

Morgan, Julia and Arthur Byne, 1932

5-A-45-27

Alcantara

MEDIEVAL

SPANISH ART

RENAISSANCE

ARTHUR BYNE

PASEO DE LA CASTELLANA. 19

MADRID

Cable Address
STAPLEY-MADRID

Jan. 2nd,
1 9 3 2

William Randolph Hearst, Esq.
1111 Broadway,
Los Angeles,

ALCANTARA
VAULTING

C

Ø

Miss Morgan

P

Y

Dear Mr. Hearst;

Under separate cover by registered mail I am sending you carefully prepared scale drawings of the stone vaulted ceilings of Alcantara; also a small scale drawing indicating the positions of the vaulted chambers and their respective sizes. I must hasten to add however that I have not yet secured permission to take down and ship these vaults. At the present minute I can only say that the project is favorably looked upon by the Art Commission but that a signed statement from the Ministry is necessary before we can begin operations. I hope to secure this statement sometime this month.

By sending the drawings in advance you will have ample time to study and prepare for the vaulting. You will note that we have unearthed a total of five vaulted chambers. When I first submitted the Monastery of Alcantara (letter of April 23rd, 1930) I mentioned only one vault, that over the Library - which really embraced vaults Nos. 2 and 3 in the layout I have just sent. The price for this vault was \$14,000.

By carefully examining the whole Monastery, pulling out false floors and ceilings, three additional vaults have been found, all of the same quality and excellent state of preservation. Taking advantage of the favorable exchange I am able to offer these three additional vaults for \$13,000, which makes a total of \$27,000 for the set of five vaults - which you must admit is a bargain figure for over 4,000 square feet of 15th century stone vaulting. All charges for demolition, packing and transportation of course being extra and on the usual basis. I might add however that the expenses of demolition will not be great.

Thanking you for your attention, I am,
Sincerely yours,

Arthur Byne

(C O P Y)

*original filed
in Mountolive file*

SPANISH ART

ARTHUR BYNE

February 6th, 1932

Mr. Willicombe, Secretary to
William Randolph Hearst, Esq.
Los Angeles, California

Dear Mr. Willicombe:

I enclose herewith a report on the financial situation between Mr. Hearst and myself to date. You will note that the final draft on the series of the Monastery of Montolive (for \$14,082.) due July 1st, has never been signed and returned.

In addition there is the huge painted ceiling designated as SOVEREIGNCEIL, 103 ft. long, ordered by cable Oct. 6th, 1931.

The collection of FRIEZEBOARDS was ordered Nov. 22nd; price \$3,300. Both of these last orders have been shipped and are now en route. Lift-vans Nos. 42 to 52 inclusive.

This SOVEREIGNCEIL, as indicated by the number of vans, is of enormous size and weight. The first bill presented to me for approval from the shipping agent, Madrid to San Francisco, export tax, insurance and transportation all included, was for 87,240 pesetas. After no end of discussion and investigation this has been reduced to 79,600 pesetas. I tried to get it down to 75,000 but it was impossible. The fact is there is so little shipping between Spain and the Pacific today that we had to arrange for the steamer to come specially into Valencia for the ceiling.

However, given the very favorable dollar-peseta exchange today (even more favorable than in the days of the importation of the Monastery) I don't consider the charge in any way excessive.

Hoping you can arrange with Mr. Hearst to have these additional drafts signed, believe me, with kindest regards,

Yours sincerely

(Signed) ARTHUR BYNE

STATEMENT ENCLOSED

Note for \$14,082 - Mountolive*****	\$14,082.
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SOVEREIGNCEIL - painted Gothic ceiling dating from the period of the Catholic Sovereigns. 103 ft. long. Packed in eleven lift-vans and shipped direct to San Francisco January 28th	22,000.
---	---------

FRIEZEBOARDS - included in one of the eleven lift-vans above mentioned, but packed in a separate case . . .	3,500.
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NOTE: The 11 vans referred to are numbered respectively 42 to 52 inc.

2-7-32

Mattoon So. showed
that ⑪ vans of
Beams & panels of
ceiling will be in
on S.S. Feltre
Mar. 10th.

All papers
at the bank with
draft for \$4800.

~~Butter telegraph night letter~~
all facts
Fogarty

L.F.

5-10-32

Miss Flood says this
draft was taken up
and papers sent
to Sokolov.

She has wired

2-7-32

Mattoon Sr showed
that ⑪ vans of
Beams & panels of
ceiling will be in
on S.S. Feltre
Mar. 10th.

All papers
at the bank with
draft for \$800.

Butter telegraph right after
all facts
agreed.

L.F.

5-10-32

Miss Flood says this
draft was taken up
and papers sent
to Sokolov.

She has wired
him to return
papers to me.

L.F.

244
MEDIEVAL

SPANISH ART

RENAISSANCE

ARTHUR BYNE

PASEO DE LA CASTELLANA. 19

MADRID

Cable Address
STAPLEY-MADRID

February 16th
1 9 3 2

William Randolph Hearst, Esq.
1111 Broadway,
Los Angeles,

C
O Miss Morgan
P
Y

Dear Mr. Hearst;

Confirming receipt of your cable of
Feb. 13th

THINK I PURCHASED SOVEREIGNCEIL HAS IT BEEN SHIPPED

To which I have cabled in reply:

SOVEREIGNCEIL AND FRIEZEBOARDS SHIPPED DIRECT SAN
FRANCISCO IN JANUARY - EXPECT TO COMMENCE DEMOLITION
OF ALCANTARA VAULTS IN FORTNIGHT

Long before the arrival of this letter
you will have received the shipping papers and Con-
sular Invoice of the ceiling shipment; the eleven
lift-vans should arrive shortly after.

After no end of delay and repeated prom-
ises I have been given tacit permission to proceed
with the demolition and exportation of the Alcantara
vaults. This has been no little triumph for the present
socialistic government in Spain is bitterly opposed
to letting any church property get out of the country.

Just how I am going to finance this
project I don't quite see; up to the present as fast
as the monthly notes have been paid in the money has
gone to settle up for Montolive and other past debts.

Thanking you for your attention, I am,

Sincerely yours,

Arthur Byne

COPY

S P A N I S H A R T

ARTHUR BYNE

February 16th, 1932

William Randolph Hearst, Esq.
1111 Broadway
Los Angeles

Dear Mr. Hearst:

Confirming receipt of your cable of Feb. 13th

THINK I PURCHASED SOVEREIGNCEIL HAS IT BEEN SHIPPED

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Thanking you for your attention, I am,

Sincerely yours

(Signed) ARTHUR BYNE

2747

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 722 Market St., San Francisco, Calif., **ALWAYS OPEN**

CDV39 CABLE=MADRID 14 2/1315

1932 MAR 12 AM 5 46

LCD JULMORGAN= (JULIA MORGAN)

6079

SAN FRANCISCO (CALIF)= (1136 MERCH EXCH BLDG) ZJ

DECISION ON STONEVAULTED CEILINGS IMPERATIVE CLIENT

HESITATES TO COMMIT HIMSELF=

STAPLEY..

MEDIEVAL

SPANISH ART

RENAISSANCE

ARTHUR BYNE

PASEO DE LA CASTELLANA. 19

Cable Address
STAPLEY-MADRID

MADRID

April 5th
1932

Miss Julia Morgan,
Merchants Exchange Building
San Francisco

Dear Miss Morgan;

I confirm herewith my cable of to-day:

MAY BE POSSIBLE TO SECURE VAULTING OVER CLOISTER WALKS
OF ALCANTARA AS WELL AS STONE CEILINGS WOULD CLIENT BE
INTERESTED - BYNE

You have I believe photographs of the vaulting over the cloister walks; it is rather flat, set out in octopartite panels with nicely molded ribs. Like the big ceilings it is of granite and perfectly sound. I am not certain even yet if this cloister vaulting can be sent along with the ceilings but during my last visit to the works I had a talk with the Provincial architect, who represents the government in the matter, and he saw no objection to our including the cloister vaults providing the Government was remunerated (the Cloisters having been presented to the Country along with the property for the privilege of carrying off the ceilings).

Naturally I would appreciate a prompt reply concerning this matter. In fact I find myself left entirely in the dark in regard to this Alcantara demolition. Both you and Mr. Hearst urged me to do everything possible to secure these vaulted ceilings, both by letter and cable. And now, after spending a considerable sum of money in the purchase of the place and buying my way through no end of red tape so as to secure export permission, I can't get a word out of anyone in California. It would have been an easy matter to have negatived the whole proposition six months ago but now it is too late as I have most of my scaffolding erected and some of the stone down on the ground.

I dislike to take up your time with tales of financial troubles (I am sure you have enough of your own) but you can imagine my position having to undertake a demolition of this importance with no funds advanced; furthermore the last, and most important payment, on the

Miss Morgan

April 5th, 1932

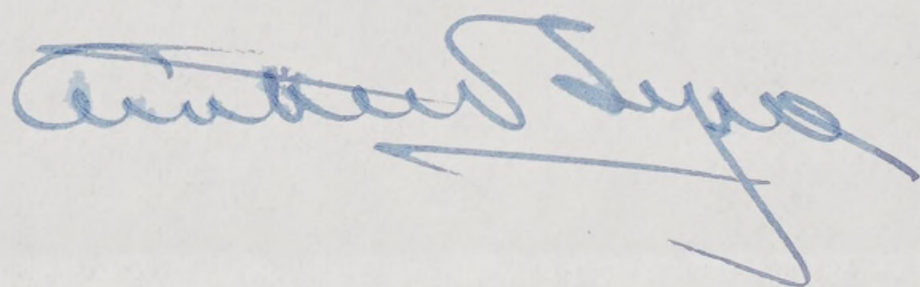
Monastery of Mountolive has not come through as promised, nor the agreed notes covering the big painted ceiling known as SOVEREIGNCEIL, recently shipped and now in Mr. Hearst's possession. In other words, there is due me \$38,000 for orders long ago delivered in California, and on top of this I am expected to finance the demolition, transportation, and packing, of five stone vaulted ceilings.

As I said before, I am awfully sorry to be complaining constantly over financial relations. I have given every proof in the past of my willingness to carry on to the best of my ability and wait for money. In the present instance I am willing to finance the Alcantara operation out of notes due me for past purchases; with the notes I can secure credit; without them I am helpless.

I would appreciate a frank note from you on the situation; at least we understand each other.

With kindest regards and hoping you are not working yourself to death, believe me,

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Lloyd", with a long, sweeping flourish extending to the right.

(COPY)

S P A N I S H A R T

ARTHUR BYNE

Madrid, April 5th, 1932

Miss Julia Morgan
Merchants Exchange Building
San Francisco

Dear Miss Morgan:

I confirm herewith my cable of today:
MAY BE POSSIBLE TO SECURE VAULTING OVER CLOISTER WALKS OF ALCANTARA
AS WELL AS STONE CEILINGS WOULD CLIENT BE INTERESTED -BYNE.

You have I believe photographs of the vaulting over the cloister walks; it is rather flat, set out in octopartite panels with nicely molded ribs. Like the big ceilings, it is of granite and perfectly sound. I am not certain even yet if this cloister vaulting can be sent along with the ceilings but during my last visit to the works I had a talk with the Provincial architect, who represents the Government in the matter, and he saw no objection to our including the cloister vaults providing the Government was remunerated (the Cloisters having been presented to the Country along with the property for the privilege of carrying off the ceilings.)

Naturally I would appreciate a prompt reply concerning this matter. In fact I find myself left entirely in the dark in regard to this Alcantara demolition. Both you and Mr. Hearst urged me to do everything possible to secure these vaulted ceilings, both by letter and cable. And now, after spending a considerable sum of money in the purchase of the place and buying my way through no end of red tape so as to secure export permission, I can't get a word out of anyone in California. It would have been an easy matter to have negotiated the whole proposition six months ago but now it is too late as I have most of my scaffolding erected and some of the stone down on the ground.

I dislike to take up your time with tales of financial troubles (I am sure you have enough of your own) but you can imagine my position having to undertake a demolition of this importance with no funds advanced; furthermore the last, and most important payment, on the Monastery of Mountolive has not come through as promised, nor the agreed notes covering the bid painted ceiling known as SOVEREIGN-CEIL, recently shipped and now in Mr. Hearst's possession. In other words, there is due me \$38,000 for orders long ago delivered in California, and on top of this I am expected to finance the demolition, transportation, and packing, of fine stone vaulted ceilings.

As I said before, I am awfully sorry to be complaining constantly over financial relations. I have given every proof in the past of my willingness to carry on to the best of my ability and wait for money. In the present instance I am willing to finance the Alcantara operation out of notes due me for past purchases; with the notes I can secure credit; without them I am helpless. I would appreciate a frank note from you on the situation; at least we understand each other.

(over)

SEPARATION RECORD
Special Collections
Robert E. Kennedy Library
Cal Poly

Date: 9/13/05

Collection Name: Julia Morgan 010

Item(s) Separated:

☒ Photograph from letter

☐ Other: _____
(description)

FROM:

Box 45

Folder 27

TO:

Box 62

Folder 09

Additional Comments:

Date on letter: Apr 7, 1932

Processor's name: Andrew Mahlow

old : 1v/ 04/ 12/33 /14

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Special Collections
Robert E. Kennedy Library
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MEDIEVAL

SPANISH ART

RENAISSANCE

File

ARTHUR BYNE

PASEO DE LA CASTELLANA. 19

MADRID

Cable Address
STAPLEY-MADRID

April 7th
1932

William Randolph Hearst, Esq.
Los Angeles, California

C
O Miss Morgan
P
Y

Dear Mr. Hearst;

Enclosed herewith please find photos of two ceilings I have recently secured and which are now in my atelier, cleaned up and ready for shipment.

LIONFRIEZCEIL is a medium sized example but noteworthy for its very large master-beams (large in this land of moderate-sized timber at least). The entire surface is painted and decorated, the predominating tone being a soft nut-brown enlivened with arabesques in red, blue and yellow. Size of ceiling 17 x 26 feet. Period late 15th century. Price \$7,000.

CARVEDGOTHIC CEILING is a huge ceiling with richly carved beams resting on beautifully carved wooden corbels (which form a museum collection in themselves). This ceiling is in monotone, the natural pine left to darken with age until it resembles old walnut. Size 47'-6" long by 18'-2" wide. Period late 15th century. Price \$9,000.

Considering the importance of both these ceilings you will note that they are extraordinarily cheap; this is due to the further depreciation of the peseta. Two years ago I should have been obliged to ask almost double the present price for these examples.

I would appreciate a prompt decision on these ceilings as the Government is considering an increase in the export tax on all works of art - aimed to offset in part the loss on exchange between foreign money and the peseta.

Thanking you for your consideration, I am,

Sincerely,

Arthur Byne

PHOTOS REMOVED TO

(COPY)

SPANISH ART

A R T H U R B Y N E

April 7th, 1932

William Randolph Hearst, Esq.
Los Angeles, California

Miss Morgan

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Cable Address
STAPLEY-MADRID

MADRID

April 7th
1932

Miss Julia Morgan,
Merchants Exchange,
San Francisco

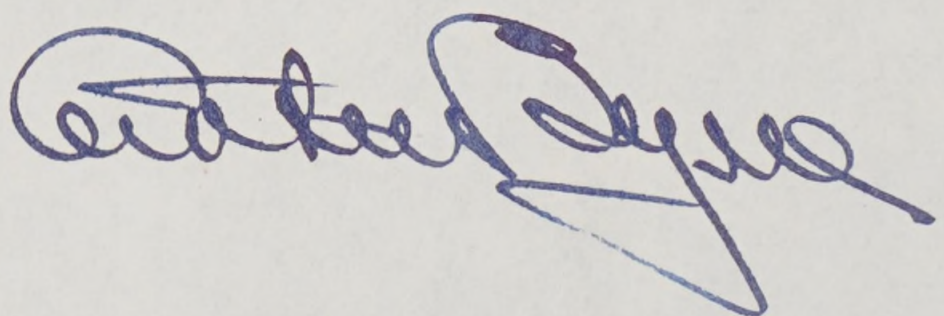
Dear Miss Morgan;

I find myself completely left in the dark as to what is going on in California. I have cabled both you and Mr. Hearst concerning the stone vaulted ceilings of Alcantara but there has been no reply. This is inexplicable considering how enthusiastic you both were to secure this vaulting for Wyntoon. I have Mr. Hearst's cabled order of October 16th, 1931, to purchase the vaulting but so much time has elapsed since then that I hesitate to undertake the demolition without some new word of confirmation. Having purchased the building, also transported a quantity of timber there for scaffolding purposes, I am naturally much concerned over the matter.

In regard to supplying extra painted ceiling material to fill out the Campos ceiling I have searched the country over in vain. I have one small example of the same form and style but that only has several hundred square feet. I am willing to do anything you suggest in regard to this unfortunate affair; if there is time keep on looking or arrive at some financial understanding and credit Mr. Hearst's account with the difference. This thing, as I made clear in my letters at the time, was a gamble from the start. All other ceilings I have taken down, brought to Madrid, and re-assembled before bringing them to our client's attention. In this way any misunderstanding is avoided. In the case of Campos this procedure was impossible for reasons I have already given.

Awaiting your news and with kindest regards, I am,

Sincerely



CLASS OF SERVICE

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WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

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Received at 722 Market St., San Francisco, Calif. Always Open

1932 APR 13 PM 3 12

CDU397 CABLE=WU MADRID 24 13

NLT JULMORGAN=

JULIA MORGAN

1136 MER EX BLDG.)TW

6214

SFRAN=

MAY BE POSSIBLE TO SECURE VAULTING OVER CLOISTER WALKS OF
ALCANTARA AS WELL AS STONE CEILINGS WOULD CLIENT BE
INTERESTED=

BYNE.

MEDIEVAL

SPANISH ART

RENAISSANCE

ARTHUR BYNE

PASEO DE LA CASTELLANA, 19

MADRID

Cable Address
STAPLEY-MADRID

April 18th
1 9 3 2

William Randolph Hearst, Esq.
1111 Broadway,
Los Angeles

C
O Miss Morgan
P
Y

Dear Mr. Hearst;

I confirm my cable of recent date concerning the stone vaulted ceilings of the Monastery of Alcantara:

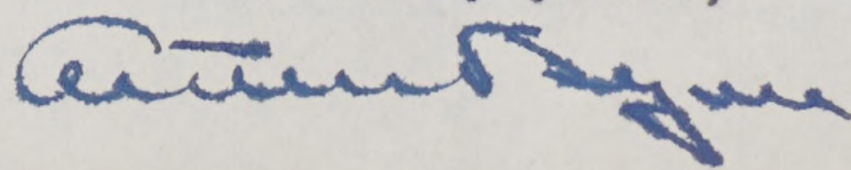
HAVE STARTED DEMOLITION ALCANTARA STONECEILINGS STOP
TO FINANCE OPERATION MUST BE ASSURED OF DRAFTS COVERING
ORDERS NOW IN YOUR POSSESSION - STAPLEY

To this cable, nor to several others in connection with the same project, has there been any reply. In view of the fact that you were most desirous of securing these stone ceilings and ordered their purchase last October, furthermore that Miss Morgan wrote me personally, begging me to make every effort to get the ceilings, I have exerted all my influence with this new Government to secure permission for their exportation.

This permission being finally tacitly given I could do nothing else but start operations. Bear in mind I have already purchased the Monastery, that I have transported to the site no end of material, lumber, winches, supplies, food and men. My position in this matter has been extremely delicate due to the fact that you have refused to commit yourself one way or the other. A simple negative six months ago would have settled the matter and my losses would then have been limited to the purchase outlay.

I thought my scheme for financing the project a very fair one; if you would agree to sign notes for other purchases, now long since in your possession, I would, on the credit thus established, have been willing to finance the whole operation myself. But your silence which is unbusinesslike to say the least, makes impossible this proposition of mine. Under the circumstances I am forced to abandon the whole project; furthermore I doubt if work can ever again be resumed. Regretting that I must disappoint you in this matter, I am,

Sincerely yours,



(C O P Y)

S P A N I S H A R T

ARTHUR BYNE

Madrid April 18th, 1932

William Randolph Hearst, Esq.
1111 Broadway
Los Angeles

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Sincerely yours

(Signed) ARTHUR BYNE

22

April 27th, 1932

Mattoon & Co.,
516 Battery Street,
San Francisco, Calif.

Gentlemen:

Herewith purchaser's declaration No. CE 36325
for eleven lift vans of antique ceiling received from
Spain on March 10th, 1932. This is the declaration
which was sent to you a short time ago but from which
the notary's signature had been omitted.

Yours very truly,

Julia Morgan

By *J. W. LeFevre*

LeF-M

enc.

OFFICE OF
WILLIAM RANDOLPH HEARST
LA CUESTA ENCANTADA
SAN SIMEON, CALIFORNIA

April 24, 1932.

Dear Miss Morgan :

Here is the customs declaration for
the eleven lift vans antique ceiling which you sent back
for notary seal.

Sincerely,

W. R. Hearst

CRANE BEAUTY IN THE OPEN: CRANE QUALITY IN ALL HIDDEN FITTINGS

B/L and Consular
Invoice to
Malloson 3/11/32

File

March 26th, 1932

Mattoon & Company,
516 Battery Street,
San Francisco, Calif.

Attention: Mr. Hyland

Dear Mr. Hyland:

We hand you herewith owner's declaration
and purchaser's declaration covering 11 lift vans of
antique ceiling which arrived in this port on the S.S.
Feltre, March 10th, 1932, consigned to Mr. W. R. Hearst.
Both of these documents have been duly executed by Mr.
Hearst.

Yours very truly,

Julia Morgan

By

J. H. Leaver

LeF-M

enc.

"Sovereignail"

OUTWARDS.

B/L No. 1
C. P. E. Trieste F 5386

NAVIGAZIONE LIBERA TRIESTINA S. A. = TRIESTE

CAPITALE SOCIALE LIT. 150.000.000 INT. VERSATO

Agente in Valencia (Spagna) FIGLIO DI CAMILLO REALI

Telegrammi: "RIELA" Grao

Direct Service between Mediterranean and Gulf of Mexico Ports.

SHIPPED in apparent good order and condition by Casa GARROUSTE
on board the italiano Ship " FELTRE " " now lying in or off the port of
VALENCIA the Goods or packages of merchandise stated to be marked, numbered and described as hereinafter to be conveyed and delivered to
Casa GARROUSTE or his or their assigns at
San Francisco (hereinafter called the Port of Destination) or so near thereto as she may safely get, always afloat under and subject
to the conditions and exceptions herein expressed.

Declared Marks and Numbers.	Packages.	Declared Contents.	Measurement metres.	Weight Kilograms.	Rate.	Freight.
W. R. H. 42/52	ONCE cajones =	Madera para construc- ción	113'358	21.190		

Sovereignail

ORIGINAL

CASA GARROUSTE

overseas

Freight prepaid

Any erroneous or false declaration of weight and/or measurement and/or contents of packages affecting the assessment of freight, is subject to a penalty of three times the rate of freight.

NOTIFY: (see clause 11 & 12 on the back):

The following are the conditions above referred to:

1. METHOD OF CONVEYANCE.—The Carriers to be at liberty to carry the said goods to the port of destination by the above-named Ship or by any vessel or craft either belonging to or employed by the Carriers or belonging to others proceeding either directly or indirectly to such port and the goods or any portion thereof may at any stage of the voyage be transhipped, or landed, stored and reshipped, all risks attending transhipment, landing, storing, and/or reshipment being borne by the owners of the goods. The Carriers do not guarantee room on vessels at port of transhipment and will not be answerable for delay or detention there however caused, and any supplementary customs, dues, surtax d'entrepôt or other charges occasioned by the transhipment or landing of goods shall be borne by the owners thereof. If the carriage of the goods is performed or partly performed by any other vessel or craft than the above-named ship, whether belonging to the Carriers or to other owner or owners, all the conditions, liberties and exceptions herein contained shall apply to such other vessel or craft, and to the owners thereof and their agents or servants as well as to the Carriers, their agents or servants.

2. DEVIATION.—The said Ship or any other vessel employed in any part of the transport shall be at liberty to delay, or anticipate her advertised sailing date and either before or after proceeding towards the Port of destination, to proceed to and call at any ports or places whatsoever (although in a contrary direction to or out of or beyond the accustomed route to the Port of destination) once or oftener in any order and for any purpose whatsoever, and all such ports, places and sailings shall be deemed to be included within the intended voyage; also to sail with or without pilots; to have liberty to swing or manoeuvre, to adjust compasses or be removed from one berth to another or be dry-docked with cargo on board whether prior to the commencement of, after the termination or at any stage of the voyage; to carry goods on deck; to carry goods of all kinds, dangerous or otherwise; to deviate in any manner and for any purposes whatever, any warranty or rule of Law to the contrary notwithstanding; to tranship or land and reship by lighter or otherwise at port of shipment or at any other port or ports into any other ship or conveyance; to tow or be towed, and to assist vessels in all situations. All the liabilities, conditions and exceptions of this Bill of Lading shall apply to any carrying vessel (any custom or rule of law notwithstanding) although the vessel may have deviated from the contract voyage or customary or intended route of voyage and although such deviation may amount to change or abandonment of the voyage and notwithstanding unseaworthiness or unfitness of the vessel at the commencement of or at any period of the voyage.

3. NEGLIGENCE.—The Carriers will not be responsible for loss, damage, injury or other consequences occasioned by or arising directly or indirectly from any of the following causes, perils, or things, namely:—The Act of God, the King's Enemies or Pirates; arrest or restraint of Princes, Rulers or Peoples; capture or seizure; Claims of Third Parties, Custom Laws of Foreign Countries; Barratry of Masters or Mariners; Robbery, Theft, or pilferage, whether on board or on land, and whether by persons directly or indirectly in the service of the Carriers or otherwise; Jettison; Fire or explosion however, caused and wherever occurring, whether on land or on water; Stranding; Collision

with any vessel or substance belonging either to the Carriers or to any other person; Heeling over, upsetting, sinking or submerging of the vessel or any craft, either at sea or in harbour, River or Canal; All and every dangers, perils or accidents of the Seas, Rivers, Canals or other waters, and of navigation of what nature or kind soever; Accident of any kind incident to lighterage, loading or unloading, transhipment, Land transit or carriage whether the same be caused by defects in the appliances or craft, or means of transport employed or otherwise; Fumigation or any other act of Sanitary authorities, whether in the ship's hold, in lighter, hulk, craft or on shore; Admission of water into the vessel by any cause, whether, accidental or for the purpose of extinguishing fire or for any other purpose; Effects of climate, exposure to weather heat of holds; Vermin, rust, steam, smoke, coal dust, spray, oil, injury to wrappers, damage to bales, hook marks or injury from hooks; Improper or defective stowage, unprotected cargo, leakage, wastage, breakage (however caused), decay, heating, sweating, contact with, or injurious effects or leakage from other goods or from animals; Injury occasioned by acts of independent persons for whose action the Carriers are not responsible; Revolutions, Riots, strikes, combinations of workmen, labour disturbances, lockouts, and trade disputes of any kind (whether the Carriers be party thereto or not), or stoppage or shortage of labour from whatever cause; Accidents to, or failure breakdown or disablement or defects in hull, boilers, shafts, machinery, tackle, wireless telegraphy, installation, refrigerating chambers or engines or material employed therein, pumps, pipes, tanks, cisterns, valves or other appurtenances; Unfitness or insecurity of any Bullion Room, hold or safe of any hulk, warehouse or store; Any act, omission, error of judgment, mistake, neglect or default whatsoever of the Master, Officers, Mariners, Engineers or other servants or Agents of the Carriers, or of Pilot, Stevedores or other persons employed by the Carriers or their Agents; or unseaworthiness of the vessel either at the commencement of or at any stage of the voyage provided all reasonable means have been taken by the Carriers to provide against such unseaworthiness; nor for any loss or damage to any goods however caused which is capable of being covered by insurance.

4. CARRIAGE OF GOODS BY SEA ACT, 1924.—This Bill of lading shall have effect subject to the provisions of the Rules Scheduled thereto and shall be construed accordingly, and nothing herein contained shall be deemed to constitute or be construed as a surrender in whole or in part by the Carriers of all or any of their rights and immunities or as an increase of any of their responsibilities and liabilities as defined by the said Act and Rules. The rights and immunities as set forth in Article IV. of the said Rules shall extend and apply to loss or detention of or damage to goods in the actual custody of the Carriers or their servants prior to the loading on and subsequent to the discharge from the ship, and the exceptions and stipulations herein contained insofar as they relate or may be applicable to the custody and care and handling of the goods prior to the loading on and subsequent to the discharge from the ship shall, by virtue of Article VII. of the said Rules, be of full force and binding between the Carriers and the holder of this Bill of Lading. Neither the Carriers nor the ship shall under any circumstances be liable for any loss or detention of or damage to goods howsoever caused, arising at a time when the goods are not in the actual custody of the Carriers or their servants.

(For Continuation of Conditions, see Back).

In Witness whereof the Master or Agents of the said Ship and its connections have affirmed to T R E S Bills of Lading, each of this tenor and date, one of which Bills being accomplished, the others to stand void.

Date in Valencia this 30 ENE. 1932 day of

for the Captain
Hijo de Camilo Reali
The Agents

6. DESCRIPTION OF CARGO. — The weight, Measurement, Contents, Marks, Quantity, Brand, Gauge, condition and value of the goods or packages are unknown to the Carriers, and the Carriers are not responsible for or bound by the description and particulars in the margin hereof, or answerable for any discrepancy between the actual marks and numbers on the packages and those denoted in margin hereof. Damages also to other goods howsoever, resulting from wrong declaration of weight, value or contents to be paid by Shippers and/or Receivers of the goods, and the Carriers not to be responsible for loss or damage resulting from incorrect marking of the packages.

6. RESPONSIBILITY FOR PACKAGES. — Each package must be distinctly marked before shipment with the Marks and numbers, and with the Port of Destination in letters of at least two inches in length, otherwise the Carriers will not be responsible for loss, detention or mis-delivery thereof. The Carriers will also not be responsible for any loss, damage, delay, detention or non delivery of packages resulting from insufficient packing, injury to wrappers, inaccuracies, absence, insufficiency or obliteration of marks or address, or from incorrect description of contents, weight or value of any package in any document or upon such package. The shipowners shall be at liberty to carry the cargo shipped hereunder or any other cargo in poop, fore-castle, deckhouses, shelterdeck, or any other covered in places, all of which shall be deemed as underdeck. All expenses, damage or loss incurred by the Carriers, including loss by delay or detention of the Vessel, and any duty, fine or impost whatsoever levied upon the vessel or imposed upon the Carriers on account of or in connection with the goods, whether by reason of incorrect or insufficient marking of packages or description of their contents, or the absence of any particulars required by the authorities at any port of transshipment or at the port of destination, or the failure to provide any document or to meet any other requirement of such authorities, or in consequence of the nature of the goods, or otherwise howsoever shall be paid by the Shippers or consignees as may be required, and the Carriers shall have a lien upon the goods exercisable by sale thereof for the recovery of any such amount paid or expenses incurred. Apportionment by the Carrier's Agents of packages which cannot be identified, or the net proceeds of sale thereof, to consignments or goods of the same description from which packages are missing shall free Carriers from all liability, and no claim shall arise from alleged inferiority of quality or condition of the goods delivered. If various shipments in bulk are stowed together each Receiver shall bear his proportion of loss and/or damage, if any. The Carriers will not be responsible for shortage of rice, beans, peas, and similar articles in single bags, or shortage of contents from cases not secured with iron bands or safety clasps. Vessel not liable for any risk capable of being covered by normal insurance. In the event of claim for loss or damage, of whatever nature and from whatever cause, for which the carrier may be liable, it is mutually agreed that the liability of the ship and/or carrier for the loss and/or damage, shall be based upon the net invoice-value of the merchandise at the port of shipment, without any profit, commission, brokerage, interest, etc. Steamer not responsible for torn bags, insufficient packing, nor for result of broken bands and loose bales. All expenses incurred for re-packing goods, and collecting loose cargo to be for account of the consignees.

7. HEAVY LIFTS. — In case of any damage or loss resulting to the ship, cargo, lighters, wharf, cranes or hoisting tackle, or whatsoever, owing to incorrect weight having been declared, or failure to paint the exact weight on all places over two tons (2,000 kilos) the Shippers and/or Consignees of such cargo shall be responsible for such loss of damage.

8. PERISHABLE CARGO. — The Carriers shall not in any event be liable for loss of, or damage to Meat, Butter, Fruit, Eggs, and/or other perishable goods whether placed or carried in cool or refrigerated chambers or not and whether before or after shipment. All such Goods are carried at Shipper's risk absolutely and on the express condition that they and the Receivers under Bills of Lading waive any warranty of seaworthiness, implied or otherwise, whether in relation to the Hull machinery (refrigeration or otherwise), or appurtenances of the said Ship, the Carriers undertaking only for the appointment of experienced Officers and Engineers, the Shippers being at liberty to inspect the refrigeration chambers prior to shipment of their Goods. The Carriers' exemption from liability extends to all loss or damage resulting from a defect in, or failure or breakdown of, refrigerating machinery, insulation or other appliances; and whether or not such defect exists or such failure or breakdown results from any unfitness or unseaworthiness existing at the time of the said Goods being loaded, or at the commencement of the Voyage, or at any other time. All the exceptions contained in Clause 8 shall apply to the Shipment, Carriage, and delivery of Perishable Goods, but the exceptions contained in Clause 3 shall not in any wise lessen the force of any stipulation contained in this Clause. The Officers of the Ship shall be at liberty (without however being under any duty to do so) to remove, and/or jettison any Goods found damaged so as to avoid contamination of other Goods. The Carriers may discharge any such goods or articles or other cargo without notice immediately the vessel is ready notwithstanding danger to such goods or articles from freezing or other weather conditions and all such goods or articles are received subject to the risk of such discharge and if delivery thereof is not taken without notice from the vessel's tackle, or at vessel's option from the wharf as soon as available after landing, the same may be left on wharf or other convenient place at the risk of Shippers, Consignees and/or their Assigns.

9. DANGEROUS CARGO. — The Carriers will not be responsible in any event for Goods of an inflammable, explosive, hazardous or dangerous nature, nor for liquids or goods which may do damage unless they are expressly declared and the contents are clearly marked on the outside of each package, and such goods not so declared and marked may at any time be thrown overboard, seized, confiscated or destroyed at the direction of the Master, without compensation to any person and without prejudice to the Carriers' right to collect freight thereon, and the Carriers shall not be liable for any damage caused directly or indirectly to any person, goods, or property by reason of the shipment of such dangerous, hazardous, inflammable or explosive goods or liquids. The Shippers, Owners or consignees of the goods (whether aware of their nature or not) shall be liable for any damage caused directly or indirectly to the ship or to any person, goods or property by reason of the shipment of such dangerous, inflammable, explosive or damaging goods or liquids and for any damages which the Carriers may have to pay to the Owners of any other goods or property damaged thereby.

10. DECK AND FRAGILE CARGO. — Goods or packages carried on deck, and articles of glass or contained in glass, or packages containing glass, china, or earthenware, or other article of a fragile or brittle nature howsoever stowed are taken at Shipper's risk only, and the Carriers will not be liable for breakage, or injury however caused, even though due to the negligence of the Carriers.

11. TREASURE, SPECIE AND VALUABLES. — The Carriers will not be responsible for specie treasure, or valuables, not securely packed; if in bags or canvas the sewing must be inside and properly and securely sealed at the openings; if in cases such to be secured with nails and not screws, iron bound at the ends, and with countersunk seals; facsimiles of the seals on the packages must appear on the Bill of Lading. The Carriers will only be responsible for the value declared on the Bill of Lading or the actual value, whichever is less. Packages found to be of a value more than that so declared, will be charged double freight on the excess. Treasure, specie valuables are deliverable on board, and in the event of Owners or Consignees not applying for same during the Ship's stay in port, the Master to have the option of discharging into depot, lighter, hulk or craft or lazaretto or to overcarry, tranship, land, store, reship, or return to destination by the same or other vessels at Shippers' risk and expense.

12. COMMENCEMENT OF RESPONSIBILITY. — The Carriers will not be responsible to any extent whatsoever for any loss, damage or injury to goods until actually shipped on board some Ship or other Vessel belonging to or employed by the Carriers; nor for any delay that may occur at any Port of transshipment or on any Railway; not for anything that may occur after the Packages have come within the control of any Public Authorities, Dock, Railway or other Carriers, or have reached a Custom House; nor for any consequences arising from sanitary or other regulation of Public Authorities which may prevent or delay the disembarkation of Packages; nor for losses which may arise from the consequences of the Custom House Laws of Foreign Countries.

13. TERMINATION OF RESPONSIBILITY. — The Vessel to be entitled to commence discharging immediately upon arrival and discharge continuously at any time during day and/or night including Sundays, and holidays, any custom of the Port to the contrary notwithstanding. The Carriers to have the option of making delivery of the goods either over the Ship's side or from lighters or storeship, hulk, customhouse, warehouse, wharf, dock or quay at Owner's risk the Carriers' liability in all cases ceasing as the goods are free from the Ship's tackle. The Goods to be taken from the Vessel by the Consignees at their risk and expenses directly they come to hand, as fast as the Vessel can discharge otherwise the Captain or Vessel's Agents shall be at liberty to discharge the Goods on shore, into Warehouses, Lazaretto, Hulk, or craft of any description at the risk and expense of the Owners of the Goods. The Vessel's responsibility to cease immediately the Goods have left the Ship's tackle at the Port of Destination. Packages to be delivered ex Ship's tackle, and all charges at current rates from thence including Quay Due and expenses, Lighterage, Canal Dues, weighing, measuring, and delivering, etc., are for account of the Goods. Goods are to be received by the Consignee immediately the vessel is ready to discharge, or otherwise they will be landed and stored at the sole expenses and risk of the consignee, in the warehouse provided for that purpose, or in the Public Store, as the collector or the port shall direct, and, when deposited in the Public Store to be subject to rent, and the keys of the warehouse to be delivered to and kept in charge of the officer of customs, under the direction of the collector; the collector of the port being hereby authorised to grant a general order for discharging immediately after the entry of the Ship.

14. PREVENTION OF DISCHARGE. — If owing to Blockade, Interdict, Stress of Weather, Surf, or any other cause whatsoever, the goods cannot be landed at a Port of Transshipment or at the Port of Destination, within the time arranged by the Carriers for stoppage of the Vessels at such port, or in the event of the entry of such port (whether included in the intended voyage or not) or of communication therewith rendering, or being liable to render, the carrying vessel liable to quarantine at any subsequent port, or if the Master of the Carrying Vessel reasonably anticipates it will be unsafe or injurious to her intended voyage to call at such port, or that transshipment or discharge at any such port will be likely to be prevented, impeded, hindered or delayed by reason of stress of weather, quarantine regulations, Disease, War, Strikes, Trade Disputes, Labour Disturbances, Lock-outs (whether the Carriers or any of them be party thereto or not), Earthquake, or any other cause whatsoever (whether existing or only anticipated), or absence from whatever cause of adequate facilities for transshipment, discharge or landing, whether owing to insufficiency of berthing accommodation, congestion of the port, want of Lighters or Trucks, or any other cause, or that such transshipment or discharge will be likely to involve risk or detention of the vessel at such port beyond the time ordinarily allowed for staying at such port, or if having called at such port the goods cannot be found or are overstowed, the right is reserved to the Carriers to land and put into Warehouse, Lighter, Hulk or Craft, at the risk and expense of the Owners of the goods, all or any part thereof at any other convenient port (whether the termination of the voyage or not), and either with or without proceeding to or towards the Port of

Transshipment or Destination, or entering or attempting to enter and discharge the goods there; and the goods when discharged may be forwarded to destination, from place of landing by Ship, Railway, or other means of conveyance, or the vessel may proceed upon the voyage retaining the whole, or any part of the goods on board and discharge the same on the return or another voyage. In the event of the goods or any part thereof being landed at any other place than the Port of Destination, and being either placed in Warehouse, Lighter or Store there, or being forwarded from there to destination by Ship, Railway, or other conveyance, they will be at the Owners' risk and expense in all respects, the Carriers being discharged from all responsibility with regard thereto, from the time the goods leave the tackle of the vessel, but the Carriers will be entitled to full freight (if not already paid) and all expenses in connection with the Landing, Transshipment, Warehousing, and Forwarding of the goods to destination, which with all other expenses of every kind incurred will be entirely for account of the Owners of the goods, and the Carriers will be entitled to a lien on the goods exercisable by sale thereof for all such freight and expenses, in case of such landing at any port other than that of destination or of discharge at the Port of Destination in other than the customary manner, the receipt of the Customs House or Port Authorities or of the Lightermen or others receiving the goods is to be accepted by the Shippers, Owners, or Consignees thereof as a complete fulfilment by the Carrying Companies of their contract under this Bill of Lading. In case of quarantine, goods may be discharged at the risk of the Owners thereof into quarantine depot, lighter barge, hulk, or other vessel as required for the ship's despatch. Quarantine expenses upon the goods, of whatever nature or kind, shall be borne by the Owners thereof. If within goods do not satisfy all requirements of any British and/or other authorities for importation into the country of destination the shippers are to indemnify shipowners against any expenses or detention of ship arising in consequence thereof. In event of goods not being permitted to be landed at destination shipowners may land them at any other port or return them to port of loading, charging in either case freight and/or forwarding expenses thereon. The steamer shall have lien on the goods for all before-mentioned freight expenses and detention and goods shall be at shipper's risk. Nothing in the above clauses shall in any way restrict or prejudice any other liberties or exceptions in this Bill of Lading.

15. GENERAL AVERAGE. — General average payable according to York-Antwerp Rules 1924. It is expressly agreed that General Average is always to be adjusted at Trieste, whatever may be the destination of the goods on board, and consignees engage themselves to sign the respective average bond for the appointment of the two adjusters of the Commercial and Maritime Tribunal of Trieste. Thereby consignees renounce to any objection and bind themselves to pay even by deposit in advance as estimated at port of destination on signing the average bond such contribution as will be apportioned by the average statement upon value of goods. If the owners of the steamer shall have exercised due diligence to make said steamer in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or negligence of the pilot, master or crew in the navigation or management of the steamer, or from latent or other defect or unseaworthiness of the steamer, whether existing at time of shipment, or at the beginning of the voyage, but not be exempted from liability for contribution in General Average, or for any special charges incurred, but, with the shipowners, shall contribute in General Average, and shall pay such special charges, as if such danger, damage or disaster had not resulted from such fault, negligence, latent or other defects or unseaworthiness; passengers effects, if any not to contribute in general average, but claims for passengers effects sacrificed to be allowed in general average, less their proper contribution in such cases.

16. LIVESTOCK. — Freight on Live Stock is payable (ship lost or not lost) on the number shipped, without regard to and irrespective of the number or condition of those landed, and the Carriers will not be liable for loss, death, depreciation of, or damage to live stock carried under this Bill of Lading, even if such loss, death, depreciation or damage arise from unseaworthiness or unfitness of the Vessel, or any part of her fittings or equipment, prior to, at or after the commencement of the voyage, negligence or default of servants of the Carriers or from any other cause whatever, it being an unqualified condition of their carriage that the Shippers and/or Consignees take upon themselves the whole risk of the Animals arriving safely at their destination. All expenses of landing Live Stock must be borne by the Shippers and/or Consignees. And it is also mutually agreed that no damage, injury or loss arising to Live Stock whether arising from jettison or otherwise, shall be recoverable in general average, but shall be borne by the Owners of such Stock.

17. PAYMENT OF FREIGHT. — Freight and primage at the rate or rates stated in the margin to be paid by the Shippers in full, without discount or abatement, and to be considered as earned, Ship or Ships or Packages lost or not lost at any stage of the entire transit, or in the event of forced interruption of the voyage, and the Carriers to have a lien upon the goods for all freight and charges payable by the Shippers, Consignees and/or Owners thereof, such lien to be made available at the Carriers' option by sale or otherwise. Double freight will be charged on all goods incorrectly described, the Carrier to have right to verify contents, if necessary, for the purpose. Full freight is payable on damaged or unsound goods, also on barrels, whether full, part-full or empty any law to the contrary notwithstanding and no freight is due on any increase in bulk or weight, caused by the absorption of water during the voyage. The Agents of the Carriers to be at liberty to have goods weighed or measured, either at port of loading or at destination, and should the weight and/or measurement thus ascertained exceed the weight and/or measurement entered in the Bill of Lading double freight to be paid by the Receivers of the Goods, besides the expenses of weighing and/or measuring. No packages are, allowed to be weighed on board except by order from the Captain. If at a sale of the goods at destination for freight and charges, the proceed fall to cover said freight and charges, the Carriers shall be entitled to recover the difference from the Shipper.

18. CLAIMS. — With respect to claims for loss, damage or non-delivery of cargo and for, which under the terms hereof the Carriers may be liable, it is also mutually agreed that the value of each freight paying unit shipped hereunder does not exceed \$ 100.— on which basis the freight is adjusted, and the Carrier's liability shall in no case exceed that sum unless a value in excess thereof is specially declared in writing and a special shipment order be applied for and granted before shipment and such excess value be stated herein and extra freight as may be charged on paid, the Carriers not being liable to a greater amount than such declared value which value is not in excess of the invoice value at port and time of shipment not responsible for any claims, notice of which is not given before the removal of the goods from ship's deck. Notice of any claim arising under this Bill of Lading must be given in writing by the Consignees to the Agents of the Ship at the Port of Destination within 48 hours after the landing of or failure of the Carriers to deliver said goods. When the goods are not delivered the time for giving notice shall commence from the date of departure from the port of destination of the ship purported to have carried said goods, and all claims must be presented within two months from the date of arrival of the ship at destination, and further no suit or proceeding to recover for any such claim or demand shall be maintained against the carriers unless such action is commenced within twelve months after falling of such notice of claim, notwithstanding the defendant is a non-resident of foreign corporation, and these limitations as to notice and suit can be waived only by an officer of the Steamship Company or of its General Agents in writing.

19. THROUGH CARGO. — Goods or packages destined for place not called at by the ship on the voyage, may be disembarked at any convenient port, and forwarded to destination either by railway and/or ship, lighter or other means of conveyance, at the discretion and cost of the Carriers, but at the risk of the Owners thereof, all responsibility or liability of the Carriers (except as to cost of carriage) ceasing immediately the goods leave the ship's tackle at the port where they are disembarked whence they will be carried to destination on the conditions of carriage of the Railway or Steamship Company, or other Carrier conveying them from such port to destination. Bills of Lading and/or Through rates to destination, other than a port of Call or discharge of the ship are issued for the convenience only of the Owners, and the packages will be carried from port of actual disembarkation to destination on the conditions of carriage of the Railway or Steamship Company, or other Carrier conveying them from such port to destination, and all responsibility and liability of the Carriers, except as to cost of carriage will cease from the time the packages leave the ship's tackle at port of disembarkation for delivery to Dock, Store, or to succeeding Carrier or Carriers. Any claim which the Owners of the Goods carried on Through Bill of Lading desire to prosecute shall be made only against the party in whose possession the Goods were when the event occurred on which the claim is based, and the ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted is not responsible for the delivery of the remainder of such lot.

20. WAR RISK. — Should in case of war or otherwise any Government or Authorities interfere with the Carrier's Service in any way before or after the commencement of the voyage, the Carriers shall have the liberty to comply with any orders or directions as to departure arrival routes ports of call stoppages transshipment discharges or destination or otherwise, howsoever given by any Government or any Department thereof or by any person acting or purporting to act with the authority of any Government or any Department thereof or by any War Risks Insurance Association in which the ship may be entered or any other authority, Official or semi-Official Committee, and nothing done or not done under such orders or directions shall be deemed a deviation.

In the event of the goods or any portion thereof having, as a result of above, to be landed or otherwise dealt with, Freight shall become due and shall be paid together with any expenses which the Shipowner shall incur or become liable for arising from landing and/or transshipment and/or forwarding.

21. CONSTRUCTION CLAUSE. — The judicial authority of Trieste shall be considered and agreed to be the only competent authority for legally dealing with any claims or questions arising as between, on the one hand, the shippers and/or receivers and, on the other hand, the Master, steamship Owners and/or their representatives; it being understood and agreed that every other Tribunal in the place or places where the goods were shipped, or landed is incompetent, notwithstanding that the steamer may be legally represented at such place or places and notwithstanding any connection there may be with any other legal proceedings.

22. ACCEPTANCE OF STIPULATIONS. — All the provisions conditions and exceptions of this Bill of Lading shall apply to the Ship and its connections respectively; and in accepting this Bill of Lading the Shippers for themselves, and on behalf of Consignees or Owners of the Goods or holder of the Bill of Lading, expressly accept and agree to all its stipulations, exceptions and conditions, whether printed, written or stamped, and whether in accordance or not with the custom of the port of discharge; and the fact of its not being signed by the Shipper shall not prejudice the preceding clauses, all of which are and shall be binding upon all parties interested in the same manner and to the same extent as if each or all of them had signed the Bill of Lading.

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April 30th, 1932

Mr. Arthur Byne,
Paseo de la Castellana, 19
Madrid, Spain

Dear Mr. Byne:

The reason your telegram was not answered is that I was not in touch with Mr. Hearst and could not answer to any purpose. I saw, however, that it reached him, and he says that unless we are in need of it, it is not a time to go on purchasing unless the value is very worth while. The situation here is so uncertain due to the lack of knowledge as to what income taxes will develop, that things structural are about at a standstill. I hope the inevitable turn will come soon.

We will probably use the Campos material, as such, in the new Study on top of the Main Building. It would be a great help if I had any key as to how the ceiling was laid up originally. It is a terrible job with no space to work in, to try to untangle.

Things have been very difficult for the richest as well as the poorest these last months, and probably will not be much improved before the elections.

With kindest regards to Mildred and yourself,

Yours truly,

JM-M

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ARTHUR BYNE
MEDIEVAL & RENAISSANCE ART
DON RAMON DE LA CRUZ, 5
CABLE ADDRESS STAPLEY
MADRID

May 5th
1932

William Randolph Hearst, Esq.
Los Angeles, California

C
O Miss Morgan
P
Y

Dear Mr. Hearst;

Enclosed herewith please find
snapshot photographs of seven little Gothic
stone portals from an old house in Valencia.
I regret there is only one set of photo for
which reason I am unable to send a set to
Miss Morgan.

If I bring these portals to your
attention it is because, as a set, they are
unique and because I consider them a bargain.
Price for the seven THREE THOUSAND dollars.

Cable reference GOTHPORTS

Awaiting your attention, I am,

Sincerely yours,

Arthur Byne

Photo with J.M.
Jan 1-1932

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ARTHUR BYNE
MEDIEVAL & RENAISSANCE ART
DON RAMON DE LA CRUZ 5
CABLE ADDRESS STAPLEY
MADRID

May 7th,
1932

William Randolph Hearst, Esq,
Los Angeles, California

C
O Miss Morgan

Dear Mr. Hearst;

P
Y

I confirm herewith your cable of May Fourth;

DID I IRRETRIEVABLY LOSE ROMPORT I HAVE NOW A
MARVELOUS PLACE FOR IT DID WE GET GARGOYLES
HOW MANY - HEARST

To which I replied on May 5th;

ROMPORT IRRETRIEVABLE SORRY STOP GARGOYLES
ABANDONED LACK OF FUNDS WILL INVESTIGATE STOP
UNLESS NEW SERIES NOTES SIGNED MUST ABANDON
ALCANTARA STONECEILINGS - STAPLEY

Confirming your two cables of May 7th;

NEW SERIES NOTES YOU MENTION NOT RECEIVED PLEASE
MAIL THEM TO ME CARE LOSANGELES EXAMINER REGISTERED
UNDER NO CIRCUMSTANCES ABANDON CEILINGS OR ANYTHING
ELSE ORDERED BY CHIEF REGRET CIRCUMSTANCES-WILLICOMBE

WILL SUPPLY FUNDS FOR GARGOYLES - HEARST

As soon as I have any information concerning
the gargoyles I shall cable you; in the meanwhile
we are busily engaged taking down the stone vaults
at Alcantara. I must add however so far as the
stone ceilings are concerned that the work cannot
be undertaken seriously until the new series of
notes come to hand.

Thanking you for your attention, believe me,

Sincerely yours,

Arthur Byne

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 11-1932

Stapley - Madrid

Client wants all valuations I suggest
you send new list with prices and terms.

Juborgan

Chapman
Munich 11-1932
SIT -

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

File 1
ARTHUR BYNE
MEDIEVAL & RENAISSANCE ART
DON RAMON DE LA CRUZ, 5
CABLE ADDRESS STAPLEY
MADRID

May 12th
1932

Miss Julia Morgan,
Merchants Exchange Bldg.
San Francisco

Dear Miss Morgan;

Your cable of yesterday, which I confirm, arrived simultaneously with your letter of April 30th.

CLIENT WANTS ALL VAULTINGS I SUGGEST YOU SEND NEW LIST WITH PRICES AND TERMS - JULMORGAN

Incidentally I confirm a cable just sent Mr. Hearst:

CAN SECURE ALL TWENTY GARGOYLES DEMOLITION INCLUDED FOR FOURTEEN THOUSAND NECESSARY ADVANCE SUM AS MY AVAILABLE CAPITAL TIED UP WITH STONECEILINGS - STAPLEY

I suppose our client won't like it that I ask him to advance money but if I do so it is because it is absolutely necessary and furthermore he offered as much:

Mr. Hearst's cable of May 7th:

WILL SUPPLY FUNDS FOR GARGOYLES - HEARST

The truth is I had forgotten all about the gargoyles for nearly a year has passed since he expressed interest in them. They present a ticklish undertaking for I am obliged to substitute replicas in cast cement. Furthermore under the Republic the Church is forbidden to sell and one is forced to resort to all sorts of subterfuges.

Now to your letter. Yes, I rather imagined that your silence was due to the deplorable conditions in America and threatened increase in taxation.

As to the Campos Ceiling I am awfully sorry I can't offer you any assistance. You will recall the circumstances, that the ceiling originally covered three

Miss Morgan

May 12, 1932

narrow naves (you have a print of my drawing of course) and that because of the plaster vaulting close underneath it was impossible to photograph the ceiling or properly draw it up. Furthermore, as I subsequently explained, a good deal of the timbering and friezes proved rotten to the point of pulverizing in the hand. It was the only time that I ever suggested to Mr. Hearst to buy a "bird in the bush"; but the epoch (14th century) was so remarkable and the painting so marvelous - the little one could see - that it seemed an advisable purchase.

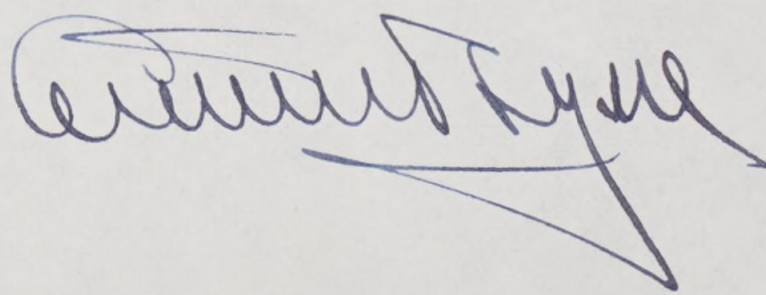
But I never dreamed you would try to put it up in its original form (it was sold, you will recall, as so many square feet of decorative ceiling). Just recently I acquired some more ceiling boards of about the same period; it was ^{my} intention to clean them up a bit but perhaps I had better send them along in the next shipment, for you are sure to fall short of material.

I forgot to mention also that, out of a clear sky, and just when I thought everyone in California must have fallen off into a Rip Van Winkle's sleep, Mr. Hearst cabled for the famous Romanesque Portal (ROMPORT), which I offered him at a great bargain a year ago and which he lost because he refused to pay cash. It was sold immediately afterwards to the Spanish Government for more than I had offered it to our client. He is funny!

Recently I offered him a set of seven little Gothic portals of stone. I sent him photographs but at the time had none for you; herewith I enclose a set. They are nice and unique for being a set.

With kindest regards and hoping that things will soon straighten themselves out at home, I am,

Sincerely,



ARTHUR BYNE
MEDIEVAL & RENAISSANCE ART
DON RAMON DE LA CRUZ, 5
CABLE ADDRESS STAPLEY
MADRID

May 16th
1932

William Randolph Hearst, Esq.
Los Angeles, California

C
O Miss Morgan
P
Y

Dear Mr. Hearst;

Confirming your cable of May 7th re. Gargoyles:
WILL SUPPLY FUNDS FOR GARGOYLES - HEARST

Confirming second cable of May 11th; Gargoyles
PREFER WAIT ABOUT GARGOYLES UNTIL OTHER THINGS PAID
FOR - HEARST

In the interim of course I had motored to the north of Spain and took up again the question of the purchase of the Gargoyles with the Bishop. As I had disappointed him once before my welcome was none too cordial; now I shall have to disappoint him again.

Don't think that I am personally complaining; I have an understanding of conditions in America to-day, also of you, furthermore it is my business to serve you, but if at some future date you should cable me to secure these Gargoyles you mustn't be surprised if the Bishop refuses to see me.

I wish to remind you also that, if you do not require all twenty Gargoyles (price \$14,000.) it is possible to buy only fourteen of them (price \$10,000.). This is the same figure I quoted you a year ago.

Please do not fail me in the new series of notes commencing July First as without them I shall have to abandon the work of taking down the Stone Ceilings of Alcantara and packing them (all of which I am undertaking with the proposed notes in payment for other orders long since in your possession).

Thanking you for your attention, believe me,

Sincerely,

Arthur Byne

ARTHUR BYNE

DON RAMON DE LA CRUZ, 5

MADRID

May 21st,
1932

William Randolph Hearst, Esq.
Los Angeles, California

Dear Mr. Hearst;

On June 12th of 1930 I brought to your attention Four huge carved wooden pendants, heavily gilded, which once formed the principal bosses of a Gothic vaulted chamber in Cuenca Cathedral. Each pendant measures six feet in diameter and so heavy is the gilding that the impression is of beaten metal.

You ordered their purchase on the basis of \$2,500. for the set (which was a very reasonable figure considering the exchange of the day). Subsequently, and due I ~~believe~~ to heavy purchases you made in England that summer, you rescinded the order (along with a number of pieces of furniture from my personal collection).

If I bring these pendants to your attention again it is because I regard them as supremely decorative and because to-day, due to a more favorable exchange and a greater desire on the part of the Church to secure money, I can offer them for \$1,800.

Cable reference GOLDBOSSES

Thanking you for your attention,

Very sincerely,

Arthur Byne

ARTHUR BYNE

DON RAMON DE LA CRUZ, 5

MADRID

May 21st,
1932

William Randolph Hearst, Esq.
Los Angeles, California

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Cable reference GOLDBOSSES

Thanking you for your attention,

Very sincerely,

Arthur Bynne

May 26 - 1932

ARTHUR BYNE

ANNOUNCES HIS REMOVAL FROM

PASEO DE LA CASTELLANA, 19

TO HIS NEW ADDRESS

DON RAMON DE LA CRUZ, 5

MADRID

ARTHUR BYNE

DON RAMON DE LA CRUZ, 5

MADRID

May 30th
1932

William Randolph Hearst, Esq.
Los Angeles, California

C
O. Miss Morgan
P
Y

Dear Mr. Hearst;

In confirmation of my cable of to-day:

UNLESS REMOVED GARGOYLES WILL BE SHORTLY INVENTORIED
THUS UNAVAILABLE WOULD PURCHASE IMMEDIATELY IF
ASSURED NEW SERIES OF DRAFTS WERE SIGNED AND MAILED

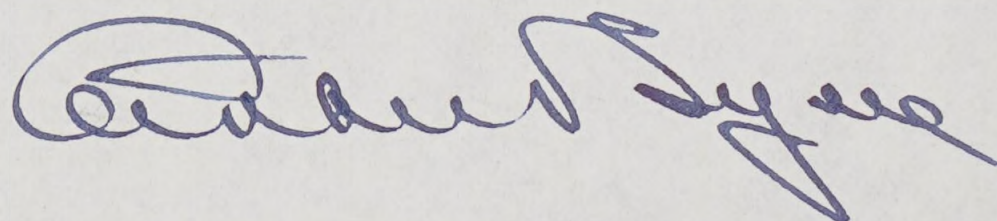
This information was just sent me by the Bishop
in whose diocese the monastery with the gargoyles
is situated. Once figuring on the State Inventory
it would be impossible to touch the gargoyles for
which reason I thought it advisable to cable you.

Once you assure me that the signed drafts are on
the way I will deposit a sum with the Bishop so as
to clinch the purchase and then as soon as the first
draft arrives I will consummate the purchase and
commence taking the gargoyles down. As said in a
previous letter I am forced to substitute the originals
with duplicates cast in cement.

Another advantage in securing the gargoyles promptly
is that they may be shipped out of the country under
the same export permission covering the stone vaulting
from Alcantara; this will save at least two thousand
dollars.

Awaiting your favorable news so as to get these
orders started, believe me,

Sincerely yours,



ARTHUR BYNE
MEDIEVAL & RENAISSANCE ART
DON RAMON DE LA CRUZ, 5
CABLE ADDRESS STAPLEY
MADRID

June 29th
1932

Mr. J. Willicombe, Secretary,
William Randolph Hearst, Esq.
Los Angeles, California

C
O Miss Morgan
P
Y

Dear Mr. Willicombe;

Confirming your cable of June 28th:

APPRECIATE YOUR WITHDRAWING NOTE DUE JULY FIRST
FOURTEEN THOUSAND EIGHTYTWO DOLLARS AND SENDING
IT FOR COLLECTION OCTOBER THIRD UNEXPECTED DEMANDS
NECESSITATE THIS REQUEST - WILLICOMBE

To which I have just replied:

AGREE TO CHANGE JULY NOTE TO OCTOBER BUT MUST HAVE
AUGUST AND SEPTEMBER NOTES IMMEDIATELY OTHERWISE
MUST DRAW - STAPLEY

I wish you and Mr. Hearst to understand that I
am fully cognizant of the present day financial
difficulties and that I am willing to cooperate
to the best of my ability and the full extent of
my means. But these times spare no one and I too
have my troubles. If on the receipt of my cable
confirmed above you immediately mail the notes
maturing on the first of August and September re-
spectively so that I may have them in my possess-
ion by the middle of July to negotiate, all well
and good. Up to that time I can carry on the work.
But if you fail me then I have no recourse but to
draw on Mr. Hearst.

Awaiting your good news and with kindest
regards, believe me,

Sincerely yours,

Arthur Byne

ARTHUR BYNE

MEDIEVAL & RENAISSANCE ART

DON RAMON DE LA CRUZ 5

CABLE ADDRESS STAPLEY

MADRID

August 1st
1 9 3 2

Mr. J. Willicombe, Secretary to
William Randolph Hearst, Esq.
Los Angeles, California

C
O Miss Morgan
P
Y

Dear Mr. Willicombe;

From Alcantara, where I spent several days supervising the demolition of the stone ceilings, I ordered sent on July 29th the following cable;

KINDLY CABLE IF FUNDS UNDERWAY OTHERWISE OPERATIONS
MUST STOP - STAPLEY

On my return to Madrid I found your cable of July 24th
IF DRAFTS NOT YET SENT MAKE FIRST ONE FOR TWELVETHOUSAND
SEVENHUNDRED AND FIFTY DOLLARS DUE AUGUST FIRST AND SECOND
ONE SAME AMOUNT DUE SEPTEMBER FIRST - J WILLICOMBE

To which I cabled my reply:

YOUR CABLE SURPRISE AS DRAFTS SENT MAY SEVENTH REGISTERED
ACCORDING YOUR INSTRUCTIONS STOP OBLIGED TO DRAW IF NOT
RETURNED AUGUST FIRST - STAPLEY

As the draft due August first was not received by the
last mail I was forced to draw up a draft payable on demand
and place it in the hands of the bank for collection before
sunset (which has you know is the law). I then sent you
the following cable advising you of my action:

FOLLOWING YOUR INSTRUCTIONS FORCED DRAW AUGUST DRAFT ON
DEMAND SEPTEMBER AND OCTOBER FOLLOWING FOR SIGNATURE-STAPLEY

As I seem to have ill-luck in sending you drafts personally I sent these drafts for September and October through my bank for collection. They are drawn payable on the Chase Bank of New York as customary.

I am sorry to bother you so much about these payments but if Mr. Hearst is interested in securing these stone ceilings it is indispensable that I have funds to carry on the work; nothing could be more reasonable than to ask payment for purchases delivered over a year ago in order to carry out new projects. With best wishes, believe me,
Sincerely,

Arthur Byne

7m

ARTHUR BYNE
MEDIEVAL & RENAISSANCE ART
DON RAMON DE LA CRUZ, 5
CABLE ADDRESS STAPLEY
MADRID

C
O Miss Morgan
P
Y

November 28th
1 9 3 2

William Randolph Hearst, Esq.
Los Angeles, California

Dear Mr. Hearst;

I have purposely refrained from writing to you concerning projects in hand, partly because of your illness and partly because of the usual election excitement in America.

As to your illness I sincerely hope you have fully recovered; the only news I had were meagre newspaper reports, which seemed to make light of it; I hope for once they were telling the truth!

During these last three months I have been concentrating on the demolition of the five great stone vaults from Alcantara. I am not one to make much of difficulties, as you know, but we did have our troubles there; not difficulties over the demolition, but with the political situation. Alcantara is situated in the most rebellious province in Spain, the Government has no control over the situation and the mob has taken over the land right and left. What bothered me most were the attacks of blackmailers; - every village we passed through someone held us up.

However the stone is all down on the ground now and next month we begin hauling it to Seville, - the port of embarkation. In Seville of course the stone must all be carefully packed as there were no facilities for doing that at the site.

According to our agreement I am financing this operation out of payments you made by notes last August, September and October, covering past purchases (aside from this present work at Alcantara all accounts are settled), and I hope to be able to see the operation through according to this plan.

With kindest regards, believe me,

Sincerely,

Arthur Byne

24
will
answer

ARTHUR BYNE

DON RAMON DE LA CRUZ, 5

MADRID

November 28th

1 9 3 2

Dear Miss Morgan;

Do tell me pray what is the situation in America, or, to put the matter more definitely, the situation of Mr. Hearst's projects in California. I haven't heard from anybody in your part of the world for six months.

The enclosed copy of a letter to Mr. Hearst makes light of the troubles we had at Alcantara. There were many times when I returned weary and disgusted to Madrid and told Mildred the "jig" was up. But, with tact, patience and a distribution of the "coin of the realm", we have pulled through. That is to say, we have at last succeeded in taking the vaults down and have them ready for transportation to Seville. This means a haul of 125 miles, through rough country, and I shall be glad when it is over.

Because of Mr. Hearst's illness and the general depression at home I have not submitted any new projects at all; I have several very fine ceilings, one 130 feet long, in the natural wood but very effective, and another 76 feet long, dating from the early 15th century and entirely decorated.

What news of yourself? Well, I hope and no more accidents!

Mildred joins me in kindest regards.

Sincerely yours,

Arthur Byne