without notice, discharged into lazarettoes, craft or other places immediately available, at the risk and expense of shipper, consignee and/or assigns, and such discharge shall be complete delivery of the Goods hereunder and all responsibility of the Carrier therefor, as carrier or otherwise, shall end without notice as soon as the Goods leave the Vessel's tackle and full freight through to the destination of the Goods be payable. The carrier may submit the Goods or the Vessel with or without the Goods on board to fumigation or other quarantine treatment in order to enter, dock or secure dispatch for the Vessel. If, by reason of Quarantine, blockade, war, hostilities, conditions of surf or weather, shortage of lighters, riots, or of strikes, lockouts, stoppage or shortage of labor, of the Carrier's employees or others, or by reason of any of the Excepted Clauses mentioned elsewhere in this Bill of Lading, lack of permit to land the Goods, or other conditions existing or threatened at the port of transshipment, entry or discharge of the Goods or elsewhere, the Vessel is, or in the Master's opinion is likely to be prevented or delayed in reaching or entering, or making due delivery of the Goods at the port of transshipment, entry or discharge, or delayed at said port or in discharging there beyond the usual time, then either with or without proceeding to or toward or entering or attempting to enter said port, the Goods may be retained on board and discharged on return trip or subsequent voyage, subject to this Bill of Lading, and all liberties thereunder, or be discharged as convenient for the Vessel at any other port to which the vessel is bound, or may proceed, or be returned to port of shipment and there discharged and redelivered to the shipper, at risk and expense of shipper, consignee and/or assigns. All responsibilities of the Carrier being ended without production of this Bill of Lading upon such discharge and full freight through to destination of the Goods together with extra compensation for additional transportation and services and any extra expenses being payable by shipper, consignee and/or assigns, and at Carrier's option the Goods may be carried or forwarded to destination from any other port at which so discharged at risk and expense of shipper, consignee and/or assigns, subject in so, case hereunder to the provisions in other respects of this Bill of Lading if transportation is performed by the Carrier, or to the usual Bill of Lading of any other carrier performing the same. The Carrier may, in its discretion, in order to secure dispatch for the Vessel at port of discharge, entry or transshipment of the Goods, proceed thence with the whole or any portion of the goods on board and discharge the same on the return trip or subsequent voyage, or discharge the same at any other port and thence carry or forward the same at Carrier's convenience to destination at Vessel's expense, but at risk of shipper, consignee and/or assigns in either case, subject in other respects to the provisions of this Bill of Lading in case of transportation by the Carrier, or of the usual bill of lading of any other carrier performing the same.
- The Carrier shall not be liable, as carrier or otherwise, for any loss, damage, delay or default, whether occurring during transit or before, or after or during or while awaiting loading, transshipment, discharge, delivery or other disposition of the Goods, or on board or in lighters or crafts, or on wharf or in warehouse, at any port or place, occasioned by any of the following Excepted Clauses, throughout this Contract always excepted: By causes beyond the Carrier's reasonable control; by dangers or accidents of the sea or other waters or canals and of navigation or transportation of whatsoever nature or kind; by fire or explosion from any cause whatsoever occurring or consequences thereof or by means used to extinguish the same; by jettison; by barratry, theft or embezzlement of master or crew; by act of God; by enemies, pirates, robbers or thieves; by arrest or restraint of Governments' princes,

18. The Carrier shall not owe any duty to notify consignee or others of the arrival or disposition of the Goods nor be liable for any loss or damage arising from not doing so, except where otherwise expressly required herein. (If the consignee herein be to Order with provision for notice to a person named, notice to such person shall be required only when notice to a named consignee would be required hereunder.)

CUYAMEL FRUIT COMPANY

19. If the Goods are landed on a Government wharf to be taken charge of, handled or moved by any concessionaire or Government agent or nominee or for the performance of any duty in respect thereof by the customs or other authorities, or delivered into the custody of such authorities or others, any responsibility of the Carrier shall be ended, without notice to the consignee, authorities, wharfingers, concessionaires or others, as soon as the Goods are so landed or delivered; and the Goods shall be deemed thereupon in the sole custody of the wharfingers and/or such concessionaire, agent or nominee and the customs and other authorities, who shall be deemed the agent solely of the consignee or other person entitled to the Goods; but the Goods shall continue subject to any lien of the Carrier.

20. The Goods shall be subject to charges for mending and repair of packages, which shall be a lien thereon, and paid by shipper, consignee and/or assigns; sweepings, if any, and unclaimed goods not otherwise accounted for shall at Carrier's option be apportioned to the different consignees of like goods, according to the shortage and be accepted as good delivery; and if any consignee has a shortage in marks or numbers called for herein, unclaimed goods of like kind, but of different marks or numbers, shall at Carrier's option, be deemed to constitute a part of the Goods and be accepted by consignee and/or assigns as good delivery hereunder.

21. Unless a higher value be stated herein, the value of the Goods does not exceed \$100.00 per package, and the freight thereon has been adjusted on such valuation, and no oral declaration or agreement shall be evidence of different valuation. In computing any liability of the carrier in respect of the Goods, no value shall be placed thereon higher than the invoice cost (including freight prepaid hereunder) not exceeding \$100.00 per package or such other value as may be stated herein, nor shall the carrier be held liable for any damage for delay exceeding twenty per cent of said cost not exceeding said value nor for any profit or increase of price or value over such cost exceeding said value, nor for any special or consequential damage and the Carrier shall always have the option of replacing any lost or damaged Goods.

22. If there is opportunity to discover by examination, before removal of the Goods, that loss of contents or shortage of, or damage to the Goods exists or may exist, the Carrier or Vessel shall not be liable for any such loss, shortage or damage, unless notice of claim thereon is presented in writing to the Carrier or to the master or agent of the Vessel before removal of the Goods. If there is no opportunity to discover before removal, that such loss, shortage or damage exists or may exist, then the Carrier or Vessel shall not be liable thereon unless such notice of claim be so presented within 48 hours after removal of the Goods. The Carrier or Vessel shall not, in any event, be liable for any claim or demand arising under this Bill of Lading or in respect of the Goods, unless notice of the claim be presented in writing to the Carrier within thirty days after delivery of the Goods to the initial Carrier hereunder, nor unless suit thereon is commenced within six months after delivery of the Goods to the initial Carrier hereunder, and the lapse of such period shall be deemed a complete bar to recovery in any such suit or proceeding not sooner commenced, notwithstanding the Carrier may be a non-resident of a foreign corporation. Nothing shall be deemed a waiver of the provision of this article, except a written express waiver signed by the Carrier.

23. In case of any loss or damage, for which the Carrier shall be liable, the Carrier shall to the

24. The Shipper, Vessel, Consignee, Destination, and Goods referred to overpage as mentioned on described on this side (back) hereof are as follows:

Shipper: **DEAUMONT EXPORT IMPORT CO**

Vessel: **RODOLFO E CALLES**

Consignee: **RODOLFO E CALLES**

With privilege to substitute, transship, and other privileges as hereinbefore provided.

Expected to sail: **8/9/78**

DESCRIPTION OF GOODS

SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES

SHIPPER'S MEASUREMENTS

SHIPPER'S WEIGHT

RATE

STEAMSHIP FREIGHT

MARKS

Numbers

Quantities

SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES

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SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES

extent of such liability have the full benefit of any insurance that may have been effected upon the Goods or against said loss or damage, and as well also of any payment to insured by underwriters repayable only out of recovery against the Carrier, notwithstanding the underwriters were not obligated to make such payment.

24. Whether so stated or not, if this Bill of Lading is issued against lighter, warehouse, or shipping receipt or another Bill of Lading or any similar document, the issuer of such document, shall be deemed a prior Carrier or custodian of the Goods, subject to the provisions of such document, and the Carrier issuing this Contract shall not be responsible for the Goods until actually delivered into its custody. If the Vessel, for Carrier's convenience, or otherwise, loads in whole or in part in stream or elsewhere than alongside where the Goods are received for shipment, the Goods may be transferred to the Vessel at risk and expense of shipper, consignee and/or assigns until loaded on the Vessel, the Carrier being authorized to employ or appoint transfer agents and/or others therefor, to be deemed the agents solely of shipper, consignee and/or assigns. The Goods may be transported at any stage by lighter or craft, either in course of loading, transshipment or delivery, or en route to destination or otherwise. All such transportation, whether at Carrier's expense or not, shall be at risk of shipper, consignee and/or assigns, subject in other respects to the provisions of this Bill of Lading, and if entrusted by the Carrier to others shall be deemed to be by connecting carriers subject to their usual contract without responsibility of the Carrier in respect thereof.

25. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual despatch, and to such stowage is available when the cargo is received or as the nature of the cargo permits, and to contact with other cargo, working and pressure, and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to foodstuffs or other loose material in single bags, liquids in glass or tin, glass, unwrapped bales or skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and shipper, consignee and/or assigns of any cargo not so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom. Live birds or animals and livestock are received at sole risk of shipper, consignee and/or assigns, the Vessel not having any special equipment therefor, and are subject in other respects to the provisions of this Bill of Lading, and to be deemed included in the term "Goods."

26. In addition to the other terms and provisions of this Bill of Lading, which shall be deemed, affected only in so far as inconsistent, the bill of lading shall be subject to any special clauses written, printed, pasted or stamped on front or back thereof.

27. This Bill of Lading, duly endorsed, shall, if required, be given up to the Carrier in exchange for a delivery order to be issued by the Carrier to the consignee, and shall be subject to the provisions of such delivery order.

28. The Carrier shall not be responsible for any loss or damage to the Goods or for any delay in delivery of the Goods, if the loss or damage or delay is caused by the negligence or default of the consignee or of any other person claiming through the consignee.

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CUYAMEL FRUIT COMPANY

WITH CONNECTING CARRIERS OR OTHERWISE

BILL OF LADING

RECEIVED AT NEW ORLEANS, LA. by the CUYAMEL FRUIT COMPANY (the term Carrier hereinafter used intending said Company and/or any substituted or continuing Carrier) from the shipper named on the back hereof, the packages or articles mentioned on the back hereof (hereinafter called the Goods), in apparent good order and condition, TO BE TRANSPORTED by the steamship named on the back hereof, or by said Steamship and/or other conveyances, subject to substitution and/or other liberties as hereinafter provided (the term Vessel hereinafter used intending said steamship and/or any substituted or continuing vessel or craft at the inception or subsequent state of the entire service), direct or via ports or places, to the destination of the Goods named on the back hereof, or, if the final carrier be a water carrier, then as near thereto as the Vessel can safely get; and at said destination of the goods to be delivered in complete or part lots, upon payment of any unpaid freight, or any other sums payable by shipper, consignee and/or assigns, to the Consignee named on back hereof or order if so provided; subject always, and during any deviation also, to the

TERMS OF THIS CONTRACT WHICH ARE HEREBY MUTUALLY AGREED UPON AS FOLLOWS:

- The freight is adjusted in consideration of all the terms and provisions of this contract, whether written, printed, pasted or stamped.
- Particulars herein mentioned of the Goods, except only the number of packages with the marks thereon, are those declared by the shipper, and the same (including anything stated as to weight, quantity, condition, value, or the like or implied by the character or packages of the Goods) are known to the Carrier and shall not constitute as against the Carrier, any part of the Carrier's description of the Goods as hereby receipted for, but shall be deemed only representations of the shipper. The Carrier may correct all errors in marks or numbers of the Goods in order to conform the same to the Bill of Lading or other documents.
- The Goods, whether perishable or not, are accepted by the Carrier subject to delays or failure in shipment, transportation, delivery or otherwise; occasioned by war, rebellion, riots, strikes, stoppage of labor, lockouts or labor troubles of Carrier's employees or others; shortage of labor, fuel, conveyances or room; lack of facilities of any sort; accumulation of cargo; weather or any condition unless shown due to Carrier's negligence; and notice to shipper or others of any danger of such delay or failure is hereby waived; and the Carrier shall not be responsible for any such delay or failure; and, if loading of the Goods in the customary manner is delayed, or the vessel is likely to be detained she may proceed without loading or completing the loading of the Goods.
- The Carrier's responsibility in respect of the Goods as a carrier shall not attach until the Goods are actually loaded for transportation upon the vessel, and shall terminate, without notice, as soon as the Goods leave the Vessel's tackle at destination or other place where the Carrier is authorized to make delivery or end its responsibility. Any responsibility of the Carrier in respect of the Goods attaching prior to such loading or continuing after leaving the Vessel's tackle as aforesaid, whether the goods are in the course of lighterage by the Carrier or however else the same may be situated, shall be the same only as that of a warehouseman, without liability on the part of the Carrier, except for want of ordinary care, and all conditions, exemptions, exceptions, and limitations of the liability of the Carrier contained in this contract shall be deemed to apply also to such warehouseman's liability as well as to liability as a carrier. The Carrier may place the Goods in store while awaiting loading, transshipment, forwarding or delivery and thereupon be discharged of all responsibility for loss or damage to the Goods while so stored.
- Full freight through to destination of the Goods, whether intended to be prepaid or collected at destination, and all advance charges against the Goods are due and payable to the Cuyamel Fruit Company upon receipt of the Goods by the latter; and the same and any further sums becoming payable to the Carrier hereunder and extra compensation, demurrage, forwarding charges, general average claims, and any payments made and liability incurred by the Carrier in respect of the Goods (not required hereunder to be borne by the Carrier) shall be deemed fully earned and due and payable irrevocably to the Carrier at any stage, before or after loading, of the entire service hereunder, without deduction (if unpaid) or refund in whole or in part (if paid), Goods or Vessel lost or not lost, or if the voyage be broken up, or in any circumstances whatsoever, and whether the voyage is begun or not; and shall be payable in United States currency or its equivalent; and the Carrier shall have a lien on the goods therefor (whether payable in advance or not and though noted hereon as prepaid) surviving delivery, and for the whole thereof or any part of proceeds of the Goods; and the shipper, consignee and/or assigns shall be jointly and severally liable therefor, and notwithstanding any lien therefor has been surrendered. Full freight shall be payable on demand and unsound Goods. The Carrier may collect freight on bill of lading weight, measurement or quantity, and, if gross weight, measurement or quantity delivered exceeds weight, measure or quantity on which freight may be computed, the Carrier may collect freight on such excess, unless shown to have been caused by absorption of water during the transit. Any error in freight or other charges or in the classification hereof of the Goods is subject to correction, and if on correction the freight or charges are higher, the Carrier may collect the additional amount. Should a package consist of several parcels for more than one person, full freight shall be paid on the parcels for each person as if shipped and consigned as a separate package. If there be an enforced interruption or abandonment of the voyage at a port of distress or elsewhere and the Goods or any part be forwarded, the cost hereof, including extra compensation if performed by vessels in the service of the Carrier, shall be paid by shipper, consignee and/or assigns.
- The shipper, consignee and/or assigns, shall pay, immediately and before delivery or forwarding, all entry or clearance fees, tolls, duties, taxes, imposts and fees upon account of the Goods, and, unless otherwise expressly provided herein, all discharge, landing, lighterage, wharfage, storage, dispatching, reshipping or transshipping charges or expenses on account of the Goods or which the Carrier or Vessel may pay, incur, advance or become responsible for, voluntarily or otherwise, in connection therewith at port or place of discharge, delivery or entry thereof; and also any fine or penalty incurred by, or loss or expense occasioned to the Carrier by reason of illegal, incorrect or insufficient documents or marking or numbering of packages, or goods, or description of contents or weight or other particulars or by reason of any other act or omission of shipper, consignee and/or assigns; the Carrier to have a lien on the Goods therefor.
- In case of a single article or package exceeding two tons in weight, the true weight thereof shall be declared at time of delivery to the Carrier. If the weight of any package is incorrectly given or no weight is declared of a package exceeding two tons, and in consequence of reliance thereon any loss or damage arises, either to the article or package, or to the Carrier or to others, or if any increased charges or expenses are incurred by the Carrier in handling or caring for any such article or package, the same shall be borne and paid solely by the shipper, consignee and/or assigns.
- The Vessel shall have liberty hereunder, either before or after proceeding to or toward any port of discharge or transshipment, to proceed to or forward, call, enter, or stay at any port or ports, although not upon the usual or any route to, and although in a contrary direction to or beyond the port of discharge or transshipment, once or oftener, backwards or forwards, in any order or rotation, for any purpose whatsoever, though pertaining to another voyage, and the same shall not be deemed a deviation but be deemed within the voyage hereby intended as fully as if specifically described herein; and the Vessel shall have liberty also to sail in or out of ports and to proceed with or without pilots; to proceed under sail or in tow to tow and assist vessels in any situation; and to deviate for the purpose of saving life or property; and in case of salvage services rendered to the Goods during the voyage by another vessel belonging to or in the service of the same Carrier, such service shall be paid for as fully as if the salvaging vessel belonged to or was in the service of strangers.
- The Carrier shall have liberty, in its discretion, before or after shipment or loading, to substitute, or ship the whole or any portion of the Goods by any other steamship or steamships, although prior or subsequent; and shall have liberty in its discretion, at any port or place, to transship, land and transship or forward the Goods, or put into store, craft or other available place and thence transship or forward the same to, or enroute to destination, by any vessels, crafts or other conveyances, by land and/or water, subject, if transshipped to a continuing carrier, to the provisions of the usual form of bill of lading of such carrier whether issued or not, and on deck if required by any continuing carrier or the charterer of any vessel or craft, and upon delivery of the Goods into the custody of a continuing carrier, or representative, shall thereupon be relieved of all further responsibility for the Goods, and the clean receipt of the continuing carrier, or representative, shall be evidence as against shipper, consignee and/or assigns of delivery of the Goods to the continuing carrier in good order and condition. In case of transshipment the Carrier may delay forwarding awaiting a vessel or conveyance in its own service or with which it has established connections. Cargo for ports or places in Jamaica other than Kingston, may be transshipped or otherwise treated in accordance with the privileges of this or other articles at Kingston or other Jamaican port, at shipper's risk but ship's expense, lighterage, wharfage and other landing charges at destination to be paid by consignee. If the Goods are delivered to any transfer agent, wharfinger, warehouseman or others or from one to the other for the transfer, handling, custody, delivery and/or other disposition thereof or awaiting same, such transfer agent and others shall be deemed the agents solely of the shipper, consignee and/or assigns, and all responsibility as carrier or otherwise of the Vessel, Carrier or others so delivered shall thereupon be ended until the Goods again come into its possession.
- If the Vessel is prevented by Quarantine from entering or from making due disposition or delivery of the Goods, or is detained at Quarantine, the Goods may be forthwith, without notice, discharged into lazaretto, craft or other places immediately available, at the risk and expense of shipper, consignee and/or assigns, and such discharge shall be complete delivery of the Goods hereunder and all responsibility of the Carrier therefor, as carrier or otherwise, shall end without notice as soon as the Goods leave the Vessel's tackle and full freight through to the destination of the Goods be payable. The carrier may submit the Goods or the Vessel with or without the Goods on board to fumigation or other quarantine treatment in order to enter, dock or secure dispatch for the Vessel. If, by reason of Quarantine, blockade, war, hostilities, conditions of surf or weather, shortage of lighters, riots, or of strikes, lockouts, stoppage or shortage of labor, of the Carrier's employees or others, or by reason of any of the Excepted Clauses mentioned elsewhere in this Bill of Lading, lack of permit to land the Goods, or other conditions existing or threatened at the port of transshipment, entry or discharge of the Goods or elsewhere, the Vessel is, or in the Master's opinion is likely to be prevented or delayed in reaching or entering, or making due delivery of the Goods at the port of transshipment, entry or discharge, or delayed at said port or in discharging there beyond the usual time, then either with or without proceeding to or toward or entering or attempting to enter said port, the Goods may be retained on board and discharged on return trip or subsequent voyage, subject to this Bill of Lading, and all liberties thereunder, or be discharged as convenient for the Vessel at any other port to which the vessel is bound, or may proceed, or be returned to port of shipment and there discharged and redelivered to the shipper, at risk and expense of shipper, consignee and/or assigns. All responsibilities of the Carrier being ended without production of this Bill of Lading upon such discharge and full freight through to destination of the Goods together with extra compensation for additional transportation and services and any extra expenses being payable by shipper, consignee and/or assigns, and at Carrier's option the Goods may be carried or forwarded to destination from any other port at which so discharged at risk and expense of shipper, consignee and/or assigns, subject in any case hereunder to the provisions in other respects of this Bill of Lading if transportation is performed by the Carrier, or to the usual Bill of Lading of any other carrier performing the same. The Carrier may, in its discretion, in order to secure dispatch for the Vessel at port of discharge, entry or transshipment of the Goods, proceed thence with the whole or any portion of the goods on board and discharge the same on the return trip or subsequent voyage, or discharge the same at any other port and thence carry or forward the same at Carrier's convenience to destination at Vessel's expense, but at risk of shipper, consignee and/or assigns in either case, subject in other respects to the provisions of this Bill of Lading in case of transportation by the Carrier, or of the usual bill of lading of any other carrier performing the same.
- The Carrier shall not be liable, as carrier or otherwise, for any loss, damage, delay or default, whether occurring during transit or before, or after or during or while awaiting loading, transshipment, discharge, delivery or other disposition of the Goods, or on board or in lighters or craft, or on wharf or in warehouse, at any port or place, occasioned by any of the following Excepted Clauses, throughout this Contract always excepted: By causes beyond the Carrier's reasonable control; by dangers or accidents of the sea or other waters or canals and of navigation or transportation of whatsoever nature or kind; by fire or explosion from any cause whatsoever occurring or consequences thereof or by means used to extinguish the same; by jettison; by barratry, theft or embezzlement of master or crew; by act of God; by enemies, pirates, robbers or thieves; by arrest or restraint of Governments' princes,

ruled or peoples by prologation of the voyage; by legal process or stoppage in transit; by fumigation or other treatment of the Goods or of the Vessel with or without its Goods on board required by Quarantine, sanitary or other public authorities, or in order to obtain dispatch for the Vessel or Goods or clean bill of health; by pestilence, riots, wars, rebellions; by strikes or stoppage of labor, or labor troubles; of Carrier's employees or others; by explosion or bursting of boilers, damage from steam breakage of shafts, accidents to or from machinery or breakage or derangement thereof; by any latent or other defect in hull, machinery or appurtenances of the Vessel or any craft or unseaworthiness thereof; although existing at time of shipment, or transshipment or at the beginning of the voyage, provided due diligence shall have been exercised to make the same seaworthy; by collision, grounding or stranding; by heating, heat of holds, or effects of climate or temperature; by ice, earthquake, sea water, wetting, rain or spray, damp, frost, decay, putrefaction, fermentation, rust, sweat, goods or freshets; by giving away, falling or destruction of wharf, shed or warehouse; by damage incident to transportation; by change of character, loss of weight or contents, drainage, leakage, breakage, shrinkage, evaporation or wastage; by cooerage or mendings; by vermin or rat damage; by stoppage or contact with, or smell, evaporation, leakage, escape of contents or taint from other goods, the Vessel being privileged to carry any other articles; whether hazardous or contraband or not, and live stock, as cargo or otherwise, on and/or under deck; by nature of the Goods or cargo, or insufficiency of packages, though known before shipment; by explosion or combustion of any cargo, whether shipped with or without disclosures of its nature or condition; by obliteration, error, insufficiency or absence of marks, numbers, address or description; by land, damage, risk of craft, hull or transshipment; by faults or errors in navigation or management of the Vessel, provided due diligence shall have been exercised to make the Vessel in all respects seaworthy and properly manned, equipped and supplied; by an act or omission of shipper or owner of the Goods, or of his agent or representative. Flour, meal, corn, rice and other foodstuffs in sacks, being subject to minor loss of contents, notwithstanding due care, it is mutually agreed that to the extent of one-twentieth of the original weight loss of contents of any such package shall be deemed without Carrier's fault, and the Carrier shall not be responsible therefor.

12. The shipper shall be liable for and bear any loss or damage to the Carrier or to others caused by inflammable, explosive, noxious, hazardous or dangerous goods or articles shipped without full disclosure of their nature at the time of landing and entering hereon, whether shipper be principal or agent, or aware of the nature of the goods or articles or not; and such goods or articles may be thrown overboard or destroyed at any time by the Carrier without compensation to any person; and extra charges and expenses, if any, for discharging, lighterage, handling or caring for, or otherwise occasioned by such goods or articles, or those declared or considered noxious or hazardous by the civil or military authorities of any port, shall be borne by the shipper, consignee and/or assigns. Goods or articles of such character may be carried on deck, as well as any others whose nature or bulk requires them to be so carried, and the same shall be at the risk of the owner thereof of all loss or damage thereto occurring while so situated not shown due to the Carrier's fault.

13. General Average shall be payable according to York-Antwerp Rules of 1890, and as to matters not herein provided for according to the law and usage at the port of New York. If the ship owner shall have exercised due diligence to make the vessel in all respects seaworthy and to have her properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or error in navigation or in the management of the Vessel or from any latent or other defect in the Vessel, her machinery and appurtenances, or from unseaworthiness, although existing at time of shipment, or at the beginning of the voyage (provided the defect or unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignee and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo and shall contribute with the ship owners in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

14. This shipment is subject to all terms and provisions of the Act of Congress of the United States, approved February 15th, 1893, entitled "An Act relating to navigation of vessels," etc., and of Sections 4282 to 4287, each inclusive, of the United States Revised Statutes. The Carrier shall not be liable for gold or other precious metals, precious stones, bills, notes or securities, documents, pictures, glass, china, silk, furs, lace or any of the articles enumerated in Section 4281 of the United States Revised Statutes, except in accordance with such statute, and after written notice of the character and value thereof at the time of loading and entry thereof.

15. The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metals, bank notes, bonds or other negotiable documents or valuables until actually delivered on board the Vessel to the master or other officer in charge of the deck at the time and signed for by him. Delivery must be taken on the Vessel's deck at port of discharge, and the Carrier's responsibility shall thereupon cease. Such articles are received and the rate of freight has been specially adjusted upon the condition and understanding that the value thereof has been insured by the shipper or others for account of the Carrier in respect to its liability, under usual form of Lloyds Policy or equivalent, and that the shipper by accepting this bill of lading represents that such insurance has been effected, and undertakes that the Policy shall be available for the Carrier's protection in case of need.

16. The Carrier does not undertake that the Vessel is equipped with the refrigerated or specially cooled or ventilated compartments or otherwise equipped for transportation of goods or articles of a perishable nature, nor whether so equipped or not, to transport such or any other goods or articles in any such compartment or otherwise than ordinary cargo, and shall not be liable for any loss or damage from failure so to do, unless such transportation is expressly stipulated for herein. Fresh fruits, vegetables and meats and any goods or articles of a perishable nature, however carried are received and carried at the sole risk of the owner thereof. The Carrier shall not be responsible for any loss or damage to such goods or articles from temperature or atmospheric conditions, risks of refrigeration, cooling, or ventilation, accident to, or latent or other defect in, or explosion, breakage, derangement, insufficiency, shortage or failure in any respect or unseaworthiness of, or in respect of any refrigerator or refrigerated or specially cooled or ventilated compartment or plant, or apparatus, boiler, engine, machinery, appliances, material or supplies therefor, or any part thereof although existing at time of shipment or transshipment, or at the beginning of the voyage, provided, in case of loss or damage from any such unseaworthiness, due diligence shall have been exercised to make the Vessel seaworthy; and if any such goods or articles shall at any stage be, or in the opinion of the Master or Carrier's representative be decayed, injurious or offensive, or be condemned or ordered destroyed by the Health or other authorities, the same may be thrown overboard or destroyed, without notice, before or after arrival, and the Carrier shall not be responsible therefor. The Carrier may discharge any such goods or articles or other cargo, without notice, immediately the Vessel is ready, notwithstanding danger to such goods or articles from freezing or other weather conditions, and all such goods or articles are received subject to the risk of such discharge, and if delivery thereof is not taken, without notice, from the Vessel's tackle, or, at Vessel's option, from the wharf as soon as available after landing, the same may be left on wharf or other convenient place or may be held on board and/or placed in warehouse at risk of shipper, consignee and/or assigns, and if held on board for such reason or, because of weather conditions the Shipper, Consignee and/or assigns shall pay for any detention of the ship therefor, the amount to constitute a lien on the goods. The provisions of this Article are in addition to and not in substitution for the other provisions of this Bill of Lading, and all goods of such nature is mentioned herein or to be carried in refrigerated or specially cooled or ventilated compartment and received and are subject also to all other terms, conditions, exceptions and limitations as to liability contained in this Bill of Lading.

17. The Vessel may commence discharging upon arrival immediately she is ready, without notice, at any hour of day or night, and discharge with or without intermission, at wharf, in stream or elsewhere, at Carrier's convenience, any custom of the port to the contrary notwithstanding, (except that in United States ports delivery need be taken only during usual working hours), and the Collector of the Port is hereby authorized to grant an Order for the discharge of the cargo immediately after Entry of the Vessel. Whether the Vessel be discharged at wharf or in stream or elsewhere, the Goods may without notice, be in whole or in part discharged over side into lighters or other craft or be otherwise discharged at risk and expense of shipper, consignee and/or assigns from the time the Goods leave the Vessel's tackle, the Carrier being hereby authorized as agent for shipper, consignee and/or assigns, to employ or appoint lightermen, contractors and/or others therefor, without responsibility of the Carrier for the character or condition of any craft, for account of shipper, consignee and/or assigns, notwithstanding the latter are at hand with their own craft, or ready to take delivery or otherwise. Delivery of the Goods shall be received without notice from the Vessel's tackle, package by package, as the Goods came to hand in unloading, or as soon as available if discharged on Carrier's wharf, all charges and expenses in connection with the Goods from the time the same leave the Vessel's tackle to be borne by shipper, consignee and/or assigns and constitute a lien on the Goods. If not so received the master or agent of the Vessel is hereby authorized at the risk and expense and for account of the shipper, consignee and/or assigns, without notice, to enter the Goods, and after discharging the same as above provided may deposit them in bulk or craft or in or upon wharf, warehouse, Public Stores or Custom House, or permit them to lie where discharged or landed, or make such disposition thereof as the authorities of the port may direct, subject at all times to any lien of the Carrier, including storage charges by the Carrier, and to that end to employ such lightermen, truckmen, warehousemen, wharfingers or other agencies as may be requisite, customary or proper, who shall be deemed the agents solely of shipper, consignee and/or assigns and not of the Carrier, the latter being hereby relieved of all responsibility for and in respect of the Goods, without notice to any person whatsoever, as soon as the same leave the Vessel's tackle (but nothing herein contained shall be deemed to limit the right of the Carrier as above provided, to appoint lightermen and others notwithstanding consignee or others are at hand), or the Goods may be retained on board and disposed of as provided in case of quarantine or other detention existing or threatened at port of discharge and subject to the same terms as to risk, expense and otherwise. If the shipper, consignee or assigns entitled to the Goods shall not within 48 hours after unloading without notice, pay the freight and all other sums payable to the Carrier by shipper, consignee and/or assigns and relieve the Carrier from all further responsibility and expense for storage charges or otherwise in respect to the Goods, the Carrier is hereby authorized at any time on 48 hours' notice by mail to consignee or assigns or other person named for notice in the bill of lading, or if such consignee or assigns or other person is unknown or cannot be found in port, then, without notice, to sell the Goods and retain and pay from the proceeds the expenses hereunder and all sums due the Carrier in respect of the Goods from shipper, consignee and/or assigns and all other charges on the Goods, and the Carrier shall upon sale be discharged of all liability in respect of the Goods except to account for proceeds. Goods consigned to New York may be delivered in Brooklyn, Jersey City, Hoboken, Weehawken or elsewhere in the Port of New York at Carrier's convenience. In case the Goods are shipped with choice of discharge between two or more ports, if the port selected is not declared to the Master of the Vessel within one hour after arrival of the Vessel at the port of entry for the first of said ports at which the Vessel may call, the Goods may be landed at said port of entry as the port of discharge therefor.

18. The Carrier shall not owe any duty to notify consignee or others of the arrival or disposition of the Goods nor be liable for any loss or damage arising from not doing so, except where otherwise expressly required hereunder. If the consignment herein be by Order with provision for notice to a person named, notice to such person shall be required only when notice to a named consignee would be required hereunder.

CUYAMEL FRUIT COMPANY

19. If the Goods are loaded on a Government wharf to be taken charge of, handled or moved by any concessionaire or Government agent or nominee or for the performance of any duty in respect thereof by the customs or other authorities, or delivered into the custody of such authorities or others, any responsibility of the Carrier shall be ended, without notice to the consignee, authorities, wharfingers, concessionaires or others, as soon as the Goods are so landed or delivered; and the Goods shall be deemed thereupon in the sole custody of the wharfingers and/or such concessionaire, agent or nominee and the customs and other authorities, who shall be deemed the agent solely of the consignee or other person entitled to the Goods; but the Goods shall continue subject to any lien of the Carrier.

20. The Goods shall be subject to charges for mending and repair of packages, which shall be a lien thereon, and paid by shipper, consignee and/or assigns; sweepings, if any, and unclaimed goods not otherwise accounted for shall at Carrier's option be apportioned to the different consignees of like goods, according to the shortage and be accepted as good delivery; and if any consignee has a shortage in marks or numbers called for herein, unclaimed goods of like kind, but of different marks or numbers, shall at Carrier's option, be deemed to constitute a part of the Goods and be accepted by consignee and/or assigns as good delivery hereunder.

21. Unless a higher value be stated herein, the value of the Goods does not exceed \$100.00 per package, and the freight thereon has been adjusted on such valuation, and no oral declaration or agreement shall be evidence of different valuation. In computing any liability of the carrier in respect of the Goods, no value shall be placed thereon higher than the invoice cost (including freight prepaid hereunder) not exceeding \$100.00 per package or such other value as may be stated herein, nor shall the carrier be held liable for any damage for delay exceeding twenty per cent of said cost not exceeding said value nor for any profit or increase of price or value over such cost exceeding said value, nor for any special or consequential damage and the Carrier shall always have the option of replacing any lost or damaged Goods.

22. If there is opportunity to discover by examination, before removal of the Goods, that loss of contents or shortage of, or damage to the Goods exists or may exist, the Carrier or Vessel shall not be liable for any such loss, shortage or damage, unless notice of claim therefor be presented in writing to the Carrier or to the master, or agent of the Vessel before removal of the Goods. If there is no opportunity to discover before removal, that such loss, shortage or damage exists or may exist, then the Carrier or Vessel shall not be liable therefor, unless such notice of claim be so presented within 48 hours after removal of the Goods. The Carrier or Vessel shall not, in any event, be liable for any claim or demand arising under this Bill of Lading or in respect of the Goods, unless notice of the claim be presented in writing to the Carrier within thirty days after delivery of the Goods to the initial Carrier hereunder, nor unless suit therefor is commenced within six months after delivery of the Goods to the initial Carrier hereunder, and the lapse of such period shall be deemed a complete bar to recovery in any such suit, or proceeding not sooner commenced, notwithstanding the Carrier may be a non-resident of a foreign corporation. Nothing shall be deemed a waiver of the provision of this article except a written express waiver signed by the Carrier.

23. In case of any loss or damage for which the Carrier shall be liable, the Carrier shall to the

24. The Shipper, Vessel, Consignee, Destination, and Goods referred to overpage as mentioned or described on this side (back) hereof are as follows:

Shipper: BEAUMONT EXPORT & IMPORT CO.

Vessel: RODOLFO E. CALLES

Consignee: RODOLFO E. CALLES

With privilege to substitute, transship, and or assigns Destination of the Goods: TAMPICO, TAMPS.

DESCRIPTION OF GOODS

MARKS	Numbers	Quantities	SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES	SHIPPER'S MEASUREMENTS	SHIPPER'S WEIGHT	RATE	STEAMSHIP
BEICO TAMPICO MEXICO	150	1	ONLY THIRTY CATERPILLAR TRACTOR STANDARD NO. PS-3802		9346		
ORDER 7243	151	1	BX PARTS FOR ABOVE TRACTOR		185		
BEICO TAMPICO	1	1	BX CATERPILLAR TRACTOR PARTS		450		
ORDER 7243	3	PKGS			9841	72	7086
			EX CAR IC 160602				
			IC PRO 30243-7/27/28				

29. AND FINALLY that in accepting this Bill of Lading the shipper, owner and consignee of the Goods and holder of this Bill of Lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped.

IN WITNESS WHEREOF the CUYAMEL FRUIT COMPANY, by its agent has signed and

issued a set of original Bills of Lading exclusive of copies, all of the same tenor and

date one of which being accomplished the others stand void.

Dated at NEW ORLEANS, LA.

PREPAID subject to provisions of Article five (5) hereof.

extent of such liability have the full benefit of any insurance that may have been effected upon the Goods or against said loss or damage, and as well also of any payment to insured by underwriters repayable only out of recovery against the Carrier, notwithstanding the underwriters were not obligated to make such payment.

24. Whether so stated or not, if this Bill of Lading is issued against lighter, warehouse, or shipping receipt or another Bill of Lading or any similar document, the issuer of such document, shall be deemed a prior Carrier or custodian of the Goods, subject to the provisions of such document, and the Carrier issuing this Contract shall not be responsible for the Goods until actually delivered into its custody. If the Vessel, for Carrier's convenience, or otherwise, loads in whole or in part in stream or elsewhere than alongside where the Goods are received for shipment, the Goods may be transferred to the Vessel at risk and expense of shipper, consignee and/or assigns until loaded on the Vessel, the Carrier being authorized to employ or appoint transfer agents and/or others therefor to be deemed the agents solely of shipper, consignee and/or assigns. The Goods may be transported at any stage by lighter or craft, either in course of loading, transshipment or delivery, or en route to destination or otherwise. All such transportation, whether at Carrier's expense or not, shall be at risk of shipper, consignee and/or assigns, subject in other respects to the provisions of this Bill of Lading, and if entrusted by the Carrier to others shall be deemed to be by connecting carriers subject to their usual contract, without responsibility of the Carrier in respect thereof.

25. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual dispatch, and to such stowage is available when the cargo is received or as the nature of the cargo permits, and to contact with other cargo, working and pressure, and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to foodstuffs or other loose material in single bags, liquids in glass or tins, glass, unwrapped bales or skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and shipper, consignee and/or assigns of any cargo not so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom. Live birds or animals and livestock are received at sole risk of shipper, consignee and/or assigns, the Vessel not having any special equipment therefor, and are subject in other respects to the provisions of this Bill of Lading, and to be deemed included in the term "Goods."

26. In addition to the other terms and provisions of this Bill of Lading, which shall be deemed affected only in so far as inconsistent, the bill of lading shall be subject to any special clauses written, printed, pasted or stamped on front or back thereof.

27. This Bill of Lading, duly endorsed, shall, if required, be given up to the Carrier in exchange for a delivery order.

Expected to sail: 8/4/28

Other privileges as hereinbefore provided.

or assigns Destination of the Goods: TAMPICO, TAMPS.

DESCRIPTION OF GOODS

MARKS	Numbers	Quantities	SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES	SHIPPER'S MEASUREMENTS	SHIPPER'S WEIGHT	RATE	STEAMSHIP
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BEICO TAMPICO	1	1	BX CATERPILLAR TRACTOR PARTS		450		
ORDER 7243	3	PKGS			9841	72	7086
			EX CAR IC 160602				
			IC PRO 30243-7/27/28				

29. AND FINALLY that in accepting this Bill of Lading the shipper, owner and consignee of the Goods and holder of this Bill of Lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped.

IN WITNESS WHEREOF the CUYAMEL FRUIT COMPANY, by its agent has signed and

issued a set of original Bills of Lading exclusive of copies, all of the same tenor and

date one of which being accomplished the others stand void.

Dated at NEW ORLEANS, LA.

PREPAID subject to provisions of Article five (5) hereof.

BEAUMONT EXPORT & IMPORT CO.



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.

BEAUMONT, TEXAS, U. S. A.

Sold to **Rodolfo E. Calles, Villa Juarez, Tamps., Mex.**

SHIP TO **Same, Tampico, Tamps., Mexico.**

Terms: **Net Cash**

Date **Aug. 9th, 1928.**

Invoice No. **3228**

Salesman **Healy - 21**

Our Order No. **7243**

Your Order No.

Via Port of **New Orleans**

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
Marked: B E & I CO TAMPICO MEXICO ORDER 7243				NET WT	NET WT		
				EACH			
				ITEM			
150	1 only	THIRTY Caterpillar Tractor, Standard, No. PS-3802	9346	9346	9346	2650.00	2650.00
151	1 bx	Parts for above Tractor	185	110	110		-----
BEICO TAMPICO ORDER 7243							
2	1 bx	CATERPILLAR TRACTOR PARTS:					
	1	S-9 Collar		3-1/2		4.00	4.00
	4	S-14 Friction Disc		1-3/4		.60	2.40
	1	S-15 Release Collar		4-1/4		3.20	3.20
	2	S-17 Springs		3/4		.30	.60
	2	S-18 Retainer		1/4		.20	.40
	2	S-19 Studs		3/4		.20	.40
	1	S-28 Lock Nuts		3/4		.20	.20
	1	S-29 Lock Washers		1/4		.45	.45
	2	35-D Split Washers		1/4		.25	.50
	1	S-49 Lock Nuts		1/2		.35	.35
	1	S-50 Retainer Washer		3/4		.55	.55
	1	S-52 Friction Disc		1/4		.40	.40
	1	S-56 Sliding Collar		2-3/4		3.40	3.40
	2	S-79 Felt Washer		1/4		.90	1.80
	1	S-80 Shaft		8-3/4		3.40	3.40
	1	S-83 Release Collar Assem		2-3/4		3.65	3.65
	1	S-104 Trunion		2-3/4		3.25	3.25
	1	S-109 Shifter Fork		1-3/4		2.25	2.25
	1	S-110 Shifter Fork		1-3/4		2.25	2.25
	1	S-123 Shifter Yoke		1-1/2		2.50	2.50
	1	S-127 Lock		1/4		.05	.05
	2	S-153 Release Spring		1/4		.10	.20
	1	S-185 Lock Screw		1/4		.10	.10
	2	S-198 Gasket		1/16		.10	.20
	2	B-204 Pins		1/8		.15	.30

- - - (Continued on Page #2) - - -

BEAUMONT EXPORT & IMPORT CO.



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.
BEAUMONT, TEXAS, U. S. A.

Sold to **Rodolfo M. Calles, Tampico.**

Date **Aug. 9th, 1928.**

Invoice No. **3228**

Salesman **Healy - 21**

Our Order No. **7243**

Your Order No.

Via Port of **New Orleans**

Terms:

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
2(Continued)				NET WT EACH ITEM			
	2	B-205 Pins <i>Penns</i>		1/8		.15	.30
	1	S-214 Cap Screws <i>Formulas</i>		1/16		.15	.15
	2	S-227 Thrust Washer <i>assembled</i>		3/4		.40	.80
	1	S-230 Track Roller Assem		35-1/4		10.05	10.05
	1	S-232 Track Roller Assem		39-3/4		12.05	12.05
	2	S-233 Track Link		7-3/4		.95	1.90
	2	S-234 Track Link Bushing		4-1/2		.65	1.30
	2	S-236 Track Link		7-3/4		.95	1.90
	2	S-240 Piston Pins <i>Penns</i>		2-1/2		1.40	2.80
	1	S-241 Bushing		3/4		.95	.95
	4	S-242 Piston Rings		1/2		.20	.80
	1	S-265 Bracket		21-3/4		4.45	4.45
	1	B-266 Spring <i>Reints</i>		1/2		.65	.65
	1	S-268 Shaft		3-1/2		1.05	1.05
	1	296-A Clevis & Stop Pin		2		1.55	1.55
	2	311-A Comp.Release Cock		3/4		.85	1.70
	1	S-332 Lock Washer		1/8		.15	.15
	2	S-366 Bolts <i>Formulas</i>		3/4		.40	.80
	2	S-387 Valve Tappet		2		1.60	3.20
	3	S-393 Packing <i>Engy mch</i>		1/4		.30	.90
	1	S-401 Pin <i>Penns</i>		1/16		.15	.15
	2	S-406 Bushings		1		.55	1.10
	2	S-431 Gaskets		3/4		.95	1.90
	4	S-450 Gaskets		1/8		.10	.40
	4	S-451 Gaskets		1/8		.10	.40
	1	S-458 Key <i>Chas</i>		1/4		.05	.05
	2	S-464 Valve Springs <i>Reints</i>		1/2		.30	.60
	1	S-466 Retainer		1/4		.50	.50
	1	S-467 Retainer Washer		1/4		.15	.15
	1	S-474 Key <i>Chas</i>		1/8		.05	.05
	1	S-490 Friction Collar		2-1/4		2.00	2.00
	1	S-492 Bushing		1/4		.90	.90
	1	S-493 Friction Disc		1/8		.60	.60
	2	S-497 Pins <i>Penns</i>		5-3/4		.45	.90
	10	497-A Dowel Pins		1/8		.05	.50
	4	S-503 Rivets <i>Penns</i>		1/8		.02	.08
	2	S-509 Cap Screws		1/8		.05	.10
	1	S-510 Lock Washers		1/16		.05	.05

- - - (Continued on Page #3) - - -

BEAUMONT EXPORT & IMPORT CO.

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EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.
BEAUMONT, TEXAS, U. S. A.

Sold to **Rodolfo M. Calles, Tampico.**

Date **Aug. 9th, 1928.**

Invoice No. **3228**

Salesman **Healy - 21**

Our Order No. **7243**

Your Order No.

Via Port of **New Orleans**

Terms:

- - - - - Page #3 - - - - -

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
2(Continued)				NET WT EACH ITEM			
	1	S-514 Thrust Washers		1/2		.60	.60
	1	S-515 Thrust Washer		1/2		.60	.60
	1	S-597 Eye Bolt <i>perman</i>		1/16		.35	.35
	1	S-621 Oil Tube		1/16		.35	.35
	1	S-622 Oil Tube		1/8		.30	.30
	1	S-623 Oil Tube		1/16		.20	.20
	6	S-627 Driving Links		1/4		.15	.90
	1	S-653 Brake Lining		1-1/4		2.35	2.35
	1	S-674 Spring <i>Reinforced</i>		1/16		.05	.05
	2	S-677 Bushing		1/16		.05	.10
	1	S-725 Felt Washer		1/16		.25	.25
	2	S-803 Piston Pin <i>perman</i>		2-3/4		1.45	2.90
	1	S-979 Packing <i>Empire</i>		1/16		1.20	1.20
	1	S-987 Retainer		3-1/2		1.95	1.95
	2	S-1012 Pressure Spring		1/8		.03	.06
	2	S-1034 Pins <i>perman</i>		3/4		.20	.40
	2	S-1045 Collar		6-1/2		1.95	3.90
	2	S-1046 Shaft		11-3/4		2.40	4.80
	2	S-1047 Thrust Washer		3/4		.45	.90
	2	S-1048 Spacer		1/8		.05	.10
	2	S-1050 Seal		1/16		.25	.50
	2	S-1051 Seal		1/16		.30	.60
	1	S-1135 Diagonal Brace		13-3/4		4.05	4.05
	1	S-1136 Diagonal Brace		14-1/2		4.05	4.05
	1	S-1140 Lock Nut		3/4		.65	.65
	4	S-1152 Stud Assem		2-3/4		.25	1.00
	2	S-1162 Packing <i>Empire</i>		1/2		.40	.80
	2	S-1163 Dust Felt		1/16		.05	.10
	1	S-1200 Bolt <i>perman</i>		2-3/4		1.85	1.85
	2	S-1252 Pressure Plate Assem		1/2		.25	.50
	2	S-1420 Bushing		2-1/8		.60	1.20
	10	S-1429 Rivet <i>perman</i>		1/8		.01	.10
	1	S-1459 Friction Disc		1-1/8		1.00	1.00
	4	S-1461 Release Link		1/2		.20	.80
	2	S-1462 Release Cam		1/4		.40	.80
	2	S-1469 Drive Pin		1-1/4		.60	1.20
	1	S-1479 Grease Tube		1/4		2.05	2.05
	2	S-1505 Bearing <i>perman</i>		1-1/4		2.15	4.30

- - - (Continued on Page #4) - - -

BEAUMONT EXPORT & IMPORT CO.



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.

BEAUMONT, TEXAS, U. S. A.

Sold to **Rodolfo M. Calles, Tampico**

Date **Aug. 9th, 1928.**
Invoice No. **3228**
Salesman **Healy - 21**
Our Order No. **7243**
Your Order No.
Via Port of **New Orleans**

- - - - - Page #4 - - - - -

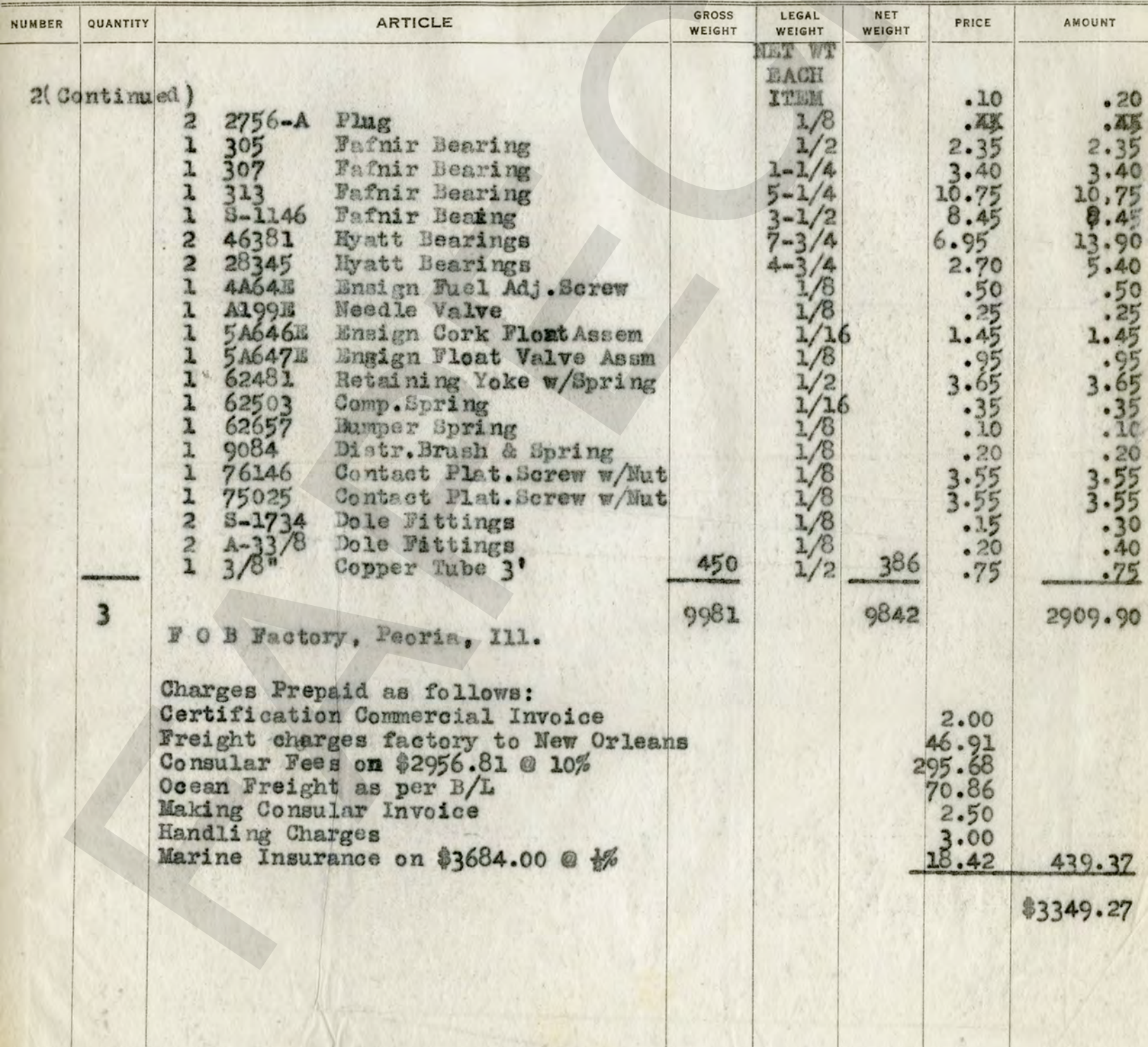
Terms:

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT EACH ITEM	NET WEIGHT	PRICE	AMOUNT
2(Continued)							
	1	S-1562 Governor Spring		1/8		.25	.25
	2	S-1565 Bolts		1/2		.25	.50
	2	S-1566 Cap Screws		1/4		.20	.40
	2	S-1570 Bolts		1/8		.03	.06
	2	S-1573 Cap Screws		1/2		.20	.40
	2	S-1574 Cap Screws		1/4		.15	.30
	2	S-1580 Bolts		1/4		.06	.12
	2	S-1582 Bolts		1/8		.02	.12
	2	S-1584 Bolts		1/4		.15	.30
	2	S-1585 Cap Screws		1/4		.12	.24
	2	S-1592 Cap Screws		1/4		.20	.40
	2	S-1594 Cap Screws		1/8		.07	.14
	2	S-1595 Cap Screws		1/4		.10	.20
	2	S-1609 Exhaust Valve		1-1/2		3.20	6.40
	2	S-1610 Inlet Valve		1-1/2		1.60	3.20
	2	S-1613 Cap Screws		1/8		.05	.10
	2	S-1614 Cap Screws		1/8		.05	.10
	2	S-1617 Cap Screws		1/8		.05	.10
	2	S-1621 Cap Screws		1/8		.06	.12
	2	S-1628 Cap Screws		1/8		.20	.40
	1	S-1633 Gear Shifter Fork		2-3/4		2.60	2.60
	1	S-1670 Spring		1/2		.20	.20
	1	S-1785 Tang		1-3/4		.90	.90
	2	S-1807 Lock		1/16		.02	.04
	4	S-1808 Valve Spring Retainer		3/4		.20	.80
	4	S-1809 Retainer Lock		1/8		.20	.80
	4	S-1810 Safety Ring		1/8		.03	.12
	1	S-1884 Track Roller Frame Bearing		13-1/8		5.90	5.90
	1	S-1885 Track Roller Frame Bearing		13		5.90	5.90
	2	1901-A Seal		1/8		.05	.10
	1	S-1961 Bearing		14-3/4		5.95	5.95
	1	S-1964 Spring		45-3/4		9.35	9.35
	1	S-1974 Pilot		1-1/2		.35	.35
	2	2096-A Springs		1/16		.05	.10
	2	2097-A Pins		1/4		.10	.20
	1	2500-A Breather Assem		3-1/4		4.50	4.50
	1	2524-A Fuel Strainer		1-1/2		4.00	4.00
	1	2653-A Elbow		2		.85	.85
	1	2655-A Plunger		1/4		.45	.45

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BEAUMONT EXPORT & IMPORT CO.



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.
BEAUMONT, TEXAS, U. S. A.

Sold to Rodolfo E. Calles, Villa Juarez, Tamps., Mex.

SHIP TO Same, Tampico, Tamps., Mexico.

Terms: Net Cash

Date

Invoice No.

Salesman Healy - 21

Our Order No. 7243

Your Order No.

Via Port of New Orleans

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
Marked: B E & I CO TAMPICO MEXICO ORDER 7243				NET WT EACH ITEM	NET WT		
150	1 only	THIRTY Caterpillar Tractor, Standard, No. PS-3802	9346	9346	9346	2650.00	2650.00
151	1 bx	Parts for above Tractor	185	110	110		-----
BEICO TAMPICO ORDER 7243							
2	1 bx	CATERPILLAR TRACTOR PARTS:					
	1	8-9 Collar		3-1/2		4.00	4.00
	4	8-14 Friction Disc		1-3/4		.60	2.40
	1	8-15 Release Collar		4-1/4		3.20	3.20
	2	8-17 Springs		3/4		.30	.60
	2	8-18 Retainer		1/4		.20	.40
	2	8-19 Studs		3/4		.20	.40
	1	8-28 Lock Nuts		3/4		.20	.20
	1	8-29 Lock Washers		1/4		.45	.45
	2	35-3 Split Washers		1/4		.25	.50
	1	8-49 Lock Nuts		1/2		.35	.35
	1	8-50 Retainer Washer		3/4		.55	.55
	1	8-52 Friction Disc		1/4		.40	.40
	1	8-56 Sliding Collar		2-3/4		3.40	3.40
	2	8-79 Felt Washer		1/4		.90	1.80
	1	8-80 Shaft		8-3/4		3.40	3.40
	1	8-83 Release Collar Assem		2-3/4		3.65	3.65
	1	8-104 Trunion		2-3/4		3.25	3.25
	1	8-109 Shifter Fork		1-3/4		2.25	2.25
	1	8-110 Shifter Fork		1-3/4		2.25	2.25
	1	8-123 Shifter Yoke		1-1/2		2.50	2.50
	1	8-127 Lock		1/4		.05	.05
	2	8-153 Release Spring		1/4		.10	.20
	1	8-185 Lock Screw		1/4		.10	.10
	2	8-198 Gasket		1/16		.10	.20
	2	B-204 Pins		1/8		.15	.30

- - - (Continued on Page #2) - - -

BEAUMONT EXPORT & IMPORT CO.



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.

BEAUMONT, TEXAS, U. S. A.

Sold to **Rodolfo M. Calles, Tampico.**

Date

Invoice No.

Salesman **Healy - 21**

Our Order No. **7243**

Your Order No.

Via Port of **New Orleans**

Terms:

- - - - - Page #2 - - - - -

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
2(Continued)				PER HACH ITEM			
	2	B-205 Pins		1/8		.15	.30
	1	S-214 Cap Screws		1/16		.15	.15
	2	S-227 Thrust Washer		3/4		.40	.80
	1	S-230 Track Roller Assen		35-1/4		10.05	10.05
	1	S-232 Track Roller Assen		39-3/4		12.05	12.05
	2	S-233 Track Link		7-3/4		.95	1.90
	2	S-234 Track Link Bushing		4-1/2		.65	1.30
	2	S-236 Track Link		7-3/4		.95	1.90
	2	S-240 Piston Pins		2-1/2		1.40	2.80
	1	S-241 Bushing		3/4		.95	.95
	4	S-242 Piston Rings		1/2		.20	.80
	1	S-265 Bracket		21-3/4		4.45	4.45
	1	B-266 Spring		1/2		.65	.65
	1	S-268 Shaft		3-1/2		1.05	1.05
	1	296-A Clevis & Stop Pin		2		1.55	1.55
	2	311-A Comp. Release Cock		3/4		.85	1.70
	1	S-332 Lock Washer		1/8		.15	.15
	2	S-366 Bolts		3/4		.40	.80
	2	S-387 Valve Tappet		2		1.60	3.20
	3	S-393 Packing		1/4		.30	.90
	1	S-401 Pin		1/16		.15	.15
	2	S-406 Bushings		1		.55	1.10
	2	S-431 Gaskets		3/4		.95	1.90
	4	S-450 Gaskets		1/8		.10	.40
	4	S-451 Gaskets		1/8		.10	.40
	1	S-458 Key		1/4		.05	.05
	2	S-464 Valve Springs		1/2		.30	.60
	1	S-466 Retainer		1/4		.50	.50
	1	S-467 Retainer Washer		1/4		.15	.15
	1	S-474 Key		1/8		.05	.05
	1	S-490 Friction Collar		2-1/4		2.00	2.00
	1	S-492 Bushing		1/4		.90	.90
	1	S-493 Friction Disc		1/8		.60	.60
	2	S-497 Pins		5-3/4		.45	.90
	10	497-A Dowel Pins		1/8		.05	.50
	4	S-503 Rivets		1/8		.02	.08
	2	S-509 Cap Screws		1/8		.05	.10
	1	S-510 Lock Washers		1/16		.05	.05

- - - - (Continued on Page #3) - - - -

BEAUMONT EXPORT & IMPORT CO.

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EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.
BEAUMONT, TEXAS, U. S. A.

Sold to Rodolfo M. Calles, Tampico.

Date
Invoice No.
Salesman Healy - 21
Our Order No. 7243
Your Order No.
Via Port of New Orleans

- - - - - Page #3 - - - - -

Terms:

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
2(Continued)							
	1	S-514 Thrust Washers		1/2		.60	.60
	1	S-515 Thrust Washer		1/2		.60	.60
	1	S-597 Eye Bolt		1/16		.35	.35
	1	S-621 Oil Tube		1/16		.35	.35
	1	S-622 Oil Tube		1/8		.30	.30
	1	S-623 Oil Tube		1/16		.20	.20
	6	S-627 Driving Links		1/4		.15	.90
	1	S-653 Brake Lining		1-1/4		2.35	2.35
	1	S-674 Spring		1/16		.05	.05
	2	S-677 Bushing		1/16		.05	.10
	1	S-725 Felt Washer		1/16		.25	.25
	2	S-803 Piston Pin		2-3/4		1.45	2.90
	1	S-979 Packing		1/16		1.20	1.20
	1	S-987 Retainer		3-1/2		1.95	1.95
	2	S-1012 Pressure Spring		1/8		.03	.06
	2	S-1034 Pins		3/4		.20	.40
	2	S-1045 Collar		6-1/2		1.95	3.90
	2	S-1046 Shaft		11-3/4		2.40	4.80
	2	S-1047 Thrust Washer		3/4		.45	.90
	2	S-1048 Spacer		1/8		.05	.10
	2	S-1050 Seal		1/16		.25	.50
	2	S-1051 Seal		1/16		.30	.60
	1	S-1135 Diagonal Brace		13-3/4		4.05	4.05
	1	S-1136 Diagonal Brace		14-1/2		4.05	4.05
	1	S-1140 Lock Nut		3/4		.65	.65
	4	S-1152 Stud Assen		2-3/4		.25	1.00
	2	S-1162 Packing		1/2		.40	.80
	2	S-1163 Dust Felt		1/16		.05	.10
	1	S-1200 Bolt		2-3/4		1.85	1.85
	2	S-1252 Pressure Plate Assen		1/2		.25	.50
	2	S-1420 Bushing		2-1/8		.60	1.20
	10	S-1429 Rivet		1/8		.01	.10
	1	S-1459 Friction Disc		1-1/8		1.00	1.00
	4	S-1461 Release Link		1/2		.20	.80
	2	S-1462 Release Cam		1/4		.40	.80
	2	S-1469 Drive Pin		1-1/4		.60	1.20
	1	S-1479 Grease Tube		1/4		2.05	2.05
	2	S-1505 Bearing		1-1/4		2.15	4.30

- - - -(Continued on Page #4)- - - -

BEAUMONT EXPORT & IMPORT CO.

2/2



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.

BEAUMONT, TEXAS, U. S. A.

Sold to

Rodolfo M. Calles, Tampico

Date

Invoice No.

Salesman

Healy - 21

Our Order No.

7243

Your Order No.

Via Port of

New Orleans

Terms:

- - - - - Page #4 - - - - -

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
2(Continued)			EACH ITEM				
	1	8-1562 Governor Spring		1/8		.25	.25
	2	8-1565 Bolts		1/2		.25	.50
	2	8-1566 Cap Screws		1/4		.20	.40
	2	8-1570 Bolts		1/8		.03	.06
	2	8-1573 Cap Screws		1/2		.20	.40
	2	8-1574 Cap Screws		1/4		.15	.30
	2	8-1580 Bolts		1/4		.06	.12
	2	8-1582 Bolts		1/8		.02	.12
	2	8-1584 Bolts		1/4		.15	.30
	2	8-1585 Cap Screws		1/4		.12	.24
	2	8-1592 Cap Screws		1/4		.20	.40
	2	8-1594 Cap Screws		1/8		.07	.14
	2	8-1595 Cap Screws		1/4		.10	.20
	2	8-1609 Exhaust Valve		1-1/2		3.20	6.40
	2	8-1610 Inlet Valve		1-1/2		1.60	3.20
	2	8-1613 Cap Screws		1/8		.05	.10
	2	8-1614 Cap Screws		1/8		.05	.10
	2	8-1617 Cap Screws		1/8		.05	.10
	2	8-1621 Cap Screws		1/8		.06	.12
	2	8-1628 Cap Screws		1/8		.20	.40
	1	8-1633 Gear Shifter Fork		2-3/4		2.60	2.60
	1	8-1670 Spring		1/2		.20	.20
	1	8-1785 Tang		1-3/4		.90	.90
	2	8-1807 Lock		1/16		.02	.04
	4	8-1808 Valve Spring Retainer		3/4		.20	.80
	4	8-1809 Retainer Lock		1/8		.20	.80
	4	8-1810 Safety Ring		1/8		.03	.12
	1	8-1884 Track Roller Frame Bearing	13	1/8		5.90	5.90
	1	8-1885 Track Roller Frame Bearing	13			5.90	5.90
	2	1901-A Seal		1/8		.05	.10
	1	8-1961 Bearing	14	3/4		5.95	5.95
	1	8-1964 Spring	45	3/4		9.35	9.35
	1	8-1974 Pilot		1-1/2		.35	.35
	2	2096-A Springs		1/16		.05	.10
	2	2097-A Pins		1/4		.10	.20
	1	2500-A Breather Assem	3	1/4		4.50	4.50
	1	2524-A Fuel Strainer		1-1/2		4.00	4.00
	1	2653-A Elbow	2			.85	.85
	1	2655-A Plunger		1/4		.45	.45

- - - - (Continued on Page #5) - - - -

BEAUMONT EXPORT & IMPORT CO.

213



EXPORTERS AND IMPORTERS OF COMMODITIES
OF ALL KINDS.

BEAUMONT, TEXAS, U. S. A.

Sold to Rodolfo M. Calles, Tampico.

Date

Invoice No.

Salesman Healy - 21

Our Order No. 7243

Your Order No.

Via Port of New Orleans

----- Page #5 -----

Terms:

ALL BILLS PAYABLE IN U. S. CURRENCY OR ITS EQUIVALENT AT BEAUMONT, TEXAS. REPORT ERRORS ON RECEIPT OF GOODS. WE DO NOT GUARANTEE DELIVERY OF GOODS. OUR RESPONSIBILITY CEASES AFTER OBTAINING CLEAR RECEIPT FROM TRANSPORTATION COMPANY.

NUMBER	QUANTITY	ARTICLE	GROSS WEIGHT	LEGAL WEIGHT	NET WEIGHT	PRICE	AMOUNT
2(Continued)				EACH ITEM		.10	.20
	2	2756-A Plug		1/8		.45	.45
	1	305 Fafnir Bearing		1/2		2.35	2.35
	1	307 Fafnir Bearing		1-1/4		3.40	3.40
	1	313 Fafnir Bearing		5-1/4		10.75	10.75
	1	S-1146 Fafnir Bearing		3-1/2		8.45	8.45
	2	46381 Hyatt Bearings		7-3/4		6.95	13.90
	2	28345 Hyatt Bearings		4-3/4		2.70	5.40
	1	4A64E Ensign Fuel Adj. Screw		1/8		.50	.50
	1	A199E Needle Valve		1/8		.25	.25
	1	5A646E Ensign Cork Float Assm		1/16		1.45	1.45
	1	5A647E Ensign Float Valve Assm		1/8		.95	.95
	1	62481 Retaining Yoke w/Spring		1/2		3.65	3.65
	1	62503 Comp. Spring		1/16		.35	.35
	1	62657 Bumper Spring		1/8		.10	.10
	1	9084 Distr. Brush & Spring		1/8		.20	.20
	1	76146 Contact Plat. Screw w/Nut		1/8		3.55	3.55
	1	75025 Contact Plat. Screw w/Nut		1/8		3.55	3.55
	2	S-1734 Dole Fittings		1/8		.15	.30
	2	A-33/8 Dole Fittings		1/8		.20	.40
	1	3/8" Copper Tube 3'	450	1/2	386	.75	.75
3		F O B Factory, Peoria, Ill.	9981		9842		2909.90

Monterrey, N. L. AGOSTO 11

de 192 8

Apartado Postal No. 1

Sr. CÍA INDUSTRIAL COLONIZADORA DE RIO MANTE, S.A.

PEDIDO NA 9528

FOLIO No. ~~1077~~ 83

FACTURA No. 1720

VENDIDO J.M.G.V. 235

A.F.

REMITIDO POR CARGA A EST CALLES TAMPS.

A C. HOLCK Y CIA.

DEBE

Por lo siguiente que compr. Ó AL CONTADO
según las condiciones anotadas al dorso.

ORO 14C.

PRECIOS

37785-EL MODELO, S. A., MONTERREY, MEX.

2 ARADOS CRUB BRENNER NO 9 DE 20 508.0
3 REJAS EXTRAS PARA EL ARADO
1 CUCHILLA EXTRA PARA EL ARADO

C/U 600.00
C/U 48.00
EN 35.00

1200.00
144.00
35.00
1379.00

ACARREO
TIMBRES R.I.
10% IMP. ADIC.

0.50
6.90
0.69

TOTAL S

E U O \$ 1387.09

Nuestras ventas son pagaderas
precisamente en Oro Nacional

1387.09
86.35
1473.44

HERCULES MANUFACTURING COMPANY

Stump Pulling Machinery, Wire Rope, High-Grade Crucible Steel Castings, Etc.

ORDER No. CENTERVILLE, IOWA, U. S. A.

36232

August 14, 1928

SHIPPED VIA

CB & Q RR

SOLD TO

Ricardo Camargo V.,
Muelle 16 Norte,
Apartado 1226
Tampico, Tamps., Mexico.

TERMS Sight Draft
with shipping
documents attached.

PLEASE NOTE—VERY IMPORTANT:

We do not insure the safe delivery of goods after shipping and obtaining a receipt for same in good order.

Our responsibility ceases and we can allow NO CLAIM for breakage, loss or damage unless your expense bill from the Transportation Company bears notation to that effect.

Prepaying freight or making freight allowance does not guarantee delivery.

All claims must be made within six days of receipt of goods, otherwise they will not be allowed. We cannot allow exchange or express charges on remittances.

Do not give Transportation Company a clear receipt when you know your shipment was damaged in transportation.

Send all remittances to Centerville Please remit by Chicago, New York or St. Louis draft. Checks on local banks cost 25 cents for collection

2- No. 200 New Improved Model Steel Pullers with
150 ft. 7/8" pulling cable on drum and
complete equipment, list price, - - - - - \$385.00-- \$770.00

Less 40% discount, - - - - - 308.00

Net Price F O B New Orleans, La., - - - - - \$462.00

Crate;	contents;	Gross #	Net #	Gross K	Net K	Measurements;
#1	stump puller mach'y	1119	1019	509	463	43" Lgt. x 28" Dia.
#2	stump puller mach'y	1119	1019	509	463	43" Lgt. x 28" Dia.
#3	stump puller mach'y	200	180	90	41	96" x 11" x 34"
#4	stump puller mach'y	170	155	77	35	156" x 14" x 9"

Marks; Ricardo
Camargo V.
TAMPICO
Mexico.

Shipped to Woodward, Wight & Co., New Orleans, La.
for export.

S/D sent through the Banco National De Mexico., Sucursal, Tampico, Tamps.,
Mexico.

"We hereby certify that the above prices and
descriptions shown here are correct."

Signed, Hercules Mfg. Co.,

By, *John D. Brown*

SERVICIO CONSULAR MEXICANO

Visa núm. 3603

Derechos \$ 7.00

Valor de la factura comercial \$ 462.00

al cambio de 2 x 1 equivalente a \$ 924.00

Plaza en que debe certificarse la factura consular New Or.

Clas. La. F. O. B.

New Orleans La.

St. Louis, Mo.

AUG 28 1928

192



CONSUL DE MEXICO

- Original -

No. 6938

Hercules Manufacturing Company

\$ 577.57

(Plata) 1316.15 2/6

CENTERVILLE, IOWA, August 29, 1928

At Sight with Shipping Documents Attached ----- PAY TO THE

Banco National De Mexico Sucursal, Tampico, Tamps., Mexico.

ORDER OF

DOLLARS

FIVE HUNDRED SEVENTY SEVEN AND

.57/100

DOLLARS

WITH EXCHANGE AND COLLECTION CHARGES

To Ricardo Camargo V.

Muelle 16 Norte,

Apartado 1226

Tampico, Tamps., Mexico.

*Magnanaria
Agricola*

VALUE RECEIVED AND CHARGE TO THE ACCOUNT OF

HERCULES MANUFACTURING COMPANY

B. A. Fuller

PRESIDENT

*Commission Plata \$1316.15 2/6
y cargo.*

RECIBIMOS

BANCO NACIONAL DE MEXICO
SUCURSAL EN TAMPAQA

DOLLARS

PAY TO THE

MEXICO

MANUFACTURING COMPANY

No. 6938

Hercules Manufacturing Company

\$ 577.57

CENTERVILLE, IOWA, August 29, 1928

At Sight With Shipping Documents Attached ----- PAY TO THE

Banco National De Mexico Sucursal, Tampico, Tamps., Mexico.

ORDER OF

FIVE HUNDRED SEVENTY SEVEN DOLLARS
AND .57/100

DOLLARS

WITH EXCHANGE AND COLLECTION CHARGES

To Ricardo Camargo V.

Muelle 16 Norte,

Apartado 1226

Tampico, Tamps., Mexico.

VALUE RECEIVED AND CHARGE TO THE ACCOUNT OF

HERCULES MANUFACTURING COMPANY

B. A. F. Miller

PRESIDENT

217.
Commission of Bank \$ 1316.03

HERCULES MANUFACTURING COMPANY

Stump Pulling Machinery, Car Wheels, High-Grade Crucible Steel Castings, Etc.

Order No. CENTERVILLE, IOWA, U. S. A.

36232 August 14, 1928

Shipped Via SOLD TO

CE&Q, RR Ricardo Camargo V.,

Muelle 16 Norte,

Terms: Sight Draft Apartado 1226
with shipping
documents attached. Tampico, Tamps., Mexico.

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2 - No. 200 New Improved Model Steel Pullers with
150 ft. 7/8" pulling cable on drum and
complete equipment, list price, - - - - - \$385.00 --\$770.00

Less 40% discount, - - - - - 308.00

Net Price F O B New Orleans, La. - - - - - \$462.00

Crate;	Contents;	Gross #	Net #	Gross K	Net K	Measurements;
#1	stump puller mach'y	1119	1019	509	463	43" Lgt. x 28" Dia.
#2	stump puller mach'y	1119	1019	509	463	43" Lgt. x 28" Dia.
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#4	stump puller mach'y	170	155	77	35	156" x 14" x 9"

Marks; Ricardo
Camargo V.
TAMPICO
Mexico.

Shipped to Woodward, Wight & Co., New Orleans,
La., for export.

S/D sent through the Banco Nacional De Mexico., Sucursal, Tampico, Tamps.,
Mexico.

HERCULES MANUFACTURING COMPANY

Stump Pulling Machinery, Car Wheels, High-Grade Crucible Steel Castings, Etc.

Order No. CENTERVILLE, IOWA, U. S. A.

36232

August 14, 1928

Shipped Via

SOLD TO

CB&Q RR

Ricardo Camargo V.,
Muelle 16 Norte,
Apartado 1226

Terms: Sight Draft
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complete equipment, list price, - - - - - \$385.00 --\$770.00

Less 40% discount, - - - - - 308.00

Net Price F O B New Orleans, La. - - - - - \$462.00

Crate;	Contents;	Gross #	Net #	Gross K	Net K	Measurements;
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Mexico.

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Stump Pulling Machinery, Car Wheels, High-Grade Crucible Steel Castings, Etc.

Order No. CENTERVILLE, IOWA, U. S. A.

36232

August 14, 1928

Shipped Via

SOLD TO

CB&Q RR

Ricardo Camargo V.,
Buella 16 Norte,
Apartado 1226

Terms: Sight Draft

with shipping
documents attached. Tampico, Tamps., Mexico.

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2 - No. 200 New Improved Model Steel Pullers with
150 ft. 7/8" pulling cable on drum and
complete equipment, list price, - - - - - \$365.00 -- \$770.00
Less 40% discount, - - - - - 308.00
Net Price F O B New Orleans, La. - - - - - \$462.00

Crate;	Contents;	Gross #	Net #	Gross K	Net K	Measurements;
#1	stump puller mach'y	1119	1019	509	463	43" Lgt. x 28" Dia.
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HERCULES MANUFACTURING COMPANY

Stump Pulling Machinery, Car Wheels, High-Grade Crucible Steel Castings, Etc.

Order No. CENTERVILLE, IOWA, U. S. A.

36232

August 14, 1928

Shipped Via

SOLD TO

CB & Q RR

Terms: Sight Draft
with shipping
documents attached.

Ricardo Camargo V.,
Muelle 16 Norte,
Apartado 1226
Tampico, Tamps., Mexico.

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2- No. 200 New Improved Model Steel Fullers with
150 ft. 7/8" pulling cable on drum and
complete equipment, list price, - - - - - \$385.00-- \$770.00
Less 40% discount, - - - - - 308.00
Net Price F O B New Orleans, La., - - - - - \$462.00

Crate;	Contents;	Gross	Net	Gross K.	Net K.	Measurements;
#1	stump puller mach'y	1119	1019	509	463	43" lgt. x 28" dia.
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Marks; Ricardo
Camargo V.
TAMPICO
Mexico.

Shipped to Woodward, Wight & Co., New Orleans, La.
for export.

S/D sent through the Banco National De Mexico, Sucursal, Tampico, Tamps.,
Mexico.

July 20

Ticket. Fampio to Lealler	\$ 7 35
Ticket. Lealler to Ixcitencatt	1 10
Dinner and Supper "	2 50
Hotel at "	1 50

July 21

Breakfast at Ixcitencatt	1 00
Auto. Ixcitencatt to H Manu	8 00
Telephone	50

July 24

2. Dinner at Limon	2 50
Auto - Limon to Ixcitencatt	4 00
Supper at "	1 25
Hotel at "	1 50
Breakfast at "	1 00
Ticket. Lealler to Fampio	7 35
Dinner at Gonzalez	1 50
Total	\$ 41 45

Registro No. 123
Conocimiento No. 12

Al Administrador de esta Aduana Marítima:

SOLICITO reconocimiento y entrega de los siguientes efectos venidos de New Orleans, La. en el Vapor Hondureño "SINAILOA" su Capitán W. Hansen. entrado en 18 de Agosto de 1928. teniendo asegurados los derechos con PAGO AL CONTADO

Núm. del Pedimento.
Núm. del Manifiesto.
Núm. de la Liquidación.
Núm. de la Percepción.

Marcas y Contramarcas	Número de los bultos	Cantidad de bultos en guarismos	Remitentes; - DECLARACION	Fracción de la Tarifa	Nación de origen de las mercancías	Valor de cada partida de mercancías en guarismos	Adiciones o rectificaciones hechas espontáneamente antes del nombramiento del vista o a indicaciones de la Aduana	OBSERVACIONES DE LA CONTADURIA	Reducción de cantidades para el ajuste de los derechos	Cuota de los derechos	Derechos de Importación Causados	Derechos Adicionales y Multas	OBSERVACIONES DEL VISTA
			BEAUMONT EXPORT & IMPORT CO., de New Orleans, La.										
			--Factura Consular No. 4816 de New Orleans, La.--		E. U.	Dolares.							
			---Derechos Consulares pagados \$25.68 Dolares---		de								
			para el Sr. Rodolfo Elcalles										
			para la Cía. Nacional de Irrigación. Xicotencatl, Tamps.		E. A.								
B.B.I. CO. TAMPIO MEXICO 7243.	150	1	Pieza bruta cuatro mil doscientos treinta y nueve kilos.-----				4239						
	151	1	Caja bruta ochenta y cuatro kilos.-----				84						
			treintidos, E x e n t o s .-----	632	"	\$252.00							
			Caja bruta doscientos cuatro kilos con legales:-----										
			Ciento treinta kilos PARTES PARA TRACTOR fracción seiscientos treinta kilos, E x e n t o s .-----	632	"	189.90							
			Veintim kilos RESORTES fracción seiscientos tres, E x e n t o s .-----	612	"	30.00							
			Once kilos MOVIMIENTOS DE BALAS fracción seiscientos tres, E x e n t o s .-----	612	"	30.00							
			Tres kilos EMPAQUETADURA fracción seiscientos setentisiete, de diez centavos el kilo bruto.-----	677	"	10.00							
			Doce kilos RESORTES fracción doscientos veintinueve, de cuarenta centavos el kilo legal.-----	221	"	10.00							
			Diez kilos PRINOS fracción doscientos veintiseis, de cuarenta centavos el kilo legal.-----	226	"	20.00							
			----- Flete á New Orleans, La.-----		"	46.91							
			TOTAL 3 TRES BULTOS.										
			Total Dolares.-----			2956.81							

Protesto proceder de buena fé.

Tampico Tamps. Agosto 20 de 1928.

Para la Cía. Nacional de Irrigación.

Xicotencatl, Tamps.

La factura no da pesos legales por culpa de las partidas y trae el valor englobado para la Caja # 2.

unicamente se me ha cobrado 1 infacción con fome al ante 44 por traer el valor en globato \$ 800

4323 Set.

130 Set.

21 Set.

11 Set.

3 458 40.10 B.

2 40.40 R.

10 40.40 R.

515

453

968

97

10

1075

Infacciones al art 44 - 200

1275

\$ 12.25

1.48

14.23 Deps \$ 15.00

Pasaje Aereo
 para D. J. Ellis, Gales 125.00
 can billete Yaster 90% 6.13
131.13

8-16-28. a/16

225

O.N.

Entrega al Sr R. Elias Calles \$ 150.00

efectivo

50.00

200.00

Agosto 12 de 1928.

*compense
R. E. Calles*



226
CONFERENCIAS A Monterrey, N.L.

TELEFONO No F 1475

RECIBO No 4692 P

11 de agosto de 1928

Recibimos de R. Calles

cobrar Edificio Oil Well

por Conferencia sostenida con Plutarco Calles

Telef. 3550 la que duró 5 minutos, la can-

tidad de \$11.50

Por impuesto 02

J. M. L.
TOTAL \$11.52

p. COMPAÑIA TELEFONICA Y TELEGRAFICA MEXICANA.

Henoyo
Al Subscriber que no pague este recibo a su presentación, se le suspenderá el Servicio telefónico.

CONFERENCIAS A Monterrey, N.L.

RECIBO No. 4692 P

ELER... MEXICANO

11 de agosto de 1928

Calles

o Oil Well

on Flitsero Calles

minutos, la can

\$11.50

OS

\$11.52

TELEFONICA Y TELEGRAFICA MEXICANA



que no puede ser usado en su presentación, se le devuelve al Servicio telefónico.



227
CONFERENCIAS A México, D. F.,

TELEFONO No. F 2685 (Pub.#2.) RECIBO No. 4705 PP.,

Tampico, Tamps. 12 de Agosto de 1928

Recibimos de Elias Calles, Jr.

Cobrar en la Loteria Oriental.,

por Conferencia sostenida con Plutarco Elias Calles.,

Telef. 397 la que duró 15 minutos, la can-

tidad de \$ 60.00

Por impuesto 7

TOTAL \$ 60.07

p. COMPAÑIA TELEFONICA Y TELEGRAFICA MEXICANA.

S. Herrera

Al Subscriber que no pague este recibo a su presentación, se le suspenderá el Servicio telefónico.

TELEFONICA Y TELEGRAFICA MEXICANA
CUENTAS



TELEFONICA Y TELEGRAFICA MEXICANA
CUENTAS



228
CONFERENCIAS A Monterrey, N.L.

TELEFONO No. F 1475

RECIBO No. 4693 P

11 de agosto de 1928

Recibimos de R. Calles
cobrar Edificio Oil Well

por Conferencia sostenida con Sra. Calles

Telef. 3550 la que duró 5 minutos, la cantidad de \$11.50

Por impuesto 02

R. Calles
TOTAL \$11.52

p. COMPAÑIA TELEFONICA Y TELEGRAFICA MEXICANA.

[Signature]

Al Subscriber que no pague este recibo a su presentación, se le suspenderá el Servicio telefónico.

Indicaciones que se hacen este recibo a su presentación, se le expedirá el servicio telefónico.

2007-2010 LA AGACERÍA

COMPANIA TELEFONICA Y TELEGRAFICA MEXICANA

TOTAL \$11.52

\$11.50

02

5 minutos, la can-

5ta. Calle

MEXICANA



TELEFONO No. 7 1475

RECIBO No. 4698 P

de 1928

AGENCIAS A Monterrey, N.L.

Dr. Ricardo Camargo ✓ 229

Levamos a entregar al
Dr. J. Sheddleston una cien
(\$100.-) pesos para gastos
de viaje a Est. Calles y
cargarlos al Dr. Toppo E. Calles
segun arreglo con el.

Leo Q. Ginetter
Jambico. ago 12/9/28

J B Huddleston
Rec'd
One hundred pesos

\$100.-

Cartado No. 355.

230
Aduana 22.

EL PUERTO DE SANTANDER

GOMEZ, GOMEZ Y CIA.

Tampico, Tamps. México.

Fecha _____ de 19 _____

Nombre _____

Dirección _____

Vendido por _____

200

13

Cedago - J. P. Huilston

Dr. R. Camargo V

Favor pagar esto y
cargarse al Sr. R. Elias Calle
para que lo descuenten
del sueldo de J. Middleton
(Peponador) - L.H.E.

“EL SIGLO”

**SOMBRERERIA, ROPA HECHA Y ARTICULOS
DE VIAJE**

LUIS MORAL

APARTADO 45.

MUELLER 17

TAMPICO, TAMPS.

Tampico, de 192

Yombre

Dirección

Vendido por

H

A. B. & P. Co.—Mex.—

2	Particulars	13 -
1	Known	25 -
2	Particulars	2 -
		18 25

33

Véase a la vuelta.

106 Huddleston
 107 75th

108 10th Street
 109 10th Street

110 10th Street
 111 10th Street