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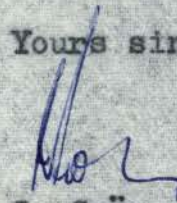
11 February 1961

Dear Mr. Ekstrom,

With reference to your letter of 30 January addressed to Dr. Linner, we very much regret the delay in replying to your earlier correspondence. However, on 27 January we did reply to your New York branch, informing them that we hoped to meet our requirements as regards corned beef and canned vegetables from donations.

We thank you for despatching the samples of dehydrated vegetables to us and for all the other information regarding the supplies you can offer. You may be sure we will get in touch with you, should purchases be envisaged at a later date.

Yours sincerely,



J. Grün

Chief Refugee Relief Coordinator

Mr. J.E. Ekstrom
Marketing Manager
Liebig's (Rhodesia) Ltd.
P.O. Box 1118
Halco House
Pife Street
Bulawayo
Southern Rhodesia

JG/km

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITY

SVC Service	FFFFF Routine	SSSSS Priority	PRIORITE NATIONS
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Priorité Nations traffic
is strictly limited.

NR

Address (es)

HEADQUARTERS
SOUTH KATANGA
EVILLE

11 February 1961

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FROM GRUN REFUGEE RELIEF COORDINATOR STOP YOUR LOGS 717 STOP
FOR YOUR INFORMATION OUR DIFFICULTY IS FIRST GETTING THE
MAIZE MILLED SECOND PAYMENT IN KATANGA FRANCS THIRD
REPLACEMENT OR REIMBURSEMENT IN EVILLE STOP PLEASE
ADVISE BUENAVIDA THAT WE CANNOT ACCEPT HIS OFFER AT PRESENT
TIME STOP MANY THANKS YOUR ASSISTANCE

T. O. R.

BY :

Drafted by :

Authorized : J. Grün

Date

T. O. D.

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITYS V C
ServiceF F F F F
RoutineS S S S S
PriorityP R I O R I T E
N A T I O N SPriorité Nations traffic
is strictly limited.

N R

Address (es)

HEADQUARTERS
SOUTH KATANGA
EVILLE

1961 FEB 11 PM 2:13

O.N.U.C.

11 February 1961

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FROM GRUN REFUGEE RELIEF COORDINATOR STOP YOUR LOGS 717 STOP
 FOR YOUR INFORMATION OUR DIFFICULTY IS FIRST GETTING THE
 MAIZE MILLED SECOND PAYMENT IN KATANGA FRANCS THIRD
 REPLACEMENT OR REIMBURSEMENT IN EVILLE STOP PLEASE
 ADVISE BUENAVIDA THAT WE CANNOT ACCEPT HIS OFFER AT PRESENT
 TIME STOP MANY THANKS YOUR ASSISTANCE

Alga 5684 - 100.000 - 26/10/60

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized

J. Grün

Date

100

105

82

Date

20/10/55
D. H. H. H.

231

TO THE SECRETARY GENERAL
UNITED NATIONS
NEW YORK
FROM THE SECRETARY
OF THE UNITED NATIONS
RE: ...

RECEIVED 20 OCT 1955

C. U. N. O.

11 SEP 1955

PRIORITY
INDICATE

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201015

COPY.

6/80c 520/21

File
(original sent to the Gen)

10th February 1961.
DS/BL

Mr. Sture Linnér *h*
Chief of ONUC
Leopoldville
CONGO

Re: 9.231 bdl.	Stockfish	-	415.395	kos	
800 ctrs.	Flatbread	-	8.200	"	885 cbft
200 bags	Rice	-	10.000	"	
125 bags	Milkpowder	-	5.000	"	500 "
160 crts.	"	-	8.000	"	904 "
30 "	Bisquits		300	"	60 "
65 "	"		600	"	130 "
233 "	"		1.000	"	466 "
47 "	"		500	"	94 "

Dear Sirs,

We have the pleasure to inform you that we have shipped the above consignment on the M/S "Vikaren" of the Scandinavian West Africa Line on the 4th February 1961 and we hope that you will receive the goods in safe condition. The Bill of Lading is marked: Vessel not responsible for separation of bdls. marked K.N. or Red Cross. The stockfish has the same quality, and it should be of no importance, which consignments are received by you according to the correct number. Further, 62 bundles are short and in dispute. The Bill of Lading is marked, if on board to be delivered. These remarks should be of no importance as the Bill of Lading is not presented through a bank, and have to be made to speed up operation in the Oslo harbour. We should like to have your friendly report whether 62 bundles really are short shipped here.

For your information the consignment is insured here.

Enclosed please find 2 original Bills of Lading. By separate mail we are forwarding the 3rd original Bill of Lading together with a copy of this letter in order to secure the safe arrival of at least one original Bill of Lading at your address.

With regard to the stockfish it is of great importance to note that the stockfish has a safe warehousing of between 2 and 3 months.


Further, we are pleased to give you 2 food recipes, which you may need. The ordinary procedure in cooking the stockfish in the tropics should be first to beat and knock the fish to loosen the consistency. Thereafter the fish has to be put into water for a few hours and to be cooked for some considerable time to get a sort of soup. One may add local products as flour and spices etcetera. You may then have a very strong soup or a thin pudding, according to your wish. Such soup would have a high nutrition value.

Another method is to cut the fish in pieces and cook the fish for a few hours until the fish is getting soft, and you may add the local products as described above.

You may consider our suggestions for recipe as rather unnecessary. However, we have got the impression that the method of preparing the stockfish from Norway may differ from the method used in preparing the stockfish from Angola and cetera. As we think that this question may have some importance we have also contacted our commercial attache in Lagos, Nigeria, Mr. Semund Remøy at the Norwegian Embassy. Mr. Remøy may write to Mr. Grun, Relief Co-ordinator of ONUC, Leopoldville with Mr. Remøy's views on the preparation of the fish. Mr. Remøy will only write and contact Mr. Grun in the case he has remarks to add to our above recipes.

We have today notified the League of Red Cross Societies, Geneva of the arrival of the Vicepresident of the Norwegian Red Cross, Miss Karin Wiksén in Leopoldville on the 24th of February, 06.00 hours. Miss Wiksén is travelling by air, and her intention is to go on to Matadi. M/S "Vikaren" is expected to arrive at Matadi on the 25th of February, and Miss Wiksén would represent the Norwegian Red Cross when this consignment of stockfish from Norway arrives. We ask you please to give the Vicepresident of our Society every support she may need in connection with her being present in Leopoldville. Miss Karin Wiksén will return to Norway by air on the 5th of March.

Yours sincerely,
for the NORWEGIAN RED CROSS


Haakon Mathiesen
Secretary General

Encl.



THE SCANDINAVIAN WEST AFRICA LINE

DET BERGENSKE DAMPSKIBSELSKAB BERGEN
 REDERIAKTIEBOLAGET TRANSATLANTIC GOTHENBURG 1
 FEARNLEY & EGER OSLO

BILL OF LADING

Date of issue Reference No. B/L No. 18.

Oslo, 3rd February 1963

Consigned to order of U. N. O. C. MATADI	Notify address
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Shipper
Norwegian Red Cross

Local vessel (To be filled in if transshipment arranged beforehand)	from
Ocean vessel	Port of loading into ocean vessel Port of discharge

M/S "Vikaren" Oslo Matadi

ORIGINAL

Particulars furnished by Shipper

Marks and numbers	Number of pkgs and description of pkgs and goods	Gross weight	Measurement
Red Cross	9.231 bcls. STOCKFISH	415.395 kos	
	800 ctrs. FLATBREAD	8.200 kos	885cbft
MATADI	200 bags RICE	10.000 kos	
	125 " MILKPOWDER	5.000 kos	500 "
	160 ctrs. "	8.000 kos	904 "
	30 ctrs. BISQUITS	300 kos	60 "
	65 " "	600 kos	130 "
	233 " "	1.000 kos	466 "
	47 " "	500 kos	94 "

Vessel not responsible for separation of bcls.
marked K. N. or Red Cross.

62 bcls. short in dispute, if on board to
be delivered.

SHIPPED on board in apparent good order and condition unless otherwise stated and to be discharged at the aforesaid port of discharge or so near thereto as the vessel may safely get and be always afloat.

Weight, measure, marks, numbers, quality, contents and value, if mentioned in the Bill of Lading, are to be considered unknown unless the contrary has been expressly acknowledged and agreed to. The signing of this Bill of Lading is not to be considered as such an agreement.

In accepting this Bill of Lading the Merchant expressly accepts and agrees to all its stipulations, exceptions and conditions, on both pages, whether written, printed, stamped or otherwise incorporated as fully as if they were all signed by the Merchant.

One of the Bills of Lading must be surrendered duly endorsed in exchange for the goods or delivery order. In WITNESS whereof the Master of the said vessel has signed the number of original Bills of Lading, stated below, all of this tenor and date, one of which being accomplished the others to be void.

Total	3/three	Oslo	Signed for THE SCANDINAVIAN WEST AFRICA LINE for BERG - HANSEN & CO. Agents <i>[Signature]</i>
Freight payable at	Oslo		
Agents at port of destination			

Address P.O.B. 500, Gothenburg 1	Telephone 17 67 00	Telegrams "NIKE" Gothenburg	Telex 23 24
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Goods of a dangerous or damaging nature must not be tendered for shipment unless the shipper has written notice of their nature and the name and address of the Sender have been previously given to the Carrier, distinctly marked on the outside of the packages as required by statute. A declaration must also be obtained from the shipper, stating that the goods are not liable for any loss or damage by fire, theft or pilferage, and that the weight must be ascertained clearly on the package.

DET BERGENSKE DAMPSKIBSELSKAB
POB 215, BERGEN, TEL. 100 20
TELEX 20 09, 20 13 TELEGRAMS: BERGENSKE

REDERIAKTIEBOLAGET TRANSATLANTIC
POB 500, GÖTTENBURG 1, TEL. 17 67 00
TELEX 23 24 TELEGRAMS: NIKE

FEARNLEY & EGER
POB 355, OSLO, TEL. 42 69 00
TELEX 12 34 TELEGRAMS: FEARNRED

WHEREVER THE TERM "MERCHANT" OCCURS IN THIS BILL OF LADING, IT SHALL BE DEEMED TO INCLUDE THE SHIPPER, THE CONSIGNEE, THE HOLDER OF THE BILL OF LADING, THE RECEIVER AND THE OWNER OF THE GOODS.

1. **PARAMOUNT CLAUSE.** This Bill of Lading shall have effect subject to the provisions of the so-called Hague-Rules as enacted in Sweden or Norway (depending on the nationality of the Carrier) by the Bill of Lading Acts of the 5th June, 1936 and the 4th February, 1938 and the Carrier shall be entitled to all the privileges, rights and immunities contained in that Act as if the same were herein specifically set out; but nothing herein contained shall be deemed to be a surrender by the Carrier of any of his rights or immunities or an increase of any of his responsibilities or liabilities under the provisions of the said Act as so applied and the said provisions shall not (unless and to the extent that they are by law compulsorily applicable) apply to that portion of the contract evidenced by this Bill of Lading which relates to forwarding under Clause 7 hereof. If anything herein contained be inconsistent with or repugnant to the said Act, it shall to the extent of such inconsistency or repugnance no further, be null and void.

Nothing herein contained shall prevent the Carrier from claiming in the Courts of any country the benefit of, or derogate in any way from any statutory protection or limitation of liability afforded to Shipowner or Carrier by the laws of such Country or by the laws of the Country in which the goods were shipped.

Shipments to or from Belgium and Belgian Congo are subject to the following stipulation: This B/L is to have effect subject to the provisions of art. 91 of Book II of the Belgian Commercial Code.

2. **JURISDICTION.** Any dispute in regard to the construction of this Bill of Lading or in regard to the rights, immunities or liabilities of any person hereunder or in regard to any claim or remedy hereunder shall, depending on the nationality of the Carrier, be decided according to Swedish or Norwegian law except as provided elsewhere herein, and in the Swedish or Norwegian courts to the jurisdiction of which the Carrier submits himself.

3. **PERIOD OF RESPONSIBILITY.** Goods in the custody of the Carrier or his Agents or servants before loading and after discharge, whether being forwarded to or from the vessel or whether awaiting shipment, landed or stored or put into bulk or craft belonging to the Carrier or not, or pending transshipment at any stage of the whole transport, are in such custody at the sole risk and expense of the Merchant and thus the Carrier has no responsibility whatsoever for the goods prior to the loading on and subsequent to the discharge from the vessel, even though loss or delay or damage may have been caused by unseaworthiness at the commencement of the voyage or at any other time or may have been caused wilfully or by default or negligence of the Master or the Crew or of Agents or of any other person or firm for whom the Carrier or Agent would otherwise be responsible.

4. **THE SCOPE OF VOYAGE.** The contract is for liner service and includes departures from the direct and immediate transport, and all of the following are included in the contract voyage. The voyage shall include usual or customary or advertised ports of call, whether named in this contract or not, also ports in or out of the advertised, geographical, usual or ordinary route or order, even though in proceeding thereto the vessel may sail beyond the port of discharge or in a direction contrary thereto, or depart from the direct or customary route. The vessel may call at any port for the purpose of the current voyage or of a prior or subsequent voyage. The vessel may proceed backwards or forwards, may omit calling at any port or ports, whether scheduled or not, and may call at the same port more than once; may, either with or without the goods on board, and before or after proceeding towards the port of discharge, adjust compasses, dry-dock, go on ways or to repair yards, shift berths, take fuel or stores, embark or disembark passengers, crew, workmen or other persons, remain in port, sail without pilots, tow and be towed, and save or attempt to save life or property. The Carrier shall not be responsible for any loss sustained by the Merchant through delay of the goods.

5. **DECK CARGO AND LIVE ANIMALS.** The Carrier shall not be liable for any loss or damage resulting from any act, neglect or default of his servants.

Deck cargo and live animals to be taken by Consignee from vessel immediately on arrival, otherwise the Carrier to be at liberty to land the same at Merchant's risk and expense.

6. **REFRIGERATED GOODS.** If before loading goods in any insulated space the Carrier obtains the certificate of the Classification Society's Surveyor or other competent person that such insulated space and the refrigerating machinery are in the opinion of the Surveyor or of the other competent person fit and safe for the conveyance of refrigerated cargo, the existence of the vessel's class together with the production of the aforesaid certificate shall be conclusive evidence against the Merchant, that the vessel's insulated space and refrigerating machinery were before and at the beginning of the voyage fit and safe for the reception, carriage and preservation of the goods.

7. **SUBSTITUTION OF VESSEL, TRANSHIPMENT, THROUGH CARGO AND FORWARDING.** Whether expressly arranged beforehand or not, the Carrier may carry the goods to their destination by the vessel named herein or other vessel or vessels either belonging to the Carrier or other persons or companies, or by land or air transport, proceeding either directly or indirectly, and may carry the goods or part of them beyond their destination and may transship, land and store the goods either on shore or afloat and reship or forward the same at Carrier's expense but at Merchant's risk, also may convey the goods in lighters to and from the vessel at Merchant's risk. In all cases of transshipment, forwarding, re-shipment or storage, the Carrier acts as agent for the Merchant only and, is authorized to accept the terms of any warehouseman or carrier, even although less favourable to the Merchant than those contained in this Bill of Lading.

The responsibility of the Carrier shall be limited to the part of the transport performed in his own vessel or vessels, and the Carrier shall not be liable for damage and/or loss arising during any other part of the transport, even although the freight for the whole transport has been collected by him.

The Carrier may delay forwarding awaiting a vessel or conveyance in his own service or with which he has established connections.

8. **OPTION.** The port of discharge for optional goods must be declared to the vessel's Agents at the first of the optional ports named in the option not later than 48 hours before the vessel's arrival there, or failing such declaration the Carrier may elect to discharge at the first or any optional port and the contract of carriage shall then be considered fulfilled. Any option must be for the total quantity of goods under this Bill of Lading.

9. **NOTIFICATION.** Any clause herein giving names of parties who desire to be notified of the vessel's arrival at destination is solely

for the information of the vessel's Agents and failure to notify shall not involve the Carrier in any responsibility, or relieve the Merchant from any obligation hereunder.

10. **LOADING, DISCHARGE AND DELIVERY OF GOODS.** Notwithstanding any custom of the port to the contrary, all the goods under this contract must be ready for loading alongside the vessel, as soon as the vessel arrives. Loading shall take place as fast as the vessel is able to load, by day and — if required by the Carrier — also by night, Sundays and holidays. If goods contracted for shipment are not available, when the vessel is ready to load, the Carrier is relieved of any obligation to load such goods, and the vessel may leave the port without further notice, and deadfreight is to be paid.

The Carrier is entitled to land and receive the goods or to appoint a person or a corporation for the landing and reception of the goods. Whether appointed by the Carrier or not, anybody so acting is the Merchant's representative and the Merchant shall pay current charges whether delivery is taken overside or on quay. The Merchant must be ready to take delivery of the goods as soon as the vessel is ready to deliver and as fast as she is able to discharge, by day and — if required by the Carrier — also by night, Sundays and holidays, notwithstanding any custom of the port to the contrary. Discharge may commence without previous notice.

If the goods are not taken by the Merchant at the time when the vessel is entitled to call upon him to take delivery, or if they are not removed from alongside the vessel without delay, the Carrier shall be at liberty at the sole risk and expense of the Merchant to enter the goods, to move them, to land them on to wharf, quay or into warehouse or to discharge them into craft or bulk and/or sell them with or without legal authority, and contract of carriage shall be considered as fulfilled.

The Merchant shall accept his portion of unidentified or loose goods. Notwithstanding any custom of the port to the contrary, lighters, whether before loading or in connection with transshipment or discharge, is at the risk and expense of the goods even though arranged for by the Carrier or his agents.

Should the goods be refused exportation or importation by any government or authority or by anybody purporting to act with the authority of any government or authority or should the goods in the Carrier's opinion be in such condition that he considers it advisable to discharge, transship, return, remove or destroy them, then he shall be entitled to do so at any port or place. In such case the Merchant shall bear the risk for the goods and the costs directly or indirectly incurred.

If delay is caused to the vessel for any reason whatsoever, the Merchant shall pay demurrage at the rate of 2/- Stg per gross register ton per day or pro rata for portion of a day and time to count from ship's arrival whether in berth or not.

11. FREIGHT AND CHARGES.

a) Freight for the said goods shall be due and payable by the Shipper on shipment at port of loading in cash without deduction, vessel or cargo lost from any cause whatsoever or not lost. If freight is not so paid on shipment at port of loading it shall also be due from and payable on demand by the Consignee at port of destination, vessel or cargo lost from any cause whatsoever or not lost, in which case freight shall be calculated and paid at the additional rate applicable when freight is payable on delivery, together with the cost of telegraphic advice of non-payment.

b) Freight together with all other amounts mentioned in this clause is to be paid in the currency named in the Bill of Lading or, with the consent of the Carrier, in other currency at the highest rate of exchange for bankers' sight bills current for prepaid freights on the day of loading, and for freights payable at destination on the day when the vessel is entered at the Custom House or on the date of the withdrawal of the delivery order, whichever the higher.

c) The goods shall be liable for all expenses of sorting, mending, coopers, baling or reconditioning of goods and/or packages, replacing of receptacles and/or packages containing the goods and rebundling, gathering of loose cargo and/or contents of packages resulting from insufficiency of packing or from excepted causes.

No weighing of goods to take place on board the vessel without permission of the Carrier. Any extra expense of discharging and/or delivery arising or resulting from weighing and/or measuring on board to be borne by the Merchant, any custom of the port notwithstanding.

d) Goods once shipped cannot be taken away by the Merchant except upon Carrier's consent and against payment of full freight and compensation for any damages sustained by the Carrier through such taking away.

e) All dues, taxes and charges, including expenses for fumigation and extra crane charges, whether general or local, levied on the vessel, that under any denomination may now exist or in future be established, are to be paid by the Merchant.

f) The Merchant shall reimburse the Carrier for any increase of war risk insurance premium and for any payment, expense, fine, due, duty, tax, impost, loss, damage or detention sustained or incurred by or levied upon the Carrier or the ship in connection with the goods, howsoever caused.

g) For the purpose of ascertaining the correctness of the declaration of contents, insurance premium, weights, measurements or value of the goods the Carrier reserves the right to have the contents inspected and the weight, measurement and/or value verified. If on such inspection it is found that this declaration is not correct, the Carrier is entitled to claim compensation for his inspection costs and the amount of freight which would have been due, if such details had been correctly given.

12. **LIEN.** The Carrier shall have a lien for any amount due under this contract and for costs of recovering same and shall be entitled to sell the goods privately or by auction to cover any claims.

If, on a sale of the goods, the proceeds fail to cover the amount due and the costs and expenses incurred, the Carrier shall be entitled to recover the difference from the Merchant.

13. SETTLEMENT OF CLAIMS.

Whenever the value of the goods is less than the maximum liability per package or other freight unit applicable to this contract, the value in the calculation and adjustment of claims for which the Carrier may be liable shall, for the purpose of avoiding uncertainties and difficulties in fixing the value, be deemed to be the invoice value, plus freight and insurance if paid, irrespective of whether any other value is greater or less.

14. **GENERAL AVERAGE.** General average to be adjusted in Gothenburg, Bergen or Oslo depending on the nationality of the Carrier, or at any other port or place at Carrier's option and to be settled according to the York/Antwerp rules 1950. For this purpose the Merchant is bound to declare, if required, the value of the goods. Such deposit as the Carrier or his Agent, without prejudice, may deem sufficient to cover the estimated contribution of the goods and any special charges thereon shall, if required, be paid to the Carrier or his

Agent prior to delivery and will be placed on trust-account in bank in joint name of the Carrier and of trustee for the Merchant.

15. **BOTH TO BLAME COLLISION CLAUSE.** If the vessel comes into collision with another ship as a result of the negligence of the other ship and any act, neglect or default of the Master, Mariner, Pilot or the Servants of the Carrier in the navigation or in the management of the vessel, the Merchant will indemnify the Carrier against all loss or liability to the other or non-carrying ship or her Owners in so far as such loss or liability represent loss of, or damage to or any claim whatsoever of the Merchant, paid or payable by the other or non-carrying ship or her Owners to the Merchant and set off recouped or recovered by the other or non-carrying ship or her Owners as part of their claim against the carrying vessel or Carrier. The foregoing provisions shall also apply where the Owners, Operators or those in charge of any ship or ships or objects other than or in addition to the colliding ships or objects are at fault in respect to a collision or contact.

16. GOVERNMENT DIRECTIONS, WAR, EPIDEMICS, STRIKES, LOCK-OUTS, CONGESTIONS ETC.

a) The Master and the Carrier shall have liberty to comply with any orders, directions or recommendations as to loading, departure, routes, ports of call, stoppages, destination, arrival, discharge, delivery or in any other wise whatsoever given by any government or any person or body acting or purporting to act with the authority of such government or by any committee or person having under the terms of the insurance on the vessel the right to give any orders, directions or recommendations. The Carrier, Agent and Master shall have liberty to comply with any orders or directions or recommendations, given by any organization of Employees or Shipowners (whether the Carrier or Agent are members of such organization or not) in connection with lock-outs, strikes, boycotts or other hindrances or obstructions on board or on shore and whether involving persons in the service of the Carrier or not, to apply even though such lock-outs, strikes, boycotts or other obstructions be caused or put into effect by the Carrier or organization of Employee or Shipowners.

b) In any situation whatsoever and wheresoever occurring and whether existing or anticipated before commencement of or during the voyage, which in the opinion of the Carrier, Master or Agent of the vessel, whose decision shall be absolute and binding on all parties, is likely to give rise to risk of capture, seizure, detention, damage, delay or disadvantage to or loss of the vessel or any part of her cargo, or her Master, Officers, Crew, Passengers or any of them to make it unsafe, imprudent, or unlawful for any reason to proceed to the loading place, the usual or agreed place of loading in such port or to commence or proceed on or continue the voyage or to enter or discharge the goods at the port of discharge, or to give rise to delay or difficulty in arriving, discharging at or leaving the port of discharge or the usual or agreed place of discharge in such port:

The Carrier or the Master or the Agent may before loading enter contract of carriage and if loading has already commenced or is commenced, discharge the cargo at loading port or proceed with such cargo taken onboard; or, if the goods have been loaded and not discharged as aforesaid, the vessel, whether or not proceeding towards or entering or attempting to enter the port of discharge or reaching or attempting to reach the usual place of discharge therein or attempting to discharge, to discharge the goods there, may remain at or proceed or return, directly or indirectly, to or stop at any port or place whatsoever, as the Master or the Agent or the Carrier may consider safe or advisable under the circumstances or the vessel may retain the goods on board until the return trip or until such time as the Carrier or the Master or the Agent thinks advisable, and the goods, or any part thereof, may be discharged or put into lighters at any such port or place; or the Carrier or the Master or the Agent may forward the goods as provided elsewhere herein at the risk and expense of the Merchant.

c) The Carrier or the Master or the Agent is not required to give notice of discharge of the goods or the forwarding thereof herein provided.

d) When the goods are discharged from the vessel, as provided, they shall be at the Merchant's risk and expense; such discharge shall constitute complete delivery and performance under this contract and the Carrier shall be freed from any further responsibility.

e) For any services rendered to the goods as hereinabove provided, the Carrier shall be entitled to a reasonable extra compensation.

f) In the event of any detention to the vessel due to any of the aforementioned causes, the Carrier to be entitled to demurrage payable at the rate of 2/- Stg. per gross register ton per day or pro rata for portion of a day.

17. IDENTITY OF CARRIER.

The contract evidenced by this Bill of Lading is between the Merchant and the Owner of the vessel named herein (or substitute) and it is hereby agreed that the said Shipowner only shall be liable for any loss, damage, or delay due to any breach or non-performance of any obligation arising out of the contract of carriage, whether or not relating to the vessel's seaworthiness. If, despite of the foregoing, it is adjudged that any other is the Carrier and/or bailee of the goods shipped hereunder, all limitations of, and exonerations from liability provided for by law or by this Bill of Lading shall be available to such other.

It is further understood and agreed that as the Line, Company or Agency, which has executed this Bill of Lading for and on behalf of the Master, is not a principal in the transaction, the said Line, Company or Agency shall not be under any liability arising out of the contract of carriage, neither as Carrier, nor bailee of the goods.

18. **MARKING ETC. OF IRON AND STEEL.** Vessel not responsible for correct delivery and all expenses incurred at port of discharge consequent upon insufficient securing or marking will be payable by consignee unless:

a) every piece is distinctly and permanently marked with oil paint, b) every bundle is securely fastened, distinctly and permanently marked with oil paint and metal tagged so that each piece or bundle can be distinguished at port of discharge.

19. SHIPMENT BETWEEN PORTS IN DENMARK, FINLAND, NORWAY AND SWEDEN.

Where section 122 of the Danish, Finnish, Norwegian or Swedish Maritime Code applies the Carrier takes all such reservations as to the responsibility permissible under Sections 122 and 123 of the said codes.

20. **HOLLAND.** The Merchant by accepting this Bill of Lading expressly waives and renounces Article 700 of the Netherlands' Commercial Code and agrees that damage to and expenses and sacrifices incurred by the vessel, even if caused by the inherent vice or unseaworthiness of the vessel, or by fault or neglect of the Master or Crew, shall be considered as matters of General Average and shall be contributed to by the Merchant accordingly.

21. **SIERRA LEONE.** The cost of sorting goods consigned to Sierra Leone if performed by vessel's Agent to be paid by Consignee.

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ETATPRIORITE

RE D
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C/Doc
520/211

ONUC

LEO ;

1051 FEB 10 23:14

961 BALAINSKI ON ELEVENTH FEBRUARY FOUR ONUC DC-3S WILL
WHEN STOPPING IN ACCRA FOR REFUELLING PICK UP FOUR TONS
OF RELIEF FOOD MENTIONED OUR 573 DONATED BY GHANA ;

VEGEA "

COL 961 DC-3S 573 "

ZNN ZAP PSE "

C 25

TELEPHONE No.
27571

GRAIN MARKETING BOARD

TELEGRAMS AND CABLES:
"GRAINBOARD" SALISBURY

P.O. BOX 8014, CAUSEWAY

CODE: BENTLEY'S SECOND

S. RHODESIA

ALL COMMUNICATIONS TO BE
ADDRESSED TO THE
GENERAL MANAGER

WHEN REPLYING PLEASE QUOTE

REFERENCE NO. 426/COM.

2/800 520/2/1

File

The Administrator,
Refugee Relief Co-ordinator's Office,
United Nations in the Congo,
Boite Postale 7248, LEOPOLDSVILLE:
Republique Du Congo.

9th February, 1961.

Dear Sir,

SEED MAIZE (1960 CROP
FOR THE FOOD AND AGRICULTURE ORGANISATION.

We enclose three copies each of our Invoices
Nos. 1 (A/c.2360) and 2 (A/c.2360), together with our
official receipts Nos. 015942 and 015958, for 200 Short-
tons (400,000 lbs-net) of seed maize air-lifted
(January and February, 1961) from Salisbury to the Congo.

Yours faithfully,
GRAIN MARKETING BOARD.

W. H. G. G. G.

For: COMMERCIAL MANAGER.

CS/RS.

ENC:

(SENT BY HAND, via LT. GIERTZ).

The Administrator,
Refugee Relief Co-ordinator's Office,
United Nations in the Congo,
Boite Postale 7248, LEOPOLDSVILLE,
Republique Du Congo.

9th February, 1961.

Dear Sir,

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FOR THE FOOD AND AGRICULTURE ORGANISATION.

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Quintessence

CS/RS.

(SENT BY HAND, via LT. GIERTE).

6/80c 520 1211

C2

W

1961 FEB 8 09:52

RECEIVED
O.N.U.C.

ZC1 S CAIRO 39 8 0808 ;

ONUC LEO ;

MCC 098 FOR ONUC AIR POS LEO AND UNEF HQ MC GAZA STOP

ONE AMERICAN C 124 NR 21039 DEPARTED CAIRO 0300Z 8 FEB

61 FOR LEO WITH 150 BAGS OF RICE 33000 LBS ;

MC DET CAIRO "

COL 098 C 124 21039 0300Z 8 61 150 33000 "

UC 114

FFF CUA

DE CUK 25/07

FM ONUC KAMINA

TO ONUC LEO

BT

UNCLAS (-)39

UC 114

1961 FEB -8 AM 8:38
O.N.U.C.

6/80c 520/211

129
2 *Jr*

FFF CUA

DE CUK 25/07

FM ONUC KAMINA

TO ONUC LEO

BT

UNCLAS (ALEO CLEAR 283 FOR GRUN FROM WRIGHT STOP RECUR UNCLAS 2

FEB STOP PLANE LEFT HUEN STOP RICE MUST COME FROM CAIRO SINCE ALL THE

RICE RECEIVED SO FAR IS ALL FROM CAIRO ORIGINALLY STOP AND END

BT

CFN 283 2

07/2000Z FEB CUK

322

UNITED NATIONS - NATIONS UNIES

INDICATE
PRIORITYS V C
ServiceFFFFF
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Priority☒ PRIORITE
NATIONSPriorité Nations traffic
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N R

Address (es)

FOODAGRI
ROME

8 February 1961

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FOR BOERMA FROM BALINSKI GRUN STOP ANSWER CONCERNING
MILK IS THE SAME AS FOR MAIZE FLOUR AND RICE STOP THE
OFFERS ARE MUCH APPRECIATED BUT IN VIEW OF THE UUUSSS OFFER
TO PROVIDE FULL REQUIREMENTS THROUGH JUNE FREE MATADI
NO FURTHER DONATIONS IN KIND ARE REQUIRED STOP HOWEVER
IN VIEW OF THE INCREASING POSSIBILITY OF NEED FOR FOOD
ASSISTANCE FOR OTHER PARTS OF CONGO WE WOULD LIKE TO KEEP
ALL OFFERS IN RESERVE FOR POSSIBLE USE LATER

Align 8664 - 100,000 - 26/10/60

T. O. R.

BY :

Drafted by :

Authorized :

Date :

J. Grün
A. Balinski

T. O. D.

c/soc 520/2/1

*Tookman
Schitt. C25*

RECEIVED
O.N.U.C.

INCOMING TELEGRAM delivered to:

Spec. Repr. SG	Chief of Serv.	ILO
Mil. Assist. SG	Chief of Aviation	UNESCO
Chief Civ. Ops	WHO	Officer
Chief Adm. Off	Acco & Travel	FAO Repr.
Chief Fld. Adm	Language Serv.	ITU Repr.
Chief Pers Off	UN Food Relief	WFO
Chief Fin. Off	Welfare Office	Ch Comm. Off.
Chief Proc Off		

1961 FEB 8 18:39

MILITARY recipients:

ZC34 SSS KAMPALA 43/41 8 1705

ONUC LEO

ETATPRIORITE

MOST IMMEDIATE FOR ONUC LEOPOLDVILLE STOP FOOD FIVE FOR LINNER
GRUN AND TOO BY PERIOD EIGHTH FEBRUARY ONE FLIGHT RICE
TWENTYFOUR THOUSAND POUNDS STOP AIRLIFT^{NG} FROM ENTEBBE COMPLETED
STOP CORPORAL HANSEN AWAITING YOUR INSTRUCTIONS STOP AND END

CFM NIL

*Today: action Hs.
Impruned Harman's Control
What undertook action. Today 9 Feb.*

Phoned to Room 234 at 18452

C/SOC 520/2/1

C.25

1961 FEB -7 AM 11:27

O.N.U.C.

40

PRIORITY

INSTRUCTIONS TO BE FOLLOWED BY THE ADDRESSEE	
Chief of Staff	Chief of Staff
Chief of Civil. Ops.	Chief of Civil. Ops.
Chief of Admin. Off.	Chief of Admin. Off.
Chief of Int. Affs.	Chief of Int. Affs.
Chief of Pers. Off.	Chief of Pers. Off.
Chief of Fin. Off.	Chief of Fin. Off.
Chief of Proc. Off.	Chief of Proc. Off.
MILITARY recipients:	

UC033

CUE 20

SSS CUA

DE CUE 14/07

FM HQ S KAT EVILLE

TO ONUC LEO

BT

LOGS 717 FOR GRUN CHIEF REFUGEE RELIEF COORDINATOR FROM LOGISTICS STOP
REUR UNCLAS TIMEDATED 281702Z RE MAIZE STOP BUENAVIDA WHO IS OFFERING
THE MAIZE IN MWEKA WISHES TO KNOW YOUR DECISION IN REPLY TO HIS LETTER
TO YOU DATED 31 JAN 61 STOP HE IS LEAVING ON 12 FEB FOR SIX WEEKS IN
SOUTH AFRICA AND WOULD THEREFORE LIKE TO GET YOUR REPLY AS SOON AS
POSSIBLE STOP PLEASE ADVISE STOP END

BT

CFN 717 281702 31 6 QW

PUXPOTPZ FEB CUE

RECEIVED	Z
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REFERS QUERIES	
HQ ONUC	
MESSAGE CENTRE	

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PriorityP R I O R I T E
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6/80e - 520/211

D. Kinner

Address (es)

ONUC
KAMINA

Mr. Baluski

7 February 1961

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FOR WRIGHT LARSEN FROM GRUN STOP REFERENCE YOUR DAILY
 REPORT SIX FEBRUARY FLIGHT NO A/272-5AF/10 PLANE NO US-06
 CMA QUERYING COMMODITY 25984 POUNDS STOP ONLY MAIZE SEEDS
 AND MAIZE FLOUR PURCHASED FROM SALISBURY

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized :

Date :

J.J. Schettowi

J. Grün

cc: Mr. de Traz
Registry (2)
Chron.

Reg.
C/SOC 1720/2/1

7 February 1961

Your ref: MES/SB

Dear Sirs,

We acknowledge receipt of your letter of 20 October 1960. We apologise for the delay in replying, but we have only just received your letter through the Congolese Government who apparently received it from their delegation in New York.

I am sorry to have to inform you that we are not at the moment contemplating any purchases of salt, but should we have occasion to do so we will bear your offer in mind.

Yours faithfully,



J. Grün
Chief Refugee Relief Coordinator

The African Salt Works (PTY) Ltd.
Suite 406/9 (4th Floor)
64 Eloff Street
JOHANNESBURG

C/SOC 520/2/1
Registry

6 February 1961

Your ref: MES/SB

Dear Sirs,

We acknowledge receipt of your letter of 20 October 1960. We apologise for the delay in replying, but we just received your letter through the Congolese Government who apparently got it from their delegation in New York.

You may know that the United Nations is involved in a quite considerable food relief action in famine-stricken areas here. However, according to our experts, lack of salt is not a problem which has an urgent character now.

Yours sincerely,

J. Grün
Chief Refugee Relief Coordinator

The African Salt Works (Pty) Ltd.
Suite 406/9 (4th Floor)
64 Eloff Street
Johannesburg

cc: Registry (2)
Chron.
Mr. de Traz

DT/km

C/Soc 520/2/1

G

51

Mr. Gurn

any interest?

CCJ

6 Feb 61 C18

Answer Anthony

no deal.

602
7 Feb.

101 FEB-6 AM 11:29

O.N.U.C.

MINZEVU

UC 5A

CUE 2A

FF CUA

DE CUE 21/0

F 00942Z

FROM MAIL PROCUREMENT HQ S KAT

TO PROCUREMENT HQ LEO

BT

UNCLAS LOG STOP MINOTORY DV KATANGA EVILLE STATE THEY OFFER ON FREE EXCHANGE BASIS 2000 TONS MAIZE NOW IN MWEKA IF WE CAN REPLASE IT WITH MAIZE IN EVILLE STOP OWING TO RAIL DISLOCATION THEY CANNOT GET THEIR MAIZE DOWN AND ANY MAIZE COMING TO US FROM OUTSIDE SOURCES NEED NOT BE AIR LIFTED OUT OF EVILLE STOP THEY WILL ARRANGE DELEV-ERIES FROM MWEKA STOP AND END

BT

CFN 2000

000942Z FEB CUE

INCOMING TELEGRAM delivered to:			
Spec. Repr. SG		Chief Gen. Serv.	ILO
Mil. Assist. SG		Publ. Info Off	UNESCO
Chief Civ. Ops	X	Civil Aviation	Mail Operat.
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Chief Fid Adm	X	Acco & Travel	FAO Repr.
Chief Pers Off		Language Serv.	ITU Repr.
Chief Fin. Off		UN Food Relief	WMO
Chief Proc Off	X	Welfare Office	Ch. Comm. Off.
MILITARY recipients:		M:	

66,

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N R

*6/Sec 520 12/1**R. Hanner
Mr. Balinski*

Address (es)

UNATIONS
NEW YORK

6 February 1961

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

UNUC _____ FOR MACPAGUHAN FROM BALINSKI STOP REFERENCE
 YOUR 779 AND OUR 622 KINDLY CONFIRM YOUR ADVICE CONCERNING
 SHIPPING OF FIVE HUNDRED TONS MILK AGREED TO US CAN
 COUNT ON ARRIVAL MATAI TWENTYSIX FEBRUARY

cc sent Mr. Guibbert, UNICEF

A/ga 5684 - 100,000 - 26/10/60

T. O. R.

BY :

T. O. D.

Drafted by :

Authorized : *J. de Traz*Date : *A. Balinski*

C/SOC 120/2/1 Registry

Le 6 Février 1961

Monsieur le Secrétaire général,

J'ai l'honneur d'accuser réception de votre lettre du 12 janvier 1961 par laquelle vous avez eu l'amabilité de me transmettre une lettre (MES/SB du 20.10.60) que vous a fait tenir la Délégation de la République du Congo auprès de l'ONU à New York.

En vous exprimant tous mes remerciements, je vous prie de croire, Monsieur le Secrétaire général, à ma considération très distinguée.

J. Grun
Coordinateur en Chef
du Secours aux Réfugiés

Monsieur H.B. KASONGO
Secrétaire général
du Ministère du Commerce
Extérieur,
LEOPOLDVILLE

Milk powder

d/50C

520/2/1 Food

520/1 FAD

to file

ZC39 ROME 26 3 1730Z

LINNER

NUCO

LEOPOLDVILLE

FAOETAB TO ANSWER ENQUIRES AND ACCEPT GIFTS PLEASE CABLE WHETHER
MILK POWDER STILL REASONABLE PRIORITY ITEM FOR USE IN FAMINE
AREA

BOERMA ROME

FM NIL

INCOMING TELEGRAM delivered to:			
Spec. Repr. SG		Chief Gen. Serv.	ILO
Mil. Assist. SG		Publ. Info. Off.	UNESCO
Chief Civ. Ops.	<input checked="" type="checkbox"/>	Civil Aviation	M. P. M. A. T.
Chief Adm. Off.	<input checked="" type="checkbox"/>	WHO	UN O. Sec.
Chief Ed. Adm.		Adm. & Travel	UNO. Rec.
Chief Pers. Off.		Education Ed.	UNO. Rec.
Chief Fin. Off.		UN. Econ. Res.	UNO. Rec.
Chief Proc. Off.	<input checked="" type="checkbox"/>	We have 3/1/52	UNO. Rec.
MILITARY		M:	

AL/.

REPUBLIQUE DU CONGO

CABINET DU MINISTRE
DE LA COORDINATION ECONOMIQUE
ET DU PLAN

Léopoldville, le 3 février 1961.

N° 01/87

6/805 520/2/1

Monsieur le Coordonnateur des
Secours des Nations-Unies
Building Le Royal
à Léopoldville-Kalina.-

Monsieur le Coordonnateur ,

J'ai l'honneur de vous demander de vouloir
bien faire enlever + 3.500 sacs de farine déposés dans le
magasin de l'Interfina à l'Otraco import à Léopoldville.

Ces 3.500 sacs représentent le don du
Gouvernement central aux réfugiés de Bakwanga et du Sud-Kasai.

Il y a encore lieu de vous signaler qu'il
se trouve actuellement dans les entrepôts de la Douane à
l'aérodrome de la Ndjili, environ 20 Tonnes de riz , 20 Tonnes
de haricots et 10 tonnes de poissons.

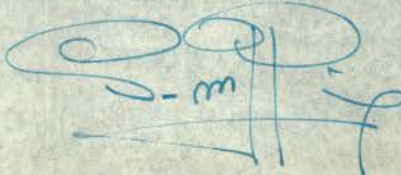
Ces vivres représentent le don portugais
aux réfugiés de Bakwanga. ✓

En annexe, et pour votre information, vous
trouverez copie de la lettre n° 01/16 du 13.1.1961 de
Monsieur le Commissaire Général au Plan et à la Coordina-
tion Economique à Monsieur le Directeur des Douanes à
l'Aérodrome de la Ndjili Léo.

J'espère que vous ferez tout le nécessaire
quant à l'enlèvement et l'expédition de ces vivres vers
les lieux intéressés.

Veuillez agréer , Monsieur le Coordonnateur ,
l'assurance de ma considération distinguée.

POUR LE COMMISSAIRE GENERAL AU PLAN ET
A LA COORDINATION ECONOMIQUE ,
Le Directeur, ff.
- J-P.SIMBA. -



Léopoldville, le 13 janvier 1961.

N° 01/16

OBJET:

Assistance alimentaire
refugiés Bakwanga.

Don Angola.

Class.:

TRANSMIS copie, pour information, à MM. :
-le Directeur du Service des Douanes du
Gouvernement Central,
-le Directeur du Service Provincial des
Douanes à Léopoldville.
-Commissariat Général au Commerce Exté-
rieur/Gouvernement Central.

NOTE A MONSIEUR LE DIRECTEUR DES DOUANES
AERODROME DE NDJILI LEOPOLDVILLE.

J'ai l'honneur de vous informer que
l'Angola nous expédie à titre d'assistance gra-
tuite aux réfugiés de Bakwanga

20 Tonnes de riz ✓
10 20 Tonnes de haricots ✓
10 10 Tonnes de poissons. ✓
10 10 tonnes de maïs

Ces vivres sont amenés par avion à
Ndjili. Un premier arrivage de 16 tonnes a eu
lieu le jeudi 12 janvier. Les arrivages conti-
nueront fin de cette semaine et début de la se-
maine prochaine.

Je vous demande d'effectuer les for-
malités en vue d'admettre ces vivres en franchise
de douane. Attendu qu'ils sont destinés à Ba-
kwanga.

Je vous demande également d'en assurer
l'entreposage à Ndjili. Je prends contact avec
l'O.N.U. afin d'assurer leur acheminement rapide
vers Bakwanga.

Je vous en remercie.

LE COMMISSAIRE GENERAL AU PLAN
ET A LA COORDINATION ECONOMIQUE,
- J. MBEKA -



INCOMING TELEGRAM			
Spec. Rep. SA	Chief Gen. Serv.	Chief Gen. Serv.	Chief Gen. Serv.
Mil. Assist. SG	Publ. Info. Off.	Publ. Info. Off.	Publ. Info. Off.
Chief Civ. Ops.	Chief Aviation	Chief Aviation	Chief Aviation
Chief Adm. Off.	Chief Adm. Off.	Chief Adm. Off.	Chief Adm. Off.
Chief PW Off.	Chief PW Off.	Chief PW Off.	Chief PW Off.
Chief Pers. Off.	Chief Pers. Off.	Chief Pers. Off.	Chief Pers. Off.
Chief Proc. Off.	Chief Proc. Off.	Chief Proc. Off.	Chief Proc. Off.
MILITARY		19:26	

YC26 SSS NY 120/119 3 1909Z P1/51/50 ;

ETATPRIORITE

NUC

LEO ;

805 MOST IMMEDIATE BALINSKI YOUR ONUC 613 AND 622 MOVEMENT
OF FAMINE SUPPLIES STOP PRIMO TO MAKE USE OF EMPTY TROOP PLANES
WE ASKED FAO WHAT SUPPLIES THEY HAD AVAILABLE FOR AIRLIFT
STOP THESE INCLUDED ONE HUNDRED FIFTY TONS GIFT OF RICE FROM
UJAARR OF WHICH PRESUMABLY ;

P2 ;

OUR SEVENTY FIVE TONS ARE PART STOP WE ARE UNCERTAIN AT THIS
END HOW MUCH CAN BE AIRLIFTED SINCE RICE WAS NOT READY AT
AIRFIELD WHEN FIRST PLANES WENT THROUGH STOP HOWEVER FOODAGRI
WILL KNOW STOP SECUNDO GLAD TO KNOW YOU HAVE COVERED IMMEDIATE
REQUIREMENTS OF FISH STOP I HAVE ;

P3/19 ;

CONFIRMED AIRLIFT REQUIREMENT TO USSS MISSION STOP TERTIO
AM ALSO CONFIRMING TO MISSION ADDITIONAL FOOD SHIPMENTS MY
779. ;

MACFARQUHAR "

COL 805 613 622 779 "

OCC P2 LINE 2 SXXX WA SINCE READ IT RICE RPT RICE

UNITED NATIONS - NATIONS UNIES

Registry

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PRIORITY

SVC Service	FFFFF Routine	SSSSS Priority	<input checked="" type="checkbox"/> PRIORITY NATIONS
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C/SOC 170/2/1

Address (es)

ONUG
KAMINA

2.2.61.

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FOR WRIGHT FROM GRUN YOUR 239 STOP PLEASE EXAMINE AND CABLE ORIGIN
 OF ONE THOUSAND FIVE HUNDRED SIXTY POUNDS RICE OFFLOADED FROM
 FLIGHT C00272 SSSKAAFF/8 ^{PLANE} ~~NUMBER~~ NUMBER 059 WHICH ALSO PICKED
 UP SEVENTEEN THOUSAND FORTY POUNDS FISH FROM ENTERBE

T. O. R.

BY :

Drafted by :

Authorized :

Date

F.W. Tooby

J. Grun

T. O. D.

Meals for Millions

INCORPORATED

115 WEST SEVENTH STREET

LOS ANGELES 14, CALIFORNIA

MAdison 7-2545

CABLE: MEALFOMIL

February 1, 1961.

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- *-----and B. Allen
es Arak
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- * (Partial listing)

Dr. Sture Linner
Chief of Civil Operations
United Nations
Leopoldville, Congo.

Dear Dr. Linner:

Just a word to tell you that we telephoned the office of Sir Alexander Macfarquhar at the United Nations Secretariat day before yesterday and talked with Mr. Carlos de Vega who assured us that he was in touch with you to determine your wishes regarding the advisability of sending our donation of 10,000 lbs. of Multi-Purpose Food via air or via surface transportation.

We pointed out to Mr. de Vega, as we now point out to you, that you may wish to have just a ton, or possibly two, sent by air and the balance sent by ship. This would at least give you an immediate supply of Multi-Purpose Food to help meet some of the needs of women and young children when there is a shortage of protein food.

A ton of Multi-Purpose Food needs approximately 90 cubic feet of space.

The press is carrying graphic accounts of the acute need and we hope with all our heart that help is coming from many sources.

Cordially yours,

Florence Rose
Florence Rose
Executive Secretary.

FR:bma

cc: Mr. Carlos de Vega.

P.S. 5,000 lbs. of Multi-Purpose Food sailed on the "Vinkt" on January 20th consigned to the Congo Christian Medical Relief Program at Leopoldville.

The enclosed copy of letter from Liberia may be of interest. This is about the 4th shipment to group

For your information

Samuel Grimes Maternal and Child Welfare Center
Pentecostal Assemblies of the World Inc.,
Kakata, Liberian Hinterland.

January 19, 1961

The Secretary,
Of Meals for Millions Foundation
Friendship food,
115 W. 7th Street,
Los Angeles 14, California, U. S. A.

Our dear Friends of the Foundation,

Greetings from "The House that Saves Lives."

This letter serves as a messenger of good news to you and staff. Its further purpose is to let you know just how excited we are here. On January 8, 1961 about 9:15 a.m. the United States Marine flew four helicopters over Kakata. They all lighted on the Booker T. Washington's foot ball field. The Captain of the ship called for me. He informed me that he and his men had come to deliver to our Institution, a gift of 38 cases of friendship food from your Foundation.

The children, all dressed in yellow, sang, "Father we thank Thee,." The Captain of the ship, overcrowded by hundreds of people, presented your gift to us. This was the most impressive ceremony you ever witnessed on a foreign field. Inside of me something was crying out unto God Who has not failed us.

From a warehouse stage of humanity comes a world wide range of publicity. Our God is greater than we are able to imagine Him to be, bless His majestic Name.

Your gesture of love, fellowship and goodwill demonstrates the true love of Jesus.

After the ceremony was over the four helicopters flew, in formation over the Samuel Grimes Maternity and Child Welfare Center. The excitement was breath taking, Children jumped in the air, nurses waved handkerchiefs and the people from the villages screamed and ran through the streets like mad men, smiles.

Your annual gift of multiple food has meant much to the growth and development of our children, physically, they all look strong and healthy.

The food brought in by the Marines is now in use. A can is added to the children's greens daily. They love it very much. We also add some to bread and other diets consumed here daily.

I am doing a Research study. It is a Comparative study of the Institutionalized Child in Liberia," some of the multiple food is being served to the study group as a supplement to their routine formulae.

May God richly bless your Foundation and may the Marines of our great country continue to drop bundles of goodwill to the nations of the world. Blessings for the Captain of the ship.

Thanks for feeding millions of the world.

Yours for humanity,

(signed) Richard & Ellen Hopkins

of "The House That Saves Lives."

REH/lam.

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PriorityPRIORITY
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*Co/Doc 500/311**D. Linné*

Address (ea)

ONUC
KAMINA

1 February 1961

(TEXT & SIGNATURE)

insert prefix & / or number as required

USE DOUBLE SPACING.

FOR WRIGHT FROM GRUN STOP PLEASE GIVE PRIORITY TO
CORN SEED AND PEANUT SEED ON LIFT TO BAKWANGA

O. R.

BY:

Drafted by

Authorized

F.W. Tooby

Date

J. Grün