

*Acites decretados para
la Comandancia de Madero*

PRESIDENCIA DE LA REPUBLICA

SECRETARIA PARTICULAR

Provisional #



Aceite de pintar para la conservación, desinfección

y contra

putrefacción, hongos e insectos
destrozadores de la madera.

*Con buenos resultados el Avenarius
Carbolineum se emplea en:*

Corrales y utensilios agrícolas.

Cercados, postes, tablas, etc.

Establos, graneros, rodriegones.

Carruajes y carros.

Vigas y otras maderas de construcción, como puertas, cruceros de ventanas, nabos de tejados, lacunarios.

Pavimentos de madera, torres y maderaje para minas.

Madera bajo la influencia de vapores y ácidos.

Las partes de madera en torres y otras instalaciones refrigeratorias.

Revestimiento de pozos.

Traviesas de ferrocarriles y tranvías.

Construcciones de madera tales como balcones, casillas, casas de campo, sotechados, puentes.

Revestimientos de madera, pisos y envigaduras.

Neveras, Maderas para instalaciones de fuerza hidráulica y distribución de aguas.

Vagones de carga, cajas de agujas.

Postes de telégrafos y teléfonos.

Utensilios de pesca, establecimientos de baño.

Buques de madera, aparejos de navios, embarcaderos.

Cuerdas, cables y redes de pesca.

CARBOLINEUM
WOOD PRESERVING CO.

CARBOLINEUM BLDG.
518-520 Prairie St.

MILWAUKEE, WIS., U.S.A.



El „Avenarius Carbolineum“ es un aceite para pintar probado hace unos 45 años, fácil para ser usado lo mismo por personas sin practica, mereciendo la preferencia sobre las demás tintas al aceite ó alquitran por su mayor eficacia, cuando se trata de conservar la madera mucho tiempo.

Empleándose el Avenarius Carbolineum no tiene solamente la ventaja de preservar la madera, sinó que tambien es desinfectante, pues por una parte la protege contra la putrefacción, el caries y los hongos y por otra ahuyentà todos los bichos como los termitos y otros insectos perjudiciales á la madera.

El Avenarius Carbolineum penetra en la madera y por eso su empleo es más ventajoso que el de las otras clases de pinturas. Esas cubren solamente la superficie de la madera y tapan los poros, causando entonces el caries, cuando la madera no esté seca, acelerando con esto su destrucción. El Avenarius Carbolineum no es corrosivo ni venenoso ni inflamable. Puede pintarse con él, madera seca ó verde. Si se pinta la madera recién labrada, resulta en poco tiempo de un hermoso color de nogal, dejando traslucir las vetas.

Con la misma utilidad que para la conservación de la madera, se emplea el Carbolineum para pintar mamposteria impidiendo la formación de salitre, desapareciendo este si ya está formado, además es de efecto muy favorable en paredes húmedas y también para la conservación de cuerdas, redes, velas, etc.

El Avenarius Carbolineum se conserva por tiempo ilimitado sin ninguna alteración.

Su empleo es facilísimo; cualquier inesperto puede manejarlo con pincel—siendo preferidos los con aro de hierro ó alambre—ó sumergiendo la madera en el líquido. Para obtener que absorbe mejor la madera el aceite y aumente así su facultad de resistencia, calientese el Avenarius Carbolineum antes de usarlo. Para conseguir una conservación más eficaz posible, generalmente despues de secar bien la primera mano, hay que dar otra.

Con un gallon ó sean 4 kilos puede pintarse una superficie de madera de 20 á 24 metros cuadrados.

Para proteger á nuestros favorecedores contra imitaciones mandamos con cada barrica un Certificado de origen, el cual contiene el mismo número que la barrica correspondiente.

MORALES Y CIA ARQUITECTOS, INGENIEROS Y CONTRATISTAS

Habana, Marzo 16 de 1922.

Señores Victor G. Mendoza Co.

Muy señores nuestros:

Nos es grato manifestarles que hemos usado en nuestras obras el preservativo contra insectos y podredumbre de la madera conocido por „CARBOLINEUM,“ el cual nos ha dado magnifico resultado en todos los trabajos donde lo hemos empleado, tanto en madera colocadas en los techos de nuestras construcciones, como en aquellas que han sido colocadas dentro de la tierra, pudiendo actualmente recomendar muy eficazmente el „CARBOLINEUM“ debido a la práctica experimentada durante el largo tiempo que venimos usándolo, como el mejor de los preventivos contra la podredumbre y los insectos que atacan a las maderas.

Dirigimos a Uds. la presente como representantes del „CARBOLINEUM“ en esta plaza, a fin de que hagan de la misma el uso que estimen conveniente, haciendo llegar hasta sus productores la demostración del éxito que hemos obtenido con su producto.

Sin otro particular por el momento nos reiteramos de Uds. attos. y Ss. So. (firmado) MORALES Y CIA.

P. D.—El „CARBOLINEUM“ es el mejor preventivo contra el comején.

CENTRAL „SAN RAMON,“ MANZANILLO, CUBA

San Ramón, Abril 18 de 1922.

Señores Victor G. Mendoza Co.

Muy Señores míos:

Tengo a la vista su atenta fecha 14 del actual, de cuyo contenido quedo bien impuesto. CARBOLINEUM: He estado usando este producto durante largos años y siempre con un resultado absolutamente satisfactorio, lo cual me es grato participar a Uds. autorizándoles, desde luego, para que utilicen esta carta y mi nombre en su propaganda de tan recomendable producto.

Quedo de Uds. cual siempre atento S. A.

(firmado) GENARO FERNANDEZ.

INGENIO „DOLORES,“ S. A. JOVELLANOS, CUBA

Señores Victor G. Mendoza Co. Marzo 21 de 1922.

Muy señores nuestros:

Tenemos a la vista su atta. carta del 14 de los crttes., sobre resultado del uso del „CARBOLINEUM.“

Pueden Uds. usar nuestro nombre para la propaganda del mismo, a la vez que nos es grato informarles que hace tiempo venimos usando este preservativo de madera en los carros de caña y trabajo de madera en general, con muy buen resultado.

Quedamos de Uds. Muy attos. y Ss. Ss.

INGENIO „DOLORES,“ S. A.

(firmado) MELCHOR GASTON.

CIA DE LUZ Y FUERZA ELECTRICAS DE AGUASCALIENTES, S. A.

Aguascalientes, Mexico, Enero 6 de 1910.

Muy señores nuestros:

Hemos usado el Carbolineum Avenarius para poner nuestros postes a prueba de putrefacción, por varios años pasados, y hemos visto que es el mejor preservativo para maderas que hasta hoy nayamos experimentado.

El método de que nos valemos para el tratamiento de nuestros postes, es el asentarlos verticalmente en un barril de Carbolineum, permitiendo así que la madera absorba todo lo que pueda del preservativo durante 24 horas, más o menos, de inmersión en el líquido.

También hemos sometido al tratamiento de Carbolineum Avenarius, clases de maderas, e invariablemente hemos encontrado que es en realidad todo lo que él se dice, pues hasta ahora, todo lo que hemos sometido a su acción no presenta huellas de putrefacción ni aun de deterioro perceptible.

CIA. DE LUZ Y FUERZA ELECTRICAS.

DEPARTAMENTO DE COMERCIO SERVICIO DE FAROS

Oficina del Inspector del 17 Distrito, Portland, Ore.

Enero 8 de 1914.

Quedan Uds. avisados que la estación para el faro se construyó en Mayo de 1902, habiéndose sometido las estacas y maderas del muelle al procedimiento de tanque abierto con 100 libras de Carbolineum por cada mil piés cuadrados de superficie.

En Abril 24 de 1913 se hizo un reconocimiento de la estructura, encontrándose todas sus partes en buenas condiciones. Las estacas no presentan huellas de decadencia en aquellos puntos en que quedan alternativamente expuestas a la acción de las mareas a del aire, que es por donde, generalmente empieza la decadencia a hacer sentir su acción.

El entarimado de la cubierta donde ha estado expuesto continuamente a la lluvia y al sol, aunque no conserva el color que de ja el Carbolineum, se conserva fuerte e intacto y muestra muy ligeras huellas del desgaste que debía esperarse ordinariamente.

De Uds. atto. y. S. S.

HENRY L. BECK, Inspector.

ANTONIO S. DE BUSTAMENTE AGUACATE 128, HABANA

Habana, Marzo 16 de 1922.

Señores Victor G. Mendoza Co.

Muy señores míos:

En contestación a su atenta carta del 14, tengo el gusto de manifestarles que por mas de tres años he estado usando el CARBOLINEUM en todas las construcciones de madera de mi finca, estando muy satisfecho del resultado obtenido, esperando seguir usándolo en lo adelante.

Encuentro que protege la madera contra los desperfectos del sol y del agua y que hay una gran ventaja en usarlo.

Pueden hacer Uds. de esta carta el uso que les convenga.

De Uds. atentamente,

(firmado) A. S. DE BUSTAMENTE.

PURDY & HENDERSON TRADING CO. CONTRATISTAS

Habana, Marzo 15 de 1922.

Señores Victor G. Mendoza Co.

Muy señores nuestros:

En contestación a su atta. fecha de ayer, no tenemos ningun inconveniente y nos es de mucho gusto el certificar, que desde algunos años hemos venido usando el preservativo para madera é insecticida conocido con el nombre de „CARBOLINEUM,“ en varias de nuestras obras, y entre ellas la de los muelles que construimos en Matanzas para la COMPANIA ARMOUR DE CUBA, habiendonos dado en todas ocasiones un resultado muy satisfactorio, y autorizamos a Uds. para que puedan hacer uso de nuestro nombre al recomendar este producto a cualquiera de sus clientes. Somos de Uds. muy attos. y Ss. Ss.

PURDY & HENDERSON TRADING CO.,

(firmado) W. M. ANDERSON, Vice-Presidente.

COMPANIA MEXICANA DE LUZ Y FUERZA MOTRIZ, S. A.

Mexico D. F., Mayo 2, 1912.

Hemos recibido copia de una carta de la Carbolineum Wood Preserving Co. de Milwaukee, Wis., de cuyo contenido nos hemos enterado debidamente.

En cuanto al uso de Carbolineum Avenarius queremos decir que durante los ultimos cinco años hemos usado 20,000 galones m. ó. m. de carbolineum, como lo demuestran nuestros libros. Ha sido empleado muy extensamente para postes de cerca, madera para grúas, traviesas y para casas en nuestros varios campos y encontramos que aumenta de dos hasta seis años la vida de la madera. Dicho carbolineum ha dado tambien resultados satisfactorios para el tratamiento de madera que se entierra y previene la putrefaccion de la madera.

En vista de estos excelentes resultados no vacilamos en recomendar el uso continuado de esta marca de carbolineum.

(firmado) W. H. FISKE, Ch. Engr.

Instrucciones para el uso.



MHRC A REGISTRADA

El Carbolineum Avenarius se extiende sobre la madera con una brocha, de la misma manera que la pintura, pero deben usarse solamente brocha atadas con alambre ó con anillo de hierro, porque el Carbolineum Avenarius disuelve la resina y por lo tanto echa á perder en seguida la brochas ordinarias.

Antes de hacer uso del Carbolineum Avenarius es preciso agitarlo bien. Se recomienda que se caliente cada vez, porque así resulta mas líquido, penetra mejor en la madera y se extiende con mas facilidad. Al emplear el Carbolineum Avenarius no se necesita de ninguna presión, pues á causa de sus buenas cualidades basta con untar muy bien la madera con la brocha, para que la impregnación resulte natural y perfecta.

Se debe poner especial cuidado en que las partes por donde la madera ha sido cortada resulten bien cubiertas de Carbolineum Avenarius, pues son siempre las mas expuestas á las influencias del aire y del tiempo.

Toda la madera que se entierra, sea completamente, sea en parte, debe ser untada dos veces con el Carbolineum Avenarius: la segunda mano debe pasarse solamente cuando la primera haya penetrado bien y esté ya bien seca. Cuando se trata de madera que debe ser enterrada sólo en parte, es muy importante que el Carbolineum cubra bien no solo la parte que entra en la tierra sino algunas pulgadas más, porque la putrefacción empieza generalmente en el punto que toca la superficie de la tierra y que es el más exuesto. Como el Carbolineum Avenarius al penetrar en la madera lo hace naturalmente de arriba para abajo, cayendo por su propio peso, es muy esencial que al poner á secar la madera, se coloque de modo que las partes pintadas queden arriba á fin de que el Carbolineum penetre bien y no se derrame.

Para que la madera resulte bien protegida contra la hormiga blanca y contra el anay, es indispensable que el Carbolineum Avenarius se caliente bien antes de emplearlo. Los obreros que se sirven del Carbolineum Avenarius, deben trabajar á la sombra y no al sol, pues si lo hacen al sol, la evaporización del Carbolineum les produce irritación en la piel de la cara, lo cual, aunque no es de graves consecuencias, no deja de ser molesto: la piel de las manos y de los brazos no está expuesta en ningun caso, porque es mas dura y resistente.

En los muros húmedos deben darse dos ó tres manos de Carbolineum Avenarius, empleándolo caliente despues de haber limpiado y cubierto bien todas las grietas y aprovechando un día de buen tiempo seco y el momento en que el muro haya estado batido y secado por el aire.

En las casas nuevas es siempre conveniente pintar con Carbolineum Avenarius los muros que estén más expuestos á la intemperie á fin de protegerlos contra la humedad.

HORMIGAS BLANCAS.

Administración del Estado independiente del Congo
(Departamento del Interior):

„Esta preparación impide los ataques de las hormigas blancas y de los otros insectos que destruyen la madera haciendo en ella nidos para depositar sus huevecillos.

La madera resiste la influencia del viento y del aire libre, la humedad etc., si se la impregna con esta liquido.

Deber recomendar pues el empleo del Avenarius Carbolineum para las construcciones del estado, sobretudo en las partes de las casas que estan directamente en contacto con la tierra.“

La Congregación del Espíritu Santo y del Sagrado Corazón de Maria, de Paris, nos comunica:

„En 1887 nuestra misión del Gabon recibió de Vds. un tonel de cerca de 200 kilogramos de Avenarius Carbolineum. Tenemos el placer de manifestarles á Vds. que todos nuestros misioneros los resultados han sido excelente contra los daños que causaban allí los termitos; estos terribles insectos que antes devoraban interiormente toda la madera sin que al pronto pudiese verse, dosamente con el Avenarius Carbolineum.“

Consulado Imperial de Alemania en Manáos (Brasil):

„En contestación á su grata carta de Vds. fecha 28 de Mayo del corriente año, tengo el honor de comunicarles que el Avenarius Carbolineum que importé hace algunos años le he empleado con el mayor éxito para combatir los ataques de las hormigas blancas, cuya obra de destrucción ha cesado completamente.“

CANAL DE PANAMA

Extracto de „The Canal Record“ Vol. VI, lo de
Enero de 1913, No. 10

El clima y los insectos en Panama son muy nocivos á la madera. Para preservarlos de estas influencias destructoras tratamos los „fenders“ de madera con el Avenarius Carbolineum. Para este objeto se ha erigido en Miraflores un recipiente construido en „Gorgona shops“ de 4 piés cuadrados de corte transversal y 20 piés de largo. En este recipiente el liquido se calienta por medio de vapor introducido por un tubo de calefacción. Las maderas deben immergirse en el liquido caliente quedando allí 30 minutos. En un día de 8 horas pueden tratarse nuos 72—81 pedazos.

Extracto de una carta del Departamento de Guerra,
Oficina del Jefe del Cuerpo de aposentadores

Washington, 20 de Agosto de 1913.

Los informes de la Comisión del Canal ístmico demuestran que 4500 galones de Carbolineum Avenarius se han empleado para la impregnación de los „fenders“ de madera que se deben instalar en las varias esclusas construidas en conexión con el Canal de Panama.

DIRECTIONS FOR USE OF



WOOD PRESERVATION

FIRST ESSENTIAL—HOW USED

Always shake container or stir contents thoroughly. **NEVER DILUTE** Avenarius Carbolineum because this will cause trouble and destroy its effectiveness.

Always use Avenarius Carbolineum as a primer or on unpainted wood. Varnish or dark shades of lead and oil paints will well adhere and wear over it, while light shades might become tainted.

To obtain the best results Avenarius Carbolineum should be used **WARM**, although it can be used in its natural state, but if it is **HEATED** it will penetrate into the wood **MUCH FASTER** and evaporate the moisture with more efficiency.

In hot weather when the temperature reaches as high as 70 degrees F. in the shade we recommend the application in its natural state, otherwise also if used on damp or partly seasoned wood it is to be heated to about 150 to 220 degrees F., respectively, above the boiling point of water. (Boiling point 500 degrees F., heating causes no danger with reasonable precautions. Never heat to boiling point, as this is not necessary and causes sediment due to evaporation.)

SIMPLE METHODS OF APPLYING

Dipping—After trimming timber or lumber immerse it in the oil. One inch lumber to be submerged about two minutes. Add two minutes additional for each further inch of thickness of lumber. Damp or partly seasoned lumber should always be dipped in oil heated to at least 220 degrees or above boiling point of water.

Brush or Mop—After lumber is trimmed and framed apply Avenarius Carbolineum liberally with a wire bound or rubber set brush, or long handled mop. Saturate well all cross cuts, mortises, tenons and knotty spots. Old wood where decay has already started, decayed parts should be removed before applying oil. All underground work as well as all unseasoned wood should have two coats and care taken that the ends of the wooden parts are well saturated. After absorption, allow as much time as possible for penetration of first coat, then apply second coat.

Spraying—Avenarius Carbolineum will work with any efficient spraying or paint machine, but as spraying tends to cool the oil very fast it should always be used hot. Also strain oil through cheese cloth and use a fine nozzle. We do not recommend spraying in severe cold weather.

Caution—Avenarius Carbolineum if applied in the sun and very hot weather has a tendency to flush the skin of some people, but not all, especially if they rub the perspiration from the face with hands spattered with the oil; accidentally splashing oil into eyes will also cause a smarting effect to the eyes. This is not injurious and is relieved by bathing affected parts in cold water and using vaseline. Hence, use in the shade and as a matter of precaution apply with long handled brushes, wearing gloves and auto goggles. Users may also grease their hands and faces with lard or vaseline.

KILLS CHICKEN MITES OR FOWL TICKS (BLUE BUGS)

In Poultry Houses—applied once a year—will do the work.

How Used—Thoroughly clean inside walls, floor, ceiling, dropping boards, roosts, etc., and then apply to same one or two brush coats, or a good spray coat of Avenarius Carbolineum. It will work with any sprayer if strained, but in cold weather it should also be heated. Special care should be taken to saturate all cracks, crevices and joints of wood.

Application should be made in the morning. Thereafter the house should be closed for an hour or two and then ventilated. Reasonable care should be taken to prevent the fowls from coming in contact with the freshly painted wood-work, and if possible, they should be kept out of the coop until evening.

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MILWAUKEE, WIS.



CARBOLINEUM WOOD PRESERVING Co.



TELEPHONE GRAND 1504
CABLE ADDRESS "CARBOLINUM"
Western Union Code.

ADDRESS ALL COMMUNICATIONS TO MILWAUKEE,
NO EASTERN BRANCHES OR SUCCESSORS

CARBOLINEUM BUILDING, MILWAUKEE.
PACIFIC COAST OFFICE 222 EAST WATER ST.
PORTLAND, OREGON.

518-520 PRAIRIE ST. MILWAUKEE, WIS., U.S.A. Oct 25/1928

SOLD TO

Gral. Plutarco Elias Calles
Castillo de Chapultepec
Mexico, D.F., Mexico.

INVOICE NUMBER 3445

TERMS

Cash 100% PAID.

PAYABLE WITH EXCHANGE ON MILWAUKEE, CHICAGO OR NEW YORK. INTEREST CHARGED ON ALL OVERTIME. SUBJECT TO SIGHT DRAFT WHEN DUE.
ALL CLAIMS MUST BE MADE IMMEDIATELY ON RECEIPT OF GOODS.

By CHESTER-10 @ CHI-APASS @ New Orleans to: Gral Plutarco Elias Calles c/o Juan B. Calvo, Custom Agt PO 93-Vera Cruz, Mexico.
For reship to Yourself-Castillo de Chapultepec, Mexico, D. F. MEXICO.

2/55 Gallon Drums



C.I.F. Vera Cruz.

Booking 214

NET 110 US GALLONS @ 72¢ US C PER GALLON, \$79.20 U.S.C.

Drums Extra \$5.00 Each	10.00	" "
Consul chge for vising Invoice	2.00	" "
	<u>51.20</u>	" "
Less 2% Discount for cash	1.78	" "
	<u>\$39.42</u>	" "

Drums #1 & #2. Each weighs Gross 54½,
Tare 10½, Net 44½. U.S. weight.

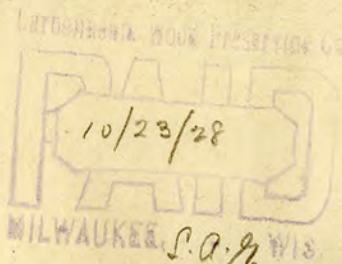
Accites Creosotadas para conservacion de
Madera. Fraccion 280. Made of Creosote
oil.

Freight Milwaukee to New Orleans to port of
clearance is 63¢ per 100#, total \$6.87, this
freight is included in the price of above invoice.

We hereby certify that the prices and values shown
are true and correct and that the total amount of
invoice \$39.20, represents the cost of said mer-
chandise F.O.B. Vera Cruz.

CARBOLINEUM WOOD PRESERVING CO.

Per Percy B. Luebber Sec. & Treas.



Copy.

Customs Form 7525
U.S. CUSTOMS SERVICE
D. 38410, 40320, Oct. 13-27

File No. _____
Section Customs Statistics

This space for use of Customs

UNITED STATES CUSTOMS SERVICE

Read carefully the instructions on back to avoid delay at shipping point

SHIPPER'S EXPORT DECLARATION

OF SHIPMENTS TO FOREIGN COUNTRIES OR NONCONTIGUOUS TERRITORIES OF THE U. S.

Clearance will not be granted until shipper's declaration has been filed with the Collector of Customs.
(Declarations should be typewritten or prepared in ink; pencil is not permissible.)

This space for use of Customs

File No. _____

CODE NUMBERS	
(District)	(Port)
(Nationality)	(Flag)
(State)	
(Country)	

Goods shipped by Carbolineum Wood Preserving Co.
(Name of actual shipper)

Address 518/520-Highland Ave., Milwaukee, Wis. U.S.A.
(Number) (Street) (City) (State)

For account of Gral Plutarco Elias Calles c/o Juan B. Calvo,
(Name and address of exporter of goods if shipper is agent)
Vera Cruz, Mexico.

From Wisconsin, U.S.A. For Shipment on the OM 35TP-10 @ Chi-APASS Line @ New Orleans
(State in which shipment originated) (Name of carrier. If vessel, give name and nationality)

From New Orleans, La. To ultimate foreign destination of goods Mexico, D.F., Mexico
(U. S. Customs port of exportation) (City) (Country)

Marks and numbers	Number and kind of packages	DESCRIPTION OF GOODS Describe each kind of goods in detail. Do not use general terms such as meats, dry goods, machinery, fruits, etc. (See instructions on back, par. 3)	Quantity in pounds, tons (of 2,240 pounds), gallons, yards, bushels, barrels, etc., as required by Schedule B	Value at time and place of shipment		Statistical Code No., Schedule B
				U. S. Products, including foreign goods altered or remanufactured in the United States	Foreign Products in same condition as imported	
			1090# US	Nearest whole dollars (no cents)		
			110 gals U.S.			
Gral Plutarco Elias Calles, c/o Juan B. Calvo Custom Agent, P.O. 93-Vera Cruz, MEXICO. To be re-shipped to: Gral Plutarco Elias Calles, Castillo de Chapultepec, Mexico, D.F., MEXICO.	2-Drums	Wood Preservative Liquid or not <u>For Export to Mexico</u> Acetates Creosotadas para conservacion de maderas. Fraccion No: 260. Drums #1 & #2, East 55 U.S. Gallons. Weights: Gross 545#, Tare 50#, Net 495# East U.S. In Kilos: Gross 247.2, Tare 22.2, Net 225 Each. Made of Creosote Oil		\$89.42 U.S.G.		
Booking 214						
						</

Waybill or manifest No. Oct. 25th, 1928 (Date of exportation) TOTAL, \$ \$89.42 U.S. Gold

I, the undersigned, solemnly and truly declare that the above statement is a complete, just, and true account of all merchandise shipped by the party named; on board the vessel, car, or vehicle; and to the place or country named above; and that the description and quantity of each article is truly stated and that the values thereof are the actual selling prices or true market values at the time and place of shipment for exportation.

Sworn and subscribed to before me on Oct. 25, 1928.

(Signature) Percy A. Lubben
Secretary & Treasurer

(Capacity) _____ (Member of firm, secretary, agent, etc.)
MILWAUKEE, WIS. U. S. A.

(Address) _____

(Acting Deputy Collector, notary public, etc. See par. 2 on back)

My commission expires Mar. 30, 1929

2-14516

UNIFORM THROUGH EXPORT BILL OF LADING

(Prescribed in Interstate Commerce Commission Orders of October 21, 1921, January 30, 1922, and March 7, 1922, in Docket No. 4844.)

STRAIGHT BILL OF LADING—COPY—NOT NEGOTIABLE

ILLINOIS CENTRAL RAILROAD COMPANY

IN CONNECTION WITH OTHER CARRIERS ON THE ROUTE

Export Bill of Lading No. **1008** Contract Numbers **214** Dated at **Milwaukee, Wis.,**
27th day of **October,** 192**8** Received from **Carbolineum Wood Preserving Co**
 this receipt or bill of lading of the **CMST&P RR.** Company, No. _____, issued at **Milwaukee, Wis.,**
 on the **26th** day of **October,** 192**8** for the following property in apparent good order (contents and condition of contents of packages unknown), marked, numbered, consigned and destined as indicated below, to be transported over the line of the said company, and delivered in like good order and condition to the Illinois Central Railroad Company at **Chicago, Ills.**
 Consignee **Gral. Plutarco Elias Calles c/o Juan B. Calvo, Custom Agt., P.O. 93**
 Destination **Vera Cruz, Mexico**
 Route **CMST&P - Chicago - IC - American Fruit & SS Co. at New Orleans**
 Party to whom arrival notice is to be addressed _____

MARKS AND NUMBERS	ARTICLES	Shippers *Weight (Subject to Correction.)	Measurement (Subject to Correction.)
#1 & #2 For reshipment to: Gral. Plutarco Elias Calles, Castillo de Chapultepec, Mexico, D.F. Mexico	Two Drums Wood Preservative Liquid (made of creosote oil) Acetes Creosotados para conservacion maderas Fraccion 260 (No Labels Required) Shipper's Export declaration in triplicate tendered to CMST&P RR., Milwaukee, Wis., Oct. 26th, 1928, by shippers.	Total Wt: 1090# Wt. each drum: G. 545#; T. 50#; N. 495# Wt. in Kilos each drum: G. 247.2; T. 22.2; N. 225.	

* U. S. Law requires Agent issuing Bill of Lading to write either "Shipper's" or "Carrier's" before "Weight."

To be carried to the port (A) of **New Orleans, La.** and thence by **Amer. Fruit & SS Co** to the port (B) **Vera Cruz, Mexico**
 (or so near thereto as vessel may safely get), and to be there delivered in like good order and condition as above consigned, or to consignee's assigns, or to another carrier on the route to destination if consigned beyond said port (B), upon payment immediately on discharge of the property of the freight thereon, at the rate
 (INLAND AND/OR COASTWISE) from **C.I.F. FREIGHT TO VERA CRUZ, MEXICO** to _____ of _____ cents per one hundred pounds gross weight, port charges, if any _____ cents, and (OCEAN AND ON-CARRYING) from _____ to _____ of _____ cents, per _____, and advanced charges _____ (\$ _____), with all other charges and average, without any allowance of credit or discount, _____ settlement to be made on the basis of United States gold currency, amount to be paid by receivers at current rate of New York exchange as quoted on the day the vessel is entered at the Custom House at her port of discharge.
 In consideration of the rate of freight herein named it is hereby stipulated that the service to be performed hereunder shall be subject to the contract terms and conditions, whether printed or written, herein contained, and said terms and conditions are hereby agreed to by the shipper and by him accepted for himself and his assigns.

CONTRACT TERMS AND CONDITIONS.

Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be without effect and this bill of lading shall be enforceable according to its original tenor. If shipment consists of cotton or cotton linters it is mutually understood and agreed that the description of the condition does not relate to insufficiency of or the torn condition of the covering, or to any damage resulting therefrom, and that no carrier shall be responsible for any damage of such nature. The vessel shall be at liberty to call at any port or ports in or out of the customary route, to tow and to be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs.

This bill of lading is not to be used on traffic from a point in the United States destined to an adjacent foreign country.

PART I.—With respect to the service until delivery at the port (A) first above mentioned it is agreed that—

1. The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto except as hereinafter provided.
 (b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the Public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at the port of export, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine deposit or elsewhere, as required by quarantine regulations, or authorities, or for the carrier's dispatch, at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when the property is so discharged, or the property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to the property shall be borne by the owners of the property or be alien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities, even though the same may have been done by carrier's officers, agents, employees, or crew, nor for detention, loss or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable except in case of negligence for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

(d) In issuing this bill of lading this company agrees to transport only over its own line and acts only as agent with respect to the portion of the route beyond its own line.
 (2) No carrier shall be liable for loss, damage, or injury not occurring on its own road or its own water line or its portion of the through route, nor after said property has been delivered to the next carrier.

3. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and said port (A).
 (b) The amount of any loss or damage, including loss or damage arising from delay for which any carrier is liable, shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if paid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

(c) Claims for loss, damage, or delay must be made in writing to the carrier at the port of export or to the carrier issuing this bill of lading within nine months after delivery of the property at said port (A), or, in case of failure to make such delivery, then within nine months after a reasonable time for such delivery has elapsed; and claims so made against said delivering or issuing carrier shall be deemed to have been made against any carrier which may be liable hereunder. Unless claims are so made the carrier shall not be liable.
 (d) Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance. Provided, That the carrier reimburse the claimant for the premium paid thereon.

4. Except where such negligence is required as the result of carrier's negligence, all property shall be subject to necessary coopers and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression.

5. (a) Property not removed by the exporting carrier, or the party entitled to receive it, within the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at port (A) has been duly sent or given, and after placement of the property for delivery at port (A), or tender of the property for delivery upon order of the party entitled to receive it has been made, may be kept in vessel, car, depot, or place of delivery of the carrier or warehouse, subject to the tariff charge for storage and to the carrier's responsibility as warehouseman, only, or, at the option of the carrier, may be removed to and stored in a public or licensed warehouse at port (A), or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from car or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

6. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

7. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

8. The owner or consignee shall pay the freight, and average, if any, and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If, upon inspection, it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of Congress of the United States, approved on February 13, 1893, and entitled "An Act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers, or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances, whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. Except in case of negligence, such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General average shall be payable according to York-Antwerp Rules, 1890, and, as to any matter not therein provided for, according to the law and usage of the port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped, and supplied, it is hereby agreed that in case of danger, damage, or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees, 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 shipowner 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.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

10. (a) No carrier shall be liable for delay not occurring on its own line, or not the result of its negligence, nor in any respect other than as warehouseman, while the property awaits further conveyance after proper tender of delivery to the next connecting carrier has been made, and if the whole or any part of the property specified herein be prevented by any cause from going from the port of export in the vessel which intended, the carrier hereunder then in possession is at liberty to forward said property by another vessel of the ocean carrier, or, if deemed necessary, by any other vessel, dispatching notice thereof to the shipper and consignee.

(b) It shall be the duty of the carrier by railroad to deliver such property to the vessel as a part of its undertaking as a common carrier.

11. (a) The vessel shall have liberty to sail with or without pilots; the ocean carrier shall have liberty to convey goods in craft and/or lighters to and from the vessel at the risk of the owners of the goods; and, in case the vessel shall put into a port of refuge, or be prevented from proceeding in the ordinary course of her voyage, to trans-ship the goods to their destination by any other vessel, dispatching notice thereof to the consignee, if named (at destination named), and otherwise to the shipper. The ocean carrier shall not be liable for loss or damage occasioned by fire from any cause or wheresoever occurring; by barratry of the master or crew; by enemies, pirates, or robbers; by arrest or restraint of princes, rulers or people, riots, strikes, or stoppage of labor; by explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances, or unseaworthiness of the vessel, whether existing at time of shipment, or at the beginning of the voyage, provided the owners have exercised due diligence to make the vessel seaworthy; by fumigation under Governmental orders; by heating, frost, decay, putrefaction, rust, sweat, change of character, drainage, leakage, breakage, vermin, or by explosion of any of the goods whether shipped with or without disclosure of their nature, or any loss or damage arising from the nature of the goods or the insufficiency of packages; nor for inland damage; nor for the obliteration, errors, insufficiency or absence of marks, numbers, address, or description; nor for risk of craft, hull, or trans-shipment; nor for any loss or damage caused by the prolongation of the voyage. The ocean carrier shall not be concluded as to correctness of statements herein of quality, quantity, gauge, contents, weight, and value.

(b) General average shall be payable according to York-Antwerp Rules 1890, and, as to any matter not therein provided for, according to the law and usage of the port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped, and supplied, it is hereby agreed that in case of danger, damage, or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees, 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 shipowner 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.

(c) This shipment until delivery at the port (B) second above mentioned is subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of Congress of the United States, approved on the 13th day of February, 1893, and entitled, "An Act relating to the navigation of vessels, etc." This shipment is subject to the provisions of Sections 4281-4286, inclusive, of the Revised Statutes of the United States.

3. (a) The value of each package shipped hereunder does not exceed two hundred and fifty dollars, unless otherwise stated herein on which basis the freight is adjusted, and the ocean carrier's liability shall in no case exceed that sum or the invoice value (including freight charges, if paid, and including duty if paid and not returnable), whichever shall be the least, unless a value in excess thereof be specially declared, and stated herein, and extra freight as may be agreed upon, paid. Any partial loss or damage for which the carrier may be liable shall be adjusted pro rata on the above basis.

(b) Notice of loss, damage, or delay must be given in writing to the carrier receiving the goods for transportation between port (A) and port (B) within 30 days after the removal of the goods from the custody of such carrier, or, in case of failure to make delivery, within 30 days after the goods should have been delivered, provided, that if such loss or damage is apparent at the time of the removal of the goods from the custody of the carrier, the notice of loss, damage, or delay must be given before the goods are so removed, in which case notation of the loss or damage made on the receipt given to the carrier for the goods shall constitute the notice herein required. Written claim must be filed with such carrier within nine months after giving the aforesaid written notice. Unless such notice is given and claim filed as above provided, the carrier shall not be liable. No suit to recover for such loss, damage, or delay shall be maintained unless instituted within one year after the giving of the written notice of loss, damage, or delay above provided for.

(c) The carrier shall not be entitled to the benefit of any insurance that may have been effected by the shipper upon the goods shipped thereunder.

4. Shippers shall be liable for any loss or damage to vessel or cargo, caused by inflammable, explosive, or dangerous goods shipped without full disclosure of their nature, whether such shipper be principal or agent; and such goods so shipped may be thrown overboard or destroyed at any time without compensation.

5. The carrier shall have a lien on the goods for all freights and charges and any sums that may be due under this bill of lading, and also for all fines or damages which the vessel or cargo may incur or suffer by reason of the illegal, incorrect or insufficient marking, numbering or addressing of packages or description of their contents.

6. If the vessel is prevented from reaching her destination by Quarantine, the carrier may discharge the goods into any depot or lazaretto, under suitable available protection, dispatching notice thereof to the consignee, if named herein (at destination named), and otherwise to the shipper, and such discharge shall be deemed a final delivery under this contract, and all the expenses thereby incurred on the goods shall be a lien thereon.

7. The vessel may commence discharging immediately on arrival and discharge continuously, any custom of the port to the contrary notwithstanding, the Collector of the Port or other proper officer being hereby authorized to grant a general order for discharge immediately on arrival, and if the goods be not taken from the vessel by the consignee directly they come to land in discharging the vessel, the master or vessel's agent be at liberty to enter and land the goods, or put them into craft or store at the owner's risk and expense, dispatching notice thereof to the consignee, if named herein (at destination named), and otherwise to the shipper, when the goods shall be deemed delivered and vessel's responsibility ended, but the vessel and carrier to have a lien on such goods until the payment of all costs and charges so incurred.

8. If on a sale of the goods at destination for freight and charges, the proceeds fail to cover said freight and charges, the ocean carrier shall be entitled to recover the difference from the shipper, owner, or consignee. Full freight is payable on damaged or unsound goods; but no freight is due on any increase in bulk or weight caused by the absorption of water during the voyage. Freight prepaid will not be returned provided the goods have been loaded on the vessel.

9. In the event of claims for short delivery when the vessel reaches her destination, the value shall be adjusted as per conditions under clause 3, less all charges saved, vessel being responsible only for such part of the goods as has been actually delivered to the vessel at the port (A) above mentioned, and vessel not liable for any loss or damage that may have occurred before delivery of the goods at the port (A) above mentioned.

10. Goods on wharf awaiting shipment or delivery shall not be at ocean carrier's risk of loss or damage not happening through the fault or negligence of the owner, master, agent, or manager of the vessel, any custom of the port to the contrary notwithstanding.

11. This bill of lading, duly indorsed, shall be given up to the vessel's consignee in exchange for delivery order.

12. Freight payable on weight is to be paid on gross weight landed from ocean vessel, unless herein otherwise provided, or unless the carrier elects to take the freight on the bill of lading weight, but inland freight and charges paid on wheat, peas, maize, or other grain, or seed, or other bulk articles, from point of shipment to seaboard shall be paid by consignee at destination on the weight delivered on board ocean vessel.

13. If from any cause the whole or any part of the articles specified herein do not go in the vessel for which intended, the carrier shall forward them by other vessel or vessels employed by the ocean carrier, or by other vessels.

14. The property covered by this bill of lading is subject to all conditions expressed in the regular form of port bill of lading in use by the steamship company on the date of execution of this document and on file, in accordance with the rules and regulations of the United States Shipping Board and/or the Interstate Commerce Commission, but if any of such conditions are in conflict with conditions 1-15 of Part II of this bill of lading, the latter conditions shall control.

15. If the goods covered by this bill of lading are consigned hereunder beyond the port (B), the trans-shipment to connecting carrier shall be at the risk of the owner of the goods, but at vessel's expense, and all liability of the ocean carrier hereunder terminates on delivery to connecting carrier.

PART III.—With respect to the service after delivery at the port (B) second above mentioned, and until delivery at ultimate destination if destined beyond that port, it is agreed that—

1. In case the regular vessel service to final port of delivery should for any reason be suspended or interrupted, the ocean carrier, at the option of the owner or consignee of the goods, or the holder of the bill of lading, may forward the goods to the nearest available port, this to be considered a final delivery, or to store them at the port (B) second above mentioned at the risk and expense of the goods until regular service to final port of destination is opened again.

2. The property shall be subject exclusively to all the conditions of the carrier or carriers completing the transit.

3. The addressing of arrival notice to the notify party shall be exclusively the obligation of the carrier completing the transit.

AND FINALLY, in accepting this bill of lading, the shipper, owner, and consignee of the goods, and the holder of the bill of lading, agree to be bound by all its stipulations, exceptions, and conditions, whether written or printed, as fully as if they were all signed by such shipper, owner, consignee, or holder.

IN WITNESS WHEREOF, the agent signing on behalf of the said ILLINOIS CENTRAL RAILROAD COMPANY

and of the said Ocean Carrier or Ocean Vessel and her owner, severally and not jointly, hath affirmed to _____ Bills of

Lading, all of this tenor and date, one of which Bills being accomplished, the others to stand void.

By _____ Shipper

By _____ 1312 Majestic Bldg., Milwaukee, Wis. Agent

On behalf of carriers severally but not jointly.

OCT. 31.-

CARBOLINEUM WOOD PRESERVING CO.-
518-Highland Ave(Praire St).
Milwaukee. Wis.-

Al Sr. Presidente.-

Le envían copias del conocimiento de embarque, Manifiesto y Factura, por los dos tambores de "Amenarius Carbolineum" que a su nombre pidió el Sr. D. Carlos Santander, y que fueron consignados al Sr. José B. Celvo, Agente de Aduanas en Veracruz, para que reexpida la mercancía mencionada al Castillo de Chapultepec.-

anexos.-

ia.



CARBOLINEUM BUILDING, MILWAUKEE.

CARBOLINEUM WOOD PRESERVING CO.

PIONEER AND ORIGINAL COMPANY INCORPORATED



CARBOLINEUM

PRESERVES WOOD EVERYWHERE

TELEPHONE GRAND 1504
CABLE ADDRESS "CARBOLINUM"



ADDRESS ALL COMMUNICATIONS TO MILWAUKEE
NO EASTERN BRANCHES OR SUCCESSORS

518-520 HIGHLAND AVE. (PRAIRIE ST.) MILWAUKEE, WIS., U.S.A. Octubre 31 de 1928

Gral. Plutarco Elias Calles
Castillo de Chapultepec
Mexico, D.F., Mexico

Sir:

Damos a su excelencia las más repetidas gracias
por su pedido de:

2 Tambores de 55 galones "Avenarius Carbolineum"
Wood Preservative (Arrow Trademark)

Sentimos nifinito el que su representante Sr.
Don Carlos Santander no hubiese podido permanecer más
tiempo in Milwaukee, pues nos hubiese sido un gran
placer el mostrarle le nuestra hospitalidad.

El pedido de su excelencia recibió inmediata
atencion. Adjunto sérvase hallar copias del conocimiento
de embarque, Manifiesto y Factura debidamente recibida,
entre tanto, los debidos documentos originales como
tambieu la Factura consular son transmitidos al Sr. Don
Juan B. Calvo, Agente de Aduanas, en Vera Cruz, Mexico,
instruyendolo que pase las mercancías a cuenta de su
excelencia y las remita al Castillo de Chapultepec,
Mexico, D.F.

Nos hemos hecho cargo de los gastos de flete de
Milwaukee a Vera Cruz, Mexico, como su excelencia lo
notará en las copias de los documentos de embarque que
adjuntamos.

Tambieu incluimos nuestras direcciones para el uso,
y recomendamos a su excelencia el que apliquen el
"Avenarius Carbolineum" conforme a las direcciones, en
cuyo caso estamos verdaderamente confiados que los
resultados serán satisfactorios.

Dándole otra vez nuestras más repetidas gracias,
quedamos de usted.

Muy Attos. y S.S.
CARBOLINEUM WOOD PRESERVING CO.

Por *Gred Leybold*

FL:N

Presidente

USED ALL OVER THE WORLD SINCE 1876

EXPLANATORY

WE ARE THE

**SOLE
MANUFACTURERS**
IN THE UNITED STATES,
MEXICO, CANADA AND CUBA
FOR:

"AVENARIUS CARBOLINEUM"

(U. S. TRADEMARKS REG.)
(1887-1889-1917-1922)
CUBA 1900-1927
CANADA 1901-1921
MEXICO 1903-1923

THE GENUINE PRODUCT
DISTINGUISHED BY THE
SYMBOL OF AN

"ARROW"

(U. S. REG. 1917)

**BEWARE
OF
IMITATIONS**

PARTICULARLY SUCH THAT
CANNOT SAIL UNDER THEIR
OWN FLAG, OR ARE MARKED
UNDER SIMILAR NAMES AND
BY CONCERNS CLAIMING TO BE
AGENTS OR SUCCESSORS.

8531

NOV. 9.-

Ana María D. de Calvo.-
Ciudad.-

Al Sr. Presidente.-

Le participa quela casa Carbolineum Wood Preserving Co. de Milwaukee, Wis. USA. le envió aviso de haber remitido dos tambores conteniendo aceites creosotados para conservación de madera, destinados al Sr. Presidente y consignados al esposo de la suscrita Sr. Juan B. Calvo, y como su esposo no tiene Agencia Aduanal y no se encuentra en esta Capital, le -suplica ordenar a la Aduana que se efectúe el despacho de los bultos citados.

U
ia.

México 9 de noviembre de 1928.



Sr. Don Plutarco Elias Calles.
Presidente de los Estados Unidos Mexicanos.
Palacio Nacional.

Muy respetable señor:-

Acabo de recibir de Carbolineum Wood Preserving Co. de Milwaukee Wis U.S.A., aviso de que han enviado para Ud. -- dos tambores conteniendo aceites creosotados para conserva--- ción de madera, consignados a mi esposo el Sr. Juan B. Calvo.

Como mi citado esposo no tiene Agencia Aduanal es--- tablecida, encontrándose fuera dedicándose a otras ocupacio--- nes, no podrá encargarse del despacho de estos bultos, por -- lo que me apresuro a comunicar a Ud. lo anterior para que sea servido indicar a la Aduana, como ha de efectuarse el despa-- cho de los bultos.

Sin otro particular, quedo a sus órdenes, como su -- afma. atta. y S.S. Ana Maria D. de Calvo

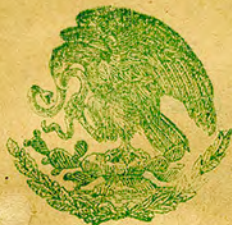
Telegrama.

México, D.F., 12 de noviembre de 1928.

Señor Quintín Rosas,
Administrador de la Aduana,
Veracruz, Ver.

S.P. 652 - Sírvase reexpedir Hacienda Santa Bárbara, Chalco, México, dos tambores aceites creosotados para conservación madera que ---- Carbolinum Wood Preserving Company, Milwaukee, envíame cuidado ---- Agente Aduanal Juan B. Montalvo, Apartado 93, ésa, quien entregarále documentos relativos. Afectuosamente.

P. Elías Calles,
Presidente de la República.



TELEGRAFOS NACIONALES

ESTADOS UNIDOS MEXICANOS

TELEGRAMA

PRESIDENTE



VZ-152. (609) NUM 15. 60/7.20 OF AG

Depositado

VERACRUZ VER 13

Recibido

OV D 18.15

GRAL DE DIV D PLUTARCO ELIAS CALLES

PRESIDENTE DE LA REPUBLICA MEXICO D F

4142-9-1456. SUYO S P 652 AYER. DOCUMENTOS AMPARA MERCANCIA

INDICA FUERON REMITIDOS AYER POR AGENTE ADUANAL ENRIQUE C PRADO A ESA

CAPITAL PARA ENDOSO POR APODERADO DE JUAN B CALVO. MISMO

SEÑOR PRADO INDICA QUE MANANA LE SERAN DEVUELTOS Y LOS ENTREGARA

A ESTA ADMINISTRACION. DE SER ASI MANANA MISMO SERAN REEXPEDIDOS

DICHOS TAMBORES. RESPTTE. P EL ADMOR

Z CARDENAS..

Todo telegrama debe llevar el sello de la Oficina.

San Vd. el correo; le interesamos los 4142-9-1456-1457 que le ofrece el Telegrama.

NOV. 15.-

ADUANA MARITIMA DE VERACRUZ.-

Mesa Despachos. No. 4142-9-37041.

Veracruz. ver.-

Al Sr. Presidente.-

Contesta su mensaje BP. # 652, de 12 actual, manifestando que en cumplimiento adjunto conocimiento a Express No. 724946, amparando dos tambores de aceite creosotado, a su consignación a la Estación de Santa Bárbara.

anexo.

ia.



ADUANA MARITIMA DE VERACRUZ

Mesa de Despachos.

Número 4142-9-370H11

Referencia: 311.0-81"28"

Expediente:

ASUNTO:- IMPORTACION COMUN-GENERA-
LIDADES.- Se adjunta conocimiento
No. 724946, amparando dos tambores
conteniendo aceite creosotado.



H. Veracruz, Ver. a 15 de noviembre de 1928.

C. General de División
Don Plutarco Elias Calles,
Presidente de la República.
Palacio Nacional.
México, D.F.

Su mensaje S. P. #652 de 12 del
actual.

En debido cumplimiento a lo que se sirve Ud. ordenar
en su superior mensaje arriba expresado, adjunto al pre-
sente tengo el gusto de remitirle conocimiento número
724946 expedido por el Departamento de Express de los Fe-
rrocarriles Nacionales de México, amparando dos tambores
conteniendo aceite creosotado, embarcados a su consigna-
ción a la estación de Santa Bárbara, México, cuyos bultos
llegaron a este puerto procedentes de New Orleans, por
vapor hondureño "Morazán" de 12 del actual.

Al manifestar a usted lo anterior, me permito reiterar-
le las seguridades de mi más atenta y respetuosa conside-
ración.

SUFRAGIO EFECTIVO. NO REELECCION.

El Administrador,

Quintín Rosas.

Al contestar este oficio, cítese el número, refe-
rencia y expediente, a fin de facilitar el trámite.

MB/MM.

8842