

Form No. 4.-100-17.8.10.

Deld. Date

The Marconi International Marine Communication Co., Ltd., WATERGATE HOUSE, YORK BUILDINGS, ADELPHI, LONDON, W.C.

No.-OFFICE. CHARGES TO PAY. 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 Total respecting this Telegram. Captain To for percent value nertindes have instructions Conseguero Kake ahuer

Form No. 4.-100-17.8.10.

Deld. Date 1 4 DEC 1911

The Marconi International Marine Communication Co., Ltd., WATERGATE HOPSE, MORK BUILDINGS, ADELPHI, LONDON, W.C.

**14 DEC 1911** 19 \_\_\_\_ No.-OFFICE. CHARGES TO PAY. in s 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 Total respecting this Telegram.

To Capitan Orasia

adore agents dacklands to exacting from consignees quarantees for a payment of general avera e arepage are acknowledge receptof eacade

The Falkland Estends Corpeny. Limited. Aronte for Cadific Steam Latination Contant. Stanley. December 19th 1911.

Jear Sir,

We have to inform you that we have poceived instructions from the Cacific Steam Mavigation Company, Liverpool, that owing to the applient to the R.M.S.CRAVIA at Monte Video we are to obtain iron all co signess of cargo by that stanner a marantee for payment of general average. A subsequent telement instructs us to collect 25 of the value of the "erchandize from consistents. the sucloud

Before delivering cargo we shall, therefore, require / Fill ( of Lading to be enderged to the effect that the goods are acc thed under average bond, and also the new ont of 350 of the value of the monds or security for same.

Fours Saithfully.

for the Ar ate. Facilie Stear Laviration Convery,

MMardug

Meson Baillar & Stickary Backby

в/ц	STA PENENT	STEVING VALUE OF FALKLAND ISL	ANDS CAROO per	R.M.S. "ORAVIA", SUE	JECT TO GENERAL AVERAGE.
	Mark.	Jonsignee.	Prire Cost.	Charges.	Shippers.
1	CIHE	2.H.Bound.	50 <b>.</b> 9. 8	9.2.9	C.A Z.Morton
2	в	T.& K.Binnie	74.14. 3	7.14. 1	Spearing & Waldron
5.	OH	M.Craigie-Halbott	25 3		Civil Service Supply Assoon.
4	JD	"rs.J.Davis	( 37. 6. 8	8.2.4	C. & E.Morton
5.	Tre Dean	itre Dean	59. l. 6	2.14. 7	J.Shoolbred
С	A	0.Willians Estate	171.10.11	20. 2.10	Wn.Hooton & Wates
7.	C5291	A.E.Felton estimate	4		Wacherbarth, Holt & Co.
3	NC Forth Ame VOC	"."Carthy (T.I.C.)	2 <b></b>		
	7672	I.H.Bennett io	5.15	1.11	Van Oppen & Co.Ltd.
9	Blate	Holvested & Slake Ltd.	Hot	Imova	Holrested & Blake Ltd., 61 Gruceburch St., London.
10	FIC	Falkland Islands Co.Ltd	1140. 7. 2	65.19. 7	Falkland Islands Co.Ltd.
11	3 & S	Baillon 4 Stickney(FIC)	4.10	11. 7	C.D.A. B. Marri We
	S V P	Vore Packe (FIC)	7. 2. 6	1.11. 9	front A Lary C. 2,152.
12	FIC	Falkland Islands Co.Ltd.		iron whort shipped Dropess.	the thereaded the design of the second se
18	Blake Hill Cove	Tolmested & Bluke Ltd. (FIC)	Not	known	Holzested & Blake Ltd
14	VSV	W.S.Williams (FIC)	5.1.3	1. 9. 6	Junior Army & Navy Co-op.Socy.

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B/L.	Mark.	Consignee	Puine Cost.	Charges.	Sbippers.
15	G T D	C.T.Dean (FIC)	z. 5	2.15. 4	Harvod's Limited.
16	II.Clement	H.Clements (W.A.Harding)	3.14. 1	not known	Army & Navy C.S.Ltd.
	V.Pache	V.Packe ditto.	11.15. 6	311	litto
17	AH	A.Hardy	21. 2. 9	3.10	V.Vernon & Sons,Liverpool
18	III	Mrs V. R. Hardy	11. 5. 6	2 3	Clarke & Creisvell, Gresham
19	АH	A.Herly	12. 9. 9	2.16. 7	Ho., Basinghall St., London. ditto.
20	ALN	A.L.Kiáile	C2.19. 3	3.10. 8	C.E. E. Morton
21	FIL	G.F.Hing	24. 5.10	4. 5. 9	WH. Jooton & Yates
23	L	J.Leben	-20	4.14. X	C.& E.Morton
23	McD	W.C.WcLaid	4 9, 2	5. 6. 5	d.
24	K	J.Kirwan	29. 5.10	7.16. 8	Reale & Willinson Ltd.
25	W L JWS	C.Williams' Estate	20	8.18. 7 n	A.Wallis & Sons Ltd.
36.	N.C.Fatt	N.C. Matt	18. 8,11	2.11. 7	Thos. Meadows & Co.L'pool
27	W	Ohas Williams' Estate	74.18. 4	15.18. 6	C.A E.Morton
29	Allardyce	H.E.The lovernor	15. 3. 4	1.17. 1	Army & Navy C.S.Ltd.
29	WRH	Mrs W.R.Hardy	22. 3. 6	2. 4. 6	Hysen A.Abrahans & Sons, 65 Houndsditch,London.
50	ШC	H.Clement	3. 3. 8	1. 2	Oetaran & Co.Ltd.
81	oda	Captain Watt	5.15	1. 9. 2	Thos.Cook & Son
32	OIP''S J W	Colonial Covernment	1269.14. 1	801. 4. 2	Crown Agents for Colonies
30	D	R.McRae			Thos. Meadows & Co.

and the

E/L	Mark.	Conzignee.	Prime Cost.	Charges.	shippers.
54	BOC	Sovernment Officers' Canteen	<b>)7.</b> 4	14. 2	C.& E.Morton
25	JFS	J.J.Summers	22.17. 3	5. – –	W.Vernon & Sons
36	₫S	E.spencer	12.15 C	1.13. 5	C.& E.Morton
37	CW	Chas.Villiams' Estate	36. 6. 9	3	John Dewar & Sone Ltd.
28	AMS	Mrs Souter	31. 2. 6	1.13. 8	Junior Army & Navy C.5.Ltd.
59	Silver Belle	Dr. Turner			Mark Mayhew Ltd.
4.0	0&G	C.Millians' Estate	178.13. 3	<b>51, 1.</b> <i>6</i>	Parific Sterr Naviestion Co
41	W	ditto	10.9.8	11.15. 5	W.B.Lowis & Co.Ltd. 10 11 2 1
43	29	Mrz T. Hubson	57. 2. 6	14.11. 10	Olurice & Crepswell
43	314	Captain Vatt	12. 9. 6	5. 4. 6	Wm.Younger & Co.Ltd.
44	FIC	Falkland Islands Go.Ltd.	10.12. 5	4. 8	F 181and Islands Co.Lta.
Parcel E	eccipt		ý.	199	
1 2 5 4	Mics Arcstror Master L.Felt W.A.McAskill Wrs McCall		2.10 2 10	A CA	
5 6. 7 3	G. Porris M/N MB DC	W.J.Worthy M.Buckworth	2.10 2 4. 6. 5		Deposit 10/-
9	L T.P.Walker L.R.Watson W.J.Worthy	A.M.Barnes	$\begin{array}{r} 4.16 \\ 2 \\ 8.19. 6 \\ 10 \end{array}$	1. 4. – 1.10. 9	Deposit 20/- Deposit 10/-

Stanley, Falkland Islands. 17th February 1912.

Govrt House, Stanley, I2 Febry.1912.

My dear Mr Harding,

In reply to your note of this Stores morning the Army & Navy 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.z. allandre

The Hon.

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

knis walson. 15 pacetages Oracio Invoice latar 67. 2. 6 Dragan & Bachemen 14. 11. 10 181. 14. 4 Course for \$ 5. Suncar R. Watson Iforchage Brown (8.19.6

W J.W.S/ 1 au Prairo

Value.

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Exprese. hright

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2. 15.0

26.15.7

Stanley 18 7 December Deur hi- Harving. I find that no B/L. was sent me, So could you make out some guarantee I could sign. It. bivil Service say in then letter B/L. with the sent your from L'pool - but hore has turned up. Denclose an I got which you . Can Keck it you

P.S -. X. Doc. h. b. cargo come ni also!

wish to send home. as part of the things many x 2 c/s. fruit from the Vide are for han Robson there would be no question of faiture to pay ampthing due. I trust you win be able to arrunge Something So that we can get the things before Knus. yours very trung h. bruign Halkete

# THE ARMY AND NAVY STORE,

### JOHN KIRWAN,

General Merchant,

6

LONDON AGENTS: NEALE & WILKINSON, Ltd.

STANLEY,

FALKLAND ISLANDS. 18 Dec ?

1901

Goods et gavia General average

7. 19 Chass 1. 7. 4 1.11.3 No 19. 1 Carl Earth mare 14.11.2 20 1 Come appaul 03. 12.9 1 Case Innha 18 Bendles Gaboys 13. 3. 5 Shell Shedging. )\_ 2. 16.7 7.16.8 29.5.10

Hory Court . West Facklands . Jawry 12= 1912 .

Dear Sir ,

I duly received your laster of Deer. 18. 1911 and agree to the general advage of cango ser R.M. S. Oravia " achough 25% is rather stiff .

Yours fourtifuely Moward Clement

W. A Marding Dog.

agent for p. S. N. Co. Stanley . SULIVAN HOUSE, Falkland Islands.

20. December. 1911.

Sir,

I enclose herewith a letter I have received from the 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,

19-

The Secretary,

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

London.

TELEGRAPHIC ADDRESS: "ARMY, LONDON."

TELEPHONE No : GERRARD 500.



Army & Ravy Co-operative Society, Limited, 105, VICTORIA STREET, WESTMINSTER,

LONDON, S.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,

General Manager & Secrets

Vere Packe Esq., Sulivan House, Flakland Islands.

TELEPHONE NOS. : 69 & 5723 (9 LINES). TELEGRAPHIC' "AUXILIARY, LONDON." ARMY & NAVY AUXILIARY CO-OPERATIVE SUPPLY, LIMITED, FRANCIS STREET. VICTORIA STREET. WESTMINSTER, S.W. EXPORT AND SHIPPING DEPT. 13 19 12 I beg to enclose invoice Y Blade. for the package, which has been ducer J desputched to for the matter It is regarded that there documents war in advertantly mis land. Tella by Tam. Con

in Station alkland Stands.

Your obedient Servant.

41

Secretary and Deputy Manager.

EXPORT AND SHIPPING DEPARTMENT.

# ARMY & NAVY AUXILIARY CO-OPERATIVE SUPPL

REFERENCE.

LIMITED,

FRANCIS STREET,

VICTORIA STREET,

WESTMINSTER, S.W. ŝ 1711 19 NAME ADDRESS OR MARKS\_

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Authorised MARCH, 1909.

1611

on board the STEAMSHIP called " OUTWARD MAGELLAN. (INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

	Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measuroment.	Kilos.
Brs W Jacken VSP. Ebauler	₹7/46 4474/83 4484	10 bags 10 Rundles 1	woodwork combiners	30%. 42/6	1.5 10 Cwl 13.6
· inor	4485	l cash	.cl	clips	8 Cubb 10 16 2 2 4 7 13 0. 13 0.
\$ V.P.	10 bags n 7.9	ails val Charges	u. \$ 7	- 7 - 4-	5. 6 5
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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 W. LOWDEN & CO.

Juenty three

No.

or to his or their Assigns

son board to a leamship called "whereof "whereof "is master, for the present vorage, 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 process what south of places what south and bound is an out of or beyond, the route to the said Port of Discharge), once 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 to, and stay at, any ports or backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, bas or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purples whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and or property, or for any purper 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 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 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 or printed; to carry goods or deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other or printed; to carry goods or deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other 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 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 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 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 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 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 a substitute or tranship the goods by a substitute or tranship the goods by a substite o or printed ; to carry goods 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.

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, (B.) Said to be marked and new 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 Lading, which constitutes in contrast between the Owners of the goods and the Owners of the Sh responsibility shall cease, in the like apparent good order and condition, at the Port of Stanley & I cl

responsibility shall cease, in the like apparent good order and condition, at the or so mear thereto as she can without detention or delay, safely get unto

(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 (C.) Freight for the sale down in ten per cent, primage, as per margin, without deduction, to become due on snipment, and to be paid in Errene of (Vessel lost or not lost). Lightrage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of (Vessel lost or not lost). The accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of p 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 Gompany.

 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,
 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, 1. The company shall be the loss, our injury ansing from any of the company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, 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, 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, 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, whether by and or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, and the service of the company or not, Vermin, Barratry of Masters and Mariners, Ca Adverse Claims, Arrests or Restrains of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether Adverse Claims, Arrests of References, Funces, strength or otherwise, Bursting of Fackages 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 delivory, by reason of Quarantine or other Sanitary resultions the state of the Unit of the Denset of the D 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 unsale 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 he 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 Cloches, or contained in any package or parcel, whatever may be the statuer of the statuer of the statuer of the securities in a statue or floo per tor messare. 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 fraight ment as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof bo 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 himts the Company's liability is not to exceed three shillings ner one traction. In company he liable for some program and expressed in the shift of the company's until the company he liable for 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 the sevent shall be and sixpence per sevent English Pounds weight, in Company's option. In no event shall the Company be liable for any profile 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 W., or value over the invoice initiar charges and the Company shall have the option of replacing any lost or damaged goods. 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 information of the similar charges, and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an infiammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously ared and arranged for mer discrete area of destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners 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, may be seized and confiscated or destroyed by the there which may be sustained by the ship or any other cargo, or by any person or interest 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 :

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 to be made by the owners are average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the

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 orpenses 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 whon 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 company respectively, 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 there 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 emainder of such lot. Through Goods are also subject to all the conditions of the reaching given by each Company respectively, 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 acception this reaching the Owner of the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations

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 mestion arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mention of printed, and that should any mestion 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 MUL 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 Wither the day of Adventity of Adventity 19-11.

INTED BY TURNER AND DUNNETT, FENWICE STREET, LIVERPOOL

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

Dear 📥

We ber 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, t'erefore, 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.,

Marduy

4 Stellow my Fear Inles

# 10th May 12.

# The Pacific Stear Navigation Company,

Livertool.

Dear Sirs,

1

## "ORAVIA" GOUCTAL AVEAGE.

We are in reclipt 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 arounts collected were those detailed on our list (three, totalling PS.10. 0); since then we have collected a further sum of £91.5.2 and by last mail we credited you in our statement of account with the sum of £95.15. 5. A detailed statement of that is enclosed herewith.

As remards 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 sail to furnish the same to you and shall be glad if you will correct the list accordingly.

Bill of Laling Ro.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 chipments for Clients - these latter probably include the amount due on Bill of Lading Ko.ll, but as we have no detail, at this end we are unable to state this for certain.

We correct that you should let us know that arounts 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 "arch let that Measure Wark Wayhew Ltd have paid fl. 4. O in respect of fill of Lading No.59 - the mode have now been sent to fr.Furner. Yours faithfully,

B/L	Mark.	Shipper	Consignee	Prine cost	Char up	Total.	Set set i and a
6		Wr.Rooton & Yutes	C. Hilling Mahaba.	171.10.11	20. 2.10	01.18. 9	25 collected 50. 9. 5
25	JWS	J.Wallis & Sons Ld	. do	20	6.15. 7	20.15. 7	6.13.11
27	$\mathcal{V}^{j}$	C.A. D. Iorton	do	74.13. 4	12.13 6	63.11.10	22. 3.11
							79.5.5
ವಚ	I:	do.	J.Lehon	40	4.14. 2	44.14. 3	11.5
P.R	. 4		Mrs McCall	10		10	<b>≈.</b> 6
41	5		G.Morris	3.10		- 8.10	12. 6
<b>[i</b>	6		W.J.Torthy	జ		2	10
12	8		A.M. Bernes	4.16	1. 4	6	1.10
52	9		E.P.Waller			8	10

\$ 95.15. 5

int.

PALITIL

OUTWARD MAGELLAN.



(INCORPORATED BY ROYAL CHARTER 1840.)

**CD** 

Kilos.

Weight or

Measuromer

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2

LIVERPOOL AND WEST COAST LINE.

Contents.

No. and Description of Packages. E

Tons. Owt. 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 Receibei for shipment, in apparent good order and condition, from WACKERBARTH, HOLT & GO. LTD AS AGENTS. on board to stamSHIP called " "whereof present voyag lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by whit he goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed steamers of Ples whatsower (the white proceeding to an out of or beyond, the route to the said Port of Discharge), once to, and stay at, any ports or place whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once to, and stay at, any ports or 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, backwars or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, but of inforwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose thatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and or property, or for any purpose matsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings shall be deemed include 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 mads whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chained 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 numered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Guality, Guantity, Value, Measle, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the ontract 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, ithout detention or delay, safely get unto one

(C.) Freight for the said Goods, ith Ten per cent, primage as per margin, without Beduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Light are 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 Aerage, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool.

The Shippers, Consignees, 4d 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 hrein as the Company.

or their Agents are described with as the Company.
1. The Company shall not be "ponsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely :--The Act of God, King's Enemics,
Pirates, Robbers, Thieves, whether Diand or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo,
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Pirates, Robbers, Thieves, Wester, Theorem Seizure, Seizure, Embargo,
Pirates, Robbers, Thieves, Wester, Theorem Seizure, Seizure, Embargo,
Pirates, Robbers, Thieves, Wester, Theorem Seizure, Seizure, Seizure, Embargo,
Pirates, Robbers, Thieves, Wester, Theorem Seizure, S Pirates, Robbers, Theves, whether and or sea, or wantever kind, in the service of the Company or not, vermin, particly of plasters and interior, or particle, biguites, whether Adverse Claims, Arrests or Restraintof Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether Adverse Claims, Affesta of Attests, rules, rules of Feople, or by Civil Process, Revolutions, Riots, Strikes, Lock-Outs, Tabout Distances, Ander of Attests, Feets of Climate, Heat of partial or general, from whatever can, or anything done in furtherance thereof, whather the Company be parties thereto or not, the Action of Mobbs, Effects of Climate, Heat of partial or general, from whatever the anyoning done in nurtherance thereor, whether the Company be parties thereto of hot, the Action of Internet, finance thereas in size, Holds, Steam, Smoke, Sweating, Furgation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, Holds, Steam, Smoke, Swearing, rengenon or Disintection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Facages of consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Fro, 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 of Coal Dit, Leakage of 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 absect of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Packages. Loss of Weight. description thereof in this Bill of Lawy (the alleged marks, numbers, or Addresses, or Description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage to or fra 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 Incoact 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 dame to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanka, Pumps or Pipes of any kind, Collision, tranding. 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 purose 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 those 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, Put, 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 charteredly them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge he 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 th Owners. In case the goods cannot be discharged during the ship's stay at the port of delivory, 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 spense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Intedict 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 eason 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 could 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 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 describer 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 Ford 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 incorrec 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 ort 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 athorities, 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 Carpany may be made available by sale or otherwise.

No claim will be entertained unler 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 he 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 demutrice of any loss of the Goods and charges at Port of Shipment, including Freight, if paid; claims for demurrage or partial loss t be adjusted on the same basis.

The Company shall not be acountable to any extent whatever for Bullion, Specie, Pracious 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, Timepieds, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Decds. 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 statuary statuary of the foods of whatever description, exceeding in value £10 per package or £100 per ton weight or measure 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 measure ment as freight may have been colleted, 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 freiht, 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 fot, 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 increased in the seven and for any profits or increased and the seven and th any profits or increase in price, or vilue 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 information of their nature being previous chargester, shipped without permission, and without full disclosure of their nature being previously.

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7. Any claim which the Owner of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were whon the event occurred on which the Owner of Goods carried on Through Bill of Lading desire to prosecute shall only be made against the party in whose possession the Goods were whon 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.

day of

shall be adjusted as above mentioned).

Dated in LIVERPOOL this

Shippers.

immediately the goods have left the stammer'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 thestion arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above most

Drehm

IN WITNESS whereof, the company hath affirmed nd void. If required the company one of the ding, all of this tenor and date, one which being accomplished the others to Billso stand void. If required by the company, one of the of tatting must be endorsed in exchange for the Goods 19

FRINTED BY TURNER AND DUNNETT, FENWICE STREET, LIVERPOOL

# No.587/1911.

(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,

19th January, 10 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	201.	4.	2	
	£I470.	I8·	5	

The above does not include cost of Insurance.

I am,

Sir,

Your obedient Servant,

N. W. Der

Colonial Secretary.

The Manager,

Falkland Islands Company.

thorised MARCH, 1909. OUTWARD MAGELLAN. HE (INCORPORATED BY ROYAL CHARTER, 1840.) 5 1.4 LIVERPOOL AND WEST COAST LINE. No. and Description Weight or Kilos. Marks and Numbers Contents of Packages. Measurement 10.00 10-10-10-15 St 12 2 2 Mar Line Sec.1 4.15 1. 1 1 N 12:01 1.56 1. .... 805. ÷t. £12.7 m C.H.M.S. 12 4 1.53 100 Ge 40.0 Ar Talkland. I al mads. Gasks 91/10. Rom son Jement 4 4 . 2 13" 1 6.30 1 ه نده Der endersensen - CIA 28 214 13 B/1 3.7.5 2003 +98 200° Tons, Owt Qrs, Lbs 4 . \* Freight on pen Ton Weight, £ at N . . 5-1500 Freight on per Ton Meast., £ at per Ton Meast.,£\_\_\_\_ Freighton at \* \* \* Primage at Ten per cent. 1.12 M 1 1 1 - 27 Total, £

1 32 15	01010101	AGEI	STR	ROR	81 52 12	OOLONIE	
					- 13 Mi	UVEUMIN.	



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10 P 10

Received for shipment, in apparent good order and condition, from

(A) on board the STEAMSHIP called " Oravia " whereof. Is master, to the second of 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 or places whatspaver (although in a contrary direction to, on out of, or beyond, the route to the said Port of Discharge), once or the statement of places whatspaver (although in a contrary direction to, on out of, or beyond, the route to the said Port of Discharge), once or the statement of the second of the statement of the second of the s 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 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 other backwards or forwards for local and in a contrary direction to on out of, or beyond, the route to the said. Port of Discharge), once or other backwards or forwards for local and in a contrary direction to on out of, or beyond, the route to the said. Port of Discharge), once or to, and stay at, any ports or forwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, backwards whatsoever on the adding or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any purpose whatsoever on the adding or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, backwe sor torwards, 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 whit 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 printed; to carry goods of all even of an even of an even of an even of an even of the voyage or voyages, and all such ports, places and sailings 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 printed; to carry for the substitute or tranship the Goods by any other printed; to carry Goous or chartered by the Gompany or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots,

#### PACKAGES OF MERCHANDISE, Three Hundred & Thirty Seven

(B.) Said to be marked and umbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quantity, Value, Menture, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Confract between the Owners of the goods and the Owners of the Ship) from the Ship of or so near thereto as ste can, without detention or delay, safely get, unto \$2170

## The Officer administering the Gevernmenter to his or their Assigns.

(C.) Freight for the said Goos, 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, Consignes, 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.

or their Agents are described interent as the Company.

 The Company shall not eresponsible 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 ind 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 trinces, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anythingtone in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Strikes, Empirican and Provincies and Provin Sweating, Fumigation or Disintedon, 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 mark, 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, Maure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, obliteration, insufficiency, or absence of Marks, Numbers, nor Addresses, or Description of Goods shipped, difference belween the Marks or the conferts of the Packages and the 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, Boilere, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Fipes 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 er purpose, Unseaworthinessor 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 ocasioned 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 hable, 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 Lof 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 contrast 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 naid by the Openation of 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 naid by the Openation of the packages o 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 Glass, Articles, Articles, La patiente, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, used for Javallary, Precious Stones, Trickery, Watter, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, used for Javallary, Precious Stones, Trickery, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, used for Javallary, Precious Stones, Trickery, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, Trickery, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, Trickery, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, Trickery, Valuable, Drugs, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, China, Crockery, Farthenware, Lewellary, Articles, Used for Javallary, Precious Stones, China, Crockery, Farthenware, Lewellary, Articles, China, Crockery, China, Crockery, Farthenware, Lewellary, Articles, China, Crockery, China, Crockery, Farthenware, Lewellary, Articles, China, Crockery, China, Crocker in Glass, Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timericene Martines, Martines, Discourse, Orders, Notes, or Securities for payment of money, Stamps, Mars, Letters, Writings, Title Deeds; Paintings, Engravings In Glass, Articles of a fragile or perishable nature, valuable Drugs, China, Crockery, Eartnenware, Jeweilery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosaics, Rus, Rank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pietners, Statuary, Silks, Furs, Lace of 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 Binglish Pothds 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 countial or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company 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 optime of any consequential or special damages.

shall have the option of replacing any lost or damaged goods. 5. Goods of an infammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be remaining the contract or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible 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 con-sequence of such shipment is the company sequence of such shipment and the company at the second of 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 con-sequence of such shipment is the company of the company at any time before delivery.

6. The freight, is required, all 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 Rreight 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 for payment of such. 7. Any claim which the Owners as they may require, and the Company shall have a lien on the Goods for payment of such. 9. Any claim which the Owners are they 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 remaind

event occurred on which the Owners of Goods carried on Intrough Bill of Lading desire to prosecute shan only be made against the party in whose possession the Goodswere when the 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 Calla 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 shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease

a. On Cargo for Callao five shillings per ton same 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).

whether written or printed, and that should any question arise on this contait, in a term of the stand of this tenor and date, one of which being accomplished the others to above mentioned). IN WITNESS whereof, the Company hath affirmed to the Bills of Lading must be given up, duly endorsed, in exchange for the Goods. Stand void. If required by the Company i one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods. Dated in LIVERPOOL, this I that day of the Bills of Lading the day of the Bi

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Re 4. 796.	I stys	STRANS STRANSTER COMMENTER	7. 3	2 Bundle Barge Beards.
Take i and the set of	O.H.M.S. CONTRACT YOUR SHIT AND	and contract poor and and a same	8/14.	7 Mundles Rufters Collars etc
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13/6.	4 Pieces Foundation Plates		73/4. 78.	2 Cases holts Sherews ate
97/8.	2 Bundles Bolts		75/48.	1 Case Ventilators.
	4 Barries Belte & Nute inclaiming	0 The Setter	65/7.	9 Cases Galve. Corrugated Iron
\$9/102.	2 Decora 42 ft. Masts ON DEOK AF -	DIE 2 HO. RISK. DOLDAR	98/9.	3 Cassa Golve Iron Gutterings 2 Casso Saches & Casings
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1055.	1 Cask Tackles & Chains	00000000000000000000000000000000000000	101/3.	3 Drums Paint
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1041.	1 Case Teels		T	Volado N
1042/3.	2 Ceils Mamila Repo	a parting a	-	Falkland Islands. 523
1044.	1 Cask Tar White Long Talley Oil c	MoAL Wire Hard	12/300.	1 Case Water Beiler . Smonsauphac reque .
2,45/6.	2 Bruns Ceal Tar	rd	12/846.	1 Case Ten & Constant
1047/8.	2 prume Mined White Paint	H a at	A 9	Reg 799 Halfland Isle
1049/56.	5 Anchor Chains		Stanley.	20 Tarrod Bags Sai thy Coal.
1057/64.	8 Anchor Staples & Plates		Mg. 1293	20 Tarrod Bags Sai thy Coal.
1065/6.	2 Winch® A.	ESS SS SS SS SS SS SS SS SS SS SS SS SS	10 1000	W W
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the service of the second	1 Case Chains Bolts etc.	5-15 (01) (2 ) (3 ) (3 ) (3 ) (3 ) (3 ) (3 ) (3		T O. A. C. Side C. Side No. Ties 10 Ingland
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1088.	1 Case Leather Belting	bio abilitati na salatina da taka taka taka taka taka taka taka	T 9 792	Religion is received and the rectificient
1013/14.	2 Cases Bronze & Copper Wire	ann an an the driver form form	The second second	0, A.g.
1015.	1 Cam Riestrical Instrument	And the second sec	alle of ugain at	Palkhand Islands
2,16.	1 Cash Regime 011	Construction of the late	N 37.	
2017.	ons 1 Cask Heavy Byname Oil 1 and	Tol be the original constants	in Willis Styles	1 Case Clething & Boots.
1018.	1 Case Grease White Hed Lend. L	any Wiek Tools ste.	to berrupanal libio z ora 11 11 Ing paga	ata
1011.	1 Case Banekles etc.		an-dalda	

G 86-112-150 R-8.11/11.

TELEGRAPHIC ADDRESS: "ARMY, LONDON."

TELEPHONE No : GERRARD 500.

LONDON, S.W.



APMY & Pavy Co-operative Society, Limited, 105, VICTORIA STREET, WESTMINSTER.

In reply please enclose this slip. REFERENCE-Export. 23. 1. 12

25rd 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,

tracher,

General Manager & Secretary.

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

NO NAVY STORES AMAINED TOTTENHA OXFORD STREET 41.50 AT TELEPHONE Nº 4371 GERRARD D'OLIER STREET, DUBLIN. OXFORD TELEGRAMS, SUPPLIES, LONDON. 17 AND 19, UNION STREET, ALDERSHOT. CODES USED A B C UNICODE STRADA REALE VALLETTA, MALTA AND MARCONI'S. 45 AND 46, CHURCH STREET, GIBRALTAR CEST SQ. 15, Regent Street, Ondon, 23rd January. 1912. J.A&N. STORES RAF XPT. GREEN PARK PARK TUBE STATIONS

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. Btanley. Falkland Islands. DG

Jan 5 1912. Mr. a Harding sq. -Stanley my deau Sin, endorsed vide form instructions overhaf. Slesse be good enough to settle Claim, J. S. M.G., & charge some to one Weddell Station A/c. Taithfully fours, We Secombett themo.

movice value - Box. D. £ 33. 4. 9. Sxact

- win \$ 7.1.6 -

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The Falkland Islands Convery, Livited. Arents for Pacific Steam Lawingsion Conteny. Stanley. December 18th 1911.

lear Sir,

Broke F. Straff

aus & 1912.

We beg to inform you that yo have received instructions from the Tacific Steam Savigation Company, Liverpool, that owing to the accident to the T.M.S. ORAVIA at onte Vileo de are to obtein iron all consignees of carro by that steamer a guarantee for alyrent of general average. A subsequent telever instructs us to collect 25% of the value of the erchandize from constrances Before delivering carro ve shall, therefore, require / Bill kor Lading to be endersed to the erroct that the bour are ace hold under average bond, and also the payment of 25% of the value of the goods of security to take.

Yours faithfully,

1. Leern bill ma or the Armis, Facific Steam Daviration Company.

Marduy Sor . You

Mry desiden

W. Saccombe Williams by Weddill Skand

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Shipping Opecification

# JAS. SHOOLBRED & CO., LONDON.

EXPORT. Date 10 th November 1911. 3 Cases Packages consigned Contents, Value, &c., of 3 Car to Manley. Falkland Islands per S.S. Oravia Marks Mr. Dean. Shanley Cottage. Falkland Islands Stanley. Falkland Islands No 1 Case. lined makenproop. to charter Dize 4. 5 x 3. 1 x 3. 1 Weight 3. 1. 23 1 alpha Tennis Posts. 1 haven Tennis marker 25. 146 2 Toy Perambulatous 2 11 . 1 Wheelbarrow . 56 Enclosure: - Photo frames etc. 2. . 7 16 Nor Case. lined materproof. Size 2.4 × 1. 7 × 1. 9 Weight 3 gt2, 4 th 10 . . 16 17 6 26 17 6 1 Fithed case . Nos Care. lined materproof Size 2.5×1.6×1.7 Weight 1 gr, 13 th 22/ 48. 4 Copper Pots

uthorised MARCH, 1909.

# OUTWARD MAGELLAN.

C STEAM NAVIGATION

(INCORPORATED BY ROYAL CHARTER, 1840-)

60.

LIVERPOOL AND WEST COAST LINE.

Weight or No. and Description Kilos. Contents Measuremer Marks and Numbers. of Packages 6 9 5)

Tens. Cwt. Qrs. Lbs.

Fcet.

per Ton Weight, £ at Freight on

at

at Deper Ton Meast., £ 9 Freight on

Freight on

Primage at Ten per cent.

per Ton Meast., £

£

Total

(A.) Received for shipment, in apparent good order and condition trom on board the STEAMSHIP called " 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 present voyage. Iying 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 oitener, 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 Conde bu grow before a whother council or before or not before the commencement of or at any period of the Voyage.

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. and to sail with or without pilots. 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'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 1 -----

(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 Cowners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company.
 I. 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 whalever 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 by land or general, from whalever cause, or anything done in furtherance thereof, whethar the Company be parties therefor or not. the Action of Mohes Effects of Climates.

Pirates, Robers, Theves, Arrests or Restraints of Pirates, Rulers or People, or by Civil Process, Revolutions, Poins, Poi Unification of the same when 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

Workmen, or other persons in the secret of the company whether on board the said sing of any other one pectanging to, of chartered by them, or on single, or for whose acts they would otherwise he liable, or otherwise howshower, 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 of at the risk and expense of the Owners. In case the goods and the 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 case, 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.

at any other Port ne may consider sale, at the expense and the owners, an such expenses upon the goods, or whatever hatere or which, shart be 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 or 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 a 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 and the particular convince on the incomplete or incorrect description of weight or contents or any other particular convince on the payment of the payment of the payment or the incomplete or incorrect description of weight or contents or any other particular convince on the payment of 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

requirement of such Authorities, shall be paid by the Owners, and the Company shall have a nen 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 a 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 Charge of a defined are a valued.

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, Moaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Tilde 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 artices, 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 shilling; and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any prefits or increase in price or value over the invoice cot 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 Charge, 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 confiscaled or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible for all damage

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 stall 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 Gods. 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 expenses as they may require, and the Company shall have a lien on the Goods for navment of such

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 owards 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 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 Linethey pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.
8. On Cargo for Callao five hillings 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 the 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 are only inscribed exercised according to British Law (excepting that General average shall be adjusted as above mentioned).

adjusted as above mentioned). IN WITNESS whereof, the Company hath affirmed to the 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 Liveppol. this

Dated in LIVERPOOL, this Shippers

to his or their Assigns.

OUTWARD MAGELLAN. THE PACIFIC STEAM (INCORPORATED BY ROYAL CHARTER, 1840.) LIVERPOOL AND WEST COAST LINE. No. and Description Marks and Numbers. Weight or Contents. of Packages Measuremen . 0 5. 1 lease Stave

Authorised MARCH, 1909.

Tons. Cwt. Qrs. Lbs.

Freight on at per Ton Weight, £ Feel Inches

Freight on

Freight on per Ton Meast., £ at

Primage at Ten per cent.

at liperton Meast., £ /- 0

£

(A.) Belleived for shipment, inapparent good order and condition, trop care the steams realized " OPANIE?" "whereast is Master, for the steament whereast is Master, for the steament of the s on board the STEAMSHIP called " 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 or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all stuations, saving life or property, shall be deemed included within the Indeed 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 and to sail with or without pilots. and to sail with or without pilots,

CALL 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, Quality, 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's Tackie, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of the ship's Tackie, when or so near thereto as she can, without detention or deay, safely set unto or to his or their Assigns.

(C.) Freight for the sald Goods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in LiVERPOOL, (Vessel lost of 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, Consinees, and Owners of the Goods, or their Agents, are described herein as the Owners or Charterers of the Snip, 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 sca, of whatever kind, in the service of the Company or not. Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrets 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, 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, whether partial or general from whatever cause.

Embargo, Adverse Games in Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Rules, Structs, Lock-outs, Labour Disturbances, Irade 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, Funigation 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, Chaiage, Waslage, 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 damagefromCoal 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, Interesting in Sufficiency or packages of Laws or Discretion or 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 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  $\frac{1}{2}$  Ship or of Land Transit of whatsoever refure or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any patt thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Standing, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Standing, the ship whether existing at the time of shipment or not, whether any of the purpose of exitinguishing fire or for any other purpose, Unseaworthiness or Harbor, 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 ver

Workmen, or other persons in the service of the Company, whether on board the said Ship of any other Ship belonging to, or chartered by them, or on spore, 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 of 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, **s** 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 laud 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 like Company shall have a tisen prone the goods until the payment of same.

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 a shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all times and expenses, or losses by detention of Vessel as 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 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 a hereby conferred on the Company way be made available by sale or otherwise.

A 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 same basis.
 A the Company be responsible to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plaled Articles, Glass, Articles

claims for demurrage or partial loss to he 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, Timepiece, Mosaic, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Tille Deeds, Puintings, Engravings, Pictures, Stetuary, 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 a tides, 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 attime 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, 5. Goods of an inflam matter, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be scized and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, shall be Owners, and the Owners, shall be orders any be scized and confiscated or destroyed by the

and arranged for, may be scized 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 receiver the 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

board of her in consequence of such shipment, whether Owners shall be aware thereof or not.
6. The freight, if requires 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 coods. 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 Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and

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 or 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 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

Shippers

Kilos.

17/a yern

Authorised	MARCH.	1909.
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Marks and Numbers.

F.T.

No. and Description of Packages.

bace

OUTWARD MAGELLAI	Т

INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Contents.

Weight or

Measuroment

28.6

Kilos.

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

on board the STEAMSHIP called " """"" " "whereof 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 stcamer 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.

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 for the sings racke, w or so near thereto as she can, without detention or delay, safely get unto Kodereen or to his or their Assigns.

land:

## Kodereco

Car

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. 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 Enemics, 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, Chatage, Wastage, Evaporation, Inhorent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowago 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, Inacouracies 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 depot, or lazaretto, and to land thom 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 sont 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 Transhupment, 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, Writinga, 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 pormission, 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 Calho 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 mode have but if 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 que tion arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mastic shall be adjusted as above mentioned).

M WITNESS whereof, the Company hath affirmed to WOBUS of Lading, all of this tenor and date, one which being accomplished the others to stand vold. If required by the Company, one of the Bills of Lading must be given up, duly encoused in exchange for the Goods Dated in LIVERPOOL this Shippers. The Standform the Affrage of the Standform of the S

PRINTED BY TURNER AND DUNNETT. FENWICK STREET, LIVERPOOL

Tons, Cwi, Qrs. Lbs.

Freight on at per Ton Weight, £

Feet. Inches

Freight on

Freight on at per Ton Meast., £

> at per Ton Meast., £

> > Primage at Ten per cent.

Total £

£

Authorised MARCH, 1909

## OUTWARD MAGELLAN.

(INCORPORATED BY ROYAL CHARTER, 1840-)

THE PACIFIC STEAM NAVIGATION CO

LIVERPOOL AND WEST COAST LINE.

No. and Description Weight or Kilos. Contents. Marks and Numbers of Packages Measuremen 12: Cases 0 5

Tons. Cwt. Ora, List 35-11 at 50 per Ton Weight, £

Freight on 15-10 at L Sper Ton Meast., £

Freight on

Freight on

5-3 at 4 2 per Ton Meast., £

Primage at Ten per cent.

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

" supply disson If OD RIFE A J" whereof

on board the STEAMSHIP called " 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, order, backwards or forwards, for foating or discharging cargo or passengers, towing and assisting vessels in all students, saving the 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 salings 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.

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PACKAGES OF MERCHANDISE,

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(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

(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

The Shippers, Consignees, and Owners of the Goods, or their Agents, are described netern as the Owners. The Owners or Charterers of the Ship, or their Agents are described herein as the Company. 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 therelo 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 J 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 stale 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 Port, want 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 g 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, may be derived on the Port he may consider safe, at the expense and risk of 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 a shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expresses and all lines 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 context, or how of the packages, or by incomplete or incorrect description of weight or context, 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 a 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 t claims for demurrage or partial loss to be adjusted on the same basis.

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 and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any prefits or increase in price or value over the invoice cost or agreed value, whichever is least, or for any loss of 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

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, 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 gont 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 then 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.
8. On Cargo for Callao five shillings per ton extra will be charged if landed by the Company to cease on dellvery 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 Stamship Company's responsibility shall cease immediately the Goods have left the steamer's tackle.
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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 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 Dated In LIVERPOOL, this Dated Sector Sec nov

Shippers

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3 £

Total, £ 3

## DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT.

Hiverpool. H.

\_the undermentioned -

# THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL CMARTER, 1840.)

No.\_ 106.

LIVERPOOL AND WEST COAST LINE.

Beceived from H.

to be shipped per Steam-Ship

(Into) parcel

Urmstron cy.

lbs.

1 Dravia

F. 1.

1911

\_\_\_\_bound for

FREIGHT £ : . paid in LIVERPOOL.

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

The above Packages are received superior 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 07247.

The within wentined foods Back. average den 100 0

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. PACIFIC STEAM THE NAVIGATION COMPANY. BY ROYAL CMARTER, 1840.) LIVERPOOL AND WEST COAST LINE. Beceibed from Aller 191 to be shipped per Steam-Ship \_\_\_\_bound for acted . \_\_\_\_\_the undermentioned .--1. (me) Bose. he A. a. macaskill 1bs. F. 1. 3 East tope Back paid in LIVERPOOL. FREIGHT £ 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 497237

The within curutioned go 5 de eder de ALT. boud 20 accept 50. C'is 12

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. THE PACIFIC STEAM COMPANY. NAVIGATION (INCORPORAT BY ROYAL OMARTER, 1840.) No. LIVERPOOL AND WEST COAST LINE. Liverpool,\_ 191 Receibed from to bershipped per Steam-Ship bound for auter \_the undermentioned :base 1. (Ine) - mc. ball lbs. F. İ. horth Drin 10. 21 paid in LIVERPOOL. FREIGHT £ NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN 25. THE COMPANY

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.

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. PACIFIC STEAM THE NAVIGATION COMPANY. (INCORPORATED BY ROYAL CHARTER, 1840.) No.\_\_\_\_\_. LIVERPOOL AND WEST COAST LINE. Liverpool, \_1 3 191, Received from\_ to be shipped per Steam-Ship Oravia \_bound for Bat straled. \_\_\_\_\_the undermentioned : parcel. 1bs. F. . morris bamp Leacher FREIGHT £ 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 PACIELS VIGATION COMPANY.

Pert Marchen. J. H. 18. 1. e. 11. Prest Marchen. 1. Ene Jarcel. Mur. P. Morris Samp Leacher. . 0 .1 evec.

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. THE PACIFIC STEAM NAVIGATION COMPANY. (INCORPORATED BY ROYAL CHARTER, 1849.) No. Dec. LIVERPOOL AND WEST COAST LINE. Liverpool, 191 Receibed from to be shipped per Steam-Ship bound for the undermentioned :-1bs. F. TH N 3382-FREIGHT £ paid in LIVERPOOL. THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FIR MORE THAN £5. The above Packages are received subject also to the general conditions and exceptions expressed in the Bills, of Fading granted for Goods by this vessel. For THE PACIFIC **IGATION** COMPANY. H-97247.

J: The contrain mentioned foods are accepted under average bond. . J. J. Worthy. m/ dr

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. THE PACIFIC STEAM NAVIGATION COMPANY. (INCORPORATED BY ROYAL CMARTER, 1840.) AND WEST COAST LINE. Liverpool,\_/ 191 Received from\_ to be shipped per Steam-Ship bound for the undermentioned :lbs. F.

MB

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paid in LIVERPOOL. FREIGHT £ 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/ /NAVIG COMPANY. H 97247

then line value /= 4.6.5 haurice. Bucker

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. PACIFIC THE STEAM NAVIGATION COMPANY. (INCORPORATED BY ROYAL CHARTER, 1840.) LIVERPOOL AND WEST COAST LINE. Liverbool, H 191 Received from to be shipped per Steam-Ship bound for the undermentioned :-Case 1. One lbs. F. Ï. 29644 FREIGHT vaid 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.

as under accept the arthur aamed A Barner Naores Sarres 7 4 Dort Mauked. 1. Enes dousts 10 39644. 2. 6. 14/2. 2000

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT.

### THE PACIFIC STEAM NAVIGATION COMPANY.

(INCORPORATED BY ROYAL SHARTER, 1840.)

No.

LIVERPOOL AND WEST COAST LINE.

Beceibed from Jutton

to be shipped per Steam-Ship bound for - Store Pord \_\_\_\_\_the undermentioned :-

truss.

my y. P. Halker

Liverpool, 13.

lbs.

CIEIC SPEAM NAVIGATION COMPANY.

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FREIGHT £

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 PA

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ford a efted under 18 Walker 144 0824550 5480 64455 1.000 1000

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. THE PACIFIC STEAM NAVIGATION COMPANY. (INCORPORATED BY ROYAL CHARTER, 1840.) LIVERPOOL AND WEST COAST LINE. Liverpopl, 15 191/ Received from\_\_\_\_ to be shipped per steam-ship\_ bound for the undermentioned ;base Huncan R. Nation bog. 4.8. FREIGHT & 1: 3: H 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 97945

urther to acqut the ar Roma Ren 1.c. R. woolson E

DELIVERY WILL BE GIVEN ONLY UPON PRESENTATION OF THIS RECEIPT. THE PACIFIC STEAM NAVIGATION COMPANY. (INCORPORATED BY ROYAL CHARTER, 1840.) WEST COAST LINE. LIVERPOOL Liverpool,\_\_\_\_ 191 Leceived from\_ to be shipped per Steam-Ship \_ bound for the undermentioned :-One banvas bos. pho lbs. F. losthy. FREIGHT £ paid in LIVERPOOL. THE COMPANY WILL NOT BE RESPONSIBLE, IN CASE OF LOSS, FOR MORE THAN 25. 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 ST COMPANY. H 9726

The within curutioned foods are accepted under average Boud. 15. f. borthy.

OUTWARD MAGELLAN

Authorised MARCH, 1909.

CO.

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INCORPORATED BY ROYAL CHARTER, 1840.

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.			and Description of Packages.	Contents.	Weight or Measurement.	Kilos.	
	9/11 13. 12.	3111	Bundles Case do	Butter Tea			
r	2/3 4 5/6.	212	do do do	Sugar Curran Rineapp			
	7.3.	1/2	do do ds	apport	-		
	16 18 19 20	111	clo do do do	Fart Gr. Sags & Ja Rise			
	21 22/4 25.	31	clo do do	Complon Grocines Lymps	2		
	26. 27. 28.	111		Salt maker Oc Cannes Sal	non		
	29 30 32. 34.	111	do do do Elo	do Vega do Nerr Candles	atoes		
	33	1	do	Sauce			

Tons, Owt Ors Lbs

Freight onatper Ton Weight 
$$\pounds$$
2/3.26.34III. 7 $42/6$   
per Ton Meast.,  $\pounds$  $12...4$ Freight onIII. 7at $42/6$   
per Ton Meast.,  $\pounds$  $12...4$ momodusFreight onIII. 1at $45/6$  per Ton Meast.,  $\pounds$  $5.2..5$  $\pounds$  $5..14...9$   
Primage at Ten per centII...6Total,  $\pounds$  $6...6$  $3$ 

Beceived for shipment, in apparent good order and condition, from

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(A) Control IVI SILLY IIILY IIILY in apparent good order and couldion, from on board the STEAMSHIP called " present voyage, lying in the Port of Liver 2004, 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 oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, twing 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 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, printed; to carry Godo 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,

D. & E. MORTON, as Adam

(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 OVresponsibility shall course in the apparent good order and condition, or so near thereto as she can, without detention or delay, safely get, unto Stanley F.J

or to his or their Assigns.

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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, from whatever cause, of any state of the contractive contractive company be parties therefore not, the Action of Mous, Enects of Chinate, Heat of Holds, Steam, Shoke, Sweating, Fumigation or Disinteetion, 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, Vastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, The bartle or Initiation of the contractive of the contractive for the contractive of the contractive

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 or. Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorrect delivery, Ice, Perils, or Landing, Congestion by the set 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 lor any other purpose, Unseaworthiness of 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 hable, or otherwise howsoever.

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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. 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 a loss to be adjusted on the same hasis.

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 Stature, Stat Pictures, Statuary, Silks, Futs, 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 nart contained to reacting the second per package or £100 per ton weight or measurement as freight may have been collected, and which may form contents or nart contained to reacting the second 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 one 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 commission. In the company of for any Commission. Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company 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 antimo of section of section of the secti shall have the option of replacing any lost or damaged goods.

5. Goods of an infammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and inged for, may be served as the Company at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible 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 any other cargo, or by any person or interest whatsoever, on board of her in confor 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 bond, and pay to the Company such reasonable deposit by the Owners in general average, but for all previously unsuttance trengents and charges due to that by but do sign the average bond, and pay to the Company such reasonable deposit towards the average expresses, 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 expresses, the Owners, before receiving delivery order for the Goods for payment of such. 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 they are a lien on the constraints and the company shall of Lading desire to prosecute shall only be made a

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 nt occurred on which the Owners of Goods carried on Through Bill of Lading has been granted, is not responsible for the delivery event occurred on which the Owners of Goods carried on Through Bill of Lading desire to prosecute shan only be under against the party in which a 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 line the company to cease on delivery to succeeding carriers.

to their destination, the liability of the Company to cease on delivery to succeeding carriers. 8. On Cargo for Calleding 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). above mentioned).

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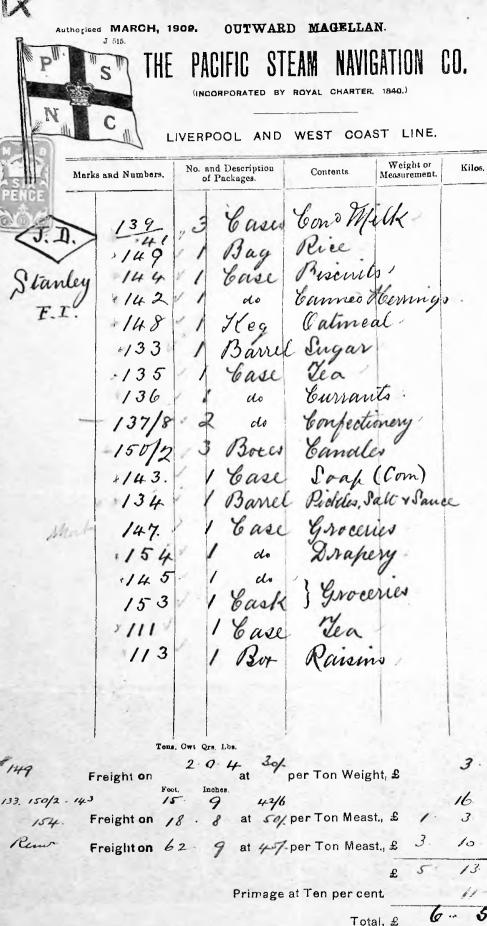
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above mentioned). It WITNESS whereof, the Company hath affirmed to 2 Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods. Dated in LIVERPOOL, this day of Hovernber MMMANA

Thereby agree to accept under Avrage Rond hor cases provisions de a S.S. "Dravia" which arrived in Sort Stanly December 17th 199

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# (A.) Beceived for shipmen, 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 to, and stay at, any purchase the state of t 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 the Voyage, and to sail with or without pilots, PACKAGES OF MERCHANDISE,

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 an (condition mentaged in this Bill of Lading, which constitutes the Contract between the Owners of the goods and the Owners of the Ship) from Uterships Tacted when the Company's responsibility shall cease, in the twe apparent, good orders and condition, at the Port of or so near thereto as she can, whout detention of delay, safely get, unto or to his or their Assigns.

(C.) Freight for the said Goods, with Ten per cont. 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, the Court of the Court of the Court of the Goods.

or their Agents are described herein as the Company.

or their Agents are described nerein 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, Unprote Uncore, Hook marks, or injury from Hooks, Stowage or contact with or smell or evaporation or drainage from any other Goods, or damage from Coal Dust, Leakage or the Arter Stowage or contact with or smell or evaporation or drainage from any of damage from Coal Dust, Leakage or the Arter Stowage or contact with or smell or evaporation or drainage from any of damage from Coal Dust, Leakage or the Arter Stowage or contact with or smell or evaporation or drainage from any damage from Coal Dust.

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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 deteurion 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 ne 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 pershable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepices of a highe of personal matter and the second se 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 reid. 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 inflampable, 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 0

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6 ... 5 ... 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, ad 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).

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(A.) Beceived for shipment in apparent good order and condition, from on board the STEAMSHIP called " "whereof

WM HODION & YATES.

present voyage, lving 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 order, backwards or forwards to the local in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or to, and stay at, any ports or forwards to the local in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or towards or forwards to the local in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge). to, and stay at, any points whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said rolt of bisding or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, burpose whatsoever a to loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, burpose whatsoever a to loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, burpose whatsoever a to loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, bauwaa us 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 ateamer 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,

ontes 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 Contract Starley 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, 1. The Company shall not be reponsible for loss, damage, or injury arising from any of the following perils, causes, or things, namely :--- The Act of God, King's Enemies, Firstes, 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, Seisure, 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, now of of contract which in the state of the 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 he occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Filoi, Master, Mariners, Engineers, Strewedores, 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 me the incomplete or insuff 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 a 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, Maos, 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-tweifth cubic foot or four shillings and sixpence per seven English Pounds weight is company's oution. In no event shall the Company be liable for any profits or increase in price or value over the invoice cost or agreed value. Parto. 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 encoursed and confiscated 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 con-

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 con-sequence of such shipment, whether Owners shall be aware thereof or not. 6. The freight if on 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

Sequence of such shipment, whether Owners shall be nave thereof or not.
6. The freight, if required, shall be nave thereof or not.
6. The freight, if required, shall be nave thereof or not.
6. 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, hefore receiving delivery order, for the Goods for payment of such.
7. Any claim which the Owners, as they may require, and the Company shall have a lien on the 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 of such as been granted, is not responsible for the delivery of any lot of Goods for which a "through Bill of Lading as part only of any lot of Goods for payment of such.
7. Any claim which the claim is based, and the Ship conveying a part only of any lot of Goods for which a "through Bill of Lading as part only of any lot of Goods for which a "through Bill of Lading the owners".
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 the 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 about any question at is contract, it is to be decided according to British Law (excepting that General average shall be charged as about the adjusted as about any question at the objection at the adjusted as about any question at the charge of the Goods and the Shipper or any Agent of the Owners, expressly accepts

above mentioned). IN WITNESS whereof, the Company hath affirmed to MrcABills 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 Livence this 14 AB day of 1971 19710 1 Agen

Dated in LIVERPOOL, this

The good mentioned on this Bice of lading are accepted under average boud. I. I. Sweener Ja Pace teka Rectiano

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CORRESPONDENTS IN ALL CHIEF CITIES OF THE WORLD.



### GEO. W. WHEATLEY & CO.,

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

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

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Should you have occasion to order any goods from this Country, permit us to solve 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, leave

Your most obedient Servants,

GED. W. WHEATLE . LO. geretary.

which we hope will reach you safely.



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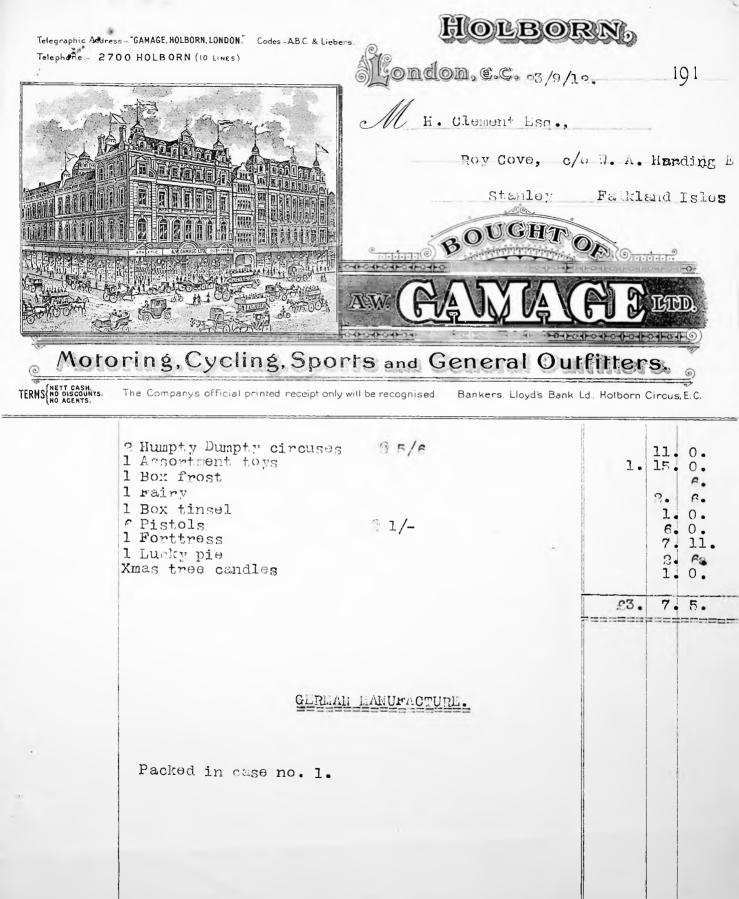
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INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

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Beceived for shipment, in apparent good order and condition, from on board the STEAMSHIP called "

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 in any order, backwards or forwards, for loading or discharge of or out of, or beyond, the route to the said Port of Discharge), once or the proceeding towards or forwards or forwards for loading or discharging of the point of the point of the said Port of Discharge). once or the point of ic, and stay at, any ports of 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, backmards 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,

400 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, (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 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 of 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, the Acents 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, 1. The Company shart by land or sea, of values or injury arising from any of the following perils, causes, or things, namely :-- 10e Act of God, King's Enemies, Firates, 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, Funigation 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, Fwaparation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, They Hoode Deery Hook matks or injury from Hooke Stowage or construct with or watersoration or drainage from water goods at damage from Coal provide Distribution and reingene from any other Goods and parage from Coal provide Distribution and reingene form any other Goods. 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 contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies in, oblication, 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 Landing, 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 Fipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in Harbour, River, or at Sca, 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.

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shall have the option of replacing any lost or damaged goods. 5. Goods of an infammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for ment the company, at any time before delivery, without any compensation to the Owners, and the Owners shall be responsible 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 of business 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 con-sequence of such shipment, whether Owners shall be aware thereof or not. 6. The freight if the prid by the Owners in full, without discount or abatement, in exchange for Bill of Lading. Ship or Goods lost or not lost Full Kreight is due

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 amaged or unsound shall be paid by the Owners in full, without discount or abatement, in exchange for delivery order, if required. The Company to have a lien on the Goods not only for 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 Goods, and pay to the Company such reasonable deposit towards the average expense. The Winds of the Company shall have a lien on the Goods for payment of such.

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 a Through Bill of Lading desire to produce of any lot of Goods for which a Through Bill of Lading has been granted, is not responsible for the delivery of the del Any claim which the Owners of Goods carried on 1 hrough 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 to: 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.
 On Cargo for Callan fire 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 fir the steamer's tackle.
 NOTICE. In accents will 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.

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).

Whaper to accept the within good under horrage Boud GAUNUAR CRAWTOO H.E. Bennett. OLTEN. 2) \*

Suthorised MARCH, 1909. IIE JAMES DUNN & SONS, Agents, Glasgow. GLASGOW, LIVERPOOL & WEST COAST LINE. No. and Description

Marks and Numbers, Weight or Contents. of Packages Measurement Casho Lignol

PAGIFIC

OUTWARD MAGELLAN

Kilos

10

SIEHIII INCORPORATED BY ROYAL CHARTER 1840).

Tons. Cwis. Qrs. Lbs.

Freight on at per Ton Weight, £

FeeL

at 50-Freight on per Ton Meast., £ Freight on 7 / - 6 per Ton Meast., £ 4 - 9-5

£

Primage at Ten per cent.

(A) Receibed for shipment, in apparent good order and condition, from Um boopen & Nophens on board the STEAMSHIP called " " " whereof " whereof " whereof " whereof " whereof " is Master, for this present voyage, lying in the Data of the Data of the WEET COAST OF SOUTH AMERICA, with liberty for the 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 this with a for the proceeding towards or calling at the Port of Discharge, to proceed to, and stay at, any order, backwards or forwards for local in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge, once to, and stay at, any ports of 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.

Juig 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

Falkland Islands. To

(C) Freight for the said Gods, with Ten per cent. primage, as per margin, without deduction, to become due on shipment, and to be paid in GLASGOW (Vessei 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 The Shippers, Consignes, 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 Owners.

or their Agents are described herein as the Company.

or their Agents are described nerein 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 fortherance 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, and therefore, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature Holds, Steam, Smoke, Sweating, Funigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Barsting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Ol, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from may other Goods, or damage from Coal or Coal Dust, Leakage of 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 Addresses, or Description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, Detention, Delay, Lighterage toor 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 apputenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Punnos or Pines of any kind. Collision. Stranding. Straining. Heeling over. Unsetting. Submerging, or sinking of Ship in Harbour, River, or at Sea, Admission of water into the vessel 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, Unscaworthiness 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, Pilo, 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 depot, 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.

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 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'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, or located 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 sich authorities, shall be paid by the Owners, and the Company shall have a lien upon the goods and charges. Any then requirement of sich authorities, shall be paid by the Owners, and the company shall have a lien upon 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 informet or insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other partic

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 lies to be adjusted on the same basis. 4. The Company such as the accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass,

chains for demurage or partial liss 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, Timepicees, Mossics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Trite Deeds, Paintings, Engraving, Fletters, 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 clother 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 and extre freight. Tay have been ellected, and which may form contents or garted cvalue, whichever is least, or for any consequential or special damages, or for any consisted and whice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission, Interest, Duty, Storage, Warehuse, Landing or other similar charges, and the Company, shall have the option of replacing any lost or damaged goods.
5. Goods of an inflammelle, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for may esteted and confiscated or destroyed by the Company, at any time before delivery, without fall disclosure of their nature being previously declared and arranged for the resequence 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 aba 4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass,

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 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 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 written or printed). 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 GLASGOW, this / 6 ch day of With 19

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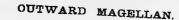
B. Helelevy not use

Authorized MARCH, 1909.

Marks and Numbers.

THE

No. and Description of Packages.



(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE

Contents,

Weight or Measurement

Kilos.



Receibed for shipingtipparent good order and condition, from on board the STEAMSHIP calle, Jania

on board <sup>1</sup> he STEAMSHIP calle... whereof is Master, for this present voyage, lying in the Prt GERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the to, and stay at, any ports or places whatsoever lith in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge, to proceed or oftener, in any order, backwards or forwards, ir hg or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose whatsoever, or the deviate, even if making in substance other voyage or voyages, and all such ports, places and saving shall be deemed included within the line of equipted eck and whether dangerous or otherwise; to substitute or tranship the goods by any other steamer whether owned or chartered by the Company, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

or to his or their Assigns.

Three hundre and seventy que (B.) Said to be marked and numbered or addressed, margin; the Company not being accountable for Marke, 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 Tackie, when the Company's PACKAGES OF MERCHANDISE. responsibility shall cease, in the like appargood order and condition, at the Port of Stanley 9.9 or so near thereto as she can, without detentionelay, safely get unto

Wesen She Jackley Islands Coho

(C.) Freight for the said Goods, with Ten per cetimage, as per margin, without deduction, to become due on shipment, and to be paid in LIVERPOOL (Vessel lost or not lost). Lighterage accuetomethis 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 she payable according to York/Antwerp Rules, and adjusted in Liverpool.

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

L. The Company shall not be responsible for loss age, or injury arising from any of the following perils, causes, or things, namely :--The Act of God, King's Enemies, Pirates, Robbers, Thioves, whether by land or sea, of were kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariuers, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Ruler'eople, or by Civil Process, Revolutions, Riots, Strikes, Labour Disturbances, Trade Disputes, whether partial or reveal, the second text of the text of the text of the text of the second text of the prince of the text of th partial or general, from whatever cause, or anything do furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Itolds, Steam, Smoke, Sweating, Fumigation or Disinfan, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or conseque arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Flooda, ly, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from any other Goods, and and the store of the store Goods, or damage from Coal or Coal Dust, Leakage of Bo; 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, Num, 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 m; 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, Trapment, 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 inll, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Discussion, and the second se 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 artinging fire or for any other purpose, Unscaworthiness or Unfitness of the ship whether existing at the time of shipment or not, whether are stated and the size of any state of any state of any state of the ship whether existing at the time of shipment or not. whether any of the porils, causes, or things above maned, 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, Man'rs, Engineers, Stevedores, Workmen, or other persons in the service of the Company, whother on board the said Ship or any other Ship belevices of the Company, whother on board the said Ship or any other Ship belonging to or chartered by them, or in ore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge the goods formle 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 Owner. Irease 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, Constion 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 is free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interdict of the Ibi 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 Quantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any other Port has not be reason of Quantine, 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, athe 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 he goods until the payment of same. 3. The Company's contract to course the pods 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 to course the pods 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 to course the pods 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 to course the pode shall cease when they are discharged as expressed herein, freight being paid in full. on all Goods not correctly described. The Commany 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 Described. The Commany will not be then they impleaded by an analysis of the Described by the Owners before shipment, with the name of the Port of Deliveryin letters not less than two inches long. All Quarantine expenses and all fines and expenses, or losses by detention of Vessel or Caren caused her incomplete or inco 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 marking of the packages, or by incomplete or insufficient marking of the packages, or the failure to provide any document, or to required by the Authorities at the Port of Deliver, 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, the be not by the Owners, and the Company shall have a lieu 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 bail of Lading unless notice in writing thereof be given at the Port of Discuarge within one month from date of arrival of Ship at such Port, nor will the Company have any loss or damage to Goods which is capable of being covered by insurance under a Lloyd's Policy. In any claim

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 liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid;

arising under this Bill of Lading, the Company in no case to be hable for more than one task to be accurately in no case to be hable for more than one task to be accurately in no case to be hable for more than one task to be accurately on the same basis. 4. The Company shall not be accurately to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass. Articles of a fragile or perisbable nature, Valuable Drugs, China, Crockery, Earthenware, Jawellery, Articles used for Jewellery, Precious Stones-Trinkets, Watches, Clocks, Timepieces, Mossier, Blas, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Picture, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clockes, 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 measure-ment as freight may have been collected and articles, nor for any form contents of part contents of any package, unless the value thereof be declared at time of shipment and expressed in the URL of Table. Tible Deeds, Paintings, Express, Mossie, Bills, Burs, Jace or Cashmere, manufactured or uumanufactured, made up into Clothes, or contained in any package ment as freight may have been collected and articles, nor for any other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measure ment as freight may have been collected and what may form contents or part contents of any package, unless the value there of bo 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 creed any profits or increase in price, or value over the invoice east or agreed value, whichever is least, or for any consequential or special damages, or for any Commission. Interest, Duty, Storage, Warchouse, I and or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being periously declared and arranged for, may be self ad configured and configured or otherwise whatsoorer, 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 erchange for fill of Lading, Ship or Goods lost or not lost. Full Freight is due on damaged or make or destress or 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 erchange for dilivery order, if required. The Company to have a lien on the Goods, not only for the freight and charges thereon, but for all previously unstituted for which a Through Bill of Lading has been granted and have a spece of the second of the second of and the second of and the owners as the part in whose possession the Goods were whon the event occurred or which he elawed on the strength occurred by the second of the part in whose possession the Goods were whon th

shall be adjusted as above mentioned;

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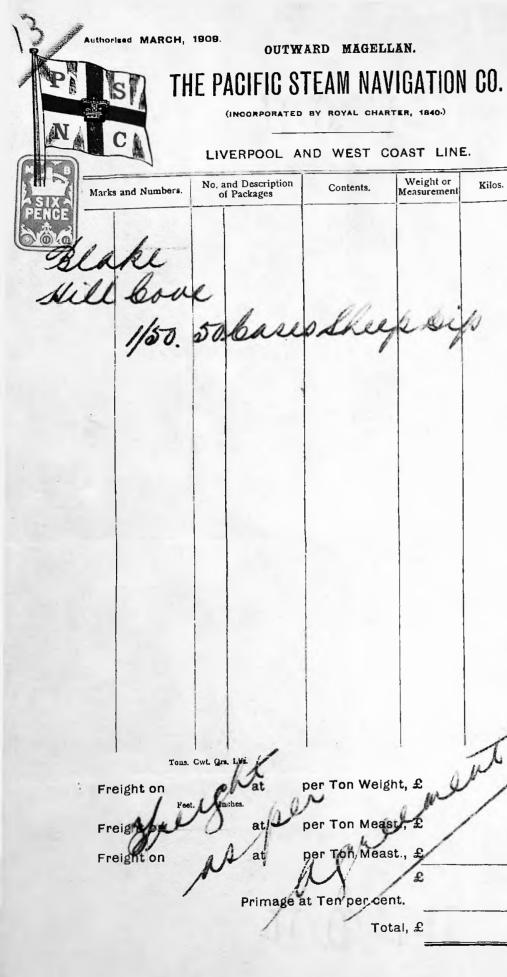
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Received for shipment, in apparent good order, and condition, trom Wonastwan

PACKAGES OF MERCHANDISE,

on board the STEAMSHIP called ""whereof Is Master, for this opparent good order, and condition, iron "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 (athough in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or offener, 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 sall with or without pilots,

on board the STEAMSHIP called "

(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 thig) 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, bito or to ms or their Assigns.

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(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

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. 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. 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, Pirales, 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, Swealing, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages Heat of Holds, Steam, Smoke, Swearing, Funigation 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, Brcakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, On, 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 Onai or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animeter and 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 or Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or detect in Hull. Engines. Tackle, Boilers, Machinery or appurtenances Referidered and effection for the Hull. Engines. Board, in nuix, of char, of whatsoever nature or kind, the consequences of any damage to or defect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Ship or of Land Transit of whatsered harder of kind, the consequences of any damage to or detect in Hull, Engines, Fackle, Bollers, Machinery or appurtenances, Refrigerating & Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Stranding, Hecling 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 J 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.

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 depot, or lazaretto, and to land them 2. The company to discharge the goods from a single solution is feasible with the single solution is the solution of the solut

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.

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 legisly 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 a 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 application of the packages, or by incomplete or incorrect description of the following the particulars required by the galaxies and expenses and all fines and expenses and expenses and expenses are the Pull of Lodiert or the following to particulars required by the galaxies and the packages or the packages or the packages or the packages or the following to the following to package and the packages or the following to the following to package and the packages or the packages o 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 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 at the Outpackages and the Company shall have a lien upon the Good unfill the company to all and the Company shall have a lien upon the Good unfill the company to all and the Company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good unfill the company shall have a lien upon the Good upon the shall have a lien upon the company shall have a lien upon the Good upon the shall have a lien upon 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 E

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 Goeds 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 a claims for demutrage or partial line to be adjusted on the same basis.

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, Specic, 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, Timepiece, 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, what ever 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 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 prefits 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 Chargee and the Company shall have the option of replacing any lost or damaged goods.

builde 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 avare thereof or not.
 6. The freight, if required such shipment, whether 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 description.

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 such and previously unsatisfied freights and the Company shall have a lien on the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable denosit towards the average expanses 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 8. On Cargo for Company so the remainder of such lot. Through Goods if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shell company is the average of such lot. Through Goods are also subject to all the conditions of the receipts given by each Company 8. On Cargo for Company is the average will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shell company is the average of the average of the company is responsibility shell company is the average of the charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shell company is the average of the charged i

respectively, by whose Line they pass to their destination, the llability of the Company to cease on delivery to succeeding carriers. 8. On Cargo for Callao five they pass to their destination, the llability of the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the Goods have been billings per ton extra will be charged if landed by the Shipper or any Agent of the Owner correctly under the Steamship Company's responsibility shall cease

immediately the Goods have left the steamer's tackle. NOTICE. In acception of the steamer's tackle.

NOTICE. In accepting the stamer's tackle. 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 WITNEEs the stamer's tackle. Bills of Lading, all of this tenor and date one of which bound according to the stamer's tenor. adjusted as above mentioned).

adjusted as above mentioned, and that shall be adjusted as above mentioned). IN WITNESS whereof, the company hath affirmed to 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 Line of the company, one of the bills of Lading must be given up, duly endorsed, in exchange for the Goods Bills of Lading, all of this tenor and date, one of which being accomplished the

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Dated in LIVERPOOL, this Shippers

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Authorised MARCH, 1909.

THE PACIFIC

### OUTWARD MAGELLAN.

STEAM

(INCORPORATED BY ROYAL CHARTER, 1840-)

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LIVERPOOL AND WEST COAST LINE.

(A) BELLINE for shipment, in any new good order and condition, from America, with liberty for the steamer by which is Master, for this equal to any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings 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, No. and Description Weight or Marks and Numbers Contents. Kilos. of Packages Measuremen Case Furneta

Tons. Cwt. Qrs. Lbs.

per Ton Weight, £ Freight on at

Inches

Freight on the

Freight on

at per Ton Meast., £

Primage at Ten per cent.

£

Total, £

at Hoper Ton Meast., £

(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, Measurc, 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 third's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of the formation of so near thereto as she can, with detention or delay safely set, unto

Luc.

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 Sharterers of the Snip, or their Agents are described herein as the Company.
1. The Companyshall not be reponsible 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 by land or sea, or anything done in furtherage thereof, whether the Company is Reits, Cock-outs, Labour Disturbances, Trade Disputes, whether partial or general, irom whatever cause, or anything done in furtherage thereof.

whether partial or general, irom whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Mobs, Effects of Climate, whether partial or general, non-whatever cause, or anything done in furtherance thereof, whether the Company be parties intereto 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, Chaiage, Wastage, Evaporation, Heator froms, deaming of Packages or consequences arising thereform, Unprotected Goods, Leakage, Breakage, Pillorage, Chaiage, 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 damagefrom 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, Jettson, Explosion, Heat, Fire on Board, in hulk, or craft, or on Shore, at any time or in any place, nor for Incorreci 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 detect in Hull, Engines, Tackle, Bollers, Machinery or appurtenances, Refrigerating Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing her 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 **u** 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 of 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 snall 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 unlesseach package is specially and legibly marked by the Owners before a shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all fues and expenses, or losses by detention of Vessel as 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 that have a lien upon the Goods until the payment of all such costs and charged any other same the company shall have a lien upon the Goods until the payment of all such costs and charged any other set. 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 bereby conferred on the Company may be made available by sale or otherwise.

 nercey 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 demurage or partial loss to be adjusted on the same basis.
 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, Timepiece, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Scurities for payment of money, Stamps, Maps, Leiters, Writings, Tille Deeds, Paintings, Engravings, Picture, Statuary, Sills, 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 astings of cany other Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may Paintings, Liners, Liners, Mars, Bills, Bank Notes of any Country, Uters, Notes, or Securities for paynets of money, stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silla, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, what-ever 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 attime 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 of 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, Warchouse, 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 avaid of their in consequence of such shipment, whether Owners shall be aware there of 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, duy 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, hui for al

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 Charge of Goods carried on Through Bill of Lading dasire to prosecute shall only be made against the party in whose possession the Goods were 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.
 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 IN WITNESS whereoi, 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, it exchange for the Goods and the Goods and of the Goods.

Dated in LIVERPOOL, this

Shippers

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Authorised MARCH, 1909.

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STEAM NAVIGATIO

(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Marks and Numbers.	No. and Description of Packages.	Contents.	Weight or Measurement
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	Feet.	Inches.		
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Freight on			at	per Ton Meast., £
				£

Primage at Ten per cent,

Total £

FRINTED BY TURNER AND DUNNETT, FENWICE STREET LIVERPOOL

# w Receiber for shipment, in apparent good order and condition, from FSCOMBE MOGRATH & CO., AN ARMENTS

on board voyag lying in the Port of LiveRPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the present by the Boot of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by the 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 forwards, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or oftener, in any order, back or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, or for any purpose introever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sallings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written sallings shall be deemed inclusted by 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 whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other or printed ; to carry goods or the somether on deck or under deck and whether dangerous or otherwise ; to substitute or tranship the goods by any other steamer whether owned or charted by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots.

### 下词就们们 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, Measur, Gauge, Brand, and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which constitutes the Ontrart between the Owners of the goods and the Owners of the Ship), from the Ship's Tackle, when the Company's Lading, which constitutes in the like apparent good order and condition, at the Port of responsibility shall cease, without detention or delay, safely get unto Allers Cas

### 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). Lightenge 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 Owners. The Owners or Charterers of the Ship, 1. The Company shall not be reponsible 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 buland or sea, of whatever kind, in the service of the Company or not, Vermin, Barratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claima, Arrests or Restraintest Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cass, 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, Fungation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size. strength or otherwise, Bursting of Parages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pilferage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Fos 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 Coallu, 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 aben 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 Ladii (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 fo 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 Incoret 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 dame 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, randing. 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 pupse 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 these of extinguishing me of 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, Pit, 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 charteredy them, or on shore, or for whose acts they would otherwise be liable, or otherwise howsoever.

2. The Company to discharge le goods from the ship as soon as she is ready to unload at the wharf, or into lighter, hulk, temporary depot, 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 (pense and risk, free of liability to the Company for any loss, depreciation or damage.

In case of the Blockade or Interict 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 eason 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 cosider 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 lien upon the goods until the payment of same.

3. The Company's contact toconvey 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 describe. 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 Por 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 and the port of Delivery in letters not less than two inches long. 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 ort 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 Ompany may be made available by sale or otherwise.

No claim will be entertained uder 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 Companybe 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 he responsible for any loss of damage to doods which is tapacito of being coroled by instantial or any instantial for 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 o be adjusted on the same basis.

4. The Company shall not be accountable to any extent whatever for Bullion, Specio, Pracious Metals, manufactured or unmanufactured, Plated Articles, Glass. Articles contained in Glass. Articles of a fragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jowellery, Articles used for Jowellery, Precious Stones-Trinkets, Watches, Clocks, Timopiees, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds. Paintings, Engravings, Piotures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the statuary bethe estiples profer any other Goods of whatever description, exceeding in value 510 per package or £100 per ton weight or measureor parcel, whatever may be the vane 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 be the vane 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 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 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 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 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. ment as freight may have been colected, 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 Ladie been colected, and which may form contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Lading, and extra fright, 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 traits in the set of the shill be company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shill the company's liability is not to exceed three shillings per one traits the company's liability is not to exceed three shill the company's liability is not to exceed three shill the company's liability is not to exceed three shill the company's liability is not to exceed three shill three shill the company's liability is not to exceed three shill t in the Bill of Lading, and extra tright, if any, as may be agreed upon paid. For goods the value of which is less than these limits the Company's hability is not to exceed three shillings per one-twelfth oblicfort, or four shillings and sixpence per soven English Pounds weight, in Company's option. In no event shall the Company be liable for any profits or increase in price, or ralue over the invoice cost or agreed value, whichever is least, or for any consequential or special damages, or for any Commission. Interest, Duty, Storage, Warehome, 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 presequence of such shipment, whether Owners shall be aware thereof or not. 8. The tright of her in presequence of such shipment, whether Owners shall be aware thereof or not.

whatsoever, on board of her in corsequence 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 (ost or not lost. Full Freight is due on damaged, shall be paid by the Owners in full, without discount or abatement, in exchange for delivery order, if required. The Company to have a lien on the Freight is due on damaged or unound 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 there a 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 the average 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. 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 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 orpenses as they may require, and the Company shall have a lien on the Goods for payment of such. 7. Any claim which the Geners 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 of the Geners of Goods carried and the Shin conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not 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 give each Company respectively, by whose Line they passed.

by whose Line they pass to 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.
 S. 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 wherease in the toth offlarmed to the Bills of Lading, all of this tenor and date, one which being accomplished the others to start to the adjusted as above in the toth offlarmed to the start of the steamer's tother to the start of the steamer's tother in the start of the steamer's tother in the steamer's tother of the steamer's tother in the start of the steamer's tother of the steamer's

IN WITNESS whereof, the Company hath affirmed 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 JNOV 1011 day of CO. AF ADENTER. 19

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Shippers.

We apre to accept the withour good what der horrege And Howard Clement Poy Core. was Facklands. LIVERPL 30 40 CAA? WEST MAGHERAN 1000 MCH IN TRACO AND SHIPPING DEPARTMENT. EXPORT ARMY & NAVY AUXILIARY CO-OPERATIVE SUPPLY, THME LIMITED, FRANCIS STREET. 2018 VICTORIA STREET, REFERENCE. WESTMINSTER, S.W. 190 NAME ADDRESS OR MARKS . 2. Country of Origin. Price. d. £ s. d. £ s. Quantity. DESCRIPTION. 4 12 18 -3 tor 1 . . C 3 1.1-. 6 391 al 6 3 9 7 6 \*\* 6 EXPORT.

Authorized MARCH, 1909.

THE

STEAM NAVIGATION

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(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

No. and Description of Packages. Marks and Numbers. Weight or Contents. Kilos. Measuroment Ð 6 Bags Flour. 31 Jort Stanley Flour Bag Port Stanley Pollards 10 ., Port Stanley born. 10. Tons. Cwt. Qrs. Lbs. Freight on 2.0.0.0 at 42/6 per Ton Weight,  $\pounds 4 - 5 - 0$ . Freight on 57. 4. at  $4^{2}/p$  per Ton Meast., £ 3 - 0 - 11. Freight on at per Ton Meast., £ £ 7-5-11

A Received for shipment, in apparent good order and condition, from W. VERNON & SONS on board the STEAMSHIP called " Indication of the STEAMSHIP called " Indication" "whereof is Master, for this steamer by which the Boods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed or offener, in any order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life stailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written 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.

or printed ; to carry goods of a substitute or tranship the goods by any other dangerous or otherwise ; to substitute or tranship the goods by any other steamer whether owned or cha<sup>ftered</sup> 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 or so near thereto as she can, without detention or delay, safely get unto 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 ether 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, The Shippers, Consignees, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship,

other country, except to the days, which shall be payable according to York/Antwerp Rules, and adjusted in Elverpool. 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.

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 Enemics, Pirates, Robbers, Thioves, 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 Restrains of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether of Climate, Heat of 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 Clarate, Heat of Holds, Steam, Smoke, Sweating, Funigation or Disinfection, whether ordered by Sanitary Authorities or not, Custons Laws of Foreign Countries, Insufficiency of Packages in size, Holds, Steam, Smoke, Swearing, reingation or Disintection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, insumcency of recarges 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, Decy, 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 of 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, Deterption indext in any bar of a start of the Vessel, Transhipment, Lauding, 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 depot, 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 Dischargo, Delivery or Transhupment, 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.

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, Engeneric Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into Clothes, or contained in any package 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 measure ment as freight may here the value of such articles, nor for any other goottents or part contents of any mackage unless the value there of be declared at time of shipment and expressed ment as freight may have been collected, and which may form contents or part contents of any package, unless the value thereof bo 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 increases in 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 increases in and the line cost of any constraint of the line to a cost of the line to cost of the line 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. Goods of an information of their nature being charges and the Company shall have the option of replacing any lost or damaged goods.

5. Goods of an inflammable, explosive or other similar charges, and the Company shall have the option of replacing any loss of unangee 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 is the dwares in full without discount or shatement in exchange for Bill of Lading. Ship or Goods lost or not lost. Full

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 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 orpenses 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 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 the second second second against the party in the second s by whose Line they pass to their destination, the liability of the Company to cease on delivery to succeeding carriers.

Formage at Ten per cent.
 -144-7
 Total £ 8 - 0 - 6
 IN WITNESS whereof, the Company hath affirmed to 2000 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 Date in LIVERPOOL this

FRINTED BY TUBNER AND DUNNETT, FENWICK SIREET, LIVERPOOL

Authorised MARCH, 1909.

## OUTWARD MAGELLAN.

THE PACIFIC STEAM NAV 000

Kilos.

(INCORPORATED BY ROYAL CHARTER, 1840-)

LIVERPOOL AND WEST COAST LINE.

Weight or No. and Description Contents. Marks and Numbers. Measuremen of Packages V.R

Tons, Cwt. Ore, Lbs.

Freight on

Freight on at per Ton Weight, £

Freight on the fatting per Ton Meast., £ 1. 2.1 at per Ton Meast., £

Primage at Ten per cent.

(A) BELEVICE for shipment, in apparent good order and condition, from the stand of the STEAMSHIP called " on board the STEAMSHIP called " bresent voyage, lying in the port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which or places whatsoever (athough in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge, to proceed to, and stay at, any ports order, backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, shall be deemed included within the Intended voyage; this liberty not being considered as restricted by any words in this contract, whether or printed; 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 pliets.

PACKAGES OF MERCHANDISE,

1 M.Mayer

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quality, 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 the Ship's Tackle, when or so near thereto as she can, without detention or delay, safely get, unto the ship or to his or their Assigns.

Luc

(c.) Freight for the said Goods, with Ten per cent. primage, as per margin, without dediction, 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 Sourts of any other country, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool. Snup, 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 i—The Act of God, King's Enemies, Briades, Adverse Claims, Artesls 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, 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, 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, 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, whether partial or general, from whatever cause, or anything done in furtherance thereof.

Embargo, Adverse Claims, Anony Antestraints 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, Sweaing, Funigation 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, Inberent Nature of Goods, Rain, Spray, Rust, Oii, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Stowage or contact with, or smell or evaporation or drainage from with a Conde or damage from Coat or Coal Dust Labour or flow of the condent with Uning. Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls. Inherent Nature of Goods, Kan, or ay, Rust, Oii, 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 notwitted difference between the Marks or the contents of the Packages and the description Delay Liether to the said of the alleged marks, numbers, or description in margin notwitted difference between the Marks or the test of the packages and the description Delay Liether to the said of the alleged marks, numbers, or description in margin notwitted difference between the said of the said of the test of the said test of test of the said test of test of test of the said test of test of test of test of the said test of Packages and the description thereof in this Bill of Lading (the alleged marks, numbers, or description in margin notwithistanting), injury to or solling 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 Xavigation or management of the Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or detect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Puups 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 3 Harbour, rever of at ober state into the vessel of any case, and whence it the perils, causes, or things above-incentioned, or the loss, damage, or injury arising if 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 sbore, 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, at the risk and expense of the Owners. 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.

and the Company shall have a lien upon the goods whill 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 a shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all three and expenses, or losses by detention of Vessel as shipment, with the name of the Port of Delivery in letters on the analysis of the payment or incorrect description of weight. 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 the 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 he 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 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 here company here any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured Distributed to the term.

4. The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles 1. 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, Tille 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 new form contents or part contents of any package, unless the value thereof be declared at time of shipment and expressed in the Bill of Ladienters. 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 and which may form contents or part contents of which is less than these limits the Company's liability is not to append the Bill of Lading, nave 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 sedangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be send on the confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be

Weight, £
Meast., £ /.
Total, £ /.
T

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). Bills of Lading, all of this tenor and date, one of which being accomplished the others whether write or printed, and that firmed to the store of the Bills of Lading, all of this tenor and date, one of which being accomplished the

adjusted as above mentioned or printed, and that affirmed to IN WITNESS whereof, the Company hath affirmed to 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 Line coult this

Dated in LIVERPOOL, this Shippers

THE PACIFIC STEAM NAVIGATION

S Authorised MARCH, 1909.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

No. and Description Weight or Kilos. Marks and Numbers. Contents. of Packages Measuremen 16/17. 2 Cases bonfection

Tons. Cwit Qrs. Lbs.

Freight on at per Ton Weight, £ Feet, Inches

Freight on 18. Freight on

2 at / per Ton Meast., £ 1. 0.5 per Ton Meast., £ at

Primage at Ten per cent.

A) Bedeived for shipment, in aparent good order and condition, from Is Master, for this is may be sheated within the port of LiveRPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with libers for the steamer by which the goods may be sheated within a contrary direction to, or out of, or beyond, the route to the sail Port of Discharge, to proceed to, and stay at, any ports or for any purpose whatsoever, or otherwise or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or property, shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this outrat, whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods hy 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 pliots.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Which constitutes the Contract Bernd 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 State) from the Shirt's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of the Port of the Shirt's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of the Port of the Shirt's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of the Port of the Shirt's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition at the Port of the Shirt's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition at the Port of the Shirt's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition at the Port of the Shirt's Tackle, when the Company's responsibility shall cease the responsibility shall cease the company set the Port of the the Company's response of an cease, in the like apparent good order or so near thereto as she can, without detention or delay, safely get, unto

thur handle wint.

 (c.) Freight for the said Goodis. 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 goveried 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 Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners or Sharterers of the Snip, or their Agents are described herein as the Owners. The Owners, 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, Head of Holds, Steam, Smoke, Sweating, Fungation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages or consequences arising therefrom, Unprotected any other Goods, or damage from Coal or Coal Dust, Leakage or flow of, or contact with, Urlne, 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, Detenlion, 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 Xavigation or management of the z bin 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, Upsetling, 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 a Unifitness 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 thereform 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 beliable, 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, lemporary depót, or lazaretto, and to land them of 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, g 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 the G owner's expense and th

Owner's expense and risk, free of liability to the Company for any loss, depreciation or damage. In case of the Blockade on 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 e 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 the View of 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 source to convey the goods shall be responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before to convert the convert the responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before the convert the responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before the convert the responsible for incorrect delivery unless each package is specially and legibly marked by the Owners before the convert 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 a 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 a or Cargo, Caused by incomplete or incorrect describion of weight or contents, or any other particulars required by the 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 E hereby conferred on the Company may be made available by sale or otherwise. No claim will be enter this Dill of fading unless notice in will

No claim will be entorined 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 he liable for more than the First Cost of the Goods and charges at Port of Shipment, including Freight, if paid ; claims for demurage or partial loss to be adjusted on the same basis. 4. The Company shall not be accountable to any extent whatever for Bullion, Specic, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles used for perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets,

claims for a small bill of Lading, the Company in no Case to the Induce for those that the two the Methods and the Methods

Total, £ 1- 3.5

adjusted as above mention of printed, and that should any question arise on this contract, in the contract of the stand void for the company hath affirmed to bills of Lading, all of this tenor and date, one of which being accomplished the Dated in Livespool, the company one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Shippers

Authorised MARCH, 1909. OUTWARD MAGELLAN J 515 IHE INCORPORATED BY ROYAL CHARTER. LIVERPOOL AND WEST COAST LINE. No. and Description Weight or Marks and Numbers. Kilos. Contents of Packages. Measurement. A.I., K. 2 Sundles (2 2 Cases Mill 19/20 Etendey FI 3. 1 0 mento Sugar 15/16 2 Barrels Sugar 1 Case Soap (Com) 3. 1. 1 Case Currante. 17. 1 Bundle of Case, Pro 1 Bundle of Cases Pro Frints 2 1 Case Lea 21.1 1 Bundles of 2 18. Soapilm 4/5.1 2 Cases Confectionery 6. 1 - do - & Groceries do 7/8. Jams. do Yart Finits . 10. do 11/12 d. Canned Vegetables / 3. 1 huaker Cats de 2 rapery 14 do  $\frac{3.15/16}{21.}$  Freight on  $\frac{22.7}{21.0}$   $\frac{42}{41}$  per Ton Weight  $\pounds 1 = 4 = 0$ Freight on 28 . 9 at 59 per Ton Meast, £ / " 15 " 18 Remr. Freight on 53 " 0 at 45/per Ton Meast, £2 " 19" 8 15.19.7 Here is there are Entropic & Primage at Ten per cent. 12.0 Total, £ 6 .. 11 7 forde are accepted. under averg Bard. Alex L Hiddle

Beceived for shipment, in apparent good order and condition, from on board the STEAMSHIP called " Unaura

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 coast 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 without pilots, and the company or not, before the commencement of or at any period of the Voyage, and to sail 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, Gaugo, 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 Marks, Numbers, Version, 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). Letterage 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 Liverpol.

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other country, eaces in the set 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.

 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, Funigation 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 Oust, Leakage or Output of Store and 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 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 Sca, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing fire or lor any other purpose, Unseaworthiness of 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 teason 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 naid by the Owners and the rest of such Authorities and the name of all such costs and charges. Any then burget conformed on the model while the name of each such action of the package or the Bill of Lading or the failure to forvide any document. 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 Fort of Shipment, including Freight, if paid; claims for demurrage or partial loss to be adjusted on at its pair of the company in no case to be liable for more than the First Cost of the Goods and charges at Fort of Shipment, including Freight, if paid; claims for demurrage or partial A 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, Timepices Moreire, Moreire, Martines, County, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, 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 moncy, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, Silks, Fus, 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 sizpence 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 replaying any lost or damaged goods.

whichever is least, of for any consequential or special damages, or for any Commission, interest, Duty, Storage, tractados, Landag, et al. (1997) and 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 expense, 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.

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 Laling desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the Owners of Goods carried on Through Bill of Laling desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the Owners of Goods carried on Through Bill of Laling desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the Owners of Goods carried on Through Bill of Laling desire to prosecute shall only be made against the party in whose possession the Goods were when the event occurred on which the Owners of Goods carried on Through Bill of Laling desire to prosecute shall only be made against the party in whose possession the Goods were when the to their destination, the liability of the Company to cease on delivery to succeeding carriers. 8. On Cargo for Callar or whilings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease

8. On Cargo for Callao fye 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). above mentioned).

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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 day of November 197

Authorised MARCH, 1909. OUTWARD MAGELLAN

STEAM

UNCORPORATED BY ROYAL CHARTER, 1840.

LIVERPOOL AND WEST COAST LINE.

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Luga

Cases Haberdashery

No. and Description

of Packages.

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Marks and Numbers.

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Weight or

Measurement

W™ HODTON & YATES.

(A.) Beceived for shipment, in apparent good order and condition, from on board the STEAMSHIP called " Oracica "whereof ont Yoyang LAMSHIP called " Oracica "whereof 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 much be the Port of Discharge, to proceed to, and stay at, any order, backwards or forwards, for loading a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or to, and stay at, any ports or proces whatsoever (athough 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 the windther owned or chartered by the Compeny or not being considered as restricted of the Vienero and to sail the Goods by any other there whather owned or chartered by the Compeny or not be any other dangerous or otherwise; to substitute or tranship the Goods by any other printed; to carry Goods or chartered by the Goods by any other 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,

AND 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 Content Stanley or so near thereto as she can, without detention or delay, safely get, unto

our 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, exception Average, which shall be payable according to York Antwerp Rules and adjusted in Liverpool. The Shippers, Consignees, and Owners of the Goods on their Average are their Average. other country, exception restricts, which shall be payable according to York/Antwerp Rules and adjusted in Liver pool. 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, Service of the Strike Strikes, Strikes, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, Whether partial or general, Service of the Strike Strikes, Strikes, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, Whether partial or general, Service of the Strike Strikes, from whatever cause, or anything done in furtherance thereof, whether the Company he parties thereto or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke,

from whatever cause, or anything done in intrictance intereor, whether the Company be parties thereto or bot, the Action or Bross, Energy or Commune, reactor relation, Energy 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, Fre 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 tor any other purpose, Unseaworthiness of 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 2. In Company to discharge the goods from the ship as soon as she is ready to unload at the whart, or into lighter, nuik, temporary deput, 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 upsile here to considered by the Master.

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 3. The Company's contract to convey the goods shall cease when they are discharged as expressed herein, freight being payable in thit. Bother 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. 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, will the Company and a Lloyd's Policy. In any claim arising under this bill 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 provide the second seco E 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, Timepices, 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, Bank Notes of any Country or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles. Pictures, Statuary, Silks, Bank Notes of any County, of unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, not for any other food, et al. Lace or Cashmere, manufactured or unmanufactured or active or solution weight or measurement as freight may have been collected, and which may form 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 company's option. In special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company

which weight, in Company's option. In no event shall the Company be habe for any profits or increase in price or value over the invoice cost or agreed value, which ever 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 good. 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 expense, 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 con-sequence of such shipment, whether Owners shall be aware thereof or not. 6. The freight, if required, it is not be made 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 aven, but for all previously unsatisfied for the Goods, shall be bound to sign the average bond, and pay to the Company such reasonable deposit 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 expense, the Owners, before receiving shall have a lien on the Goods for payment of such.

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 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 Carpo for Callao firs shillings per ton exits 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 will 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 raise 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 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, above mentioned).

above mentioned). If and that should any it IN WITNESS whereof, the Company hath affirmed to March 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 LIVERS whereof, the Company one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this Shippers

191/17/adjeron

Tons, Owt Qrs. Lbs

Freight on per Ton Weight, £ at Inches

**Freight on** at per Ton Meast., £

Freight on at per Ton Meast., £

Primage at Ten per cent

Total, £

£

LIVERPOOL AND WEST COAST LINE.

Contents

2 %

Poak (Com)

Camed Fish

Peel

Bundle of 2° C/s Soap Com

- do - Sardmer

6 mectionery

Golden Lymp

6 on fectionery

macaron

Pickles

I Imales (ea 3 C/s Mills

INCORPORATED BY ROYAL CHARTER.

No. and Description

of Packages

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1909.

IHF

Marks and Numbers

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Shippers

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Measurement.

(A.) Beceived for shipment, in apparent good order and on on board the STEAMSHIP called " UNULLA

present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF to, and stay at, any ports of places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Dito, and stay at, any ports of backwards or forwards, for loading or discharging cargo or passengers, towing and assisting vessels in all situations, samproperty, or for any purpose whatsoever, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and samples that 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 whether owned or ohartered by the Company or not before the company or otherwise; to substitute or tranship the Goods by any other with the company or not before the company of the company of the Voyage or decided within the company or not before the company of the company of the company or otherwise of the company of the compan printed; to carry Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or transnip the Goods by any other steamer whether owned or ohartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots, Steamer whether owned or ohartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots, 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 Tackley when the Company's responsibility shall cense, in the nice apparent good order and condition, at the Port of the Marks, Numbers, Weight, Contents, Description, or so near thereto as she can, when the termination of delay, sately get unto or to the or their Assigns.

"whereof

(C.) Freight for the said Goods, with Ten per cert 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 or 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.

 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,

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, Funigation or Disflection, 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 of 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 Cosligion, Stranding, Stranding, Prayle, Boiler, Machiner or aboutenances, Refrigerating Engine or Chamber, or any part thereof. Tanks, Pumps or Pines of any kind. Collision, Stranding, Stranding, Parine or Chamber, or any part thereof. Tanks, Pumps or Pines of any kind. Accidents of the Seas, Riversate Transferrences, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, 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 sisking 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 beoccasioned 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's 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 Blockadeor 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, Timepicces, 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 to measurement as freight may have been collected, and while the reader 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 cause for 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 cause for 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 cause for 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 cause for 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 cause for 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 cause for 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 cause for the company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per cause for the company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per cause for the company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings per on 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.

sequence 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 hev 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 line billy of the Company to cease on delivery to succeeding carriers.
8. On Cargo for Callae for shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease

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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 his 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 whereas the Company hath affirmed to stand void. If required by the Company, one of the Birls of Lading must be groupup, duly endersed, in exchange for the Goods. Dated in LivropOOL, this day of M. Madgera

Canned Tarques Chuese 245 do Cannes Bloaters 24 6 de

Tons, Owt Qrs. Lbs.

per Ton Weight, £ Freight on 1 224.235 Freight on per Ton Meast., £ 45 Man O Freighton 🖌 per Ton Meast., £ Primage at Ten per cent.

Short- Delivered 10 timo June Tonques

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Authorised MARCH, 1909.

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## OUTWARD MAGELLAN

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

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Peel

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per Ton Weight, £

at 42/6 per Ton Meast., £

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Cannes Bloaters

Currants

Bundle of 2 C/s Prans - a. \_\_\_\_ Peaches & appricoto

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(A.) Beceived for shipment, in apparent good order and condition, from on board the STEAMSHIP called " Urarra "whereof ant Voyage hit west coast D . E MORTON, as Anints.

present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the teamer by which the most of Discharge, to proceed present by Sea, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with notify steamers by which the goods may be shipped either before or after proceeding towards, or calling at the Port of Discharge, to proceed norts of Places whatsoever, the said Port of Discharge, once or 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 of Paces 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 on artered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots, steamer whether owned or onartered by the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots, without pilots, the Company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots, without pilots, the company or not, before the commencement of or at any period of the Voyage, and to sail with or without pilots, without pilots, places 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, Messure, 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 or so near thereto as she can, without detention of delay, salely get, usto 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, Consigness, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Ship,

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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, Virates, 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 Frinces, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, Seizure, Se 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,

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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, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Statuary, Status, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Status, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Mosaics, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Status, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Mosaics, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Status, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Mosaics, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Status, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Mosaics, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Status, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures Mosaics, Bill, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Status, Maps, Letters, Writings, Title Deeds, Paintings, Bank Notes, or Securities, Writings, Maps, Letters, Writings, Title Deeds, Paintings, Maps, Letters, Writings, Maps, Let Pictures, Statuary, Silks, Furs, Luce or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close, for any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por for any other close or cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such articles, por the close or cashmere, por cashmere, p 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 lability 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 special damages, or for any Commission, Interest. Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company 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 optime for any consequential damages. shall have the option of replacing any lost or damaged goods.

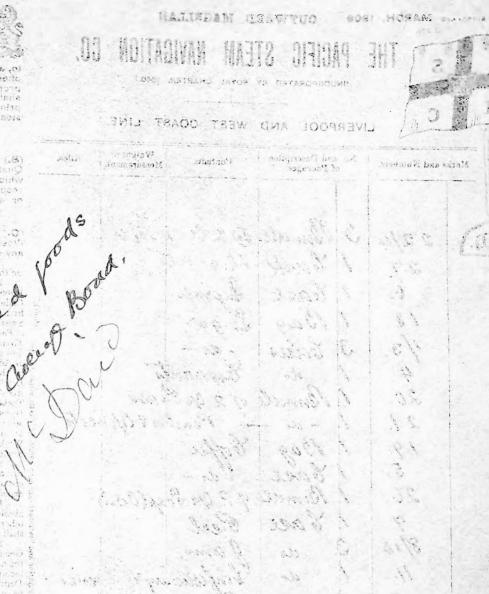
5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seized and confiscated or destroyed by the Company, at any time before delivery, without any compensation 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, which may be aware thereof or not. 3 8

for all damages, loss or expanse, 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 thereen, 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 hound 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 Company to cases on delivery to succeeding carriers.
8. On Cargo for Callao field. The Owners's tackle.
8. On Cargo for Callao field field on extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease endelivery to succeeding carriers.
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NOTICE. In accepting this Bill of Lading, the Owner of the Goods and the Goods have left the steamer's tackle.
NOTICE. In accepting this Bill of Lading, the Own

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, mether written or printed, and that should any question arise on this Contact, it is to be decided according to British Law (excepting that General average shall be adjusted as above mentioned). the He

IN WITNESS whereof, the Company hath affirmed to stand void. If required by the Company, one of the Bils of Lading must be given up, putyendered, in exchange for the Goods. Dated in LIVERPOOL, this Shippers

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thorised MARCH, 1909. OUTWARD MAGELLAN. THE PACIFIC STEAM NAVIGATION CO. (INCORPORATED BY ROYAL CHARTER, 1840-) LIVERPOOL AND WEST COAST LINE. No, and Description Weight or Marks and Numbers. Contents, Kilos. of Packages Measuremen Tartacuware 19 Ounprotected.

Tons Cwt. Qrs. Lis.

Freight on

Freight on 20 7 at Scher-Ton Meast., £

Freight on

Primage at Ten per cent.

per Ton Weight, £

per Ton Meast., £

Total, £ 15-

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Required for shipment, in apparent good order and condition, from tale fleckersoning on board the STEAMSHIP called " " whereof on board the STEAMSHIP called " present voyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which present voyage, lying in the fort of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with inperty for the steamer by which the goods may be shipped ellipsed before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any porte 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.

order, backwards or forwa<sup>rus</sup>, for loading or discharging cargo or passengers, towing and assisting vessels in all situationa, 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 sailing 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, Lineutrunepackages OF MERCHANDISE.

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents (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 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, sately get, unto

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(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 on their Adverte advertised because 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.

Ship, or their Agents are described herein as the Company.

 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 Enemics, Pirales, 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 Clvil 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, Burging of Packages, or consequences arising thereform. Unprotected Goods, Leakage, Breakage, Pillerage, Chafage, Wastare, Evenesthing, Strength, Strengt 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 in action of Marks or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, 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 of Packages, Loss of Weight, Detention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Heat, Fire on Packages, 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 a Ragine 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, Maxter, 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 er

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 duth the payment dame. a. 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 a 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 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 r claims for demurrage or partial loss to be adjusted on the same basis.

The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles The company shall not be accountable to any extent whatever for Bullion, Specie, Frections Metals, Individuated et al. Phater 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, Walches, 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, what-ever 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 a more statuary being of which is less than these limits the Company's lightly is not be exceed the event 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 prefits 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, I and use the invoice cost or agreed value.

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 a board of her in consequence as a statement whatsoever, on the consequence as a statement whether Owners shall be aware there of or not.

Despension for an damages, loss or expenses, consequential or otherwise, which may be sustained by the output 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, 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 denorit to wards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such. 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 it wards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

Company such reasonable deposit owards the general 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 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 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 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 adjusted as above mentioned). 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 IN WITNESS.

adjusted as above mentioned). Punted, and that should any quetter to IN WITNESS whereof, the Company hath affirmed to Dated in LiveRPOOL, this by the Company, one otthe Bills of Lading must be given up, duly endorsed, in exchange for the Goods Shippers

Authorised MARCH, 1909. OUTWARD MAGELLAN. THE PACIFIC STEAM NAVIGATION GO (INCORPORATED BY ROYAL CHARTER, 1840-) LIVERPOOL AND WEST COAST LINE. No, and Description Weight or Kilos. Marks and Numbers. Contents. of Packages Measurement Case 11 9 Tons. CwL Qrs. Lbs.

per Ton Weight, £ Freight on at Freight on at/fr.) per Ton Meast., £ per Ton Meast., £ Freight on

Primage at Ten per cent.

£

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Total, £

Refeived for shipment, in apparent good order and condition, from on board the STEAMSHIP called " present voyage. Iving 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 (alticugh 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 backwards or other or discharging care on proceeding towards to wards to wards in all situations, saving life or proceed to and stay at any ports or discharge. the goods may be even (altiegh in a contrary direction to, or out of, or beyond, the Port of Discharge, to proceed to, and stay at, any ports or places whatsoever (altiegh 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 whatever, or otherwise deviate, even if making in substance other voyage or voyages, and all such norts, places and salings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract, whether 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 pliots. 116

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

valer 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 losi or not bist). 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 barein as the Owners. The Owners or Chartsreys of the Shippers, Consignees, and Owners of the Company.

Snip, or their Agents are described increment as the Company.

 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 Clvil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, Embargo, Adverse Claims, whatever cause or participation of the company to partice the Action of Mohs Effects of Clumate Embargo, Adverse Gainia, incomparison rindes, Ruiers or People, or by Givin Process, Revolutions, Ruis, Branca, Luca Gai, Luca in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pillerage, Chalage, 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 and the description mercor in this bill of Lading (the alleged marks, numbers, or description in margin norwanistanding), injury to or solling of wrappers or Packages, Loss of Weight, Delention, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, lettison, 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 Unlitness 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. 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 depot, or lazaretto, and to land them of 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 Sanilary regulations, at 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 go 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 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 a 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 a or Cargo, caused by inc. 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 Data of 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 Data of the packages or the Bill of Lading, or the failure to provide any document, or to meet any other 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 a hereby conferred on the Company may be made available by sale or otherwise. No claim will be entering 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

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 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 claims for demurrage or back 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 adjusted on the same basis. 5. Contained in Glass Articles accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles 5. Contained in Glass Article in the accountable to any extent whatever for Bullion, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, 5. Contained in Glass Article in the accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles 5. Contained in Glass Article in the accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles 5. Contained in Glass Article in the accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles 5. Contained in Glass Articles in the accountable to any extent whatever for Bullion, Specie, Berthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Bonder and Berthenware, Jewellery, Berthenware, Jewel 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, what ever may be the value of such as the region of the Goods of whatever description, exceeding in value £10 per package or £100 per ton weight or measurement as freight may have here in value of such and the Goods of whatever description, unservice a value £10 per package of shimpent and every description and every every description and every every description. A antings, Engravings, Pictures, Mosaics, Bins, Dails Aris, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained in any package or parcel, what-ever 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 of being more and expressed in the Bill of Lading, and extra freight, if any which may form contents or part contents of which is less than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four simple agreed upon paid. For goods the value of which is less than these limits the Company be liable for any prefits or increase in price or value over the invoice cest 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 (the similar contents part contents is least, or for exploring any lost or damaged goods.

be the cubic fool of the shifting and sixpence per seven English Pounds weight, in Company sophon. In the event shall the Company be liable for any prefits or increase in price or value over the invoice cest or agreed value, whichever is least, or for any consequential or special damages, or for any commission, Interest, Duty, Storage, Warehouse, 5. Goods or similar Charge, and the Company shall have the option of replacing any lost or damaged goods.
b. Goods or an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared arranged for, may be served and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be avare thereof or not.
c. The freight if required, is required, 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 freight if required, is for any Goods. This Bill of Lading, duy 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 of Goods are allowners, before receiving delivery order for the Goods for payment of such.
d. Any charges and charges thereon, but for all previously unsatisfied freights and charges against the party in whose possession the Goods sort or allow the event of such.
d. Any charges thereon of 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 of a such and charges thereon, but for all pervicusly unsatisfied freights and charges against the party in whose possession the Goods are also subject

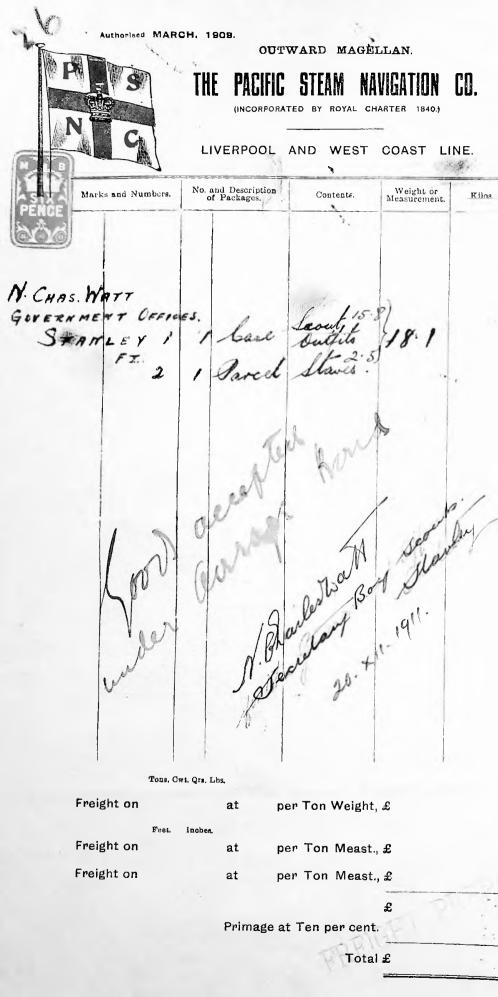
NOTICE. In accepting the foods have left the steamer's tackle, conditions, whether written or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be adjusted as above mention or printed, and that should any question arise on this Contract, it is to be decided according to British Law (excepting that General average shall be IN WITNESS, written or printed, and that should any question arise on the Contract, it is to be decided according to British Law (excepting that General average shall be Bills of Lading, all of this tenor and date, one of which being accomplished the

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CHARLEN ME OF SELERENS.

IN WITNESS whereof the Company hath affirmed to the 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 Live one of this tenor and the standard of the Shipper the standard of th

Dated in LIVERPOOL, this Shippers



a Received for shipment, in apparent good order and condition, from on board woyse, 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 of prowards, for loading on discharged in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once to, and stay at, any ports of process whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge, to proceed or oftener, in any order, backwards or forwards, for loading or discharging cargo or passengers, to wing 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 allkinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the goods by any other or printed is of carry goods of the company or not before the commencement of cant on version of the voyage and to sail the on without siles to a solution. or printed ; to carry goods and 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 Ships Tackle, when the Oompany'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 down, safely get unto

(C.) Freight for the said Goods, with Ten per cent, Innage, 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, exception Average, which shall be payable according to York/Antwerp Rules, and adjusted in Liverpool. or to his or their Assigns.

other country, excepted 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.

their Agents are described model as the Gompany. 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, 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, 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, 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, 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, 1. 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The Company stan by the following of the company 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, Pirates, Robbers, Inteves, and Mariners, Capture, Seizure, Linoargo, Adverse Claims, Arrests or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether Adverse Claims, Arrests of rester rause, maters, rester or reople, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever rause, or anything done in furtherance thereof, whether the Company be parties thereto or not. the Action of Mobs, Effects of Climate, Heat of partial or general, from whather sharing fungation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, Holds, Steam, Smoke, Sweating, Fungation 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, Inheront Nature strength or othorwise, Burshing or an analytic acts arising therefore, Unprotected Goods, Leakage, Dreakage, Interage, Onalage, Wastage, Prastage, Brayeration, Strengthere and 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 Bust, 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 Laung (the alleged marks, numbers, or description in margin notwithstanding), Injury to or soiling of Wrappers or Packages, Loss of Weight, description thereof in this Bill of Louing (the allegen marks, numbers, or description in margin notwithstanding). 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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 Transhopment, or if the entering of, or discharging in the Port shall be considered by the Master

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Owners and the Company shall have a lien upon the goods until the payment of same. 3. The Company's contract is convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged at the convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. Double Freight will be charged at the convey the goods shall cease when they are discharged as expressed herein, freight being paid in full. on all Goods not correctly described The Company will not bo 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, conferred, authorities, shall be paid by the value or otherwise. Any lien hereby conferred on the (oppany may be made available by sale or otherwise. No claim will be available by sale or otherwise.

No claim will be entertained uder 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 particle. claims for demurrage or partial loss to be adjusted on the same basis. 4. The Company shall access to be adjusted on any extent what

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declared and arranged for may be set of such shipment, whether Owners shall be aware thereof or not. 6. The focial of her in action of such shipment, whether Owners shall be aware thereof or not.

shall be responsible for all damaged not counser 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, shill be paid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods tost or not lost. Full Freight is due on damaged or equired, shill be paid by the Owners in full, without discount or abatement, in exchange for delivery order, if required. The Company to have a lien on the Goods, not only for the freight and there there on 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 origin average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the Company such response by the origin average as they may require, and the Company shall have a lien on the Goods for payment of such

Goods, not only for the freight and these 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, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring company such reasonable depositions 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 depositions in general average, the Owners, before receiving delivery order for the Goods, shall be bound to sign the average bond, and pay to the average approximation of 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 average approximation of 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 average approximation of the owners of states of the average approximation of 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 owners of Goods are also subject to all the conditions of the receipts given by each Company respectively, by whose Line they pass to the delivery of the insulation, the liability of the Company to cease on delivery to succeeding carriers. 8. On Cargo for Callao for the destination, the liability of the Company the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have for each or the destination of the destinatio

by whose Line they pass to the minder of such the liability of the Company to cease on delivery to succeeding carriers. .8. On Cargo for Callso for callso for all of the destination, the liability of the Company to cease on delivery to succeeding carriers. .8. On Cargo for Callso for all of the destination, the liability of the Company to cease on delivery to succeeding carriers. .8. On Cargo for Callso for all of the destination, the liability of the Goods and the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left estimated to extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left estimated to extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left estimated to extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease immediately the goods have left estimated to extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease and conditions, whether while the steamer sing, the should any question arise on this Contract, it is to be decided according to British Law (excepting that General averags shall be adjusted as above the entities of printed. IN WITNESS where or printed and the Shills of Lading must be given up, duly endorsed in exchange for the Goods /

IN WITNESS where a printed, and the approximation of the 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 andorsed in exchange for the Goods Dated in LIVERPOOL this Many of the Adventure of the Bills of Lading must be given up, duly and orsed in exchange for the Goods Shippers. The Company one of the Bills of Lading must be given up, duly and orsed in exchange for the Goods Shippers. The Company one of the Bills of Lading must be given up, duly and the schange for the Goods Shippers. The Company of this Many of the Company of the Co

PRINTED BY TURNER AND DUNNEIT, FENWICE STREET, LIVERPOOL

Authorised MARCH, 1909. OUTWARD MAGELLAN.

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INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE. No. and Description Weight or Kilos, Contents Marks and Numbers. of Packages. Measurement 355/6 2 Cases D'oah (Com) 357/9 3 Lymps. de 2 47/802437/5 Cunanto. do 384. Bundle of 3 C/s Euronto 1 4 Ros Raisins do 386. Bage 387/8 Lugar - do -2 389. Coffee Sance 6 are 5490 349. 1 350. de Coffee 2 36011. do 2 362/3 amo do 364 Flavouring Evences. 1 do Symp 365 1 do 367. Borax, Thremego V Cimencer do Olive Oil 368 1 do 370 I macarone do Gronna Popper, Tooth Powderve 371 1 do Desecated Coccanne V Can Sausages 1 372 de 373 maker Cato. / do Canned Tongues. Soap (Com) Marrowfat Peas Cunne Sardines 374 1 do 5 377/81 de do 2 336/7 de Jank Raisins 34.4 Case 313 Enameline 382 do Potted moals do 8.8 # 387/8. Tons. Owi Qrs Lbs. 42/6

# 
$$34.4$$
 Freight on
  $\overline{13 \cdot 1 \cdot 18}$  at 307, per Ton Weight  $\pounds$  / " 0 ... 3

  $399.355/6$ 
 $\overline{16 \cdot 8}$ 
 $42/6$ 
 $371/81$ 
 Freight on
  $\overline{2 \cdot 8}$ 
 $376$ 
 $371/81$ 
 Freight on
  $\overline{2 \cdot 8}$ 
 $376$ 
 $371/81$ 
 Freight on
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Primage Total, 2 7 .. 12 .. 3

O. & E. MORTON, M. Adenias

Balmanet

(A) BECEIVED for Shiphitent, in apparent good order and condition, from on board the STEAMSHIP called " "whereof "whereof is Master, for this 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 Diaces whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or discharged or for the statemer of the statement of the statemer of the statem to, and stay at, any ports in baces 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, packwards 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,

19 17 adjen

(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 Tackber when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of Contract between the Company's or so near thereto as the can, without detention or delay, safely get, unto
 (C.) Freight for the said Goods, with Yen per cent. primage, as nor 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.

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, the responsible of the company or not, Vermin, Barratry of Male Strikes, 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, the responsibility of Male Strikes, et al. Whether and the responsible of the company is the responsible of the service of the company or not. from whatever cause, or anything done in further arce 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

Sweating, Fungation or Disintection, 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 matks, 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 Addresses, or consectivity, Market or Description of Goods shipped, difference between the Marks or the contents of the Packages and the description there in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), Injury to or solling 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 raft, or on Shore, at any time or in any lace, nor for Incorrect delivery, Ice, Perils, or Accidents of the Seas, Rivers and Navigation or management of the Ship or for Landi Transit of whatsoever nature or kind, the consequences of old any damage to or defect in Hull, Begines, Transhipment, Pacifier, Machiner or apourtenances. Refrigerating Engine or Chamber, or apourt thereof. Tanks. Pumps or Pilice of any kind. Collision. Stranding, Stranding, Straining, Heeling over, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Fipes 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 extinguising fire or tor 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 hable, 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, Discharge, Delivery or Transhipment, 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.

The Company's contract to convey the goods shall ccase 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 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.

 He 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, Timepicces, 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

the registration courges increases in the analysis of the company shall have a lien on 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 Through to chase on delivery to succeeding carriers. "10 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 whether written or printed, and that should any question arise on the 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 area up, duly endorsed, in exchange for the Goods. Dated in LIVERPOOL, this 19

for Il unbalri

The good mentioned on this Bice of ALINDAM GRAVITO king are accepted under average boud G. I. Lucener. Ja Occe the Milliam

ESCOMBE MUGRATH & CO., AN ADDRESS

OUTWARD MAGELLAN.

Authorised MARCH, 1909.

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No. and Description of Packages. Weight or Marks and Numbers Kilos Contents Measuroment His Exectlency W. J. hland fee cent. Government House y base Port Stanley Fackland Poland Norde all will and .

Tons. Cwi. Ors. 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 £

W Received for shipment, in apparent good order and condition, from 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 woyages in this contract whether written sailings shall be deemed included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written sailings shall be deemed include within the intended voyage; this liberty not being considered as restricted by any words in this contract whether within the source of th

> AT MIR 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, (B.) Said to be marked and inspected or addressed as per margin; the Company not being accountable for Marks, Marbers, Horners, Horners, Barl, Contacted as a second and the second and th or to his or their Assigns. or so near thereto as she can, without detention or delay, safely get unto

(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, Elfects of Climate, Heat of Value Steam, Sanda Sweating European or Disinfection, whether ordered by Sanitary Authorities or not, Custons Lawa of Forcing Countries, Insufficience of Paulices, naize, holds, Steam. Smoke, Sweating, Funigation 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, Pilegae, 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 vaporation 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, obliceration, 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, Tanka, 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 judgmont 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 depot, 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 the payment of state. 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 Compuny 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. 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 Clockes, 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 companyes liability is least or for any companyes option. 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 other wines dangerous character, shipped without permission, and without full disclosure of their nature being proviously 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 without effect on 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 lieu 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.

In mediately 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 stand vold. 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 Shippers. M. Actuoration M. Actu

Authorised MARCH, 1909.

THE PACIFIC STEAM NAVIGATION CO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE. No. and Description Weight or Kilos. Contents. Marks and Numbers. of Packages Measuremen Ibase Sundries 20 accelu

Tons, Cwt. Ors, Lbs.

per Ton Weight, £ Freight on 50 er Ton Meast., £ Freight on

at

Freight on

per Ton Meast., £

Primage at Ten per cent.

Total

£

Required for shipment, in appagent good order and condition (A.) Othe STEAMSHIP called " on board the <sup>3</sup> EAMSHIP called " 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 for otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings or for any purpose whatsoever for otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailings written or printed; to carry 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,

in

PACKAGES OF MERCHANDISE.

en addred

(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 thip) from the Ship's Tackle, when the Company's responsibility shall cease, in the like apparent good order and condition, at the Port of the the Ship's Tackle, when or so near thereto as she can, without detention or delay, safely get, unto

Lall (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 or to his or their Assigns.

The Shippers, Consigned, 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 Companyshall 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, 1. The Companyshall 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, the origination of Mobs, Effects of Climpton Embargo, Adverse Claims, Anter and the second and t whether partial of general and the second anything done in furtherance increase, whether the Company be parties thereto of not, the Action of Moust, Encers of Connare, Heat of Holds, Steam, Smoke, Swealing, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages Heat of Holds, Steam, Sinker, Streng is a linguistic of 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 Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, any other Goods, of damage of any other states, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the 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, Delenfon, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, lettison, 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  $\sigma$  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 patt thereof, Tanks, Pumps or Plpes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sinking of Ship in S 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 Justice of the action whether relating at the line of chipment or point whether and the vessel by any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Justice of the action whether relation at the relation of the purpose of the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Justice of the action whether relation at the purpose of the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Justice of the purpose  Unification 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, S 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 unsafeby 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 cach package is specially and legibly marked by the Owners before a 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 packages or by incomplete or incorrect description of weight or contents, or any other particulars required by the 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 her to be adjusted on the same basis.

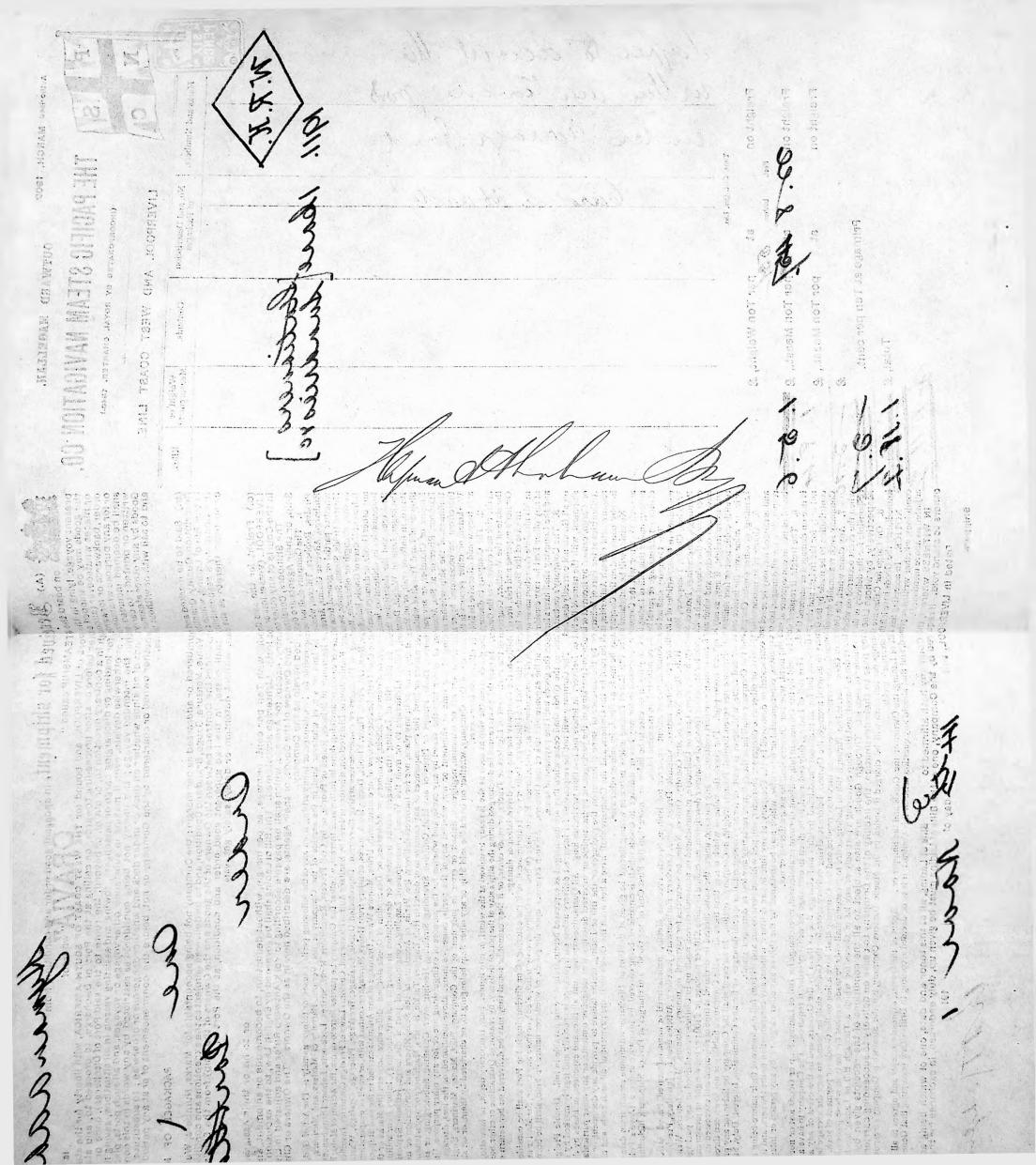
claims for demurrage or partial loss to be adjusted on the same basis.

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 to 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, China, Engravings, Fictures, Shutary, Silks, Furz, Lacc or Cashumere, manufactured or unmanufactured, made up in Clothes. or contained in any package or parcel, whatever may be the value of such articles, and the stress of 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 any part contents of any package, unless the value thereof be declared attime of shipment and expressed in the Bill of Lading, and extra freight, if any is 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-tweet the invoice cost or agreed value, whichwer 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 tost or damaged goods.
5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without and company, that event of any package of not all damages, los or expenses, consequential or otherwise, and the downers, and the Owners, and the Owners, and the Owners and the Owners shall be aware thereof or not.
6. The freight, if required, shall be paid by the Owners in full, without disconnor abatement, in exchange

7. Any claim which deposit towards the average 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 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 Caim 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 also possession the Goods and the Ship conveying a part only of any lot of Goods for which a Through Bill of Lading has been granted, is not also possession the delivery of the receipting 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 also possession the delivery of the receipting the state of such lot. Through Goods are also subject to all the conditions of the receipting 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 shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease NOTICE. In accepting the steamer's tackle.
NOTICE. In accepting the steamer's tackle.
conditions, whether work the 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 work the Lading, the Owner of the Goods and the Shipper or any Agent of the Count of the British Law (excepting that General average shall be conditions, whether work the Lading, the Owner of the Goods have constitued according to British Law (excepting that General average shall be conditions.)

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 adjusted as above mentioned, 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 IN WITNESS whether downer of printed, and that should any question arise on this of Lading, all of this tenor and date, one of which being accomplished the

adjusted as above mentioned, printed, and that should any question arise on this contract, it is to be a should also one of which being accomplished the in WITNESS whereof, the Company hath affirmed to the Bills of Lading must be given up, duly endorsed, in exchange for the Goods 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 the Company of the day of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in LIVERPOOL, this the Company of the day of the day of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in LIVERPOOL, this the day of the day of the day of the Bills of Lading must be given up, duly endorsed and the Bills of Lading must be given up, duly endorsed and the Goods Dated in LIVERPOOL, this the day of the day of the day of the Bills of Lading must be given up, duly endorsed and the Bills of Lading must be given up, duly endorsed and the Goods Dated in LIVERPOOL, this the day of the day of the day of the Bills of Lading must be given up, duly endorsed and the Bills of Lading must be given up, duly endorsed and the Goods day of the day



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A SIX A PENCE	Marks and Numbers.	No. and Description of Packages	Contents.	Weight or Measurement Kilos.	<ul> <li>(B.) Said to be may</li> <li>Description, Quality</li> <li>in this Bill of Lading</li> <li>the Company's res</li> <li>or so near thereto</li> </ul>
Ro	H.C. y Cove	, Truso	Carp	ichie	(C.) Freight for the LIVERPOOL, (Vesse in the Courts of any The Shippers Ship, or their Agen 1. The Company Pirates, Robbers, The Embargo, Adverse Cla whether partial or gen Heat of Holds, Steam, S in size, strength or oth Inherent Nature of Goo any other Goods, or dar Inaccuracies in, obliter Packages and the des Packages, Loss of We Board, in hulk, or craft Ship or of Land Trans Engine or Chamber, Harbour, River or at Unitness of the ship therefrom be occasion Workmen, or other p acts they would otherv 2. The Company at the risk and expense the state of the Weath Owner's expense and
					In case of the Blo in his absolute discreti- at any other Port he m and the Company shal 3. The Company on all Goods not corre- shipment, with the nan or Cargo, caused by in Authorities at the Port requirement of such A hereby conferred on th No claim will be c at such Port, nor will

Tons. Cwt. Qrs. Lbs

per Ton Weight, £ at Freight on Inches Feet.

per Ton Meast., £ at Freight on

per Ton Meast., £ Freight on at

£

Primage at Ten per cent.

Total, £

Received for shipment, in apparent good order and condition, from Oetamann 1314. ard the STEAMSHIP called " and the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the steamer by which hoped the before or after proceeding towards, or calling at the Port of Discharge, to proceed to, and stay at, any ports or (attrian a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any r torware, or loading or discharging cargo or passengers, towing and assisting vessels in all situations, saving life or croperty, whatsoe' thin the intended voyage; this liberty not being considered as restricted by any words in this contract, whether to card whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the steame whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, without lots. CODAMBASS

UML PACKAGES OF MERCHANDISE.

1217/a yerry

ked an<sup>(numbered</sup> or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Quanty, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned which onstitutes the Contract between the Owners of the goods and the Owners of the Ship) from the Ship's Tackle, when possibilly shall cease, in the like apparent good order and condition, at the Port of as shecan, without detention or delay, safely get, unto

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sk, free diability to the Company for any loss, depreciation or damage, or they extinct be found they may be derived of the Feturi of sent back at the kade or hierdict of the Port of Discharge, Delivery or Transhipment, or if the entering of, or discharging in the Port shall be considered by the Master n unsafe by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the Goods by 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. have a lie upon the goods until the payment of same.

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chains for demurrage or partial has to be adjusted on the same basis.
 4. The Company shall not accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles or contained in Glass, Articles, Bills, Bank Notes of a tragile or perishable nature, Valuable Drugs, China, Grockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepricee, Mages, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Tile Deeds, Paintings, Engravings, Pictures, Bathary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, nude up in Clothes or contained in any package or parcel, whal-ever may be the value of such articles and extra freight, if any, as maybe agreed upon paid. For goods the value of which is less than these finits the Company is baiblify is not to exceed three shillings per one-twelfth cubic fool or four shilling and dispence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any profile or increase in price or value over the invoice cet or agreed value, which were is leads, or for any consequential or special dumages, or for any Commission, Interest, Duty, Storage, Warehouse, 5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared for any be seized and enfoscated or destorated which may be sustained by the ship or any other cargo, or by any person or interest whalsoever, on the shipped without permission, and without full disclosure of their nature being previously declared on only be seized and enfoscated or destorated, which may be sustained by the ship or any other cargo, or by any person or interest whalsoever, on the respinal and by the Owners shall be aware thereof or not.
 6. Goods of an inflammable, esplosive or otherwis

NOTICE. In accepting the 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). Bills of Lading, all of unis tenor and date, one of which being accomplished the

adjusted as above mentioned) and that should any defined to IN WITNESS where of, the Company hath affirmed to 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 Livence of this

Dated in LIVERPOOL, this Shippers

15hos 19/1 Howard Clement by. Bought of Faluland Island Sought of Samuria

CABINET MAKERS · HOUSE FURNISHERS · MERCHANTS · SHIPPERS · MANUFACTURERS. 67.69.71.73.75.77.79 81 § 83

CABLE ADDRESS "OETZMANN LONDON".

ABC code (5"edition used.)

101 MAYFAIR (3 lines)

FAMPSTEAD ROAD · LONDON.W.

N EG LTD

() FTZMAN

Jelephone No



Factories and Wareh ALBION WORKS DRUM EAGLE WORKS HAMP. STANHOPE WORKS WILLI GAMDEN WORKS HIGH ST

.Branches. DUBLIN·BRUSSE

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Authorised MARCH 1909

### OUTWARD MAGELLAN.

THE PACIFIC STEAM NAVIGA GO.

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

No. and Description Weight or Kilos. Contents. Marks and Numbers. Measurement of Packages To the legents Pacific Steam Nangaha The goods enemerated ar this Bill of hading will be accepted in accordance with

Tons. Cwt. Qrs. Lbs.

per Ton Weight, £ Freight on at

Inches per Ton Meast., £ Freight on/64

Primage at Ten per cent.

£

Total, £

per Ton Meast., £ Freight on at

Value of goods Prim #5.15.0 Theight & changes 1. 9.2.

shall be deemed included whether owned whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the shall be deeminted; to can souds of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the written or printed; 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, 2000

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 the Ship's Tackle, when the Company is responsibility as the can, without detention or dollar in the low order and condition, at the Port of the Ship's Tackle, when the Company's response can, without detention or delay, safely get union

(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 thered or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Sweating, Fungation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries. Insufficience of Packages

whether partial or general, in cause, or anything done in furtherance thereon, whether the Company be parties interve or not, due to the due of a label, Dredes or Omnate, Heat of Holds, Steam, Smoke, Swealing, Funigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign age. Insufficiency of Packages in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Chalage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hook marks, or injury from Hooks, Slowage or contact with, or smell or evaporation or drainage from the Company from Hooks, Slowage or contact with, or smell or evaporation or drainage from Inherent Nature of Goods, Kane of Station, erost, thaw, Ploods, Decay, riook marks, or injury from Hobss, stowage of contact with, of since of evaporation of change from 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 Intered in this Bill of Lading (the alleged marks, numbers, or description in margin notwithstanding), injury to or soiling of Wrappers or Packages and the description in this bin of Lading (the aneged marks, innaces, of description in hargin interesting), mary to of soning of trappers of 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 seas. Ship or of Land Transit of whatsoever nature or kind, the consequences of any damage to or delect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Ship or of Land Transi of whatsoever haute or kind, the consequences of any damage to or defect in Hull, Engines, Tackie, Bollers, Machines, Machines, Kerngeraung e Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Stranding, Heeling over, Upsetting, Submerging, or sinking of Ship in g 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 d Unitness 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, g 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 share, or for whose acts they would otherwise be liable, or otherwise howsoever,

acts mey would otherwise behave, 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

a. 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 as 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 a shipment, with the name of the Port of Delivery in letters not less than two inches long. All Quarantine expenses and all times and expenses, or losses by detention of Vessel as 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 thereby conferred on the Company he made available by sale or otherwise. 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 demutration or the same basis. claims for demurrage or partial joss to be adjusted on the same basis.

claims for demutrage or partial isst 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, Moseics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Tille 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 walke 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 halility is not to exceed three beilings per one-twelfth cubic foot or four shillings and six pence per severe English Pounds weight, in Company's option. In no event shall the Company be liable for any prefits or increase in price or value over the involve 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 initiammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for more therwise dangerous character, shipped without permission, and without full disclosure of their nature

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 consequent whether Owners shall be aware thereof or not. board of her in consequences, loss or expenses, consequential of other wise, when may be assault to be assault of her in consequence of such shipment, whether Owners shall be aware thereof or not.
 6. The freight if each of such shipment is the Owners in full, without discount or abatem

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 to Through Goods are also subject to all the conditions of the receipts given by each Company 8. On Cargo for Callao fine shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall cease 1. More the steamship Company's responsibility shall cease in the steamship Company's responsibility shall cease 1. More the steamship Company's responsibility shall cease in the Goods and the Shipper or any Agent of the Owner, expressly accepts and agrees to all its stipulations and conditions, whether weilings 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

NOTICE. In accepts and 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 the 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 Liveppool, this Dated in LIVERPOOL, this

Shippers

A Beceived for shipment, in apparent good order and condition, from "whereof "whereof" is Master, for this presentioyage, lying in the Port of LIVERPOOL, and bound for THE WEST COAST OF SOUTH AMERICA, with liberty for the port of places whatsoever (although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge, to proceed or der, packwards or forwards, for loading or discharging cargo or passengers towing and assisting vessels in all situations, saving life or or more or provide what to be and bound for the said Port of Discharge). South the said Port of Discharge in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge). Once or presenting order, packwards or forwards, for loading or discharging cargo or passengers towing and assisting vessels in all situations, saving life or CO.

to, and stay at, any pole backwards whatsoever although in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge, to proceed oftener, in any order, backwards or forwards, for loacing 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 include of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other property whether owned or chartered by the Company or otherwise and whether dangerous or otherwise; to substitute or tranship the Goods by any other INCORPORATED BY ROYAL CHARTER, 1840.) shall be seen of the constant (B.) Said to be marked and numbered or addressed as per margin; the Company not being accorntable for Marks, Numbers, Weight, Contents, Description, Ouality, 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 Tackle, when the Company's or so near therefor as she can, without detention or delay, safely get, unto
 Marson the contract between the near the per cent. primage to 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. Consignes, 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. Weight or Kilos. Measurement or their Agents are described herein as the Company. or their Agents are described nerving 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, Earratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Bulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anythin 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, Funigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strength or otherwise, Bursting (Labeler as reonsenuence arising therefrom, Unprotected Goods Labourg, Bachage Pilanera, Chafere Wenters, Fundersting, David Pilanera, Songer Pourse, Bursting (Labourg, Funigation Labourg, Suear, Streng, Bachage Pilanera, Chafere Wenters, Brandmitter, Naumer, Size, Strength or otherwise, Bursting (Labourg, Funigation Labourg, Suear, Streng, Pachage Pilanera, Chafere Wenters, Brandmitter, Naumer, Size, Strength, Streng, Pourse, Bursting (Labourg, Funigation, Labourg, Suear, Suear, Chafere Wenters, Printers, Naumer, Size, Strength, S 1/01/1 G 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, Flook 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

Thaw, Floods, Decay, rubine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls. Inaccuracies in, obliceration, insufficiency, or absence of Marks, Numbers, flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls. Inaccuracies in, obliceration, 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, Accidents of the Seas, News and Navigation of management of the Sing of of Land Transit of whatsoever nature of Kind, the consequences of any damage to or detect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Fipes 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 hire or for any other purpose, Unseaworthiness of 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.

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 abuve of the packages of the Bill of Lading, or the failure to provide any document or to meet environment of much Authorities at the Port of Delivery. 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 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

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, Massier, Drug Park Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deede, Paintiere, Brancia Clocks, Timepices, Mosaics, Bills, Bank Notes of any Country, Ordersy, Notes, or Securities for payment of money, Stamps, Maps, Letters, Witches, Witches, Watches, Pictures, Statury, Silks, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Witches, Witches, Elis, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Witches, Witches, Elis, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Witches, Witches, Elis, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Witches, Witches, Elis, Bank Notes of any Country, Orders, Bills, Bank Notes of any Country of unmanufactured, made up in Clothes, or contained in any package or parcel, whatever may be the value of such and up in Clothes, or contained in any package or Cashmere, manufactured or unmanufactured, made up in Clothes, or contained is 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 Conterver of 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 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 pair for goods the pair there than these limits the Company's liability is not to exceed three shillings per one-twelfth cubic foot or four shillings and sixpence per 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 company's option. In no event shall the Company's liability, interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company's liability is not company's to 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 any consequential or special 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 many discussed and confiscated or destroyed, which may be sustained by the ship or any other cargo, or by any person or interest whatsoever, on board of her in confor all damages, loss or expense, 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 con-sequence of such shipment, where the owners shall be aware thereof or not. 6. The freight, if not where the noil do 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

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, at 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 the freight and charges thereon, at 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 to wards the average thereon, at for all previously unsatisfied freights and charges due to prosecute shall be bound to sign the average bond, and pay to the Company such reasonable deposit towards the average expanses 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 first on which the Owners of Goods carried on Supervision apart 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 the the deliver 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

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 Owners of Goods carried on Through Bill of Lading has been granted, is not responsible for the deliver of the remainder of such 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 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 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 the claim is based, and the Ship conveying a part of the conditions of the receipts given by each Company respectively, by whose Line they part to their destination, the liability of the Company to cease on delivery to succeeding carriers.
6. On Cargo for Callao free seamer's tackle.
NOTICE. In accepting the shillings per ton extra will be charged if landed by the Muelle Darsena Company, but the Steamship Company's responsibility shall created the seamer's tackle.
NOTICE. In accepting the following 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 WITNERS.

acove mentioned). Printed, and that should any the Bills of Lading, all of this tenor and date, one of which being accomplished the off IN WITNESS whereof the Company hath affirmed to a 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 Link Company, one of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods.

Dated in LIVERPOOL, this Shippers

W. G. I in J

19 Mayadyeron

LIVERPOOL AND WEST COAST LINE. No. and Description Contenta Marks and Numbers of Packages 1559/63 2 Cases Der Mark Soof. Poiler, 576.623 577/8.523/51 Common do - da -619/20 624 fee do 618 res do 616/17 Sugardo 627 Gas. Biscuito 626 Gase 622 Starch do 554 Bulier do 79. Chocolate. do 37 Barrel Sugar 25 Chocolale Gase 628 Cames meats VI addess is do 629/30 Lympo do 638 Sank Sugar, Eurranto Rensing imater Valo & Cheese n 631/2 2 Cases Jamo 639. Lara do 633. ado natter do 634 Pecl do 635 Bacon sto 636 macaroni do 640 Curranto do 641 Raisins Provisions de 642 do 576.623 5.0 per Ton Weight, £ Freight on 18.523/5. 39" 3 inches. 4.2/6 9/20.618. per Ton Meast, £ Freight on at 134 · 5 45/ per Ton Meast, 2 \* 11 \* 3 conder 9-18:0 Primage at Ten per cent 19 .. 10 Total 18 . 17 - 10

Authorised MARCH, 1909.

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(INCORPORATED BY ROYAL CHARTER 1840.)

LIVERPOOL AND WEST COAST LINE.

Contents.

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Authorised MARCH, 1909.

Marks and Numbers.

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No. and Description of Packages.

"Received for shipment, in apparent good order and condition, from W, VERNON & SONS on board <sup>the</sup> STEAMSHIP called "Steamer by which the goods may be shipped either before or after proceeding towards or calling at the Port of Discharge, to proceed any ports or places whatsoever (although in a contrary direction to, or out of, or beyond the route to the sold 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 *Contract between the Owners of the good and the Owners of the Ship*, from the Ship's Tackle, when the Company's or so near thereto as she can, without detention or delay, safely get *uato Contract between the Company of the Ship's Tackle*, when the Company's or so near thereto as she can, without detention or delay, safely get *uato Contract between the Company of the Ship's Tackle*, when the Company's 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 not a vork (Antweno Rules and adjusted in Liverpool)

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, Seizuro, 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, Pilforage, Chafage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, Thaw, Floods, Decay, Hock marks, or injury from Hocks, 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 er soiling of Wrappers or Packages, Loss of Weight, Detention, Dolay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jetlison, 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, Tanka, 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 parils, 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 howsever. 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 dolivery, by reason of Quarantine or other Sanitary regulations, the state of the Weather, Congestion of the Port, want of Lightors 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 Transhupment, 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, Procious 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, Pairings, The Statement of Statement of Statement of Statement of Statement of Maps, 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, whataver may be the value of such articles, nor for any other Goods of whataver description, exceeding in value £10 per package or £100 per ton weight or measure ment 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 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 many the company at the Company shall have the option of their nature being previously declared and arranged for many content of a declared and arranged for the company at the Company at the company at the company and the Company shall have the option of their nature being previously declared and arranged for the company at the company at any time before delivery without sourcements to the Company and the Company at any time before delivery without sourcements to the Company and the Company at any time before delivery without sourcements to the Company and the Company at any time before delivery without sourcements to the Company and the Company at the

3. Goods of an inflammable, explosive or otherwise dangerous character, sinpped without permission, and without any compensation to ther 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 use of the Company to have a line, out to be given in exchange for Bill of Lading. The Company to have a line, on the subtracted or the Company.

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 lieu 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 whigh 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 the identification the liability of the Company to crease on delivery to acceeding carriera

where when the event occurred on which the olaim is based, and the only out of the conditions of the receipts given by each Company respectively, 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 treasmer'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 wo Bills of Lading, all of this tenor and date, one which being accomplished the others to stand vold. 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 the Shippers.

JFS 31 Bags Flour. Port Stanley JFS The low a certe level of SWMMUM and ar. ar. ar. ar. Port Stanle Freight on 2. 0.0.0 at Hopper Ton Weight, & 4-5-0. Feet. Inches. Freight on at per Ton Meast., £ Freight on at per Ton Meast., £ £ 4-5-0.

Total £ 4 - 13 - 6. Primage at Ten per cent.

Beceived for shipment, in apparent good order and condition, from on board the STEAMSHIP called "

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is Master, for this 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 to, and stay at, any ports 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 purpts 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 printed; to carry done 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,

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 to here 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). Enterage 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, Conserves, and Owners of the Goods, or their Apents, are described herein as the Owners. The Owners or Charterers of the Ship.

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 and 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, from whatever cause, or any use one in interance increase, whether the company be parties increase or hot, the Action of Acos, Energy of Change, in size, strength or otherwise, Bursting Sweating, Fungation 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 and therefrom, Unprotected Goods, Leakage. Breakage, Pilferage, Chafage, Wastage, Evaporation. Inherent Nature of Goods, Rain, Spray, Rust, Oil, Frost, or Packages or consequences and the interaction of the strength of th

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 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, Machiners or appurtenances, Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or l'ipes 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 lor any other purpose, Unscaworthiness of Unfiness 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 beoccasioned 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 hable, 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 delivery in incorrect delivery of maintine 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 Fort 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, Timepierer Musser and the Value of any Country Orders, Notes, or Securities for numerated money. Nature Marse Metals, Metals, Metals, Matches, Clocks, Timepierer Musser, Metals, Matches, Clocks, Clo in Glass, Articles of a fragile of perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Mosnics, 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 ensequential or special damages, or for any Commission, Interest, Duty, Storage, Warehouse, Landing, or other similar Charges, and the Company 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 owing the consequential or special damages.

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 have the owners, and the Owners shall be responsible 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 hoard of her in con-sequence of such shipment.

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 day of November 1911 Shippers

2 Cases Con Wilk 4/5. 1 Banel Sugar 1 Case Tea a Salt Lask Groceries 2 M 2 Tons, Ows Ora Lba. per Ton Weight, £ at Feet, Inches. Freight on  $\frac{1}{4} \frac{4}{16} \frac{4}{16} \frac{1}{16} \frac{$ Freight on 14 " 11 at 476 per Ton Meast., £ - 15.10 Freighton 16 "10 at 457 per Ton Meast., £ - 18 " 11

OUTWARD MAGELLAN.

SIEAM

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Contents

Weight or

Monsurement

Kilos

No. and Description

of Packages.

thorised MARCH, 1909.

Marks and Numbers.

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Authorised MARCH, 1909. OUTWARD MAGELLAN. THE (INCORPORATED BY ROYAL CHARTER 1840.) LIVERPOOL AND WEST COAST LINE. No. and Description of Packages. Marks and Numbers. Contenta

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Tons, Cwi. Qrs. Lbs.

Freight on at per Ton Weight, £

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Freight on

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per Ton Meast., £

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Toleven PACKAGES OF MERCHANDISE.

"Meterbed for shipment, in apparent good order and condition, from JOHN DEWAR & SONS, LIMITED on board <sup>th</sup>e STEAMSHIP called " 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 to, and stay at, any ports of Maces 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 or some ar thereto as she can without detention or delay, safely get unto 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.

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.

 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 Enomies,
 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 Adverse Claims, Arrests or Restance of Finces, Kullers or People, or by Civil Process, Revolutions, Klois, 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, Staam, Smoke, Sweating, Funigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages in size, strongth 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, Dotention, 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 Eugine 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

all of in Judgment of the company, rice, master, martners, Engineers, Storentes, or other persons in the service of the company, where on source the same sing of any of 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 start of the battle.

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.

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 detontion 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 anthorities, 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, Pracious 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 measure ment 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 pormission, 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

declared and arranged for, may be seled 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 or penses as they may require, and the Company shall have a lien on the Goods for payment ot 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

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

 $\frac{1}{2}$ Primage at Ten per cent.  $\frac{1}{2}$   $\frac{1}{2}$ 

The good mentioned on the Bill of Laday are accepted under average boud b. S. Lecour Jo tace leter William 18/12/12

Authorised MARCH, 1909.

# OUTWARD MAGELLAN.

THE PACIFIC STEAM NA

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

No, and Description Weight or Marks and Numbers Contents. Kilos. of Packages Measuremen A.M. I have Requ 1.

Tons. Cwt. Qrs. Lbs.

Freight on per Ton Weight, £ at Fcet. Freight on Ton Meast., £ /-

Freight on per Ton Meast., £ at

Primage at Ten per cent.

£

A) Beleived for shipment, in a grant cod order and condition from high grant for the steamer by which on board the STEAMSHIP called " Present voyage, lying 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 (sithough in a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any or for any purpose which the intended voyage; this liberty not being considered as restricted by any words in this contract, whether 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 without pilots.

Che PACKAGES OF MERCHANDISE.

1 MM Jodger

(B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Which constitutes the Contract between the Owners of the goods and the Owners of 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 the Ship) from the Ship's Tackle, when or so near thereto as the can, without detention or delay, safely get, unto

area. M. Louter.

(C.) Freight for the sald 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, Consignes, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Sinp, or their Agents are described herein as the Owners. The Owners or Charterers of the Sinp, or their Agents are described herein as the Owners. The Owners or Charterers of the Sinp, or their Agents are described herein as the Owners. The Owners or Charterers of the Sing, or their Agents are described herein as the Owners. The Owners or Charterers of the Sing, or their Agents are described herein as the Owners. The Owners or Charterers of the Sing, or their Agents are described herein as the Owners. The Owners or Charterers of the Sing, or their Agents are described herein as the Owners. The Owners or Charterers of the Sing, or their Agents are described herein as the Owners. The Owners or Charterers of the Sing, or 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 there of, whether the Company barties thereto or not, the Action of Mobs, Effects of Claimate, Heat of Holds, Steam, Smoke, Sweating, Funigation 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, Rein, Spray, Rust, Oil, Frost, Thaw, Flood any other oblight and the standard of the standard with t the standard with the standard withet the standard with the st Indecuracies in obliteration, insufficiency, or absence of Marks, Numbers, or Addresses, or Description of Goods slipped, 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 detect 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, Strainiug, 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 extingishing 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 Shlp 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 of 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, **x** 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.

Owner's expense and risk, tree of hability to the company for any loss, deprectation or datage. 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 of the provide the provide the company for any loss of the port 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.

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 a 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 a or Cargo, caused by incorrect or insufficient marking of the packages, or by incorrect each package is the Deriver of the Port of the packages, or by incorrect and the packages or or contents, or any other particulars required by the Authorities at the Deriver of the Port of the packages or by incorrect and the Port of the packages. 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 demonstration of the company in the company in the same basis

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 Noles of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Pictures, Statuary, 61ks, 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 fort or four shillings and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any prefits or increase in price or value over the involce 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 Chorges, and the Company shall have the option of replacing any lost or damaged goods.

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 regult is pail by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Freight

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 a serie towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such.

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.
7. Any claim 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.
7. 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 for 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 accention this thill 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.

Total, £ /-3-0

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 mentions).

adjusted as above mentioned). IN WITNESS whereof, the Company hath affirmed to 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 the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed, in exchange for the Goods Dated in the proposition of the Bills of Lading must be given up, duly endorsed in the Bills of Lading must be given up, duly endorsed in the Bills of the Bills of Lading must be given up, duly endorsed in the Bills of the Bills of Lading must be given up, duly endorsed in the Bills of the Bills of the Bills of Lading must be given up, duly endorsed in the Bills of the Bil

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THE PACIFIC STEAM NAVIGATION

No, and Description of Packages

San Carlo 2014 5 Bags Cement 6 San Carlo 20145 45 Bundle Guerand

2 Bundles

(INCORPORATED BY ROYAL CHARTER, 1840.)

LIVERPOOL AND WEST COAST LINE.

Contents

66.

Kilos.

Received for shipment, penparent good order and condition, from on board the STEAMSHIP called "

whereof "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, baokwards 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 ondeck 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, being other commencement of or at any period of the Voyage and to sail with or without pilots. One mundred Thurly Stx. 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 Gwners of the goods and the Owners of the Ship) from the Ship account to the exception of the Ship in the Ship in the Ship is 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 gat, unto

or so near thereto as one can, without detention or delay, safely by unto 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, Considered and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Charterers of the Snip, 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 whalever kind, in the service of the Company or not. Vermin, Baratry of Masters and Mariners, Capture, Seizure, Embargo, Adverse Claims, Arrests or Restraints of Princes, Rules or People, or by Civil Process, Revolutions, Riots, Strikes, Labour Disturbances, Trade Disputes, whether nartial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or not, the Action of Moles, Effects of Climate.

Embargo, Adverse Chamby De Kataning of Princes, Trade Disputes, or by Crvi Process, Revolutions, Rives, Ede-outs, Datour Disturbances, Trade Disputes, whether partial or general, from whatever cause, or anything done in furtherance thereof, whether the Company be parties thereto or tot, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smeke, Sweating, Funigation or Disinfection, whether ordered by Santary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages Heat of Holds, Steam, Smoke, Swealing, Funngation 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 thereirom, Unprotected Goods, Leakage, Breakage, Pilterage, Chalage, 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 damagefrom Coal or Coal Dust, Leakage or flow of, or contact with, Urine, Manure Water, Drainage of any Animals carried in the suid 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 any other boods, of utaling the final bas, be adage 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, lettison, 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 Translt of whatsoever nature or kind, the consequences of any damage to or deject in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating e Ship or of Land Translt of whatsoever nature or kind, the consequences of any damage to or deject in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating e 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 g Harbour, River or al Sea, Admission of water into the vessel by any cause, and whether or the purpose of extinguishing fire or for any other purpose, Unseaworthiness or I Unfitness of the ship whether existing at the time of shipment or not, whether any of the perils, causes, or things above-ineutioned, or the loss, damage, or injury arising a thetefrom be occasioned by, or arise from any act or omission, negligence, default or error in judgment of the Company, Pilot, Master, Mariners, Engineers, Stevedores, Wakmen, 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 howseever.

1 Skeledon being on the Port shall be considered by the Master m 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. All such expenses upon the goods, of whatever nature or kind, shall be borne by 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 a 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 a 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 g 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.

 $\begin{array}{c} \text{Hoth response of the second and the secon$ The Company shall not be accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles

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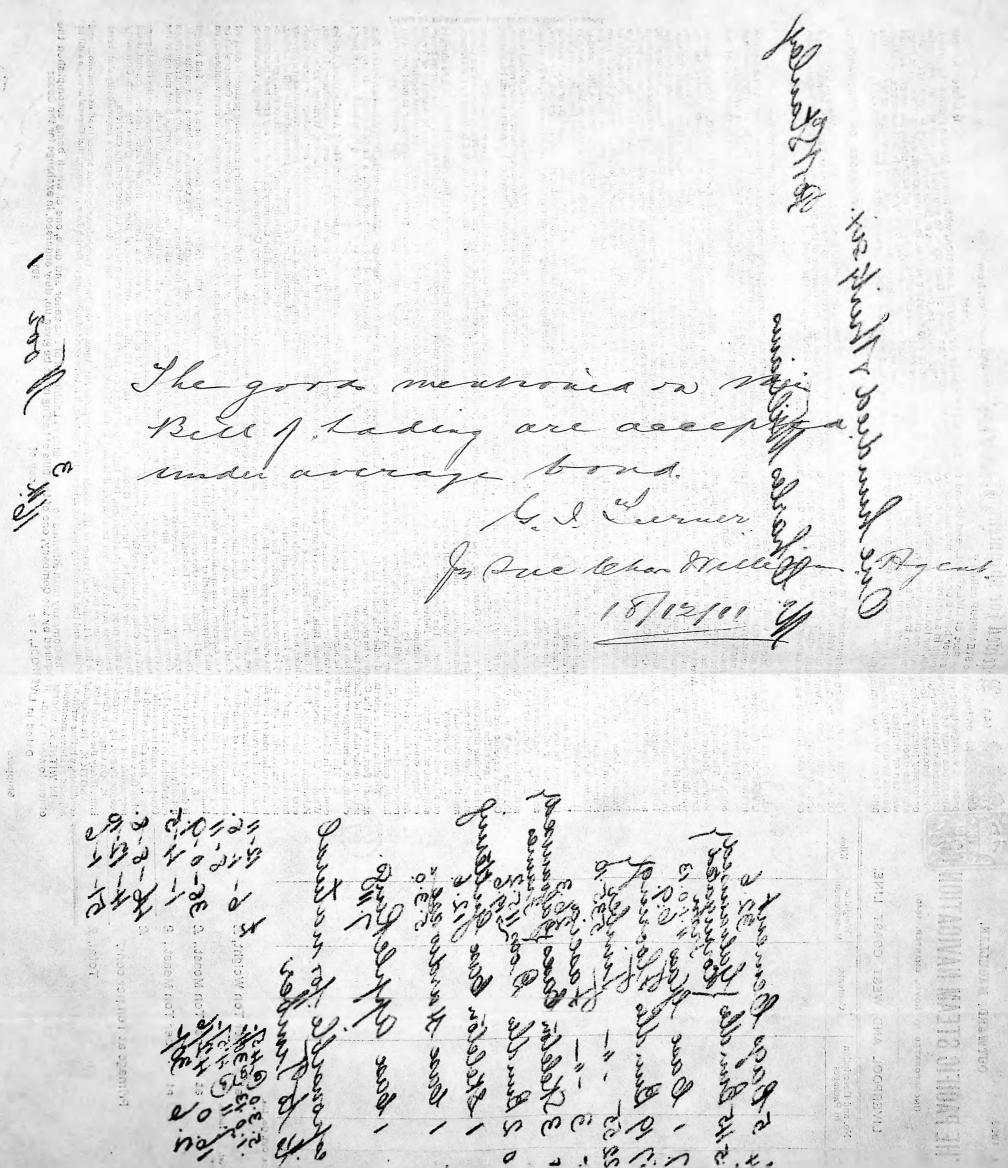
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Authorised MARCH, 1909

Marks and Numbers.



"Whereof "Whereof" "Whereo Authorized MARCH, 1909. OUTWARD MAGELLAN. NAVIGATION I ME or oftener, in any order, having the interview of the int or property, or for any purper included within the intended voyage; this liberty not being considered as restricted by any words in this contract whether written 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 (INCORPORATED BY ROYAL CHARTER 1840.) or printed; to carry goods 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. LIVERPOOL AND WEST COAST LINE. PACKAGES OF MERCHANDISE. Sixty one (B.) Said to be marked and numbered or addressed as per margin; the Company not being accountable for Marke, 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 No. and Description of Packages. Quality, Quantity, Value, and conditions 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 Weight or Measuroment Marks and Numbers Contents. Kilos. Lading, which constitutes 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 or POPT STANLEY. Order (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 (C.) Freight for the said construction of the 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. T. C. Q. 1 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, 62. 6. 1.2.1.8 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, Heast of Holds, Steam, Smoke, Sweating, Fumigation or Disinfection, whether rodered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficience that are thereof, whether from Watever countries, Insufficience that are thereof and the said Ship, or from their Stallage from any other service or on the said Ship, or from their Stallage from any other service or contact with, Urine, Manure Water, Drainage of any Animals carried in the said Ship, or from their Stalls, Inaccuracies and the Science of Adamage from 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 and the Science of Adamage from Science of Matters or Science of Matters and Mariners, Capture, Seizure, Embargo, Chafage, Wastage, Evaporation, Inherent Nature (1999).
79. 2. 1.8 of Goods, reamage from 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 of Matters and Maters and Maters and Matters and Matters and Matters and M 191/215 25 Maize Rags ORT STANLEY 216/240 25 Bags Pollards 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, Hent, Fire on Board in hulk, or craft, or on Shore, at 10.0.0 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 241/250 10 Cases Sugar 34. 2. 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 hy any cause, and whether for the purpose of extinguishing fire or for any other purpose, Unseaworthiness or Unitness of the ship whether existing at the time of shipment or not, 4 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 251 1 Parcel Samples 1.5. 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 whart, or into lighter, hulk, temporary depot, 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 Lightors 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. 177. 3. In case of the Blockade or Interdict of the Port of Discharge, Delivery or Transhipment, or if the entering ot, 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 lond the 01 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 ccase 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 Deods. Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmero, manufactured or unmanufactured, made up into Clothes, or contained in any package or parcel, whatever may be the 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 measure ment 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 frot, or four shillings and sixpence per soven English Pounds weight, in Company's option. In no event shall the Company be liable for In the Bill of Lading, and extra hight, if any, as may be agreed upon paid. For goods the value of which is less than these inmits the Company's lability is not to exceed three shillings per one-twelfth cubic fock, or four shillings and sixpence per soren 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, Warehom, Landing or other similar charges, and the Company shall have the option of replacing any lost or damaged goods.
5. Goods of an inflammable, enlosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be saized 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 damage, loss or expenses, consequential or otherwise, which may be sustained by the bip or any other cargo, or by any person or interest whatsoover, on board of her in companee of such shipment, whether Owners shall be aware thereof or not.
6. The freight, if required, the begid by the Owners in full, without discount or abatement, in exchange for Bill of Lading, Ship or Goods lost or not lost. Full Goods, not only for the freight ad haves 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 doponit "Owners at hey may reque, and the Company shall have a lien on the Goods for payment of such.
7. Any claim which the Owners the average orpenses as they may requiry, and the Company shall have a lien on th Tons. Owi. Qrs. Lbs. Freight on at per Ton Weight, £ Feet. Inches. at 42/6 per Ton Meast., £ 9. 8. 4. Freight on 177. 3. Freight on per Ton Meast., £ at £9. 8. 4. Primage at Ten per cent. 18.10.

IN WITNESS whereof, the company hath affirmed 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 Shippers.

Total £ 10.7. 2.

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THE PACIFIC STEAM NAVIGA

Authorised MARCH, 1909.

CC

0 (INCORPORATED BY ROYAL CHARTER, 1840-) LIVERPOOL AND WEST COAST LINE. No. and Description Weight or Marks and Numbers. Contents Kilos. of Packages Measurement colomer 34 1001. 1003

Freight on 1-4 at 50 per Ton Weight, £ per Ton Meast., a Freight on 4 er Ton Meast., £

Primage at Ten per cent.

Total, f

effived for shipment, in apparent good order and condition iron in the 10 reserve on board the STEAMSHIP called "

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on board the scaled " "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 ship edition to a contrary direction to, or out of, or beyond, the route to the said Port of Discharge), once or oftener, in any or for any purpose whatseer, or otherwise deviate, even if making in substance other voyage or voyages, and all such ports, places and sailing shall be deemed included the intended voyage; this liberty not being considered as restricted by any words in this contract, whether written or printed; to card Goods of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steam whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage,

written or printed; to call wors of all kinds whether on deck or under deck and whether dangerous or otherwise; to substitute or tranship the Goods by any other steame whether owned or chartered by the Company or not, before the commencement of or at any period of the Voyage, and to sall with or without illots Thirteen

PACKAGES OF MERCHANDISE,

(B.) Said to be marked an numbered or addressed as per margin; the Company not being accountable for Marks, Numbers, Weight, Contents, Description, Quality, Quanty, Value, Measure, Gauge, Brand and Condition, and to be delivered (subject to the exceptions and conditions mentioned in this Bill of Lading, which onstitutes 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 the ship's Tackle, when art Stanle or so near thereto as she can, without detention or delay, safely get, unto

 (c.) Freight for the chooses with the percent primage as permargin, without deduction, to become due on shipment, and to be paid in LivERPOOL, (Vessel lost onot lost). Lighterage accustomed. This Bill of Lading shall be governed by English Law, to the exclusion of proceedings in the Courts of any other ountry, except for Average, which shall be payable according to York/Antwerp Rules and adjusted in Liverpool. The Shippers, Consigned, and Owners of the Goods, or their Agents, are described herein as the Owners. The Owners or Chartarers of the Ship, or their Agents are described herein as the Company.
 1. The Companyshall not 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, where by land or sea, of whatever kind, in the service of the Company or not. Vermin, Barratry of Masters and Mariners, Capture, Seizure, Emblargo, Adverse Claims, Arres or Restraints of Princes, Rulers or People, or by Civil Process, Revolutions, Riots, Strikes, Lock-outs, Labour Disturbances, Trade Disputes, whether partial or general fromwhatever cause, or anything done in furtherance thereof, whether the Company be parties thered or not, the Action of Mobs, Effects of Climate, Heat of Holds, Steam, Smoke, Swaling, Fumigation or Disinfection, whether ordered by Sanitary Authorities or not, Customs Laws of Foreign Countries, Insufficiency of Packages or consequences arising therefore, Unprotected Goods, Leakage, Brickage, Briedage, Pilerage, Charage, Wastage, Evanoration Heat of Holds, Steam, Smoke, dwalage fulligation or Disinfection, whether ordered by Santaty Anthonnes or hole, Customs Laws of Potengie Contries, instinction, whether ordered by Santaty Anthonnes or hole, Customs Laws of Potengie Contries, instinction, whether ordered by Santaty Anthonnes or hole, Customs Laws of Potengie Contries, Instinctions, in size, strength or otherwise, Bursting of Packages or consequences arising therefrom, Unprotected Goods, Leakage, Breakage, Pillerage, Chaiage, Wastage, Evaporation, Inherent Nature of Goods, Rain, Pray, 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, any other Goods, or damage formed and coar bust, beakage or now of, or contact with, or ne, and the formed, difference between the Marks or the contents of the Inaccuracies in, obliteration, insticiency, or absence of Marks, Numbers, or Addresses, or Description of Goods shipped, difference between the Marks or the contents of the Inaccuracies in obliteration, insuration, monothery, or absence of Marks, Numbers, or Addresses, or Description of Goods simpled, underfore or enter the marks of the Packages and the description bereof 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, Definition, Delay, Lighterage to or from the Vessel, Transhipment, Landing, Congestion of port of discharge, Jettison, Explosion, Hcat, Fire on Board, in hulk, or craft, or on Sbre, 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 whatoever nature or kind, the consequences of any damage to or detect in Hull, Engines, Tackle, Boilers, Machinery or appurtenances, Refrigerating Engine or Chamber, or any pat thereof, Tanks, Pumps or Pipes of any kind, Collision, Stranding, Straining, Heeling over, Upsetting, Submerging, or sixing of Ship in Straining, Heeling over, Upsetting, Submerging, or sixing of Ship in Straining, Heeling over, Upsetting, Submerging, or sixing of Ship in Straining, Straining Harbour, River or at Sea, Admission of water into the vessel by any cause, and whether for the purpose of extinguishing five or for any other purpose, Unseaworthiness or I Unitness 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, E 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 lible, or otherwise howsoever.

2. The Company to dischage 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 d 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, g the state of the Weather, Congetion 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 for this light to company for any loss denoticing the ship's stay at the sent of the s

Owner's expense and risk, free d liability to the Company for any loss, depreciation or damage. In case of the Blockade or hterdiet 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 unsafely 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 lin upon the goods until the payment of same.

The Company's contracto 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 a 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 a or Cargo, caused by incorrect of insufficient marking of the packages, or by incomplete or incorrect description of weight or contents, or any other particulars required by the applications of the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other and the packages or the Bill of Lading or the failure to provide any document or to meet any other any other any document or to meet any other any other any document or to meet any oth Authorities at the Port of Deliver, 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 Compay may be made available by sale or otherwise.

No claim will be entertaine 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 demurgan or claims for demurrage or partialoss to be adjusted on the same basis.

4. The Company shall note accountable to any extent whatever for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, Articles contained in Glass, Articles of aragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timenica, Tank, Mars, Letters, Weitings, Title Drugs, China, Crockery, Barthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timenica, Title Drugs, China, Crockery, Barthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timenica, Title, Drugs, China, Crockery, Barthenware, Jewellery, Articles, Mars, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Jewellery, Articles, Mars, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, Title, Drugs, China, Crockery, Barthenware, Stamps, Mars, Letters, Weitings, China, Crockery, Barthenware, Stamps, Mars, Letters, Mars, Mars, Letters, Mars, Mars, Letters, Mars, Mars contained in Glass, Articles of aragile or perishable nature, Valuable Drugs, China, Crockery, Earthenware, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clocks, Timepieces, Bracis, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title Deeds, Paintings, Engravings, Picture Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up in Clothes or contained in any package or parcel, what-ever may be the value of such ardies, 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 av 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 shilling and sixpence per seven English Pounds weight, in Company's option. In no event shall the Company be liable for any prefits or increase in price or value over the invoice ost 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 Chares, and the Company shall have the option of replacing any lost or damaged goods. 5. Goods of an inflammate explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and arranged for, may be seize and confiscated or destroyed by the Company, at any time before delivery, without any compensation to the Owners, and the Owners shall be

5. Goods of an inflammable explosive or otherwise dangerous character, snipped without permission, and without full discoute of their hadde being previously declared and arranged for, may be seize 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 uch shipment, whether Owners shall be aware thereof or not.
6. The freight, if required that he paid by the Owners shall be aware thereof or not.
6. The freight, if required that he 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 due to them by the Owners, and in the event of any accident requiring a not only for the freight and cho ex thereon, but for all previously unsatisfied freights and charges due to them by the Owners, and in the event of any accident requiring a statement.

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 deput towards the average expenses as they may require, and the Company shall have a lien on the Goods for payment of such. Any claim which the Queres 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 for 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 he to the steamer's tacke.

NOTICE. In accepting the steamer's tackle. NOTICE. In accepting the steamer's tackle. conditions, whether written or written or written or written 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 An day of 191 Dated In LIVERPOOL, this

Shippers

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Authorized MARCH, 1909. OUTWARD MAGELLAN. IHE (INCORPORATED BY ROYAL CHARTER, 1840.) LIVERPOOL AND WEST COAST LINE. Weight or No. and Description Kilos, Contents Marks and Numbers. Measurement of Packages. 4 Kildno Bulk ale JW Port Stanley To the agents Paulie Steam Mongation The goods inumerated on this accordance with letter to me dated Descuby Value ofgoods Tons. Owt Qrs Lbs Freight on at per Ton Weight, & Feet Inches Freight on 24- 0 at # 2/6 per Ton Meast., \$ 1-5-6 Freighton per Ton Meast., £ Primage at Ten per cent. Total, £ 1 - 8-0

## (A.) Beceived for shipment, in apparent good order and condition, from Win younger TG. L. 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, to proceed ditener, 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 *Capter J. World Fallbard Osland Volunteers forth Stanley F.O.* 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. The Owners or Charterers of the Ship.

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, to work of contact with, or not standard with, brings of any Ammais carried in the said Ship, or itom their Stans, inaccuracies in donteration, insufficiency, or absence of marks, runnoers, 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, Accidents of the Sets, forces are large about management of the Sinp of a land Transit of whatsoever nature of kind, the consequences of any kind, Collision, Stranding, Straining, Heeling over, Tackle, Boilers, Machinery or appurtenances. Refrigerating Engine or Chamber, or any part thereof, Tanks, Pumps or Pipes of any kind, Collision, 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 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 hable, 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 snip'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 unsale by reason of Quarantine, War, Disturbance, Earthquake (whether existing or only anticipated), or from any cause, the Master may land the goods at any 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 having finite the first the f

3. The Company's contact 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 S 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 here 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 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 at 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 at the packages of the Port of Delivery at the packages of the Port of Delivery at 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 at the packages. the name of the Port of Delivery in letters not less than two meters incorrect description of weight or contents, or any other particulars required by the Authorities at the 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 to the 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

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loss to be adjusted on the same basis.
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5. Goods of an inflammable, explosive or otherwise dangerous character, shipped without permission, and without full disclosure of their nature being previously declared and
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.

sequence of such shipment, whether Owners shall be aware thereof of 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. 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. The owners is general average, 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 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. B. 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].

above mentioned].

above mentioned). IN WITNESS whereof, the Company hath affirmed to Koo Bills of Lading, all of this tenor and date, one of which being accomplished the others to IN WITNESS whereof, the Company, hath affirmed to Koo Bills of Lading must be given up duly endorsed, in exchange for the Goods. Stand void. If required by the Company, one of the Bills of Lading must be given up duly endorsed, in exchange for the Goods. 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 (Ascorptions for MDE Younger as fd.