Fic files on wreck.

1911

Orania

Form No. 4.—100.—17.8.10. *Deld. Date* [illegible]

The Marconi International Marine Communication Co., Ltd.,

WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No. [illegible] *OFFICE.* [illegible] *19* [illegible]

Handed in at [illegible]

This message has been transmitted subject to the conditions printed on the back hereof, which have been agreed to by the Sender. If the accuracy of this message be doubted, the Receiver, on paying the necessary charges, may have it repeated whenever possible, from Office to Office over the Company's system, and should any error be shown to exist, all charges for such repetition will be refunded. This Form must accompany any enquiry respecting this Telegram.

CHARGES TO PAY.

Total		

To Captain Osaca

Liverpool cable advise Jacklands collect Twenty five percent value merchandise from consignees there instructions don't apply Rate shipments

Anglican

Form No. 4.—100.—17.8.10.

Deld. Date 14 DEC 1911

The Marconi International Marine Communication Co., Ltd.,

WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

ORAVIA

No. 4p OFFICE. 14 DEC 1911 19

Handed in at

This message has been transmitted subject to the conditions printed on the back hereof, which have been agreed to by the Sender. If the accuracy of this message be doubted, the Receiver, on paying the necessary charges, may have it repeated whenever possible, from Office to Office over the Company's system, and should any error be shown to exist, all charges for such repetition will be refunded. This Form must accompany any enquiry respecting this Telegram.

Charges to Pay.		
H 4	4 2	4 5
10 Total		4 7

To Captain Oravia

advise agents Jacklands to exact from consignees guarantees for payment of general average please acknowledge receipt of message

Anglesea

The Falkland Islands Company, Limited.
Agents for Pacific Steam Navigation Company.
Stanley. December 18th 1911.

Dear Sir,

We beg to inform you that we have received instructions from the Pacific Steam Navigation Company, Liverpool, that owing to the accident to the R.M.S. ORAVIA at Monte Video we are to obtain from all co signees of cargo by that steamer a guarantee for payment of general average. A subsequent telegram instructs us to collect 25% of the value of the Merchandise from consignees.

Before delivering cargo we shall, therefore, require the enclosed Bills of Lading to be endorsed to the effect that the goods are accepted under average bond, and also the payment of 25% of the value of the goods or security for same.

Yours faithfully,
for the Agents, Pacific Steam Navigation Company.

W. Hardcastle

Messrs Butler & Stickney
Fox Bay

STATEMENT SHEWING VALUE OF FALKLAND ISLANDS CARGO per R.M.S."ORAVIA",SUBJECT TO GENERAL AVERAGE.

B/L	Mark.	Consignee.		Prime Cost.	Charges.	Shippers.
1	EHB	E.H.Bound.		50. 9. 8	9. 2. 9	C.& E.Morton
2	B	T.& N.Binnie		74.14. 3	7.14. 1	Spearing & Waldron
3.	CH	M.Craigie-Halkett		25. -. 9		Civil Service Supply Assocn.
4	JD	Mrs.J.Davis		( )7. 6. 8	8. 2. 4	C. & E.Morton
5.	Mrs Dean	Mrs Dean		59. 1. 6	3.14. 7	J.Shoolbred
6	W	C.Williams Estate		171.10.11	20. 3.10	Wm.Hooton & Yates
7.	A W CBR91	A.E.Felton	estimate	4. -. -		Wackerbarth,Holt & Co.
8	NC North Arm	M.McCarthy	(F.I.C.)	2. -. -		
	VOC 7072	E.H.Bennett	do	5.15. -	1.11. -	Van Oppen & Co.Ltd.
9	Blake	Holmested & Blake Ltd.		Not	known	Holmested & Blake Ltd., 61 Gracechurch St.,London.
10	FIC	Falkland Islands Co.Ltd		1140. 7. 2	65.19. 7	Falkland Islands Co.Ltd.
11	B & S	Baillon & Stickney(FIC)		4.10. -	11. 7	"
	S V P	Vere Packe	(FIC)	7. 8. 6	1.11. 9	"
12	FIC	Falkland Islands Co.Ltd.		one bundle iron short shipped per Oropesa.		"
13	Blake Hill Cove	Holmested & Blake Ltd.	(FIC)	Not	known	Holmested & Blake Ltd
14	WSW	W.S.Williams	(FIC)	5.15. -	1. 9. 6	Junior Army & Navy Co-op.Socy.

B/L.	Mark.	Consignee	Prime Cost.	Charges.	Shippers.
15	G T D	G.T.Dean (FIC)	2. 5. -	2.15. 4	Harrod's Limited.
16	H.Clement	H.Clement (W.A.Harding)	3.14. 1	not known	Army & Navy C.S.Ltd.
	V.Packe	V.Packe ditto.	13.13. 6	3. -.11	ditto
17	AH	A.Hardy	31. 2. 9	3.13. -	W.Vernon & Sons,Liverpool
18	WRH	Mrs W.R.Hardy	11. 3. 6	2. -. 3	Clarke & Cresswell,Cresham Ho.,Basinghall St.,London.
19	AH	A.Hardy	12. 9. 9	2.16. 7	ditto.
20	ALM	A.L.Middle	62.19. 3	3.10. 3	C.& E.Morton
21	GTK	G.T.King	24. 5.10	4. 5. 9	WM.Jooton & Yates
22	L	J.Lehon	40. -. -	4.14. 2	C.& E.Morton
23	McD	W.C.McDaid	42. 9. 2	5. 6. 5	d.
24	K	J.Kirwan	29. 5.10	7.16. 3	Neale & Wilkinson Ltd.
25	W L JWS	C.Williams' Estate	20. -. -	2.13. 7	J.Wallis & Sons Ltd.
26.	N.C.Watt	N.C.Watt	18. 3.11	2.11. 7	Thos.Meadows & Co.L'pool
27	W	Chas Williams' Estate	74.18. 4	13.18. 6	C.& E.Morton
28	Allardyce	H.E.The Governor	15. 3. 4	1.17. 1	Army & Navy C.S.Ltd.
29	WRH	Mrs W.R.Hardy	32. 3. 6	2. 4. 6	Hyman A.Abrahams & Sons, 65 Houndsditch,London.
30	HC	H.Clement	3. 3. 3	1. 2. -	Oetzman & Co.Ltd.
31	OCV	Captain Watt	5.15. -	1. 9. 2	Thos.Cook & Son
32	OHMS	Colonial Government	1269.14. 1	201. 4. 2	Crown Agents for Colonies
33	J W D	R.McRae			Thos.Meadows & Co.

B/L	Mark.	Consignee.	Prime Cost.	Charges.	Shippers.
34	GOC	Government Officers' Canteen	37. 4. -	14. 8. -	C.& E.Morton
35	JFS	J.F.Summers	22.17. 3	5. -. -	W.Vernon & Sons
36	ES	E.Spencer	18.18 6	1.13. 3	C.& E.Morton
37	CW	Chas.Williams' Estate	26. 6. 9	2. -. -	John Dewar & Sons Ltd.
38	AMS	Mrs Souter	31. 3. 6	1.13. 3	Junior Army & Navy C.S.Ltd.
39	Silver Belle	Dr.Turner			Mark Mayhew Ltd.
40	C&G	C.Williams' Estate	178.13. 3	51. 1. 6	Pacific Steam Navigation Co.
41	W	ditto	30. 9. 3	11.15. 5	W.D.Lewis & Co.Ltd.
42	29	Mrs T.Watson	37. 2. 6	14.11. 10	Clarke & Cresswell
43	JW	Captain Watt	18. 9. 6	3. 4. 6	Wm.Younger & Co.Ltd.
44	FIC	Falkland Islands Co.Ltd.	10.18. 5	4. 8. -	Falkland Islands Co.Ltd.

Parcel Receipt

1	Miss Armstrong		2.10. -		
2	Master L.Felton		2. -. -		
3	W.A.McAskill				
4	Mrs McCall		10. -		
5	G.Morris		2.10. -		
6.	W/N	W.J.Worthy	3. -. -		Deposit 10/-
7	MB	M.Buckworth	4. 6. 5		
8	BC				
	L	A.M.Barnes	4.10. -	1. 4. -	Deposit 30/-
9	T.P.Walker		2. -. -		Deposit 10/-
10.	E.R.Watson		3.19. 6	1.15. 9	
11	W.J.Worthy		10. -		

Stanley, Falkland Islands. 17th February 1912.

Govrt House,

Stanley, I2 Febry.I9I2.

My dear Mr Harding,

In reply to your note of this morning the Army & Navy Stores have informed me that the freight and insurance &c., on the four cases shipped per S.S.'Oravia' amounted to £I-I7-I.

Yours sincerely,

W. Allardyce

The Hon.

W.A.Harding, M.L.C.

Mrs Watson.

13 packages "Orania"

Invoice Value 67. 2. 6
Freight & Expenses 14. 11. 10
£81. 14. 4

Insured for £95.

Duncan R. Watson
1 package "Orania"
Invoice Value £8. 19. 6

W L

J. W. S.

8199

1 Case Piano

Value.	20 0 . 0
Expenses.	2 . 15 . 0
Freight	4 . 0 . 7
	26 . 15 . 7

Stanley
18th December

Dear Mr Harding.

I find that no B/L. was sent me, so could you make out some guarantee I could sign. The Civil Service say in their letter B/L. will be sent you from L'pool - but none has turned up. I enclose all I got which you can keep if you

wish to send home as part of the things in cudny X 2 c/s. fruit from Mr. Vidal are for Mrs Robson there would be no question of failure to pay anything due. I trust you will be able to arrange something so that we can get the things before Xmas.

Yours very truly
M. Bruijn Hallett

P.S.

X. Does Mr. V. carry come in also?

THE ARMY AND NAVY STORE,

STANLEY,

FALKLAND ISLANDS.

JOHN KIRWAN,

General Merchant,

LONDON AGENTS:
NEALE & WILKINSON, Ltd.

18 Dec 1911

Goods ex "Oravia"

General Average

			Freight & Chgs
No 19.	1 Case Cartridges	1 . 11 . 3	1 . 7 . 4
20	1 Case Apparel	14 . 11 . 2	3 . 12 . 9
	1 Case Jewellery 18 Bundles Fabrics Sheets & Ridging.	13 . 3 . 5	2 . 16 . 7
		29 . 5 . 10	7 . 16 . 8

Roy Cove.
West Falklands.
Jany 12th 1912.

Dear Sir,

I duly received your letter of Dec. 18. 1911 and agree to the general average of cargo per R.M.S. "Orania" although 25% is rather stiff.

Yours faithfully
Howard Clement.

W. A. Harding Esq.
Agent for P. S. N. Co.
Stanley.

SULIVAN HOUSE,
FALKLAND ISLANDS.

20. December. 1911.

Sir,

I enclose herewith a letter I have received fromthe Agent of the Pacific Steam Navigation Company with reference to the accident to the R.M.S. "Oravia" at Montevideo and which concerns the two cases of sundries shipped by that steamer from the A & N Stores for my account.

The insurance will, I suppose, cover this amount and will you kindly note that a claim will be sent in as soon as the general average adjustment has been made.

Yours faithfully,

V.P.

The Secretary,
Army & Navy Co-operative Society, Ltd.,
Victoria Street,
London.

G 86 112 1/50 R—8.11/11.

TELEGRAPHIC ADDRESS: "ARMY, LONDON." TELEPHONE No: GERRARD 500.

Army & Navy Co-operative Society, Limited,

105, VICTORIA STREET, WESTMINSTER,

LONDON, S.W.

DEPOTS:

BOMBAY ... ESPLANADE ROAD.
CALCUTTA ... 41, CHOWRINGHEE ROAD.
PLYMOUTH ... 173 & 174, UNION STREET.

OFFICES:

ALDERSHOT... 26, STATION ROAD.
CHATHAM ... 21, HIGH STREET, OLD BROMPTON.
DEVONPORT... MUTTON COVE.
PORTSMOUTH 3, OYSTER STREET.
PORTSMOUTH 109, PALMERSTON ROAD, SOUTHSEA.
SHEERNESS... 22, HIGH STREET, BLUE TOWN.
WEYMOUTH ... 8, CHARLOTTE ROW.

H.W.
In reply please enclose this slip.
REFERENCE—
Export.
23.1.12 MR36

23rd January, 1912.

Sir,

In reply to your letter of the 20th ulto., I beg to inform you that your remarks are noted, and the amount due for General Average will be paid upon receipt of the General Average Deposit Receipt, the goods having been duly insured.

I am, Sir,

Your obedient Servant,

J. Stracke

General Manager & Secretary.

Vere Packe Esq.,
Sulivan House,
Flakland Islands.

TELEGRAPHIC ADDRESS: "AUXILIARY, LONDON."

TELEPHONE NOS.: 69 & 5723 (9 LINES).

ARMY & NAVY
AUXILIARY
CO-OPERATIVE SUPPLY, LIMITED,
FRANCIS STREET, VICTORIA STREET,
WESTMINSTER, S.W.

EXPORT AND SHIPPING DEPT.

Jan 13 1912

Sir,

I beg to enclose invoice & B/lading for One package, which has been despatched to you direct from the makers.

It is regretted that these documents were inadvertently mis-laid.

Mr Felton Bay
Falkland Station
Falkland Islands.

I am, Sir
Your obedient Servant.

W. Workman

Secretary and Deputy Manager.

EXPORT AND SHIPPING DEPARTMENT.

ARMY & NAVY AUXILIARY CO-OPERATIVE SUPPL

LIMITED,

FRANCIS STREET,
VICTORIA STREET,
WESTMINSTER, S.W.

REFERENCE.

[illegible] 19[illegible]

NAME [illegible]

ADDRESS OR MARKS [illegible]

West Falkland Islands

Country of Origin.	Quantity.	Description.	Price.	£	s.	d.	£	s.
	1	Pair wheels delivered to Falkland Islands		2	10	0		
£10							2	10
		Bill for wheels, annexed last mail						

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.		Contents.	Weight or Measurement.	Kilos.
B/S W					
Falklands	5262	1	case	stationery	50/.	1.5
S V.P.	87/46	10	bags	nails	30/.	10 cwt.
Stanley. *	4474/83	10	Bundles	woodwork	40/6	13.6
	4484	1	✓	combiners	✓	1
	4485	1	cask	bolts	✓	8 cwt.
				Telephone		10.16.2
				clips		2.4.7
						13.0.9
						65
						13.9.3

* Not accountable for spirits or stocks

S V.P. 10 bags nails value £7.10.5.
Charges. 1.7.6
F.I.C. Commission. 4.5

Accepted under average bond
19 Dec. 1911
Vere Packe

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from W. LOWDEN & CO. on board the STEAMSHIP called "Orania" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Twenty three PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get *unto* Messrs The Falkland Islands Co Ld or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in bulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to three Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods

Dated in LIVERPOOL this Sixteenth day of November 1911.

Shippers.

The Falkland Islands Company Limited,

Agents for the Pacific Steam Navigation Company,

Stanley, December 18th, 1911.

Dear Sir,

We beg to inform you that we have received instructions from the Pacific Steam Navigation Company, Liverpool, that owing to the accident to the R.M.S. "ORAVIA" at Montevideo we are to obtain from all consignees of cargo by that steamer a guarantee for payment of general average. A subsequent telegram instructs us to collect 25% of the value of the Merchandize from Consignees.

Before delivering cargo we shall, therefore, require Bills of Lading to be endorsed to the effect that the goods are accepted under average bond, and also the payment of 25% of the value of the goods or security for the same.

Yours faithfully,

For the Agents, Pacific Steam Navigation Co.,

W. H. Hardcastle

G. J. Felton Esq
Fox Bay

10th May 12.

The Pacific Steam Navigation Company,

Liverpool.

Dear Sirs,

"ORAVIA" GENERAL AVERAGE.

We are in receipt of your letter of April 4th.

It would have been more to the point if you had given us particulars as to where our list of deposits paid here was incorrect. When we wrote you on February 17th the only amounts collected were those detailed on our list (three, totalling £8.10. 0); since then we have collected a further sum of £91.5.8 and by last mail we credited you in our statement of account with the sum of £98.15. 8. A detailed statement of that is enclosed herewith.

As regards Bill of Lading No.11 we were not in possession here of full information as to values and we find that the figures given were incomplete. . Our London Office will have full particulars and we are requesting them by this mail to furnish the same to you and shall be glad if you will correct the list accordingly.

Bill of Lading No.44 is sent herewith.

We learn from our London Office that they have paid the amount due on the Falkland Islands Company's goods and one or two shipments for Clients - these latter probably include the amount due on Bill of Lading No.11,but as we have no details at this end we are unable to state this for certain.

We suggest that you should let us know what amounts have been paid direct in order that we may note the same in our list. Up to the present we know from your letter of March 1st that Messrs Hart Mayhew Ltd have paid £1. 4. 0 in respect of Bill of Lading No.39 - the goods have now been sent to Mr.Turner.

Yours faithfully,

B/L	Mark.	Shipper	Consignee	Prime cost	Charges	Total.	25% collected.
6	W	Wm.Hooton & Yates	C.Williams'Estate.	171.10.11	29. 2.10	201.12. 9	50. 3. 5
25	JWS	J.Wallis & Sons Ld.	do	20. -. -	6.15. 7	26.15. 7	6.13.11
27	W	C.& E.Morton	do	74.13. 4	13.18 6	88.11.10	22. 2.11
							79. 5. 2
22	I	do.	J.Lehen	40. -. -	4.14. 2	44.14. 2	11. 5. -
P.R.4			Mrs McCall	10. -	-. -. -	10. -	2. 6
" 5			G.Morris	2.10. -	-. -. -	2.10. -	12. 6
" 6			W.J.Worthy	2. -. -	-. -. -	2. -. -	10. -
" 8			A.M.Barnes	4.16. -	1. 4. -	6. -. -	1.10. -
" 9			T.P.Waller			2. -. -	10. -
						£	98.15. 2

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
A N 65291 West Falkland Islands	1. 1 Pkge	Iron Wheels	Shipped to Port Egmont Charge must be accompanied by a fee	Rates, as per

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from WACKERBARTH, HOLT & CO. LTD AS AGENTS. on board the SEAMSHIP called "Orana" whereof is Master, for this present voyage lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Egmont, or so near thereto as she can, without detention or delay, safely get *unto* A. Fallin Esq. Clifton Station or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lightage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraint of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

FREIGHT PAID

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up duly endorsed in exchange for the Goods

Dated in LIVERPOOL this 10th day of Nov 1911

Shippers.

No. 587/I9II.

(It is requested that, in any reference to this letter, the above Number and the date may be quoted).

THE OFFICE OF THE COLONIAL SECRETARY,
STANLEY, FALKLAND ISLANDS,

I9th January, 19 I2.

Sir,

With reference to my letter of 22nd December enclosing signed B/L for "Oravia" I have the honour to inform you that last mail brought a corrected account of the value of the goods shipped for Government as follows-

Value	£I269.	I4.	I
Freight	20I.	4.	2
	£I470.	I8.	3

The above does not include cost of Insurance.

I am,
Sir,
Your obedient Servant,

D.V. Best

Colonial Secretary.

The Manager,

Falkland Islands Company.

32

Authorised MARCH, 1909. OUTWARD MAGELLAN.
J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
Bag. 805.				
G a	O.H.M.S. O. A. G. Falkland. Islands.			
21/10.		10 ~~Casks~~ Casks Roman Cement		

Tons. Cwt Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total, £

THE CROWN AGENTS FOR THE COLONIES.

(A.) **Received for shipment,** in apparent good order and condition, from

on board the STEAMSHIP called "Orravia" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, on out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Three Hundred & Thirty Seven PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of **Port Stanley**, or so near thereto as she can, without detention or delay, safely get, *unto*

The Officer administering the Government to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Mature Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire or Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Three Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 15th day of November 191 7

Shippers

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

Re Q. 796.

C A O.H.M.S.
O.A.G.
Falkland Islands.

1/84.	84 Pieces Half Cylinders	805 Falklandisles.
85/92.	8 Bundles Diaphragm Plates	796 "
93/6.	4 Pieces Foundation Plates	
97/8.	2 Bundles Bolts	802
99/102.	4 Barrles Bolts & Nuts	799
1031/2.	2 ~~Bundles~~ 42 ft. Masts ON DECK AT OWNERS RISK	1293
1033.	1 Cask Tackles & Chains	803
1034.	1 Case Rigging Screws	792
1035.	1 Case Schackles Tools etc.	
1036.	1 Half Cage Strops Rope etc.	
1037.	1 Half Cage Wire Guys etc	
1038/40	3 Coils Tarred Hemp Rope.	
1041.	1 Case Tools	
1042/3.	2 Coils Manila Rope	
1044.	1 Cask Tar White Lead Tallow Oil etc.	
1045/6.	2 Drums Coal Tar	
1047/8.	2 Drums Mixed White Paint	
1049/56.	8 Anchor Chains	
1057/64.	8 Anchor Staples & Plates	
1065/6.	2 Winches.	
1067/8.	2 Legs- Shear Legs. ON DECK AT OWNERS RISK	
1069/70.	2 Ladders	
1071.	1 Bundle Timber Baulks	
1072.	1 Bundle Iron Straps	
1073.	1 Bundle Angles	
1074.	1 Case Chains Bolts etc.	
1075/6.	2 Large Hoops & Eyebolts.	
1081.	1 Case Electric Wire.	
1082.	1 Case Leather Belting	
1013/14.	2 Cases Bronze & Copper Wire	
1015.	1 Case Electrical Instrument	
1016.	1 Cask Engine Oil	
1017.	1 Cask Heavy Dynamo Oil	
1018.	1 Case Grease White Red Lead. Lamp Wick Tools etc.	
1011.	1 Case Shackles etc.	

	Cement	Griffiths McAlister.
	Mastsetc	Marconi's Wireless Telegraph Co.
	Horses.	Rawlingson. £5
	Boiler etc.	Woolwich. £135
	Coal	Compton & Hardess. £2.
	Seal Press.	Royal Mint.
	Cartridges.	Woolwich Arsenal. £9
	Bootsetc.	" " " £8

1026/8.	3 Cases Galvd. Iron Sheets	
1/6.	6 Cases Casings Moulds Rods etc.	
7.	1 Bundle Barge Boards.	
8/14.	7 Bundles Rafters Cellars etc	
15/49.	35 Bundles P.P. Framing	
50/70.	21 Bundles P.P. Fillets etc	
71.	1 Case Glass (Special Stowage)	
72.	1 Drum Putty	
73/4.	2 Cases Bolts Screws etc	
75.	1 Case Ventilators.	
76/48.	9 Cases Galvd. Corrugated Iron	
85/7.	3 Cases Galvd Iron Gutterings	
98/9.	2 Cases Sashes & Casings	
100.	1 Case Nails etc.	
101/3.	3 Drums Paint	
104.	1 Drum Thinners (Oil & Turps)	
105/50.	46 Bundles Boards etc.	
151/2.	2 Crates Felt.	

Req. 802.

C A O.H.M.S.
O.A.G.
Falkland Islands.

12/300.	1 Case Water Boiler
12/346.	1 Case Tea & Coffee Boiler
	Req 799 Falkland Isle
	20 Tarred Bags Smithy Coal.

Stanley.

Req. 1293

A O.H.M.S.
O.A.G.
Falkland Islands

4.	1 Case Seal Press.

Req. 803.

A O.H.M.S.
O.A.G.
Falkland Islands

	1 Half Barrel Safety Cartridges.

Q. 792

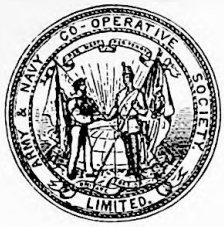
O.H.M.S.
O.A.G.
Falkland Islands

37.	1 Case Clothing & Boots.

Goods accepted under Bearer Bond
W. Kerr
Colonial Secretary.

Stanley, Falkland Islands.
22 Dec. 1911.

G 86—112—150 n—8.11/11.



TELEGRAPHIC ADDRESS: "ARMY, LONDON." TELEPHONE No: GERRARD 500.

Army & Navy Co-operative Society, Limited,

105, VICTORIA STREET, WESTMINSTER,

LONDON, S.W.

DEPOTS

BOMBAY ...	ESPLANADE ROAD.
CALCUTTA ...	41, CHOWRINGHEE ROAD.
PLYMOUTH ...	173 & 174, UNION STREET.

OFFICES:

ALDERSHOT ...	26, STATION ROAD.
CHATHAM ...	21, HIGH STREET, OLD BROMPTON.
DEVONPORT ...	MUTTON COVE.
PORTSMOUTH	3, OYSTER STREET.
PORTSMOUTH	108, PALMERSTON ROAD, SOUTHSEA.
SHEERNESS ...	22, HIGH STREET, BLUE TOWN.
WEYMOUTH ...	5, CHARLOTTE ROW.

H. W.
In reply please enclose this slip.
REFERENCE—
Export.
23. 1. 12

23rd January, 1912.

Dear Sir,

In reply to your letter of the 19th ulto., I beg to inform you that the consignments in question were duly insured, and upon receipt of the General Average Statement, the matter shall receive attention.

I am, Dear Sir,

Yours faithfully,

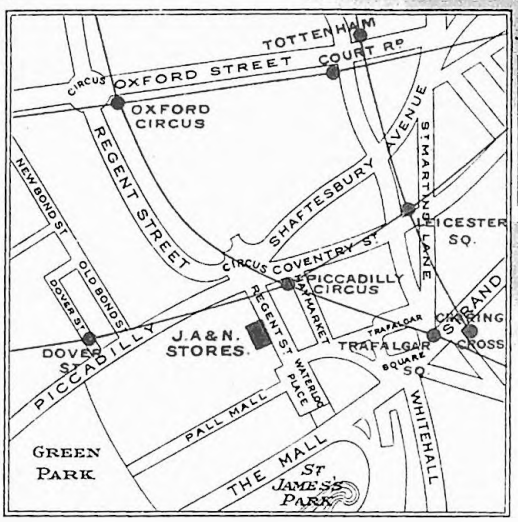
J. Strachey

General Manager & Secretary.

JM

The Manager,
The Falklands Island Co. Ltd.,
Stanley,
Falkland Islands.

JUNIOR ARMY AND NAVY STORES LIMITED.



● TUBE STATIONS

TELEPHONE Nº 4371 GERRARD
TELEGRAMS, SUPPLIES, LONDON
CODES USED { A.B.C. UNICODE AND MARCONI'S.

ALSO AT
D'OLIER STREET, DUBLIN.
17 AND 19, UNION STREET, ALDERSHOT.
STRADA REALE, VALLETTA, MALTA.
45 AND 46, CHURCH STREET, GIBRALTAR.

15, Regent Street,

XPT. London, S.W. 23rd January. 1912.

Madam,

In reply to your letter dated the 26th December the Insurance effected covers General Average, so that when the amount is definitely settled, we shall be glad if you will kindly send us the account, and we will recover same from our Underwriters.

Your obedient Servant,

Secretary & Assistant Manager.

Mrs Jean Souter.
The School.House.
Stanley.
Falkland Islands.
DG

Jan 5th 1912.

W. A. Harding Esq. —
Stanley.

My dear Sir,

Herewith, Bills of Lading, endorsed vide your instructions overleaf. Please be good enough to settle claims, P. S. N. Co., & charge same to our Weddell Station A/c.

Faithfully Yours,
W. Seccombe Williams.

Invoice value - Box. 9 W D £ 33. 4. 9. exact -
" " " WSW £ 7. 1. 6 "

J. W. Ely —

The Falkland Islands Company, Limited.
Agents for Pacific Steam Navigation Company.
Stanley. December 18th 1911.

Dear Sir,

We beg to inform you that we have received instructions from the Pacific Steam Navigation Company, Liverpool, that owing to the accident to the R.M.S. ORAVIA at Monte Video we are to obtain from all consignees of cargo by that steamer a guarantee for payment of general average. A subsequent telegram instructs us to collect 25% of the value of the merchandize from consignees.

Before delivering cargo we shall, therefore, require the Bill of Lading to be endorsed to the effect that the goods are accepted under average bond, and also the payment of 25% of the value of the goods or security for same.

Yours faithfully,

for the Agents, Pacific Steam Navigation Company.

W. Hardy

W. Secombe Williams Esq
Waddell Strand

(over)

Shipping Specification

JAS. SHOOLBRED & CO., LONDON.

EXPORT.

Date 10th November 1911.

Contents, Value, &c., of 3 Cases ~~Packages~~ consigned

to Stanley. Falkland Islands

per S.S. "Oravia"

Marks Mrs. Dean
Stanley Cottage.
Stanley. Falkland Islands

#1/3

No 1 Case.		lined waterproof.						
		Size 4.5 x 3.1 x 3.1						
		Weight 3 c. 1. 23						
								To Charter 7/3/12
	1	Alpha Tennis Posts.		2	5			
	1	Lawn Tennis marker.			14	6		
	2	Toy Perambulators		2	11			
	1	Wheelbarrow.			5	6		
Enclosure:—								
		Photo frames etc.		2			7	16
No 2 Case.		lined waterproof.						
		Size 2.4 x 1.7 x 1.9						
		Weight 3 qrs. 4 lb						
	1	Fitted case.		10				
	1	" "		16	17	6	26	17 6
No 3 Case.		lined waterproof.						
		Size 2.5 x 1.6 x 1.7						
		Weight 1 qrs. 13 lb						
	4	Copper Pots	22/.	4	8			
								£ 9 1

5/

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
Wm Dean Stanley Cottage Stanley				
1.	1 case	Yeast Foodare	42. 0.	
2.	1 -	Lifted bags	6. 0	
3.	1 -	Rappers	5. 4	

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on 54 3 at 5/ per Ton Meast., £ 3. 7. 10

Freight on at per Ton Meast., £

£

Primage at Ten per cent. 6. 9

Total, £ 3. 14. 7

(A.) Received for shipment, in apparent good order and condition, from Woodredon. on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Three PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, unto Wm Dean, Stanley Cottage, Stanley or to his or their Assigns.

(C.) Freight for the said Goods with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely :—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 16 day of Nov 191

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
W.S.W. 5.	1 Case	Stove		

Tons. Cwt. Qrs. Lbs.

Freight on _____ at _____ per Ton Weight, £

Feet 6 Inches 1 Freight on _____ at 1 per Ton Meast., £ 1-0-0

Freight on _____ at _____ per Ton Meast., £

£

Primage at Ten per cent. 2-0

Total, £ 1-2-0

(A.) Received for shipment, in apparent good order and condition, from Junior Army & Navy Stores Ld on board the STEAMSHIP called "ORAVIA" whereof _____ is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGE OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Messrs Lackland & Islands Co. or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to _____ Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 14 day of March 191

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

Authorised MARCH, 1908.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
W / II / NEEDEL. ISLAND F.I.	1 Case	Apparel Shoes Cotton Goods etc.	28·6	

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

FREIGHT PREPAID

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) **Received for shipment,** in apparent good order and condition, from Thos Leadam & Co. on board the STEAMSHIP called "Magellan" whereof Leadam is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA**, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley, or so near thereto as she can, without detention or delay, safely get *unto* Roderick Needel Island or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods.

Dated in LIVERPOOL this day of 19 11 / 11 / 09

Shippers. Thos. Leadam & Co. Ltd. per Paul Hayne

Forward

Rodgerson

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
C.H. 1/2	2 cases	Provisions 11-2		
3	1 — —	Carpetbag 33-11		
4	1 — —	Chinaware 5-3		
5	1 — —	Confectionery 1-8		

Tons. Cwt. Qrs. Lbs.

Freight on 33-11 at 50/- per Ton Weight, £ 2-2-

Feet. Inches.

Freight on 15-10 at 4.9 per Ton Meast., £ 1-7-10

Freight on 5-3 at 42/6 per Ton Meast., £ 5-

£ 3-5-10

Primage at Ten per cent. 6-

Total, £ 3-12-5

(A.) **Received for shipment,** In apparent good order and condition, from Civil Service Supply Assoc Ld on board the STEAMSHIP called "ORAVIA" whereof Is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

five PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* M. Gracie-Halbert Esq or to his or their Assigns.

(C.) Freight for the said Goods with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 4 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 17th day of Nov 191[illegible]

Shippers

Printed by Rocklitt Bros. Ltd., 44 Castle Street, Liverpool.

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. 106.

LIVERPOOL AND WEST COAST LINE.

Liverpool, 1st. 11. 1911

Received from G. A. Heatley & Co

to be shipped per Steam-Ship Oravia bound for Port Stanley. the undermentioned:—

1. (one) parcel.

Miss Armstrong.

lbs. F. I.
1. 0.

FREIGHT £ 5/= paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

W. Davies

H 07247.

The within mentioned goods accepted under Average Bond.

E. [illegible]

3/

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. Dock. LIVERPOOL AND WEST COAST LINE.

Liverpool, 16. 11 1911

Received from Atkinson Hall & Co

to be shipped per Steam-Ship Gloria bound for

Port Stanley the undermentioned:—

1. Case Rose.

Mr H. A. Macaskill lbs. F. I.

East Lose Bay. 1. 3.

FREIGHT £ 6/3 paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

O B Davies

H 97247.

The within warehoused goods accepted under Bond

4

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. Book. LIVERPOOL AND WEST COAST LINE.

Liverpool, 16 11 1911

Received from B. I. M. C.

to be shipped per Steam-Ship Oradia bound for Port Stanley. the undermentioned:—

1. (One) case.

Mrs McCall.

North Arm.

lbs. F. I.

3. 11.

FREIGHT £ : 10 : 4 paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247.

5

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. 16.

LIVERPOOL AND WEST COAST LINE.

Liverpool, 13. 11. 1911

Received *from* P. L. R. C.

to be shipped per Steam-Ship Oravia *bound for* Port Stanley. *the undermentioned:*

1. (one) parcel.

	lbs.	F.	I.
Mr. C. Morris		1.	0.
Camp Teacher.			

FREIGHT £ 5/- *paid in LIVERPOOL.*

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H. 01247.

I agree to accept the within goods under Average Bond.

G. Morris

9/6/22.

6/

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. Dach. LIVERPOOL AND WEST COAST LINE.

Liverpool, 14th 11 1910

Received from F. L. & Co. Ltd.

to be shipped per Steam-Ship Oravia bound for Port Stanley. the undermentioned:—

1. (two) bk. cases.

lbs. F. I.

M N

3582

3.

2. 4.

FREIGHT £ : 11/:8 paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247.

The certain mentioned goods are accepted under Average Bond.

N. J. Worthy.

7

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. Dock.

LIVERPOOL AND WEST COAST LINE.

Liverpool, 15. 11. 1911

Received from P. J. M. C.

to be shipped per Steam-Ship Orania bound for Port Moulet, the undermentioned:—

1 : (one) case

lbs. F. I.

M B 164. 1 · 11.

FREIGHT £ : 0 : 4 paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247.

I agree to accept the within
under Average Bond

Declared value £4.6.5

Maurice Buckworth

8/

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. Lock.

LIVERPOOL AND WEST COAST LINE.

Liverpool, 16 Nov 1914

Received from Lewis Lyons & Co

to be shipped per Steam-Ship Ocania bound for Port Stanley the undermentioned:—

1. (One) case

lbs. F. I.

T C
I

29699.

2. 10.

FREIGHT £ 16/2 paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247.

I agree to accept the within named
case under Average Bond

A Barnes

9

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. 14.

LIVERPOOL AND WEST COAST LINE.

Liverpool, 13. 11. 1911

Received *from* Sutton & Co

to be shipped per Steam-Ship Orania *bound for* Port Stanley *the undermentioned:—*

1. (one) truss.

Mr. Y. F. Walker

lbs. F. I.

1. 6.

FREIGHT £ 5/: 6 *paid in LIVERPOOL.*

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247.

Proof accepted under
Average Bond.
W. Walker

10

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. Dock

LIVERPOOL AND WEST COAST LINE.

Liverpool, 15. 11. 1911

Received from P. J. Ib L

to be shipped per Steam-Ship Orania bound for Port Stanley, the undermentioned:—

1. (one) case

Duncan R. Watson Esq. 4. 8.

lbs. F. I.

FREIGHT £ 1: 3: 4 paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247

I agree to accept the further
funds under Arrangement
L.R. Watson

11

DELIVERY WILL BE GIVEN ONLY
UPON PRESENTATION OF THIS RECEIPT.

THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CHARTER, 1840.)

No. 1381.

LIVERPOOL AND WEST COAST LINE.

Liverpool, 15. 11. 1911

Received from B. J. & Co.

to be shipped per Steam-Ship Orania bound for Port Stanley the undermentioned:—

1. (One) canvas bod. pkg.

H. J. Horsley.

lbs. F. I.
1. 0.

FREIGHT £ 5/= paid in LIVERPOOL.

THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN £5.

The above Packages are received subject also to the general conditions and exceptions expressed in the Bills of Lading granted for Goods by this vessel.

For THE PACIFIC STEAM NAVIGATION COMPANY.

H 97247.

The within mentioned goods are accepted under Average Bond. B. J. Worthy.

Authorised **MARCH, 1909.** **OUTWARD MAGELLAN.**

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

E.H.B.

Stanley
F.I.

Marks and Numbers.	No. and Description of Packages.		Contents.	Weight or Measurement.	Kilos.
9/11	3	Bundles	of Cases Milk		
13.	1	Case	Biscuits		
12.	1	do	Butter		
1	1	do	Tea		
2/3	2	do	Sugar		
4.	1	do	Currants		
5/6.	2	do	Pineapples		
7.	1	do	Apricots		
8.	1	do	Coffee		
14/5	2	do	Confectionery		
16	1	do	Jams		
18	1	do	Tart Fruits		
19	1	do	Sago & Tapioca.		
20	1	do	Rice		
21	1	do	Cornflour		
22/4	3	do	Groceries		
25.	1	do	Syrups		
26.	1	do	Salt		
27.	1	do	Quaker Oats		
28.	1	do	Cannis Salmon		
29	1	do	do Vegetables		
30	1	do	do Tomatoes		
32.	1	do	do Herrings		
34.	1	do	Candles		
33	1	do	Sauce		

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight. £

£ 2/3. 26. 34

	Feet.	Inches.			
Freight on	11	7	at 42/6	per Ton Meast., £	12 " 4
Remainder Freight on	91	1	at 45/	per Ton Meast., £	5 " 2 " 5
				£	5 " 14 " 9
Primage at Ten per cent.					11 " 6
Total,				£	6 " 6 " 3

O. & E. MORTON, as Agents.

(A.) **Received for shipment,** in apparent good order and condition, from on board the STEAMSHIP called "Oravia" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Thirty two PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get, *unto* Mr Edwin N. Poma or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage. Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil. Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16 day of November 1917

Shippers O. & E. MORTON, as Agents.

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

3/

I hereby agree to accept under Average Bond for cases provisions etc for S.S. "Orara" which arrived in Port Stanley December 17th 1911

Mr. Bruijn-Hackett

Stanley, Falkland Isles.
20th December 1911

Authorised MARCH, 1909. **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

J.D.

Stanley F.I.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
139/41	3 Cases	Cond Milk		
149	1 Bag	Rice		
144	1 Case	Biscuits		
142	1 do	Canned Herrings		
148	1 Keg	Oatmeal		
133	1 Barrel	Sugar		
135	1 Case	Tea		
136	1 do	Currants		
137/8	2 do	Confectionery		
150/2	3 Boxes	Candles		
143.	1 Case	Soap (Com)		
134	1 Barrel	Pickles, Salt & Sauce		
147.	1 Case	Groceries		
154	1 do	Drapery		
145	1 do	} Groceries		
153	1 Cask			
111	1 Case	Tea		
113	1 Box	Raisins		

		Tons.	Cwt	Qrs.	Lbs.		£	
#149	Freight on	2	0	4	30/	per Ton Weight, £	3	0
		Feet.	Inches.					
133. 150/2 - 143		15	9		42/6		16	9
154.	Freight on	18	8		at 50/	per Ton Meast., £	1 3	4
Rem	Freight on	62	9		at 45/	per Ton Meast., £	3 10	7
						£	5 13	8
	Primage at Ten per cent.						11	4
	Total, £						6 5	

(A.) Received for shipment, in apparent good order and condition, from Oraira on board the STEAMSHIP called " " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement or at any period of the Voyage, and to sail with or without pilots,

Twenty three PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the ship's tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get, unto Mr John Davis or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage. Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16th day of Nov. 191

Shippers

for F.M. Imbabura

R. Goodyear

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

The within mentioned goods
are accepted under Average Bond
Mrs John Davis

171-10-11 Invoice
30.2.10 Charge
6 201-13-9

...ON CO.

...LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages.		Contents.	Weight or Measurement.	Kilos.
212	1	Case	Saddlery	14.1	
250	1	do	Lamps	7.0	
231/2	2	Crates	Ranges	23.3	
234	1	Case	Clocks	3.1	
235/6	2	do	Hardware	8.4	
237	1	do	Boot Polish	3.0	
241/2	2	do	Sauce	4.3	
245	1	Bundle	Spades	2.9	
244	1	Truss	Wall Paper	1.6	
245/9	5	Cases	Ginger Wine	7.1	
250	1	do	Stoneware	6.1	
257/8	2	do	Haberdashery	26/10	
	10	Barrels	Apples	62.6	
	5	Cases	do	8.4	
27	1	do	Harlene	1.7	
28/31	4	do	Haberdashery	68/10	

Tons. Cwt Qrs. Lbs.

W.A.

201-13-1

CW

Freight on ... Feet. Inches. at ... per Ton Weight, £

Freight on ... at ... per Ton Meast., £

Freight on ... at ... per Ton Meast., £

£

Primage at Ten per cent.

Total, £

(A.) **Received for shipment**, in apparent good order and condition, from **Wm HOOTON & YATES.** on board the STEAMSHIP called "Oravia" "whereof ... is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Forty PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto*

Mr. Charles Williams or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

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No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Mans, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Three Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 14th day of Nov 1911 17 Alpers

Shippers

The Liverpool Printing and Stationery Company Limited, 6, Castle Street Arcade. 4/10/11.

The goods mentioned on this
Bill of Lading are accepted
under average bond.

G. I. Turner
Jr Due Etha Dutcham
18/12/12

CORRESPONDENTS IN ALL CHIEF CITIES OF THE WORLD.

Telegraphic Address: "WHEATLEY, LONDON." A.B.C. AND LIEBER'S CODES USED.

Telephone No. 621 Bank.

TO ALL PARTS OF THE WORLD.

GEO. W. WHEATLEY & CO.,

Formerly WAGHORN (Pioneer of the Overland Route to India).—ESTABLISHED 1837.

General Shipping, Insurance and Passenger Agency, and Globe Foreign Express.

LONDON: CITY .....191 & 192, Upper Thames Street, and 17 & 18, Garlick Hill, E.C.
" WEST END ..23, Regent Street, Waterloo Place, S.W.
" " 20, Glasshouse St., Piccadilly Circus, W.
LIVERPOOL .....35, Dale Street.
MANCHESTER .....44, Portland Street.
GLASGOW .....51, Renfield Street.
SOUTHAMPTON..... 4, Oriental Place.
PARIS .....32, Rue Caumartin.

191 & 192, Upper Thames Street, E.C.

16th October 1902

W. A. Harding Esq
Stanley Falkland Islands

Dear Sir

We have the pleasure to enclose Bill of Lading & Copy of Invoice for 1 Package containing

Toys, Bow Bows &c *Value £ 5 - 5 - 6*

Shipped by us, per "Oravia" to your Address, on account of

Mr H. Clement Roy Cove.

which we hope will reach you safely.

Should you have occasion to order any goods from this Country, permit us to solicit that you give instructions for them to be handed to us for shipment, when they will be forwarded at the lowest possible rates.

We remain,

Dear Sir

Your most obedient Servants,

GEO. W. WHEATLEY & CO. LD.

.....Secretary.

Telegraphic Address:- "GAMAGE, HOLBORN, LONDON." Codes:- A.B.C. & Liebers.
Telephone:- 2700 HOLBORN (10 LINES)

HOLBORN,

London, E.C. 25/9/12. 191

Mr. H. Clement Esq.,
Roy Cove, c/o W. A. Harding Esq.
Stanley, Falkland Isles.

BOUGHT OF

A.W. GAMAGE LTD.

Motoring, Cycling, Sports and General Outfitters.

TERMS { NETT CASH. NO DISCOUNTS. NO AGENTS. The Company's official printed receipt only will be recognised. Bankers. Lloyds Bank Ld., Holborn Circus, E.C.

6 Noses	@ 3d	1.	6.	
3 Moustaches	@ 4½d	1.	1½.	
3 Bas paints	@ 10½d	2.	7½.	
6 Silver pencils		6.	0.	
12 Pr, links		2.	6.	
3 Hat Pins		3.	0.	
1 Box soldiers		1.	9.	
1 Pr, links		1.	3.	
1 Set buttons		3.	6.	
2 Thimble and scissor cases		2.	0.	
12 Bas cups			6.	
	£1.	5.	9.	

Case no. 1. Gross 0-3-6 Measurements. 2'8" x 1'11½ x 7".
Net 0-1-22

BRITISH MANUFACTURE.

Certificate.

I, ... hereby certify that I am ..... of ..... Messrs A.W. Gamage Ld Holborn ..... manufacturer or supply[illegible] articles included in this invoice, and that I am duly authorised to make and sign this certificate on behalf of the said manufacturer or supplier.

I have, to the best of knowledge, and I do certify that this invoice [illegible] said ..... Messrs A.W. Gamage Ld ..... to ..... H. Clements Esq ..... amounting to ..... One pounds 5/9 ..... is true and correct, and that all the goods included in the said invoice are some [illegible] grown and [illegible] in the United Kingdom, and that a substantial [illegible] of the labour [illegible] every manufactured [illegible] included in the said invoice [illegible] in each article is not less than [illegible] of the [illegible] of [illegible] in its present condition ready for [illegible] Falkland Islands.

Signed .....

Dated at ..... this 2nd day of September [illegible]

Holborn London E.C.

Telegraphic Address:- "GAMAGE, HOLBORN, LONDON." Codes:- A.B.C. & Liebers.
Telephone:- 2700 HOLBORN (10 LINES.)

HOLBORN,

London, E.C. 25/9/12. 191

M. H. Clements Esq.,
Roy Cove, c/o W. A. Harding Esq.,
Stanley, Falkland Isles

BOUGHT OF

A.W. GAMAGE LTD.

Motoring, Cycling, Sports and General Outfitters.

TERMS { NETT CASH. NO DISCOUNTS. NO AGENTS.

The Company's official printed receipt only will be recognised

Bankers, Lloyd's Bank Ld. Holborn Circus, E.C.

4 Boxes crackers	@ 1/6		6.	0.
2 " "	@ 1/9		3.	6.
1 " "			2.	3.
1 " "			3.	6.
			15.	3.
	packing		12.	6.
		1.	7.	9.

BRITISH MANUFACTURE.

Case no. 2.
Gross 0-1-13
Net 0-0-24

Measurements 1'10" x 1'4" x 1'6"

Certificate.

I, ... hereby certify that I am ..... of ..... manufacturer or supplier of the articles included in this invoice, and that I am duly authorised to make and sign this certificate on behalf of the said manufacturer or supplier.

I have the means of knowing, and I do hereby certify that this invoice from the said ..... to ..... amounting to ..... is true and correct, and that all the articles included in the said invoice are *bona fide* the growth and produce or manufacture of the United Kingdom, and that a substantial portion of the labour of that country has entered into the production of every manufactured article included in the said invoice to the extent in each article of not less than one fourth of the value of every such article in its present condition ready for export to ..... Falkland Islands.

Signed ..... 22nd ..... day of ..... Feb. 19.

Holborn London E.C.

Telegraphic Address - "GAMAGE, HOLBORN, LONDON." Codes - A.B.C. & Liebers.
Telephone - 2700 HOLBORN (10 LINES)

HOLBORN,

London, E.C. 03/9/19. 191

M. H. Clement Esq.,
Roy Cove, c/o W. A. Harding E
Stanley Falkland Isles

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A.W. GAMAGE LTD.

Motoring, Cycling, Sports and General Outfitters.

TERMS { NETT CASH. NO DISCOUNTS. NO AGENTS. The Company's official printed receipt only will be recognised Bankers. Lloyd's Bank Ld., Holborn Circus, E.C.

2 Humpty Dumpty circuses	@ 5/6		11.	0.
1 Assortment toys		1.	15.	0.
1 Box frost				6.
1 fairy			2.	6.
1 Box tinsel			1.	0.
6 Pistols	@ 1/-		6.	0.
1 Forttress			7.	11.
1 Lucky pie			2.	6.
Xmas tree candles			1.	0.
		£3.	7.	5.

GERMAN MANUFACTURE.

Packed in case no. 1.

Authorised **MARCH, 1909.** **OUTWARD MAGELLAN.**

J 516.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
M C North Arm Falkland Island	1 Case	Tea		28.
V O C 7672 Falkland Island	1 Case	Cycle & Accessories.		39

Tons. Cwt Qrs. Lbs.

Freight on Feet. Inches. **at** **per Ton Weight, £**

Freight on 15 7 **at** **per Ton Meast., £**

Freight on **at** **per Ton Meast., £**

£

Primage at Ten per cent.

FREIGHT PAID

Total, £

(A.) **Received for shipment,** in apparent good order and condition, from on board the STEAMSHIP called "Orawa" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Two PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto*

Wm Poppes Falkland Islands Co

or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL. (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Two Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 14 day of November 191

Shippers

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

We agree to accept the written goods under Warrage Bond

H. E. Bennett.

Authorised MARCH, 1909.

OUTWARD MAGELLAN

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840).

JAMES DUNN & SONS, Agents, Glasgow.

GLASGOW, LIVERPOOL & WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
Blake Hill Cove Falklands 1/6	6 Cases	Liquid Sheep Dip		

Tons. Cwts. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on 71 - 6 at 50/- per Ton Meast., £ 4 - 9 - 5

£

Primage at Ten per cent. 8 - 11

Total £ 4 - 18 - 4

(A) Received for shipment, in apparent good order and condition, from Wm Cooper & Nephews on board the STEAMSHIP called "Oravia" whereof is Master, for this present voyage, lying in the Port of GLASGOW, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Six PACKAGES OF MERCHANDISE.

(B) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Falkland Islands. Co. or to his or their Assigns.

(C) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in GLASGOW (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the Ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Aricles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic-foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. **Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.**

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above-mentioned).

IN WITNESS whereof the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in GLASGOW, this 16th day of November 1911.

Shippers.

M'Naughtan & Sinclair, Printers, 29 Cadogan Street, Glasgow.

Wrapper to accept the within
bond under Average Bond

For Holmesland & Blake Ltd

Sydney Miller
Manager.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment in apparent good order and condition, from W. LEWGER & Co

on board the STEAMSHIP called the Travia "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (either in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or to deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company, not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Three hundred and seventy five PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed in margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. , or so near thereto as she can, without detention, delay, safely get *unto* Messrs The Falklands Islands Co Ltd or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. Primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed in this Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of inferior kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Injury, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or Injury, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Icerils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straig, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or in store, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Condition of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Three Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods

Dated in LIVERPOOL this Sixteenth day of November 19 11. / 11 / adgerm

Shippers.

FIC E

Jackland	4260	1	case	confectionery
W.	4518/77	60	✓	cond milk
E	4597/9	3	✓	madeira
	4600/9	10	✓	Burgundy
	4775/94	20	✓	whisky
	4796/6A	2	✓	confectionery
	4797/808	12	✓	beer
	4809/14	6	✓	whisky
	4829	1	hhd	sugar
	4857/62	6	cases	hines
	4888	1	✓	Syrups
	4816/34	19	✓	✓
	4950/64	15	✓	hears.
	4965	1	✓	peel.
	4981	1	✓	✓
	4982/4	3	✓	tobacco & cigarettes
W	4015/39	25	✓	salt
E	4581/3	3	bags	nails
	4596	1	case	muntz metal.
W	4760/2	3	✓	provisions
E	4764/73	10	✓	Salt.
W	4774	1	✓	paint.
E	4795	1	✓	fancy soap.
W	4830	1	cask	Salt.
	4831	1	✓	Spices
	4832	1	✓	magnesia
	4833/50	18	cases	provisions
	4854/6	3	✓	✓
E	4863/87	25	✓	✓
	4889/94	6	✓	✓
	4895/907	13	✓	✓
	4912/5	4	✓	✓
	4945/9	5	✓	✓
	4966/7	2	✓	✓
	4968/9	2	✓	✓
	4970/1	2	✓	✓
	4973/4	2	Kegs	✓
	4975/80	6	bags	

Northarm ~~Northarm~~

FIC ~~FIC~~

	4988	1	Bale	blankets
	4989/913	3	cases	clothing
H.P.	5154	1	✓	seeds
Carpenter	5196	1	✓	rubber goods.
	5197/208	12	bags	nails
E	5209	1	case	embrocation
	5210	1	cask	hardware
	5218/22	5	bales	canvas
W	5224/5	2	cases	medecines
E	5226/7	2	✓	✓
Foley.	5228	1	✓	✓
Canning	5259	1	✓	hardware
Blacksmith	5260	1	✓	✓
W	5261	1	✓	✓
M	5264/5	2	✓	clothing
W	5266/75	10	rolls	linoleum
	5276	1	tins	✓
E		5	Bundles	iron
		24	bars	✓
W	5263	1	case	stationery
	4851/3	3	✓	soaps.

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Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
Blake Hill Cove 1/50.	50 cases	Sheep skins		

Tons. Cwt. Qrs. Lbs.

Freight on ____ at ____ per Ton Weight, £

Feet. Inches.

Freight on ____ at ____ per Ton Meast., £

Freight on ____ at ____ per Ton Meast., £

£

Primage at Ten per cent.

Total, £

Freight as per agreement

(A.) Received for shipment, in apparent good order and condition, from Thomas Swan on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Messrs Rickland & Adams Co. or to his or their Assigns.

Fifty PACKAGES OF MERCHANDISE,

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or ot er cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 14th day of March 191

Shippers

R. T. Jackson

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

We agree to accept the risk thus
under Average Bond

For Holmested & Blake Ltd
Sydney Miller
Manager

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Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
G. D. T.		Mass Furniture		

Tons. Cwt. Qrs. Lbs.

Freight on _____ at _____ per Ton Weight, £

Freight on 44 Feet . 9 Inches at 45/- per Ton Meast., £ 2.10.-

Freight on _____ at _____ per Ton Meast., £

£

Primage at Ten per cent. 5.0

Total, £ 2.15.-

(A.) Received for shipment, in apparent good order and condition, from Harrods Ld on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the Intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGE OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Buenaventura or so near thereto as she can, without detention or delay safely get, unto Mr. Coleman The Falkland Islands or to His or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely :—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pillerage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 4th day of March 1913

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

I agree to accept the written goods under Average Bond

G. T. Dean

16

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
Howard Clement Esq / Case				
Roy Cove				
W. Falkland Islands				
Vere Pucke Esq	1 / 1 "			
Sulivan House	1 / 1 "			
Falkland Islands				
	3			

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

ESCOMBE McGRATH & CO., AS AGENTS

(A) Received for shipment, in apparent good order and condition, from

on board the STEAMSHIP called " ORAVIA " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

THREE PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get *unto* Co. of Lima, Mole, Sea Lion Island, Falkland Islands or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely :—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or fro the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to TWO Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods.

Dated in LIVERPOOL this 1 3 NOV 1911 day of 19

Shippers.

ESCOMBE McGRATH & CO., AS AGENTS.

FREIGHT PAID

Request to accept the within goods under Average Bond

Howard Clement
Roy Corp. West Falklands.

EXPORT AND SHIPPING DEPARTMENT.

ARMY & NAVY AUXILIARY CO-OPERATIVE SUPPLY,

LIMITED,

FRANCIS STREET,
VICTORIA STREET,
WESTMINSTER, S.W.

12/102524

REFERENCE.

19

NAME

ADDRESS OR MARKS

Country of Origin.	Quantity.	Description.	Price.	£	s.	d.	£	s.	d.
	1	[illegible]							
	1	[illegible]		3	5	0			
	6	[illegible]			1				
	1	[illegible]			1	3			
	6	[illegible]				6			
							3	7	9
		[illegible]		1				6	2
					=		3	4	1
					2				

EXPORT.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
A.H. Port Stanley	31 Bags (15 in double bags)	Flour		
H.B. Port Stanley	1 Bag	Flour		
P. Port Stanley	10 "	Pollards		
H.P. Port Stanley	10. "	Corn.		

Has written receipts under Acceptance Bond

Arthur Hardy

Tons. Cwt. Qrs. Lbs.

Freight on 2.0.0.0. at 42/6. per Ton Weight, £ 4-5-0.

Feet. Inches.

Freight on 57. 4. at 42/6. per Ton Meast., £ 3-0-11.

Freight on at per Ton Meast., £

£ 7-5-11

Primage at Ten per cent. -14-7.

Total £ 8-0-6.

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from W. VERNON & SONS on board the STEAMSHIP called "Oravia" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Fifty Two PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley, or so near thereto as she can, without detention or delay, safely get *unto* Mrs. A. Hardy, Port Stanley, Falkland Islands or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in bulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods.

Dated in LIVERPOOL this 16th day of November 1911

Shippers. W. Vernon & Sons

18

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
W. R. H. 1/12.	2 cases confectionery			
Agree to deliver the within mentioned goods unto Carolina Ford				

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on 26. 4 at 45/ per Ton Meast., £ 1. 9. 11

Freight on at per Ton Meast., £

£

Primage at Ten per cent. 2. 9

Total, £ 1. 5. 2

(A.) Received for shipment, in apparent good order and condition, from Clarke & Cressall on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Two PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Barbadoes or so near thereto as she can, without detention or delay, safely get, *unto* Miss W. R. Hardy or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool. The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 26 day of March 191 1

Shippers

W. Madgen

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
A. H.	16/17.	2 cases Confectionery		
		The within mentioned goods are accepted under Carriage Bond Arthur Harvey		

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on 18 2 at 45/ per Ton Meast., £ 1 0 5

Freight on at per Ton Meast., £

£

Primage at Ten per cent. 2 0

Total, £ 1 2 5

(A.) Received for shipment, in apparent good order and condition, from Clarke & Cresswell on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Two PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Arthur Harvey Esq or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 19th day of March 191

Shippers R. W. Madgeson

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

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Authorised **MARCH, 1909.** **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

	Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
A. I. K. Stanley F I	19/20	2 Bundles (ea 2 Cases	Milk		
	3.	1 Case	Soap (Com)		
	15/16	2 Barrels	Sugar		
	1.	1 Case	Currants.		
	17.	1 Bundle of Cases	Prs Fruits		
	2	1 Case	Tea		
	21.	1 Bundles of 2	ps. Soap (Com)		
	4/5.	2 Cases	Confectionery		
	6.	1 do	- do -	Groceries	
	7/8.	2 do	Jams.		
	10.	1 do	Tart Fruits.		
	11/12	2 do	Canned Vegetables		
	13.	1 do	Quaker Oats.		
A.I.K.	14	1 do	Drapery		

		Tons. Cwt Qrs. Lbs.			
# 3. 15/16 21.	Freight on	22 · 7 (Feet. Inches.)	at 42/6	per Ton Weight.	£ 1 · 4 · 0
# 14.	Freight on	28 · 9	at 50/	per Ton Meast.,	£ 1 · 15 · 11
Remr.	Freight on	53 · 0	at 46/	per Ton Meast.,	£ 2 · 19 · 8
					£ 5 · 19 · 7
	Primage at Ten per cent.				12 · 0
				Total,	£ 6 · 11 · 7

The within mentioned goods are accepted under Average Bond.

Alex L Kiddle

(A.) **Received for shipment,** in apparent good order and condition, from on board the STEAMSHIP called "Osara" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Nineteen PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F. I. or so near thereto as she can, without detention or delay, safely get, *unto* Mr. Alex L. Kiddle or to his/or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage. Breakage, Pilferage, Chafage, Wastage. Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16th day of November 191

Shippers

G. A. E. CRAMPTON, Agents.

For The Pacific Steam Navigation Co.

R. A. Jodgerson

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

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Authorised **MARCH, 1909.** **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
[GTK] 31	1 Keg	Sugar		
32/3	2 Cases	Haberdashery		
		Accepted under average bond G Y Lang 16.12.11		

Tons. Cwt Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total, £

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

(A.) **Received for shipment,** in apparent good order and condition, from **WM HOOTCH & YATES,** on board the STEAMSHIP called "Oranca" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Three PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto*

Mr George Thomas King or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls. Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Three Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 14th day of Nov 191[illegible]

Shippers W. T. Jackson

J 515.

...ch, 1909. **OUTWARD MAGELLAN.**

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.		Contents.	Weight or Measurement.	Kilos.
247/9	3	Bundles	(ex 3 c/s	Milk	
250	1	— do	- 2 c/s	- do -	
224.238	2	Cases	Soap (Com)		
236/7	2	— do —	Canned Fish		
69.	1	— do —	— do —	Sardines	
184	1	— do —	Peel.		
186	1	do	Confectionery		
251	1	Bundle	of 2 c/s Soap (Com)		
239.	1	Case	Golden Syrup		
240	1	do	Confectionery		
241	1	do	Macaroni.		
242	1	do	Pickles		
244	1	do	Canned Tongues.		
245	1	do	Cheese		
246	1	do	Canned Bloaters		

Tons. Cwt Qrs. Lbs.

Stanley F.I.

Freight on 8 " 3 at 42/6 per Ton Weight, £ 8 " 9

Freight on 48 " 0 at 45/- per Ton Meast., £ 2 " 14 " 0

Freight on at per Ton Meast., £

£ 3 " 2 " 9

Primage at Ten per cent. £ 6 " 3

Total, £ 3 " 9 " 0

Short Delivered 10 tins Canned Tongues

John Lehan

(A.) **Received for shipment,** in apparent good order and c... on board the STEAMSHIP called "Orana" "whereof present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF S... steamer by which the goods may be shipped either before or after proceeding towards, or calling at the ... to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Di... oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, sa... property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and s... shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written, printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of, or at any period of the Voyage, and to sail with or without pilots,

Nineteen PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get unto Mr John Lehan or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16 day of November 191

Shippers For J. Hamlin & Son

R. Rodgers

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

I agree to accept the within
mentioned goods under Average Bond

John Lewis

Authorised MARCH, 1909. **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

McD.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
22/4	3 Bundles @ 2 Cases	Mat		
27.	1 Cask	Biscuits		
6.	1 Case	Syrup.		
18	1 Bag	Sugar		
1/3.	3 Cases	— do —		
4	1 do	Currants		
20.	1 Bundle of 2 c/s	Pears		
21.	1 — do —	Peaches & Apricots		
19.	1 Bag	Coffee.		
5.	1 Case	— do —		
26.	1 Bundle of 2 c/s	Soap (Com)		
7	1 Case	Peel		
8/10	3 do	Jams.		
11.	1 do	Confectionery & Preserves		
12.	1 do	Pickles		
14	1 do	Canned Salmon		
15	1 do	Bacon		
16	1 do	Quaker Oats.		
17	1 do	Canned Bloaters		

	Tons.	Cwt	Qrs	Lbs.				
#18 Freight on	2	0	4	42/6	at per Ton Weight, £		4	3
	Feet.	Inches.						
1/3. 26. Freight on	12	10		42/6	at per Ton Meast., £		13	8
Reminder Freight on	54	4		50/-	at per Ton Meast., £	3	1	2
					£	4	5	10
Primage at Ten per cent.						3	19	11
Total, £						4	7	0

(A.) **Received for shipment,** in apparent good order and condition, from

on board the STEAMSHIP called "Oravia" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Twenty five PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ships Tackle when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley or so near thereto as she can, without detention or delay, safely get, *unto*

Mr. N. C. McLeod

or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16 day of November 1911

Shippers

Via Mirabelle

The Liverpool Printing and Stationery Company Limited, 6, Castle Street Arcade. 4/10/11.

He certain unauthorised goods accepted under Charge Bond.

M. Dare

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
K 19	1 Cask	Earthenware	8.7	
20	1 Case	Apparel	20.7	
12 74	1 — " —	Plants	5.4	
1/18 to 17	17 Bundles	Galvanized Sheets		
100 1/18	1 — " —	Redgum	1.3.0	
0 unprotected				

	Tons. Cwt. Qrs. Lbs.			
Freight on	1.3.0.0	at	30/- per Ton Weight, £	1.14.6
	Feet. Inches.			
Freight on	20.7	at	50/- per Ton Meast., £	1.5.7
Freight on	13.11	at	40/- per Ton Meast., £	14.10
			£	3.15.1
Primage at Ten per cent.				7.6
Total, £				4.2.7

(A.) Received for shipment, in apparent good order and condition, from Neale Walkinson & Co. on board the STEAMSHIP called "ORAVIA" " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Sundry one PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Iquique or so near thereto as she can, without detention or delay, safely get, *unto* Order or to his or their Assigns.

(C.) Freight for the said Goods with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 16th day of Nov 1911

Shippers

Printed by Rocklift Bros. Ltd., 44 Castle Street, Liverpool.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
W / JWS / L / 8199	1 case	Piano		
		Horse and trap to be left G. & Iceman Mr. Blas Muller		

Tons. Cwt. Qrs. Lbs.

Freight on 6 Feet. Inches. at per Ton Weight, £

Freight on 65.1 at 45/ per Ton Meast., £ 3.12.3

Freight on at / per Ton Meast., £

£

Primage at Ten per cent. 7.4

Total, £ 4.0.7

(A.) Received for shipment, in apparent good order and condition, from Walcot & Sons Ltd

on board the STEAMSHIP called "MORAVIA" " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Order or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 6 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 15th day of November 1911

Shippers ~~On behalf of Shippers~~

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
N. Chas. Watt Government Offices. Stanley 1	1 Case	Scout Outfits 15·8	18·1	
F.I. 2	1 Parcel	Staves. 2·5		

Good accepted under Average

N. Charles Watt
Secretary Boy Scouts
Stanley
20. XII. 1911.

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from Thos Meadows & Co as agents on board the STEAMSHIP called "Oravia" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Two PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get *unto* Order or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. Primage, as per margin, without deduction, to become due on shipment and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods.

Dated in LIVERPOOL this 14th day of November 1911

Shippers. Thos. Meadows & Co. As Agents
Thos. Meadows Havre.

A T Jackson

27

Authorised MARCH, 1909. **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.		Contents.	Weight or Measurement.	Kilos.
355/6	2	Cases	Soap (Com)		
357/9.	3	do	Syrups.		
Stanley F.I. 347/8 & 437/8	2	do	Currants.		
384.	1	Bundle of	3 C/s Currants.		
385.	1	do	4 Bos Raisins		
386.	1	do	2 Bos Raisins		
387/8	2	Bags	Sugar		
389.	1	Barrel	-do-		
348 & 349.	1	Case	Coffee		
350.	1	do	Sauce		
360/1.	2	do	Coffee		
362/3	2	do	Jams.		
364	1	do	Flavouring Essences.		
365	1	do	Syrup		
367.	1	do	Borax, Shrimps & Cinnamon		
368	1	do	Olive Oil		
370	1	do	Macaroni		
371	1	do	Cayenne Pepper, Tooth Powder &c		
372	1	do	Desiccated Cocoanut & Canned Sausages		
373	1	do	Quaker Oats.		
374	1	do	Canned Tongues.		
377/81.	5	do	Soap (Com)		
42.	1	do	Marrowfat Peas		
336/7.	2	do	Canned Sardines		
344	1	Tank	Rice		
313	1	Case	Raisins		
382	1	do	Enameline		
383	1	do	Potted Meats		

# 387/8.	Tons. Owt. Qrs. Lbs. 4 · 0 · 8	42/6			8 · 8
# 344. Freight on	13 · 1 · 18	at 30/-	per Ton Weight.	£ 1 · 0 · 3	
	Feet. Inches.				17 · 8
# 389. 355/6 377/81 371. Freight on	16 · 8 / 2 · 8	42/6 at 50/-	per Ton Meast.,	£	3 · 4
Remainder Freight on	111 · 0	at	per Ton Meast.,	£ 6 · 4 · 10	
				£ 8 · 14 · 9	
Primage at Ten per cent					17 · 6
			Total,	£ 9 · 12 · 3	

Balance at

D. & E. MORTON, 38 Agents,

(A.) **Received for shipment,** in apparent good order and condition, from on board the STEAMSHIP called "Oravia" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Forty PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get, unto The Executors of the Estate of the late Charles Williams, his Agents or Assigns Store.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom. Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16th day of November 191

Shippers

for Mumbaini

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

The goods mentioned on this Bill of Lading are accepted under average bond.

G. I. Turner.

Jr. Due Chas. Williams

18/12/11

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
His Excellency W. L. Allardyce Esq. Government House Port Stanley Falkland Islands	4 cases			
£15.8.4		Bonds accepted under usual bond. W. L. Allardyce 18/12/11		

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£

Primage at Ten per cent.

Total £

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from

on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

FOUR PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of , or so near thereto as she can, without detention or delay, safely get *unto* Stanley F.I.

or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to TWO Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods.

FREIGHT PAID

Dated in LIVERPOOL this 1 3 NOV 1911 day of 19

Shippers.

for

29

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
W.R.H. 1911.	1 Case	Stationery Sundries &c		
Accepted the contents unknown Carolina Borg				

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Freight on Feet. 22. Inches. 8 at ~~per~~ per Ton Meast., £ ~~1. 10. 6~~ 1. 8. 4

Freight on at per Ton Meast., £

£ 2. 10

Primage at Ten per cent. ~~1. 11. 2~~

Total, £ ~~1. 11. 2~~ £1. 11. 2

(A.) Received for shipment, in apparent good order and condition, from Hyman Abrahams on board the STEAMSHIP called "ORAVIA" whereof is Master for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Portstanley or so near thereto as she can, without detention or delay, safely get, *unto* Order or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 14th day of March 191

Shippers

R. A. Madgeson

Printed by Rocklift Bros. Ltd., 44 Castle Street, Liverpool.

N.R.H.

1911. Ibsen [Bottomery Bond]

30/

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
H.C. Roy Cve	1 Truss	Carpetes		

Tons. Cwt. Qrs. Lbs.

Freight on _____ at _____ per Ton Weight, £

Feet. Inches.

Freight on _____ at _____ per Ton Meast., £

Freight on _____ at _____ per Ton Meast., £ _____

£

Primage at Ten per cent. _____

Total, £ _____

(A.) Received for shipment, in apparent good order and condition, from Oetzmann & Co Ld. on board the STEAMSHIP called " "ORAVIA" " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamers whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto*

Order or to his or their Assigns.

(C.) Freight for the said goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrest or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 14th day of Nov 1911

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

15 Nov 1911

Howard Clement Esq.
Roy Cove
W. Falkland Island
S. America

Bought of

OETZMANN & Co. LTD

GABINET MAKERS · HOUSE FURNISHERS ·
MERCHANTS · SHIPPERS · MANUFACTURERS.

67·69·71·73·75·77·79 81 & 83
HAMPSTEAD ROAD · LONDON.W.

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Telephone No 101 MAYFAIR (5 lines)
ABC code (5th edition used.)

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21 yds Velvet carpet. 30/. a.	6/6	6.	16	6	
made to size 12-6 x 11-3					
10 5/8. Hemp Dutch.	8.		6	8	
1 Rug to suit carpet.		1.	9	6	
					8 ·

One Bale
4·0 x 1·6 x 1·0
nett wt. 0·2·15
Gross " 0·2·21

H.C.
Roy Cove
W. Falkland I.

3

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
Officer Commanding Falkland Islands Hols.				
6 Hp.	2 bales	[Brass Fittings]		

To the Agents
Pacific Steam Navigation
Company Stanley, F.I.

The goods enumerated on this Bill of Lading will be accepted in accordance with your letter to me dated December, 18th 1911.

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on 16. 8 at Measurement per Ton Meast., £ 1-0-0

Freight on at per Ton Meast., £

£

Value of goods £5. 15. 0 Primage at Ten per cent. 2-0

Total, £ 1-2-0

Freight & charges 1. 9. 2.

(A.) Received for shipment, in apparent good order and condition, from Thos Cook & Son on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Loo

PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get unto Officer Commanding Falkland Islands or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Five Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 14th day of Nov 1911

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

Authorised MARCH, 1909. **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
C.O.C. 559/63	2 Cases	Cor. Milk		
600/15	do	Soap (Boiler)		
576.623	do			
577/8.523/5	do	-do- (Common)		
Stanley F.I. 619/20				
624	1 do	Coffee		
618	1 do	Cheese		
616/17.	2 do	Sugar		
627	1 Cas'e	Biscuits		
626	1 Case			
622	1 do	Starch		
554	1 do	Butter		
579.	1 do	Chocolate		
637	1 Barrel	Sugar		
625	1 Case	Chocolate		
628	1 do	Canned Meats & Vegetables		
629/30	2 do	Syrups		
638	1 Tank	Sugar, Currants, Raisins, Water Oats & Cheese		
631/2.	2 Cases	Jams		
639.	1 do	Lard		
633.	1 do	Adv. Matter		
634	1 do	Peel		
635	1 do	Bacon		
636	1 do	Macaroni		
640	1 do	Currants		
641	1 do	Raisins		
642	1 do	Provisions		

576.623

	Tons.	Cwts.	Qrs.	Lbs.			
Freight on	4	0		59.	at per Ton Weight, £	5 . 0	
	Feet.	Inches.					
Freight on	39	3		42/6	per Ton Meast., £	2 . 1 . 9	
Freight on	134	5		45/	per Ton Meast., £	7 . 11 . 3	
					£	9 . 18 . 0	
Primage at Ten per cent.						19 . 10	
Total						10 . 17 . 10	

8.523/5.
9/20.618.
6/17.622.637

Consignee

(A.) Received for shipment, in apparent good order and condition, from O. & E. MORTON, as Agents.

on board the STEAMSHIP called Orania "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Fifty five PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F.I. or so near thereto as she can, without detention or delay, safely get, *unto* Messrs the Secretary Government Officers Canteen, Malvina House or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls. Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the deliver of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pa to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall ce immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and condit whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjus above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the oth stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16th day November 191

Shippers

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 4/10/11.

35

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

SIX PENCE

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
J.F.S. Port Stanley	31 Bags	Flour.		
J.F.S B. Port Stanley	1	The clothing mentioned herein are accepted under Average Bond for J. Summers. W. Summers		

Tons. Cwt. Qrs. Lbs.

Freight on 2.0.0.0 at 42/6 per Ton Weight, £ 4-5-0.

Feet. Inches.

Freight on at per Ton Meast., £

Freight on at per Ton Meast., £

£ 4-5-0.

Primage at Ten per cent. 8-6.

Total £ 4-13-6.

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) **Received for shipment,** in apparent good order and condition, from W. VERNON & SONS on board the STEAMSHIP called "Cravia" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Thirty two PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley, or so near thereto as she can without detention or delay, safely get ***unto*** Mr. J. F. Summers Port Stanley, Falkland Isls or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods.

Dated in LIVERPOOL this 16th day of November 1911

Shippers.

36

Authorised **MARCH, 1909.** **OUTWARD MAGELLAN.**

J 515.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
E. S. Stanley F I	4/5. 2	Cases Con^d Milk		
	6. 1	Barrel Sugar		
	1. 1	Case Tea		
	2 1	do Salt		
	7 1	Cask Groceries		

The within mentioned goods are accepted subject to General Average Bond.

E. A. Spencer

Tons. Cwt Qrs. Lbs.

Freight on _____ at _____ per Ton Weight. £

	Feet.	Inches.			
Freight on	14	11	at 42/6	per Ton Meast., £	15 . 10
Freight on	16	10	at 45/	per Ton Meast., £	18 . 11
				£	1 . 14 . 9
				Primage at Ten per cent.	3 . 6
				Total, £	1 . 18 . 3

(A.) **Received for shipment,** in apparent good order and condition, from

on board the STEAMSHIP called "Orara" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Six PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley F. I. or so near thereto as she can, without detention or delay, safely get, *unto* Mr E. Spencer or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 16th day of November 1911

Shippers E. A. E. Montory & Co.

Calvin

The Liverpool Printing and Stationery Company Limited 6, Castle Street Arcade. 6/10/11.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
C. W. Port Stanley	1 cask	Whisky		
—do—	10 CASES WHISKY			

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Freight on Feet. 27 Inches. 2 at 50% per Ton Meast., £ 1 - 14 - 0

Freight on at per Ton Meast., £

£

Primage at Ten per cent. 3 - 5

Total £ 1 - 17 - 5

For JOHN DEWAR & SONS, LIMITED.

A M Gadden

Shippers.

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from JOHN DEWAR & SONS, LIMITED on board the STEAMSHIP called "Oravia" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Eleven PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley, or so near thereto as she can without detention or delay, safely get *unto* The Succors. of the Late Charles Williams or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods

Dated in LIVERPOOL this 14th day of November 1917

Shippers.

The goods mentioned on this Bill of Lading are accepted under average bond.

G. I. Turner.

Per Chas. Williams

18/12/02

36

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
A.M.S.	1. Case	[Soap Requisites]		

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on 5 . 10 at Measurement per Ton Meast., £ 1 - 0 - 0

Freight on at per Ton Meast., £

£

Primage at Ten per cent. 2 - 0

Total, £ 1 - 2 - 0

(A.) Received for shipment, in apparent good order and condition, from Jamaica Army & Navy Stores Ltd. on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Mrs. A. M. Lawler. or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pillerage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks. Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages, and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 14th day of March 1911

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

The within mentioned
goods are accepted
within average bond.
A.M. Souter.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
C&G / 1/14	5 Bags	Cement	32.6	
San Carlos / 20/45	45 Bundles	Galvanised Corrugated Iron		
247	1 Case	Glass	4.1.0.13	
249/67	19 Bundles	Flooring	6.9.	
268/322	55 — " —	Timber	535 ft.	
323/5	3 — " —	Fascia	26.3	
326/8	3 Skeleton Cases	Galvanised Frames		
329/30	2 Bundles	Doors	11.2 / 29.6	
331	1 Skeleton Case	Guttering	12.6	
332	1 Case	Hardware	5.3.0	
J.G. San Salvador / 121	1 Case	Apple Rings	7.110	

Not responsible for natural splits to Timber

	Tons. Cwt. Qrs. Lbs.			
Freight on	5.3.0 @ 45/-	at 30/-	per Ton Weight, £	6-12-11
	Feet. Inches.			
Freight on	4.1.0.13	at 30/-	per Ton Weight, £	6-1-5
	716.0 @ 42/6			8-11
Freight on		at	per Ton Meast., £	36-0-9
Freight on	32.6	at 30/-	per Ton Meast., £	1-4-5
			£	46-5-8
Primage at Ten per cent.				4-14-7
Total, £				51-1-6

Value £100

£178..18.3

(A.) Received for shipment, in apparent good order and condition, from

on board the STEAMSHIP called " " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

One hundred & thirty six PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, unto

Mr. Charles Williams or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

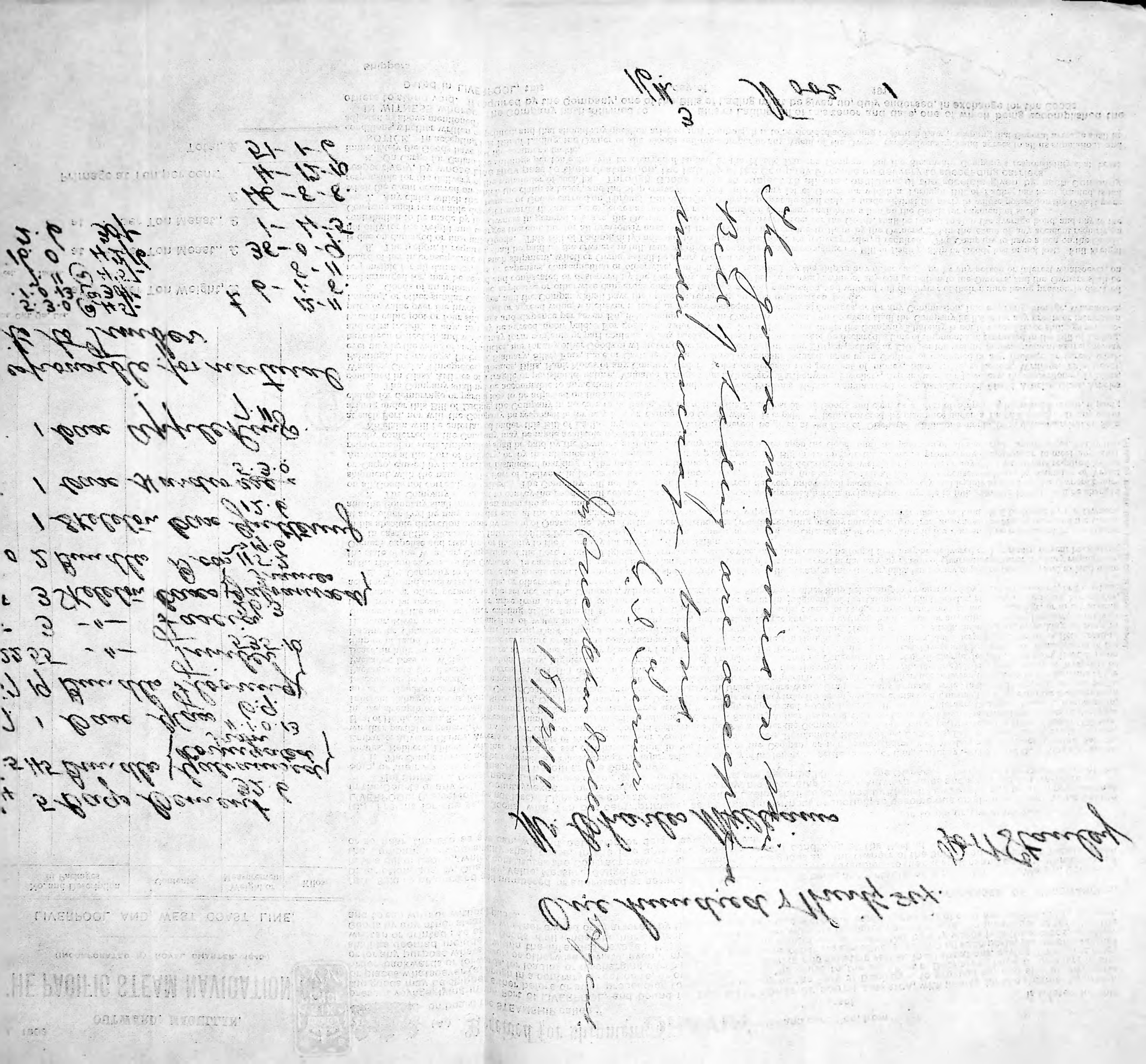
NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 16th day of November 191

Shippers

Printed by Rocklift Bros. Ltd., 44 Castle Street, Liverpool.



Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

	Marks and Numbers.	No. and Description of Packages.		Contents.	Weight or Measurement.	Kilos.
						T. c. q. lbs
W	191/215	25	Bags	Maize	62. 6.	1.2.1.8.
PORT STANLEY	216/240	25	Bags	Pollards	79. 2.	1.2.1.8.
	241/250	10	Cases	Sugar	34. 2.	10.0.0.
	251	1	Parcel	Samples	1 . 5.	
					177. 3.	

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches.

Freight on 177. 3. at 42/6 per Ton Meast., £ 9. 8. 4.

Freight on at per Ton Meast., £

£ 9. 8. 4.

Primage at Ten per cent. 18.10.

Total £ 10.7. 2.

PRINTED BY TURNER AND DUNNETT, FENWICK STREET, LIVERPOOL.

(A) Received for shipment, in apparent good order and condition, from WM B. LEWIS & CO. LTD on board the STEAMSHIP called "ORAVIA" whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written or printed; to carry goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Sixty one PACKAGES OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of , or so near thereto as she can, without detention or delay, safely get *unto* Order PORT STANLEY. or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent, primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely :—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot, or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to two Bills of Lading, all of this tenor and date, one which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed in exchange for the Goods

Dated in LIVERPOOL this NOV 14 1913 day of 19

Shippers.

Edw James

The goods mentioned on the
Bill of Lading are accepted
in good order and condition
by us.

WILLIAM B. LEWIS AND COMPANY, LIMITED,

Manager.

Authorised MARCH, 1909.

OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

29

Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement	Kilos.
993	1 Galv. Tank.	Confectionery	34-4	
1030/1	2 Cases	—	17-5	
999	1 Case	Toys	28-5	
1001.	1 —.—	—.—	21-7	
1003	1 —.—	Tea	5-10	
1013	1 —.—	Sugar	3-5	
1014	1 —.—	Coffee	2-6	
1015	1 —.—	Butter	3-5	
1016.	1 —.—	[Baking Powder]	1-3	
1019	1 —.—	Candles	1-1	
1020	1 —.—	Provisions	2-11	
1021	1 —.—	Soap	1-4	

Tons. Cwt. Qrs. Lbs.

Freight on 1-4 at 50/- per Ton Weight, £ 1-8

Feet. Inches.

Freight on 1117-8 at 45/- per Ton Meast., £ 6-12-5

Freight on 4-6 at 42/6 per Ton Meast., £ 4-9

£ 6-18-10

Primage at Ten per cent. 13-11

Total, £ 7-12-9

(A.) Received for shipment, in apparent good order and condition, from Charles Creswell on board the STEAMSHIP called " " whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

Thirteen PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Port Stanley or so near thereto as she can, without detention or delay, safely get, *unto* Mrs Thomas Watson or to his or their Assigns.

(C.) Freight for the said goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL, (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not. Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description hereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners, and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to 3 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods

Dated in LIVERPOOL, this 16 day of Nov 1911

Shippers

Printed by Rockliff Bros. Ltd., 44 Castle Street, Liverpool.

Yours to accept
Goods under Cover of
Bond. For Miss Watson
L.P. Watson

Authorised **MARCH, 1909.** **OUTWARD MAGELLAN.**

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement.	Kilos.
J. W. Port Stanley.	1/4 4 Kilderns	Bulk Ale.		

To the Agents
Pacific Steam Navigation Coy, Otaula

The goods enumerated on this Bill of Lading will be accepted in accordance with your letter to me dated December 15th

Value of Goods £13-9-6

Freight & charges 3.4.6

Tons. Cwt Qrs Lbs.

Freight on Feet. Inches **at** **per Ton Weight, £**

Freight on 24-0 **at** 42/6 **per Ton Meast., £** 1-5-6

Freight on **at** **per Ton Meast., £**

£

Primage at Ten per cent. 2-6

Total, £ 1-8-0

(A.) **Received for shipment,** in apparent good order and condition, from Wm Younger & Co. Ltd. on board the STEAMSHIP called "Oravia" "whereof is Master, for this present voyage, lying in the Port of LIVERPOOL, and bound for **THE WEST COAST OF SOUTH AMERICA,** with liberty for the steamer by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steamer whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

Four PACKAGES OF MERCHANDISE,

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley. or so near thereto as she can, without detention or delay, safely get, *unto*

Capt. J. Watt. Falkland Island Volunteers Port Stanley F.I. or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL. (Vessel lost or not lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool.

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.

1. The Company shall not be responsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely:—The Act of God, King's Enemies, Pirates, Robbers, Thieves, whether by land or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-mentioned, or the loss, damage, or injury arising therefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whether on board the said Ship or any other Ship belonging to, or chartered by them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depôt, or lazaretto, and to land them at the risk and expense of the Owners. In case the goods cannot be discharged during the ship's stay at the port of delivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lighters or Trucks, or other cause, or if they cannot be found they may be delivered on her return or sent back at the Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master in his absolute discretion unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port he may consider safe, at the expense and risk of the Owners. All such expenses upon the goods, of whatever nature or kind, shall be borne by the Owners and the Company shall have a lien upon the goods until the payment of same.

3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in full. Double Freight will be charged on all Goods not correctly described. The Company will not be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the Authorities at the Port of Delivery, or by the absence of same either upon the packages or the Bill of Lading, or the failure to provide any document, or to meet any other requirement of such Authorities, shall be paid by the Owners, and the Company shall have a lien upon the Goods until the payment of all such costs and charges. Any lien hereby conferred on the Company may be made available by sale or otherwise.

No claim will be entertained under this Bill of Lading unless notice in writing thereof be given at the Port of Discharge within one month from date of arrival of Ship at such Port, nor will the Company be responsible for any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim arising under this Bill of Lading, the Company in no case to be liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra freight, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damages, loss or expenses, consequential or otherwise, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in consequence of such shipment, whether Owners shall be aware thereof or not.

6. The freight, if required, shall be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or unsound Goods. This Bill of Lading, duly endorsed, to be given in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a contribution to be made by the Owners in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

7. Any claim which the Owners of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the claim is based, and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the remainder of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.

NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned).

IN WITNESS whereof, the Company hath affirmed to Two Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this 14th day of Nov 1911

Shippers

(as agents for Wm Younger & Co Ltd)

Printed by W. H. Tyrrell, 5, Chapel Street, Liverpool.