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露國汽船

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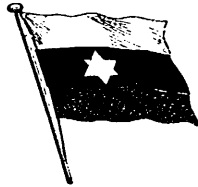
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Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG:	} P. Bornholdt & Co.	PORT SAID: Wills & Co. Ltd.
REVAL:		COLOMBO: Volkart Brothers.
RIGA:	} Escombe Brothers & Co.	PENANG: Behn, Meyer & Co.
WINDAU:		SINGAPORE: The East-Asiatic Company, Ltd.
LIBAÜ:		HONGKONG: Melchers & Co.
STOCKHOLM: Norström & Thulin.		SHANGHAI: Fairhurst & Co.
GOTHENBURG: August Leffler & Son.		FOOCHOW: Samuel Samuel & Co.
CHRISTIANIA: Jens Meinich & Co.		YOKOHAMA: Erdmann & Sieleken.
KÖNIGSBERG: Marcus Cohn & Sohn.		BATAVIA: Soerabaya: Kunst & Albers.
HAMBURG: Köhler & Barchand Nf.		SOERABAYA: Kunst & Albers.
ANTWERP: John P. Best & Co.		PORT ARTHUR: Kunst & Albers.
ROTTERDAM: Wm. H. Müller & Co.		WLADIVOSTOCK: Kunst & Albers.
HAVRE: Georges Mascrier & Co.		
MARSEILLE: Ruys & Co.		
LONDON:		
LIVERPOOL:		
GLASGOW:		
SOUTHAMPTON:		
MANCHESTER:		

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

OF ADDRESS COMMISSION AT PORT OF DELIVERY

Freight to be paid at destination by consignee as arranged at hand

Should the port of destination be closed the steamship owners shall have the right to deliver the within goods at any port, at freight stipulated in this bill of lading.

Via SUEZ CANAL. HOMEWARDS.

No.

Shipped in good order and well-conditioned by **STOCHERBATCHOFF, TCHOKOFF & Co.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

202 Two hundred and two packages said to contain Ceylon tea weight 20475 lb. twenty thousand seven hundred and seventy five lb. 25629 1/4 lb. twenty five thousand six hundred and thirty nine 1/4 lb. being packed and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* near thereto as she may safely get, unto *Dalny*

or to his or their Assigns. Freight for the said Goods being paid in *destination* by the *Consignee* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 12 January 1904*

The following are the Exceptions and Conditions above referred to:—
 Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
 Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
 Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clear receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K Prahl Commander.

封筒在中物

Marks	lbs	Qty	Description	Wgt. Net Wt.
7EJ	088	18	Cheeks Tea	17.62
Moscow	089	9	"	10.98
	090	18	"	19.44
	091	22	"	20.90
	092	15	"	16.35
	093	15	"	14.40
	094	15	"	16.80
	095	17	"	17.00
	096	19	"	21.66
	097	24	"	22.56
	098	14	"	14.98
	099	16	"	15.04
		<u>202</u>		<u>207.75</u>

封筒在中物

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Russisch-Ostasiatische Dampfschiffahrt-Aktion-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

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 REVAL: }
 RIGA: } P. Bornholdt & Co.
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHENBERG: August Löffler & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: } Behn, Meyer & Co.
 SINGAPORE: }
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: } Melchers & Co.
 FOOSHOW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sielcken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

The Tea to be transhipped at Dalny and from there re-forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

THE OFFICE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

Freight to be paid at destination as arranged at home, by the Consignees

The port of destination be ordered by the steamship owners shall have the goods to deliver the within goods at port, at freight stipulated in this bill of lading.

Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by **STOCHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prakob* and now lying in the Port of *Colombo*.

202 Two hundred and two packages said to contain Ceylon tea wgt. net. 20 yds lbs. twenty thousand seven hundred and seventy five lbs. 25639 1/4 lbs. twenty five thousand six hundred thirty nine 1/4 lbs. being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* or so near thereto as she may safely get, unto *Order*

or to his or their Assigns. Freight for the said Goods being paid in *Destination* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 12th January 1904*

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
 Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
 Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K. Prake Commander.

封筒在中物

Marks	No.	Pgs.	Description	Wt. Amt.
7EJ	088	18	China Tea	1760
Lat	089	9	"	1098
Museum	090	18	"	1944
	091	22	"	2090
	092	15	"	1635
	093	18	"	1440
	094	18	"	1680
	095	17	"	1700
	096	19	"	2166
	097	24	"	2256
	098	14	"	1498
	099	16	"	1574
		<u>202</u>		<u>20745</u>

封筒在中物

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Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:
Aktieselskabet
DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

- | | | |
|--|--------------------|--|
| ST. PETERSBURG: }
REVAL: }
RIGA: }
WINDAU: }
LIBAU: }
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nf.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
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COLOMBO: Volkart Brothers.
PENANG: }
SINGAPORE: } Behn, Meyer & Co.
BANGKOK: The East-Asiatic Company, Ltd.
HONGKONG: }
SHANGHAI: } Melchers & Co.
FOOCHOW: Fairhurst & Co.
NAGASAKI: }
KOBE: } Samuel Samuel & Co.
YOKOHAMA: }
BATAVIA: }
SAMARANG: } Erdmann & Siecken.
SOERABAYA: }
PORT ARTHUR: }
WLADEVOSTOCK: } Kunst & Albers. |
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FREE OF ADDRESS COMMISSION
AT PORT OF DELIVERY.

The Tons to be shipped at Lading and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Freight to be paid at destination by the consignees as arranged at Home.

Should the port of destination be beyond the steamship owners' reach, the goods may be delivered at the nearest port, as freight stipulated in this bill.

Via SUEZ CANAL.
HOMEWARDS.

Shipped in good order and well-conditioned by **STOCHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prake* and now lying in the Port of *Colombo*.

375. Three hundred and seventy five packages said to contain Ceylon Tea wgt: nett 40,465 lbs. Forty thousand four hundred and sixty five, and gross 47,908 1/2 lbs. Forty seven thousand nine hundred and eight and half lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port *Chuljahnskaja Saluy* so near thereto as she may safely get, unto *Order*.

or to his or their Assigns. Freight for the said Goods being paid in *destination* by the *consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo, 12th January 1904.*

The following are the Exceptions and Conditions above referred to:

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.

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The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery. Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

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Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

Prake Commander.

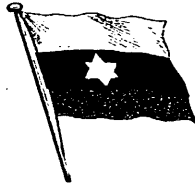
封筒在中物

<u>Marks</u>	<u>Nos.</u>	<u>Pcs.</u>	<u>Description</u>	<u>wg.</u>	<u>lbs.</u>	<u>wt.</u>
C	030	33	Chests Tea		34498	
Scheljabinsk	031	31	" "		33448	
	032	25	" "		2725	
	033	46	" "		5152	
	034	39	" "		4446	
	035	32	" "		3328	
	036	30	" "		3240	
	037	30	" "		3240	
	038	38	" "		4104	
	039	36	" "		3744	
	040	35	" "		3640	
		<u>375</u>			<u>40465</u>	<u>lbs.</u>

封筒在中物

Shippers are cautioned against shipping goods of dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: }
 RIGA: } P. Bornholdt & Co.
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHENBURG: August Löffler & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Kahr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: }
 GLASGOW: } Escombe Brothers & Co.
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: Behn, Meyer & Co.
 SINGAPORE: }
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: Melchers & Co.
 FOOCHOW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sieleken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

FREE OF ADDRESS COMMISSION
 AT PORT OF DELIVERY.

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Freight to be paid at destination by the consignees as arranged at home

...all the port of destination be...
 ...steamship owners shall...
 ...deliver the within...
 ...at freight stipulated by...

Via SUEZ CANAL.
 HOMEWARDS

Shipped in good order and well-conditioned, by **STOCHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prahl*.

and now lying in the Port of *Colombo*.
 375. Three hundred and seventy five packages said to contain Ceylon tea wgt. net. 40,465 lbs. Forty thousand four hundred and sixty five pounds and gross 47,908 1/2 lbs. Forty seven thousand nine hundred and eight and half lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Colombo* so near thereto as she may safely get, unto *Order*.

or to his or their Assigns. Freight for the said Goods ^{to be} paid ^{at} destination by the *consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo, 12th January, 1904.*

The following are the Exceptions and Conditions above referred to:—
 Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vandalism, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
 Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
 Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K. Prahl Commander.

封筒在中物

Marks Nos. Eggs Description wt. lb. wt.

Marks	Nos.	Eggs	Description	wt. lb. wt.
J. G.	030	33	Whites Ea	3498
Scheljabinsk	031	31	" "	3328
	032	25	" "	2920
	033	46	" "	5152
	034	39	" "	4446
	035	32	" "	3328
	036	30	" "	3240
	037	30	" "	3240
	038	38	" "	4104
	039	36	" "	3944
	040	35	" "	3840
	395			40465

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: } P. Bornholdt & Co.
 RIGA: }
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHEBURG: August Löffler & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Colm & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: } Behn, Meyer & Co.
 SINGAPORE: }
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: } Melchers & Co.
 FOOCHEW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sielcken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

All 196. 79 chests 8927 lbs.
Moscow.

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Freight to be paid at destination by consignees as arranged at the port of destination to be done since the steamship owners shall have the right to deliver the wares to the nearest open port, as freight stipulated in the bill of lading.

Via SUEZ CANAL.

HOMEWARDS.

STOHERBATCHOFF, TCHOKOFF & CO.

Shipped in good order and well-conditioned by **STOHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

79 Seventy nine packages said to contain Ceylon Tea wgt nett 8927 lbs. wgt thousand nine hundred and twenty seven lbs. and gross 10488 lbs. An thousand four hundred & eighty eight lbs.

being marked and numbered as in the margin, and to be delivered, subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* so near thereto as she may safely get, unto *Order*

or to his or their Assigns. Freight for the said Goods being paid in *Destination* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 12th January 1904.*

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vandalism, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Trunk, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment or all excepted.

Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.

The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.

Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Storo Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Storo Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

**FREE OF ADDRESS COMMISSION
 AT PORT OF DELIVERY.**

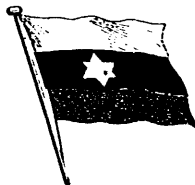
K Prahl Commander.

裏面白紙

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: }
 RIGA: } P. Bornholdt & Co.
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTTENBURG: August Leffler & Son.
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 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Ruys & Co.
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 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: }
 SINGAPORE: } Behu, Meyer & Co.
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: } Melchers & Co.
 FOOCHOW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erlmann & Sieleken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

Via SUEZ-CANAL.
 HOMEWARDS.

No.

Shipped in good order and well-conditioned by **STOHERBATCHOFF, TCHOKOFF & Co.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prahl*.

and now lying in the Port of *Colombo*
79. Seventy nine packages said to Butajin Ceylon sea way well
8927 lbs. eight thousand nine hundred and twenty seven lbs. and four
1 by 88 lbs. ten thousand four hundred and eighty eight lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* or so near thereto as she may safely get, unto

or to his or their Assigns. Freight for the said Goods being paid in *destination* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the *York-Antwerp* rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 12 January 1904*.

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Ports, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.

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The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

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Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

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Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and by tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Recovers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

FREE OF ADDRESS DESTINATION
 AT PORT OF DELIVERY.

K. Prahl Commander.

All 196. 79 Chests 8927 lbs. Moscow

The Tea to be landed at Dalny and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

*Freight to be paid at destination by consignees as arranged at *Shanghai**

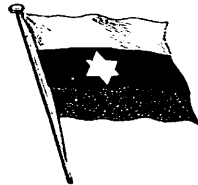
When the port of destination be closed the steamship company shall be at liberty to forward the goods to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight stipulated at the time of shipment.

裏面白紙

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: } P. Bornholdt & Co.
 RIGA: }
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTTENBURG: August Leffer & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascric & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: Behn, Meyer & Co.
 SINGAPORE: }
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: Melchers & Co.
 FOOCHEW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: } Erdmann & Sieleken.
 SAMARANG: }
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: Kunst & Albers.

This Bill is to be transhipped at Dalay and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by **STOCHERBATCHOFF, TCHOKOFF & Co.** in the STEAM SHIP "*Manchuria*" whereof is Commander for this present voyage *Prahl*. and now lying in the Port of *Colombo*,

376 Three hundred and seventy six packages said to contain beylon tea wgt: nett 40.068 lbs: forty thousand and sixty eight lbs. and Gross 47.528 lbs. forty seven thousand five hundred and twenty eight lbs

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Scheldjinsk via Dalay* or so near thereto as she may safely get, unto *Order*.

or to his or their Assigns. Freight for the said Goods being *to be* paid in *destination* by the *consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo, 12th January, 1904.*

The following are the Exceptions and Conditions above referred to:

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Theft or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.

Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.

The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.

Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Storo Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Storo Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton freight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and roship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

Marks	No.	Pges	Description	wgt. lbs. nett
<i>All</i>	<i>192</i>	<i>103</i>	<i>bheests Tea</i>	<i>10815</i>
<i>Scheldjinsk</i>	<i>193</i>	<i>96</i>	" "	<i>10080</i>
	<i>194</i>	<i>93</i>	" "	<i>9765</i>
	<i>195</i>	<i>84</i>	" "	<i>9408</i>
		<i>376</i>		<i>40.068 lbs.</i>

Freight to be paid at Destination by consignees as arranged at Hamburg.

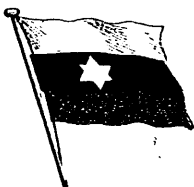
FREE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

H Prahl Commander.

裏面白紙 封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: } P. Bornholdt & Co.
 RIGA: }
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHENBERG: August Leffler & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Dorchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Huys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: }
 SINGAPORE: } Behn, Meyer &
 BANGKOK: } The East-Asiatic Company
 HONGKONG: }
 SHANGHAI: } Melchers & Co.
 FOOCHOW: } Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sioleken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

Goods to be transhipped at Dainy and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Via SUEZ-CANAL.
 HOMEWARDS.

No.

Shipped in good order and well-conditioned by **BTCHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

376 Three hundred and Seventy Six packages said to contain Ceylon Tea wgt. net 40068 lb. forty thousand and sixty eight lb. and Gross 47528 lb. forty seven thousand five hundred and twenty eight lb.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Tscheljabinsk* via *Sakaj* near thereto as she may safely get, unto *Order*

or to his or their Assigns. Freight for the said Goods being paid in *Destination* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo* on *January 1904*.

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
 Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
 Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay. Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carrage or return-carrage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

Marks	No. of Pks.	Description	wgt. net
All	192 102	Choke Tea	40815
Tscheljabinsk	193 96	"	10080
	194 93	"	9765
	195 84	"	9408
	376		40068

Freight to be paid at destination by Consignees or arranged at home.

Should the port of destination be closed the steamship owners shall have the right to deliver the within goods at nearest port, at freight stipulated in this Bill of

FREE OF ADDRESS COMMISSION
 AT PORT OF DELIVERY.

K. Prahl Commander.

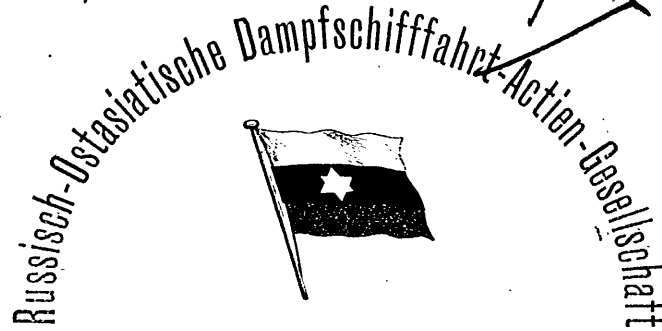
裏面白紙

封筒在中物



Der Lagerung in Holland der Nordischen Gesellschaft.

Shippers are cautioned against shipping goods of a dangerous or damaged nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: }
 RIGA: } P. Bornholdt & Co.
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHENBURG: August Leffler & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nfl.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Maserier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 SINGAPORE: Bohn, Meyer & Co.
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: } Melchers & Co.
 FOOCHEW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erlmann & Stiecken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

The Goods to be shipped at Riga and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Rebels 5.03 food.

Plus Baikal Lake Charges.

Should the port of destination be closed by ice the steamship owners shall be liable for the goods within the limits of the port of destination.

Mead 2262 69/1

FREE OF ADDRESS CONTRIBUTION

AT PORT OF DELIVERY.

Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by *Adelwald & Heeth* in the STEAM SHIP "*Manchuria*" whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

Two hundred and thirteen packages said to contain Ten weighing well forty three thousand four hundred and sixty three lb. 13463 lb. Gross Fifty five thousand seven hundred and twelve lb. 55712 lb.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Riga* or so near thereto as she may safely get, unto *order*.

or to his or their Assigns. Freight for the said Goods being paid in *Moscow* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 11th January 1907.*

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.

Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.

The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.

Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary; otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods, or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 619 of the Handelsgesetzbuch.

K Prahl ...Commandor.

封筒在中物

II/I/860	19 bhes	Sea	1993
II/I/861	42	"	4406
II/I/862	30 1/2	bhes	" 1650
II/I/863	13	bhes	" 1166
II/I/864	24	"	" 2156
II/I/865	30	"	" 2696
II/I/866	17	"	" 1526
II/I/867	14	"	" 1286
II/I/868	19 1/2	bhes	" 1041
II/I/869	22	bhes	" 2440
II/I/870	24	"	" 2398
II/I/871	30	"	" 2996
II/I/872	17	"	" 1696
II/I/873	15	"	" 1196
II/I/874	30	"	" 2696
II/I/875	16	"	" 1436
II/I/876	39 1/2	bhes	" 1946
II/I/877	28	bhes	" 2371
II/I/878	15	"	" 1316
II/I/879	14	"	" 1190
II/I/880	33 1/2	bhes	" 1646
II/I/881	28	bhes	" 2246
			<hr/>
513			43463

封筒在中物

Zur Lagerung in Kollam der Nordischen Gesellschaft

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:
Aktieselskabet
DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

- | | | |
|-----------------------------------|--------------------------|---|
| ST. PETERSBURG: | } P. Bornheldt & Co. | PORT SAID: Wills & Co. Ltd. |
| REVAL: | | COLOMBO: Volkart Brothers. |
| WINDAU: | } Escombe Brothers & Co. | PENANG: Behn, Meyer & Co. |
| LIBAU: | | SINGAPORE: The East-Asiatic Company, Ltd. |
| STOCKHOLM: Nordström & Thulin. | | HONGKONG: Melchers & Co. |
| GOTHENBURG: August Leffler & Son. | | SHANGHAI: Fairhurst & Co. |
| CHRISTIANIA: Jens Meinich & Co. | | YOKOHAMA: Samuel Samuel & Co. |
| KÖNIGSBERG: Marcus Cohn & Sohn. | | YOKOHAMA: Erdmann & Stiecken. |
| HAMBURG: Knöhr & Borchard Nf. | | SOERABAYA: PORT ARTHUR: Kunst & Albers. |
| ANTWERP: John P. Best & Co. | | WLDIVOSTOCK: |
| ROTTERDAM: Wm. H. Müller & Co. | | |
| HAVRE: Georges Mascrier & Co. | | |
| MARSEILLE: Ruys & Co. | | |
| LONDON: | | |
| LIVERPOOL: | | |
| GLASGOW: | | |
| SOUTHAMPTON: | | |
| MANCHESTER: | | |

The Tea to be transhipped at Dalry and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Tubelo 503 perpaod
Pees Brinakafako charge

Should the port of destination be closed
vice the steamship owners shall have the
right to deliver the within goods at nearest
port of call stipulated in this Bill.

**FREE OF ADDRESS COMMISSION
AT PORT OF DELIVERY.**

Original not left.

Via=SUEZ=GANAL.

HOMEWARDS

No.

Shipped in good order and well-conditioned by Rodwald Skelt in the
STEAM SHIP "Maushuria" whereof is Commander for this present voyage Orall
and now lying in the Port of Colombo
Two hundred & thirteen packages said to contain tea weighing all together
threethousand four hundred & twenty three lbs. 43263 lbs. plus fifty five
thousand seven hundred and twelve lbs. 55712 lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of Moroccan Valley or so near thereto as she may safely get, unto order
or to his or their Assigns. Freight for the said Goods being paid in Advance by the consignee as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to Two Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colombo 11th Dec 1901

The following are the Exceptions and Conditions referred to:

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.

Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.

The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.

Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay. Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K. Prahl Commander.

封筒在中物

TI/860	19 Ches. Sea	1993
TI/861	42 "	4406
TI/862	30 frites.	1650
TI/863	13 Ches.	1166
TI/864	24 "	2156
TI/865	30 "	2696
TI/866	17 "	1526
TI/867	14 "	1256
TI/869	19 frites.	1041
TI/880	22 Oles.	2440
TI/881	24 "	2398
TI/888	30 "	2996
TI/869	17 "	1696
TI/870	15 "	1196
TI/871	30 "	2696
TI/872	16 "	1436
TI/873	39 frites.	1946
TI/874	25 Ches.	2371
TI/875	15 "	1316
TI/876	14 "	1190
TI/877	33 frites.	1646
TI/878	25 Ches.	2246
	573	43463.

封筒在中物

Zwei Lagerung in Kollant der Nordischen Gesellschaft.

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:
Aktieselskabet
DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

- | | | |
|-----------------------------------|--------------------------------|---|
| ST. PETERSBURG: | } P. Bornholdt & Co. | PORT SAID: Wills & Co. Ltd. |
| REVAL: | | COLOMBO: Volkart Brothers. |
| RIGA: | } Escombe Brothers & Co. | SINGAPORE: Behn, Meyer & Co. |
| WINDAU: | | BANGKOK: The East-Asiatic Company, Ltd. |
| LIBAU: | | HONGKONG: Melchers & Co. |
| STOCKHOLM: Nordström & Thulin. | | SHANGHAI: Melchers & Co. |
| GOTHENBURG: August Löffler & Son. | | FOOCHOW: Fairhurst & Co. |
| CHRISTIANIA: Jens Meinich & Co. | | NAGASAKI: Samuel Samuel & Co. |
| KÖNIGSBERG: Marcus Cohn & Sohn. | | KÖBE: Samuel Samuel & Co. |
| HAMBURG: Knöhr & Burchard Nfl. | | YOKOHAMA: Samuel Samuel & Co. |
| ANTWERP: John P. Best & Co. | | BATAVIA: Samuel Samuel & Co. |
| ROTTERDAM: Wm. H. Müller & Co. | | SAMARANG: Erdmann & Stoleken. |
| HAVRE: Georges Maserier & Co. | SOEBADAYA: Erdmann & Stoleken. | |
| MARSEILLE: Ruys & Co. | PORT ARTHUR: Kunst & Albers. | |
| LONDON: | WLADIVOSTOCK: Kunst & Albers. | |
| LIVERPOOL: | | |
| SOUTHAMPTON: | | |
| MANCHESTER: | | |

Subels 5.03 per food
Plus Barkel Lake charges

Should the port of destination be closed by reason of epidemic, the within goods at nearest port of destination shall have the right stipulated in this bill of lading.

The Ten to be transhipped at Dalm and from there reforwarded to destination on condition of the direct Russo-Chinese railway.

FREE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

Meal 2802.6 cft.

Via **SUEZ CANAL.**
HOMEWARDS

Shipped in good order and well-conditioned by Edwards & Heath in the STEAM SHIP "Marchevia" whereof is Commander for this present voyage Crall and now lying in the Port of Colombo

Five hundred and ninety six packages and to contain Tea weighing well forty eight thousand four hundred and thirty seven lbs. 48437 lbs. Gross weight three thousand two hundred and ninety four lbs. 63294 lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of Moscow via Dalm or so near thereto as she may safely get, unto order

or to his or their Assigns. Freight for the said Goods being paid in Moscow by the consignees as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to four Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colombo 11th January 1904.

The following are the Exceptions and Conditions above referred to:

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes of Civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.

Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.

The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or undelivery.

Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods, or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds £1str.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K. Prake Commander.

封筒在中物

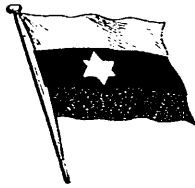
№293	12 ches	Sea	1004
№294	44 1/2 ches	"	2372
№271	20 ches	"	1800
№272	19 "	"	1710
№273	28 "	"	2296
№274	31 "	"	2631
№275	42 "	"	3566
№276	17 "	"	1526
№285	19 "	"	1801
№277	24 "	"	1796
№278	24 "	"	2276
№279	58 "	"	4926
№280	12 "	"	1016
№281	19 "	"	1668
№282	20 "	"	1697
№283	18 "	"	1472
№284	36 "	"	2156
№286	17 "	"	1526
№287	18 "	"	1616
№288	24 "	"	2156
№289	13 "	"	1166
№290	27 1/2 ches	"	1346
№291	31 ches	"	2848
№292	23 "	"	2066
			596
			482487

封筒在中物

Zur Lagerung von Gütern der Nordischen Gesellschaft.

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Aktien-Gesellschaft



RIGA.

General Agents:
Aktieselskabet
DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

- | | | |
|-----------------------------------|----------------------------------|---|
| ST. PETERSBURG: | } P. Bornholdt & Co. | PORT SAID: Wills & Co. Ltd. |
| REVAL: | | COLOMBO: Volkart Brothers. |
| RIGA: | } Escombe Brothers & Co. | PENANG: Behn, Meyer & Co. |
| WINDAU: | | SINGAPORE: The East-Asiatic Company, Ltd. |
| LIBAU: | | BANGKOK: Melchers & Co. |
| STOCKHOLM: Nordström & Thulin. | | HONGKONG: Fairhurst & Co. |
| GOTHENBURG: August Leffler & Son. | | SHANGHAI: Saniel Saniel & Co. |
| CHRISTIANIA: Jens Meinh & Co. | | KOBE: Saniel Saniel & Co. |
| KÖNIGSBERG: Marcus Cohn & Sohn. | | YOKOHAMA: Saniel Saniel & Co. |
| HAMBURG: Knöhr & Burchard Nf. | | BATAVIA: Erdmann & Sielcken. |
| ANTWERP: John P. Best & Co. | | SAMARANG: Erdmann & Sielcken. |
| ROTTERDAM: Wm. H. Müller & Co. | | SOERABAYA: Erdmann & Sielcken. |
| HAVRE: Georges Mascier & Co. | PORT ARTHUR: Erdmann & Sielcken. | |
| MARSEILLE: Ruys & Co. | | |
| LONDON: | | |
| LIVERPOOL: | | |
| GLASGOW: | | |
| SOUTHAMPTON: | | |
| MANCHESTER: | | |

The goods are to be shipped at Dalny and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Freight 5.03 per good
Plus Primal Lake charge

Should the port of destination be closed by ice the steamship owners shall have the right to deliver the within goods at nearest port stipulated in this bill of lading.

FREE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

Invoice 3802.6 cft.

Via SUEZ CANAL.
HOMEWARDS.

No.

Shipped in good order and well-conditioned by *Rebecca Heath* in the STEAM SHIP "*Draculeno*" whereof is Commander for this present voyage *Prall* and now lying in the Port of *Calcutta*.

Five hundred and twenty six pkgs. tied to each other weighing nett forty eight thousand four hundred and thirty seven cwt. 18437 lbs. Gross Sixty three thousand two hundred and ninety four cwt. 63294 lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* or so near thereto as she may safely get, unto *Dalny*.

or to his or their Assigns. Freight for the said Goods being paid in *Moscow* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Prall* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Calcutta 11 January 1904.*

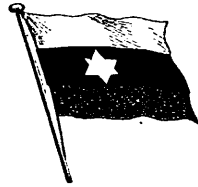
The following are the Exceptions and Conditions above referred to: —
Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Verrmin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carrriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
Goods carried on deck are carried solely at the Merchant's risk.
Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

H. Prall Commander.

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: } P. Bornholdt & Co.
 RIGA: }
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHEBURG: August Lefler & Son.
 CHRISTIANIA: Jons Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Host & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: } Bohn, Meyer &
 SINGAPORE: }
 HONGKONG: The East-Asiatic Company.
 SHANGHAI: } Melchers & Co.
 FOOSHOW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sielekon.
 SOERABAYA: }
 PORT ARTHUR: }
 WLAJWOSTOCK: } Kunst & Albers.

Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by *Molchanoff, Pechatnoff & Co.* in the STEAM SHIP '*Manchuria*' whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

Five hundred & fifty nine packages said to contain tea, weighing fifty two thousand eight hundred & fifty five lbs net. Gross weight: Sixty four thousand two hundred & forty nine lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Cheliabinsk* or so near thereto as she may safely get, unto order.

or to his or their Assigns. Freight for the said Goods being paid in *Cheliabinsk* by the consignees as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo* 11 January 1904.

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
 Whenover through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
 Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay. Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

М. П. ЧИКИ.

280	68 pkgs @ 90 lbs.	6120 lbs net	7504 lbs gross
281	76 " 90 "	6840 " "	8386 " "
282	74 " 90 "	6660 " "	8165 " "
283	78 " 95 "	7410 " "	9009 " "
284	63 " 95 "	5985 " "	7264 " "
285	77 " 95 "	7315 " "	8878 " "
286	45 " 105 "	4725 " "	5639 " "
287	78 " 100 "	7800 " "	9404 " "
Total 559 pkgs tea. 52855 lbs net. 64249 lbs gross.			

19 x 19 x 24

OF ADDRESS COMMISSION
 AT PORT OF DELIVERY.

Should the port of destination be closed by ice the steamship owners shall have the right to deliver the within goods at the next open port, at freight stipulated in the Bill of Lading.

K Prahl Commander.

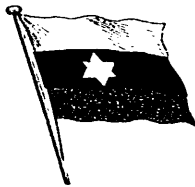
裏面白紙

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Copy

Russisch-Ostasiatische Dampfschiffahrt-Aktien-Gesellschaft



RIGA.

General Agents:
Aktieselskabet

DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
REVAL: } P. Bornheldt & Co.
RIGA: }
WINDAU: }
LIBAU: }
STOCKHOLM: Nordström & Thulin.
GÖTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nf.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Georges Mascrier & Co.
MARSEILLE: Huys & Co.
LONDON: }
LIVERPOOL: } Escombe Brothers & Co.
GLASGOW: }
SOUTHAMPTON: }
MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG: Behn, Meyer & Co.
SINGAPORE: The East-Asiatic Company.
BANGKOK: Melchers & Co.
HONGKONG: Fairhurst & Co.
SHANGHAI: Samuel Samuel & Co.
FOOCHOW: Erlmann & Sielcken.
NAGASAKI: }
KOBE: }
YOKOHAMA: }
BATAVIA: }
SAMARANG: }
SOERABAYA: }
PORT ARTHUR: }
VLADIVOSTOCK: } Kunst & Albers.

The Goods to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Via ~~SUEZ CANAL~~
HOMEWARDS.

No.

Shipped in good order and well-conditioned by *Molchanoff, Pechatnoff & Co.* in the STEAM SHIP "*Manchuria*" whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

Five hundred & fifty nine packages said to contain tea, weighing fifty two thousand eight hundred & fifty five lbs. nett. Gross weight: Sixty four thousand two hundred & forty nine lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Cheliabinsk* or so near thereto as she may safely get, unto *order*

or to his or their Assigns. Freight for the said Goods being paid in *Cheliabinsk* by the consignees as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo, 11 January 1904.*

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
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The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
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Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
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In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
Goods carried on deck are carried solely at the Merchant's risk.
Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

M. HKM

280	68	90	6120	7804	gross
CHELIABINSK	76	90	6810	8386	
VIA DALNY	74	90	6660	8165	
281	78	98	7410	9009	
282	63	98	5988	7264	
283	77	98	7315	8878	
284	48	108	4728	5639	
285	78	100	7800	9404	
286	Total 559 pkgs. tea = 52855 lbs. nett. 64249 lbs. gross.				

@ Rubels. 4. 12 free popd.
Plus Baikal Lake Charges.
FREE OF ADDRESS COMMISSION
AT PORT OF DELIVERY.

Should the port of destination be closed by ice the steamship owners shall have the right to deliver the within goods at the nearest open port, at freight stipulated in the Bill of Lading.

K. Prahl Commander.

裏面白紙 封筒在中物

Zusammenkunft der Nordischen Gesellschaft

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Aktien-Gesellschaft



RIGA.

General Agents:

Aktieselskab

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

- | | | |
|-----------------------------------|--------------------------|---|
| ST. PETERSBURG: | } P. Bernholdt & Co. | PORT SAID: Wills & Co. Ltd. |
| REVAL: | | COLOMBO: Volkart Brothers. |
| RIGA: | } Escombe Brothers & Co. | PENANG: Behn, Meyer & Co. |
| WINDAU: | | SINGAPORE: The East-Asiatic Company, Ltd. |
| LIBAU: | | HONGKONG: Melchers & Co. |
| STOCKHOLM: Nordström & Thulin. | | SHANGHAI: Fairhurst & Co. |
| GOTHENBURG: August Leffler & Son. | | FOOCHOW: Samuel Samuel & Co. |
| CHRISTIANIA: Jens Meinich & Co. | | Kobe: Yokohama: Eruwann & Stelcken. |
| KÖNIGSBERG: Marcus Cohn & Sohn. | | BATAVIA: Samarang: Kunst & Albers. |
| HAMBURG: Knöhr & Burchard NII. | | SOFERABAYA: PORT ARTHUR: Wladivostock: |
| ANTWERP: John P. Best & Co. | | |
| ROTTERDAM: Wm. H. Müller & Co. | | |
| HAVRE: Georges Mascrier & Co. | | |
| MARSEILLE: Ruys & Co. | | |
| LONDON: | | |
| LIVERPOOL: | | |
| GLASGOW: | | |
| SOUTHAMPTON: | | |
| MANCHESTER: | | |

CAPTAIN'S COPY:

Via ~~SUEZ CANAL.~~

HOMEWARDS.

No.

Shipped in good order and well-conditioned by Adewald & Meath in the
STEAM SHIP "Maucheria" whereof is Commander for this present voyage Prall
and now lying in the Port of Colombo

Five hundred and ninety six pkgs. and to contain sea weighing
net forty eight thousand four hundred and thirty seven lbs. 48437 1/2
gross six thousand two hundred and ninety four lbs. 6329 1/2

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of Moscow near thereto as she may safely get, unto order

or to his or their Assigns. Freight for the said Goods being paid in Moscow by the consignee as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to four Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colombo 11 January 1904.

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barntry, Fire, Joltison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other goods, or from Ships not having room at Port of Transshipment are all excepted.
Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Storo Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Storo Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
Goods carried on deck are carried solely at the Merchant's risk.
Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

Rubels 503 per pack
Plus Praxias de ke charge

Should the port of destination be closed by ice the steamship owners shall have the right to deliver the within goods to any other port and the freight stipulated shall be paid there.

The Tea to be transhipped at Dalny and from there forwarded to destination on conditions of the direct Russia-Chinese railway traffic.

FREE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

Messrs. 280266

Recd 1758.166 Rub 8843.57

Prall Commander.

封筒在中物

№293	12 Ches Tea	10024
№294	44/ches "	2372
№295	20 Ches "	1800
№296	19 " "	1710
№297	28 " "	2296
№298	31 " "	2631
№299	42 " "	3566
№300	17 " "	1526
№301	19 " "	1801
№302	24 " "	1796
№303	24 " "	2276
№304	58 " "	4926
№305	12 " "	1016
№306	19 " "	1668
№307	20 " "	1697
№308	18 " "	1472
№309	36 " "	2156
№310	17 " "	1526
№311	18 " "	1616
№312	24 " "	2156
№313	13 " "	1166
№314	27/ches "	1346
№315	31 Ches "	2848
№316	28 " "	2016
	596	48407

封筒在中物

Zur Lagerung in Zollamt der Nordischen Gesellschaft

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:
Aktieselskabet
DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

- | | | |
|-----------------------------------|-------------------------------|--|
| ST. PETERSBURG: | } P. Bornholdt & Co. | PORT SAID: Wills & Co. Ltd. |
| REVAL: | | COLOMBO: Volkart Brothers. |
| RIGA: | } Escombe Brothers & Co. | PENANG: |
| WINDAU: | | SINGAPORE: Behn, Meyer & Co. |
| LIBAU: | | HONGKONG: The East-Asiatic Company, Ltd. |
| STOCKHOLM: Nordström & Thulin. | | SHANGHAI: Melchers & Co. |
| GOTHENBURG: August Lefflor & Son. | | FOOCHOW: Fairhurst & Co. |
| CHRISTIANIA: Jens Meinich & Co. | | NAGASAKI: |
| KONIGSBERG: Marcus Cohn & Sohn. | | KOBE: Samuel Samuel & Co. |
| HAMBURG: Knühr & Burchard Nll. | | YOKOHAMA: |
| ANTWERP: John P. Best & Co. | | BATAVIA: |
| ROTTERDAM: Wm. H. Müller & Co. | | SAMARANG: Erdmann & Stelekon. |
| HAYRE: Georges Mascier & Co. | SOERABAYA: | |
| MARSEILLE: Ruys & Co. | PORT ARTHUR: | |
| LONDON: | VLADIVOSTOCK: Kunst & Albers. | |
| LIVERPOOL: | | |
| GLASGOW: | | |
| SOUTHAMPTON: | | |
| MANCHESTER: | | |

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Plus Primal Lake charge

Should the port of destination be closed by ice the steamship owners shall be liable for the goods within the limits of the bill of lading.

FREE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

Orzech 2767 Oct 1

Recds 1547. 000 / Rub 77014. 20 ✓

Via SUEZ CANAL.

HOMEWARDS

No.

Shipped in good order and well-conditioned by *Adward & Heath* in the STEAM SHIP *Maucheria* whereof is Commander for this present voyage *Prall* and now lying in the Port of *Colombo*.

Five hundred and thirteen packages said to contain 12 cwt weighing nett. In three thousand four hundred and eighty three lbs. Gross. Fifty five thousand seven hundred & twelve lbs. 55,712 lbs.

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moosawra Delor* near thereto as she may safely get, unto *Odessa*.

or to his or their Assigns. Freight for the said Goods being paid in *Moosawra* by the *Caesaree* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 11 January 1902.*

The following are the Exceptions and Conditions above referred to: —
Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Hosts, Riots, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tacklo, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners, Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
Goods carried on deck are carried solely at the Merchant's risk.
Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

Prall Commander.

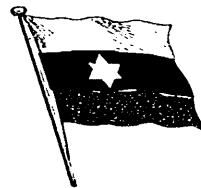
封筒在中物

II'I/860	19 Ches. Sea	1993
II'I/861	42 " "	4406
II'I/862	30 1/2 Ches.	1650
II'I/863	13 Ches.	1166
II'I/864	24 " "	2156
II'I/865	30 " "	2696
II'I/866	17 " "	1526
II'I/867	14 " "	1256
II'I/869	19 1/2 Ches.	1041
II'I/880	22 Ches.	2440
II'I/881	24 " "	2398
II'I/888	30 " "	2996
II'I/869	17 " "	1696
II'I/870	15 " "	1196
II'I/871	30 " "	2696
II'I/872	16 " "	1436
II'I/873	39 1/2 Ches.	1946
II'I/874	25 Ches.	2371
II'I/875	15 " "	1316
II'I/876	14 " "	1190
II'I/877	33 1/2 Ches.	1646
II'I/878	25 Ches.	2246
573		43463

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG:	} P. Bornholdt & Co.	PORT SAID: Wills & Co. Ltd.
REVAL:		COLOMBO: Volkart Brothers.
RIGA:		PENANG: Behu, Meyer & Co.
WINDAU:		SINGAPORE: The East-Asiatic Company, Ltd.
LIBAU:		HONGKONG: Melchers & Co.
STOCKHOLM: Nordström & Thulin.		SHANGHAI: Fairhurst & Co.
GÖTTEBORG: August Leffler & Son.		FOOCHOW: Samuel Samuel & Co.
CHRISTIANIA: Jens Meinich & Co.		NAGASAKI: Erlmann & Sieleken.
KÖNIGSBERG: Marcus Cohn & Sohn.		KOBE: Kunst & Albers.
HAMBURG: Knöhr & Burchard Nf.		YOKOHAMA: Kunst & Albers.
ANTWERP: John P. Best & Co.	BATAVIA: Kunst & Albers.	
ROTTERDAM: Wm. H. Müller & Co.	SAMARANG: Kunst & Albers.	
HAYRE: Georges Mascier & Co.	SOERABAYA: Kunst & Albers.	
MARSEILLE: Ruys & Co.	PORT ARTHUR: Kunst & Albers.	
LONDON:	WLADIVOSTOCK: Kunst & Albers.	
LIVERPOOL:		
GLASGOW:		
SOUTHAMPTON:		
MANCHESTER:	} Escombe Brothers & Co.	

The Tea to be transhipped at Dalny and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

FORM OF ADDRESS CONTAINED AT PORT OF DELIVERY.

Freight to be paid at destination by Consignees as arranged at home.

Should the port of destination be closed by the steamship owners the goods shall be delivered within 14 days at the port of freight stipulated in this bill of lading.

Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by BTCHERBATCHOFF, TCHOKOFF & Co. in the STEAM SHIP *Manchuria* whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*

299 Two hundred and ninety nine packages said to contain Ceylon Tea wgt net 32576 lb Thirty two thousand five hundred and sixteen lbs gross 38461 lbs. Thirty eight thousand four hundred and sixty one lbs. being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow* or *Dalny* or so near thereto as she may safely get, unto *Order*

or to his or their Assigns. Freight for the said Goods being paid in *destination* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo* 12th January 1900.

The following are the Exceptions and Conditions above referred to: —
 Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
 Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery. Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K Prahl Commander.

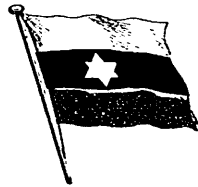
封筒在中物

Marks.	No.	Pgs	Description	Weight
A.W.R.	1163	36	Chests Tea	4032
Moscow	1164	39	"	4173
	1165	29	"	2958
	1166	28	"	2968
	1167	55	"	6160
	1168	54	"	6048
	1169	29	"	3277
	1170	29	"	2900
		<u>299</u>		<u>32516</u>

封筒在中物

Shippers are cautioned against shipping goods of dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: } P. Bornholdt & Co.
 RIGA: }
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHENBERG: August Leffer & Son.
 CHRISTIANIA: Jens Meinich & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: Behn, Meyer & Co.
 SINGAPORE: The East-Asiatic Company, Ltd.
 HONGKONG: Melchers & Co.
 SHANGHAI: Melchers & Co.
 FOOCHEW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sielcken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

FREE OF ADDRESS CONTRIBUTION

AT POINT OF DELIVERY.

Freight to be paid at destination by Consignees as arranged at home.

Should the port of destination be closed the steamship owners shall be responsible for the within goods, unless they are reforwarded, at freight stipulated in this bill of lading.

Via SUEZ-CANAL.

HOMEWARDS.

Shipped in good order and well-conditioned by **BTCHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP *Manchuria*, whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*.

299 Two hundred and ninety nine packages xiv to contain Ceylon Tea wgt nett 325 16 lb. thirty two thousand five hundred and sixteen lb gross 387 61 lb. thirty eight thousand four hundred and sixty one lb being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* or so near thereto as she may safely get, unto *Order*

or to his or their Assigns. Freight for the said Goods being paid in *destination* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 12th January 1900*

The following are the Exceptions and Conditions above referred to:—
 Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thefts or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
 Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
 The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
 A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
 All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
 Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
 The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.
 If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
 Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
 Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
 In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
 The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
 In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
 Goods carried on deck are carried solely at the Merchant's risk.
 Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

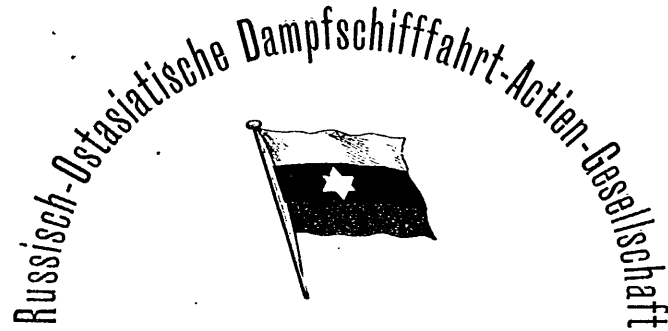
K Prahl Commander.

封筒在中物

Marks	Sos	Pigs	Description	Weight
A.W.R.	1163	36	Cheats Pla	4032
Moscow	1164	39	"	4173
	1165	29	"	2958
	1166	28	"	2968
	1167	55	"	6160
	1168	57	"	6048
	1169	29	"	3277
	1170	29	"	2900
		299		32516

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:
Aktieselskabet

DET ØSTASIATISKE KOMPAGNI
(The East-Asiatic Company, Ltd.)
COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
REVAL: } P. Bornholdt & Co.
RIGA: }
WINDAU: }
LIBAU: }
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Löffler & Son.
CHRISTIANIA: Jøns Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nf.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Georges Maserier & Co.
MARSEILLE: Ruys & Co.
LONDON: }
LIVERPOOL: } Escombe Brothers & Co.
GLASGOW: }
SOUTHAMPTON: }
MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
SINGAPORE: Behn, Meyer & Co.
BANGKOK: The East-Asiatic Company, Ltd.
HONGKONG: }
SHANGHAI: Melchers & Co.
FOOCHOW: Fairhurst & Co.
NAGASAKI: }
Kobe: Samuel Samuel & Co.
YOKOHAMA: }
BATAVIA: } Erdmann & Stolekon.
SAMARANG: }
SOERABAYA: }
PORT ARTHUR: }
WLADIVOSTOCK: } Kunst & Albers.

ET
IN 605 1/38 = 38 chests Tea ✓
Moscow
Via
Dalny
ET
IN 606 1/37 = 37 " ✓
" 75 chests Tea

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Freight @ Rubles 5.03 per good, Plus
Baikal Lake charge. Payable at Moscow

FREE OF ADDITIONAL COMMISSION
AT PORT OF DELIVERY.

by the steamship owners shall have the right to deliver the within goods at any open port, at freight stipulated at the lading.

In through traffic to Moscow Via Dalny
Via **SUEZ CANAL.**
HOMEWARDS.

Shipped in good order and well-conditioned by *Theodor & Rawlins* in the
STEAM SHIP "*Manchuria*" whereof is Commander for this present voyage *Prahl*
and now lying in the Port of *Colombo*
Seventy five (75) chests said to contain Black Tea weighing
Nett. 6746 lb (Six thousand seven hundred & forty six pounds)
Gross weight 8171 lb (Eight thousand one hundred & seventy
one pounds)

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow Via Dalny* or so near thereto as she may safely get, unto *order*
or to his or their Assigns. Freight for the said Goods being paid in *Moscow* by the consignees as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Three* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 11 January 1904*

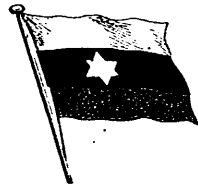
The following are the Exceptions and Conditions above referred to: —
Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
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In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
Goods carried on deck are carried solely at the Merchant's risk.
Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds 1str.50 for any one package unless the value be expressed on the Bills of Lading.
Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage, and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

R. Prahl Commander.

裏面白紙
封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

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 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Miller & Co.
 HAVRE: Georges Mascrier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 SINGAPORE: Behu, Meyer & Co.
 HONGKONG: The East-Asiatic Company, Ltd.
 BANGKOK: The East-Asiatic Company, Ltd.
 SHANGHAI: Melchers & Co.
 FOOCHOW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Samuel Samuel & Co.
 YOKOHAMA: }
 BATAVIA: }
 SAMARANG: } Erdmann & Sietcken.
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

IN 605 1/38 = 38 chests Tea
 Moscow
 Via
 Dalny
 The Tea to be transhipped at Dalny and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

IN 606 1/37 = 37 " "
 " " 75 chests Tea
 Freight @ Rubles 5.03 per hood, plus
 Baikal Lake charges.
 Payable at Moscow

FREE OF ADDRESS COMMISSION
 AT PORT OF DELIVERY.

In through traffic to Moscow Via Dalny
 Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by Theodor & Rawlins in the
 STEAM SHIP "Manchuria" whereof is Commander for this present voyage *Prahl*
 and now lying in the Port of *Colombo*

Seventy five (75) chests said to contain *Black Tea weighing*
Nett. 6746 lbs (Six thousand seven hundred & forty six pounds)
Gross weight 8171 lbs (Eight thousand one hundred & seventy one pounds)

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow (Via Dalny)* or so near thereto as she may safely get, unto order

or to his or their Assigns. Freight for the said Goods being paid in *Moscow* by the consignees as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Three* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 11 January 1904*

The following are the Exceptions and Conditions above referred to: —

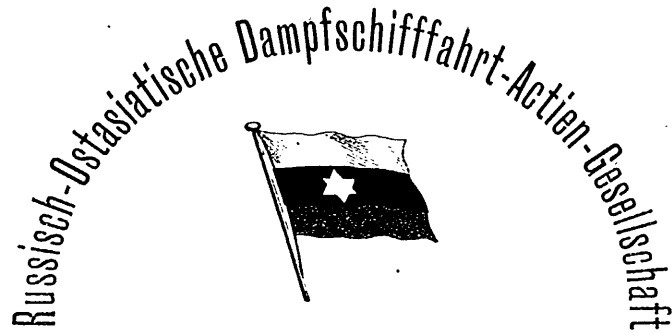
Weight, Measure, Contents and Value (except for freight purposes) unknown.
 The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Theft or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.
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 Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
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 Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
 Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
 The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
 The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K. Prahl Commander.

裏面白紙

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG:	} P. Bernholdt & Co.	PORT SAID: Wills & Co. Ltd.
REVAL:		COLOMBO: Volkart Brothers.
RIGA:	} Escombe Brothers & Co.	PENANG: Behn, Meyer & Co.
WINDAU:		SINGAPORE: The East-Asiatic Company, Ltd.
LIBAU:		HONGKONG: Melchers & Co.
STOCKHOLM: Nordström & Thulin.		FOOCHOW: Fairhurst & Co.
GOTHENBURG: August Löffler & Son.		NAGASAKI: Samuel Samuel & Co.
CHRISTIANIA: Jens Meinich & Co.		KOBE: Yokohama
KÖNIGSBERG: Marcus Cohn & Sohn.		YOKOHAMA: Erlmann & Sielcken.
HAMBURG: Knöhr & Burchard Nf.		BATAVIA: Soerabaya
ANTWERP: John P. Best & Co.		SOERABAYA: Port Arthur
ROTTERDAM: Wm. H. Müller & Co.		VLADIVOSTOCK: Kunst & Albers.
HAVRE: Georges Maserier & Co.		
MARSEILLE: Huys & Co.		
LONDON:		
LIVERPOOL:		
GLASGOW:		
SOUTHAMPTON:		
MANCHESTER:		

Should the port of destination be closed
the steamship owners shall have the
right to deliver the within goods at nearest
port, at freight stipulated in this bill of
lading.

PLACE OF ADDRESS COMMISSION
AT PORT OF DELIVERY.

Freight to be paid at Destination by the consignees
as arranged at Home.
The Tea to be transhipped at Dalny and
from there reforwarded to destination on
conditions of the direct Russo-Chinese
railway traffic.

Via SUEZ CANAL
HOMEWARDS

No.

Shipped in good order and well-conditioned by **STOCHERBATCHOFF, TCHOKOFF & CO.** in the
STEAM SHIP "*Mauchuria*" whereof is Commander for this present voyage *Prahl*,
and now lying in the Port of *Colombo*.

*613 Six hundred and thirteen packages said to contain berylon tea wgt.
nett 66,997 lbs. Sixty six thousand seven hundred and ninety seven lbs. and gross
78,968 1/4 Seventy eight thousand nine hundred and sixty eight & quarter lbs.*

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot
hereof in the like good order and well-conditioned, at the Port of *Moscow via Dalny* or so near thereto as she
may safely get, unto *Order*.

or to his or their Assigns. Freight for the said Goods being paid in *Destination* by the *consignees*
as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port
of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at
Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp
rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of
Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo, 12th January, 1904.*

The following are the Exceptions and Conditions above referred to: —

- Weight, Measure, Contents and Value (except for freight purposes) unknown.
- The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vornin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
- Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
- The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
- A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
- All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
- Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces, are carried at shipper's risk only steamer not responsible for damage.
- The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
- If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
- Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carrage or return-carrage.
- Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
- Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
- In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
- The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
- In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
- Goods carried on deck are carried solely at the Merchant's risk.
- Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.
- Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
- The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
- The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

K. Prahl Commander.

封筒在中物

Mark	No.	Pgs.	Description	wg.	lb. net
Eagle	156	40	boxes tea		7280
IIIc	157	46	" "		5106
Mercent	158	55	" "		5830
	159	47	" "		5371
	160	106	" "		11872
	161	88	" "		9680
	162	98	" "		10388
	163	103	" "		11330
	613				66,797

封筒在中物

Shippers are cautioned against shipping goods of dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG:	} P. Bornholdt & Co.	PORT SAID: Wills & Co. Ltd.
REVAL:		COLOMBO: Volkart Brothers.
RIGA:	} Escombe Brothers & Co.	PEKANG: Behn, Meyer & Co.
WINDAU:		SINGAPORE: The East-Asiatic Company, Ltd.
LIBAU:		HONGKONG: Melchers & Co.
STOCKHOLM: Nordström & Thulin.		SHANGHAI: Fairhurst & Co.
GÖTTENBURG: August Löffler & Son.		NAGASAKI: Samuel Samuel & Co.
CHRISTIANIA: Jens Meinich & Co.		KOBE: Erlmann & Sielcken.
KÖNIGSBERG: Marcus Cohn & Sohn.		YOKOHAMA: Erlmann & Sielcken.
HAMBURG: Knöhr & Burchard Nf.		BATAVIA: Erlmann & Sielcken.
ANTWERP: John P. Best & Co.		SAMARANG: Erlmann & Sielcken.
ROTTERDAM: Wm. H. Müller & Co.		SOERABAYA: Erlmann & Sielcken.
HAVRE: Georges Mascrier & Co.	PORT ARTHUR: Kunst & Albers.	
MARSEILLE: Rays & Co.	WLADIVOSTOCK: Kunst & Albers.	
LONDON:		
LIVERPOOL:		
GLASGOW:		
SOUTHAMPTON:		
MANCHESTER:		

Should the port of destination be closed by the steamship owners or by the Government, the goods shall be delivered at the nearest port, at freight stipulated in this bill of lading.

FREE OF ADDRESS COMMISSION
AT PORT OF DELIVERY.

Freight to be paid at Destination by the consignees as arranged at Home.

The Tea to be transhipped at Dalny and from there reforwarded to destination on conditions of the direct Russo-Chinese railway traffic.

Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by **BTCHERBATCHOFF, TCHOKOFF & CO.** in the STEAM SHIP "*Manchuria*," whereof is Commander for this present voyage *Prahl*, and now lying in the Port of *Colombo*.

*613. Six hundred and thirteen packages said to contain beyond sea w/g: net.
66,797 lbs: Sixty six thousand seven hundred and ninety seven lbs. and gross
78,968 1/4 lbs: Seventy eight thousand nine hundred and sixty eight & quarter.*

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow* *Dalny* so near thereto as she may safely get, unto *Order*.

or to his or their Assigns. Freight for the said Goods being paid in *Destination* by the *consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *Two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo, 12th January 1904.*

The following are the Ex-ceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other goods, or from Ships not having room at Port of Transhipment are all excepted.
Whenever through Bills of Lading are granted by the Company and shipment, transhipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.
The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.
A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
Glass, China, Castings and other goods of a brittle nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackles.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.
The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.
In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.
Goods carried on deck are carried solely at the Merchant's risk.
Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds £str.50 for any one package unless the value be expressed on the Bills of Lading.
Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.
The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.
The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

HPrahl Commander.

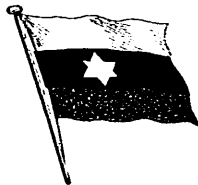
封筒在中物

Marks	No.	Pcs	Description	Wgt. lbs. net
Eagle	156	70	Boxes Tea	7280
The	157	46	" "	5106
Moscow	158	55	" "	5830
	159	47	" "	5311
	160	106	" "	11872
	161	88	" "	9680
	162	98	" "	10388
	163	103	" "	11330
	613			66,797 lbs.

封筒在中物

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damages and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: }
 REVAL: } P. Bornholdt & Co.
 RIGA: }
 WINDAU: }
 LIBAU: }
 STOCKHOLM: Nordström & Thulin.
 GÖTHENBERG: August Löffler & Son.
 CHRISTIANIA: Jens Meining & Co.
 KÖNIGSBERG: Marcus Cohn & Sohn.
 HAMBURG: Knöhr & Burchard Nf.
 ANTWERP: John P. Best & Co.
 ROTTERDAM: Wm. H. Müller & Co.
 HAVRE: Georges Maserier & Co.
 MARSEILLE: Ruys & Co.
 LONDON: }
 LIVERPOOL: } Escombe Brothers & Co.
 GLASGOW: }
 SOUTHAMPTON: }
 MANCHESTER: }

PORT SAID: Wills & Co. Ltd.
 COLOMBO: Volkart Brothers.
 PENANG: } Behu, Meyer & Co.
 SINGAPORE: }
 BANGKOK: The East-Asiatic Company, Ltd.
 HONGKONG: }
 SHANGHAI: } Melchers & Co.
 FOOCHOW: Fairhurst & Co.
 NAGASAKI: }
 KOBE: } Sanael Samuel & Co.
 YOKOHAMA: }
 BATAVIA: } Erdmann & Sieleken.
 SAMARANG: }
 SOERABAYA: }
 PORT ARTHUR: }
 WLADIVOSTOCK: } Kunst & Albers.

$\frac{P}{A} \frac{1}{24} = 24 \frac{1}{2}$ Chests Sea
 Moscow via Dalny

The goods to be sent to Dalny and from there forwarded to destination on conditions of the direct Russo-Chinese railway traffic.

$\frac{P}{B} 2458 = 34 \frac{1}{2}$ Chests Sea
 Moscow via Dalny

FREE OF ADDRESS COMMISSION

AT PORT OF DELIVERY.

Rate 5.23 per good blue
 Backhaul Rate charged
 payable at destination

Should the port of destination be closed by ice the steamship owners shall have the right to deliver the within goods at any open port, at freight stipulated in this bill of lading.

VIA SUEZ CANAL.
 HOMEWARDS.

No.

Shipped in good order and well-conditioned by PEEK BROS & WINCH, LTD in the STEAM SHIP *Mauchurea* whereof is Commander for this present voyage *Prahl* and now lying in the Port of *Colombo*

Fifty eight (58) half chests said to contain Black Sea Glass weight Three thousand nine hundred & twenty six (3926) lbs
Nett weight Two thousand nine hundred (2900) lbs

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port of *Moscow* or so near thereto as she may safely get, unto *M. F. F. Prokhoroff*

or to his or their Assigns. Freight for the said Goods being paid in *Moscow* by the *Consignees* as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to *two* Bills of Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in *Colombo 11th January 1904*

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thieves or Robberies by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transshipment, or warehousing, or from obliterations of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust, or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.

Whenever through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants, as well as to the Company, their Vessels, Agents or Servants.

The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release the Company from all responsibility and shall entitle the Company to charge double freight on the real value.

All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.

Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.

The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.

If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo on board of her.

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-carriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.

In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind shall be borne by the Owners of the Goods.

The Company are to be at liberty to carry the said Goods or part of them to their Port of Destination by the above or other Steamer or Steamers, Ship or Ships either belonging to the Company or to other persons proceeding either directly or indirectly to such Port and in so doing to carry the Goods or parts of them beyond their Port of Destination and to tranship or land and store the Goods either on shore or afloat and reship and forward the same at the Company's expense but at Merchant's risk.

In cases where the ultimate destination, at which the Company may have engaged to deliver Goods, is other than the Steamer's Port of Discharge the Company reserve the right to forward such Goods by rail. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Goods carried on deck are carried solely at the Merchant's risk.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one package unless the value be expressed on the Bills of Lading.

Any claim that may arise in respect of Goods shipped by the Company's Steamers must be made at the Port of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be borne by the owners of the goods.

The Ship to be at liberty to discharge on to the Quay at Hamburg. One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing over the Quay, any Hamburg Port Regulations to the contrary notwithstanding. On clean receipt being given for the Goods received from the Quay all claims against the owners and captain of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

R. Prahl Commander.

裏面白紙

封筒在中物

Copy

Shippers are cautioned against shipping goods of a dangerous or damaging nature as by so doing they become responsible for all consequential damage and also render themselves liable to penalties imposed by Statute.

Russisch-Ostasiatische Dampfschiffahrt-Actien-Gesellschaft



RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: P. Bornholdt & Co.
REVAL:
RIGA:
WINDAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Løffer & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nf.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Georges Mascrier & Co.
MARSEILLE: Ruys & Co.
LONDON:
LIVERPOOL:
GLASGOW:
SOUTHAMPTON:
MANCHESTER: Escombe Brothers & Co.

PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG: Behn, Meyer & Co.
SINGAPORE: The East-Asiatic Company, Ltd.
HONGKONG: Melchers & Co.
SHANGHAI: Melchers & Co.
FOOCHOW: Fairhurst & Co.
NAGASAKI:
KOBE: Sannul Samuel & Co.
YOKOHAMA:
BATAVIA: Erdmann & Sielcken.
SAMARANG:
SOERABAYA:
PORT ARTHUR:
WLDIVOSTOCK: Kunst & Albers.

P/A 1/24 = 2 1/2 chests Tea
Moscow
via
Dalny

P/B 2/08 = 3 1/2 chests Tea
Moscow
via
Dalny

Rbls 5.03 per food plus
Baikhal have charges
payable at Deshualeni

FREE OF ADDRESS COMMISSION
AT PORT OF DELIVERY.

VIA SUEZ CANAL.
HOMEWARDS.

No.

Shipped in good order and well-conditioned by PEEK BROS & WINCH, LTD in the
STEAM SHIP Manchuria whereof is Commander for this present voyage
and now lying in the Port of Colombo

Nifty eight (58) half chests said to contain Plain Tea
Gross weight Three thousand nine hundred & twenty six
(3926) lb
net weight Two thousand nine hundred (2900) lb

being marked and numbered as in the margin, and to be delivered subject to the exceptions and conditions at foot
hereof in the like good order and well-conditioned, at the Port of Moscow or so near thereto as she
may safely get, unto Mr. F. J. Marubnickoff

or to his or their Assigns. Freight for the said Goods being paid in Moscow by the Consignees
as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods at port
of discharge at the current rate of exchange for Banker's Bill at sight on London on the date of the vessel's entry at
Custom House. — General average, if any, to be adjusted in Copenhagen, in accordance with the York-Antwerp
rules, of 1890.

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to two Bills of
Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colombo 11 January 1904

The following are the Exceptions and Conditions above referred to: —

Weight, Measure, Contents and Value (except for freight purposes) unknown.
The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thefts or Robberies by Sea or
Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire,
Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and
Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen
or others, whether ashore or afloat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot, Master, Mariners, or other Servants, or of the Agents
or the Company, or from transshipment, or warehousing, or from obstructions of marks or numbers, or from leakage, breakage, insufficiency of packages, or sweat, or rust,
or injurious effects of other Goods, or from Ships not having room at Port of Transshipment are all excepted.
Whenver through Bills of Lading are granted by the Company and shipment, transshipment, carriage or delivery of the goods is to be performed, or partly performed by the
Vessels, or Agents, or Servants of other Shipowners all the exceptions and conditions in this Bill of Lading shall apply to such other Owners' Vessels, Agents or Servants,
as well as to the Company, their Vessels, Agents or Servants.
The Ships are to be at liberty to sail with or without Pilots, and to tow and assist Vessels in all situations, and also to deviate from the Voyage for any purpose or to touch
and stay at other Ports (either in or out of the way).
A written Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an untrue Declaration shall release
the Company from all responsibility and shall entitle the Company to charge double freight on the real value.
All Goods must be distinctly marked with the Marks, Numbers and Port of Destination, otherwise the Company will not be responsible for detention or misdelivery.
Glass, China, Castings and other goods of a brittle and fragile nature or unprotected pieces are carried at shipper's risk only steamer not responsible for damage.
The Company shall have the option of making delivery of Goods either over the Ship's side, or from Lighters, or a Store Ship, or Hulk, or Custom House, or Warehouse, or
Wharf, or Dock, or Quay, at Merchant's risk. In all cases their liability is to cease as soon as the Goods are free from the Ship's tackle.
If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being previously declared and arranged for, they are liable, upon
discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo
on board of her.
Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, notwithstanding any custom of the port of discharge to the
contrary, otherwise the Master or Agents shall be at liberty to land and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Merchant's
risk and expense, but Master or Agents are in any case at liberty to land the goods or part of them on the quay, Consignees paying one shilling per ton weight. Goods to
be received in lots or in part of lots. Goods over-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-
carriage or return-carriage.
Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and void, or should, whilst loading, Ice set in so as to endanger the safety of
the Steamer, Captain to be at liberty to proceed with what he has got on board, and complete at any open port on the way for Owners' benefit.
Should, on arrival of Steamer, port of destination be inaccessible on account of Ice, or should whilst discharging, Ice set in so as to endanger the safety of the Steamer, Captain
to be at liberty to proceed to the nearest accessible port and discharge the goods on the same conditions and against payment of full freight.
In case of Quarantine the Goods may be discharged into Quarantine Depot, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of
whatsoever nature or kind shall be borne by the Owners of the Goods.
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of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

The Tea to be transhipped at Dalny and
from there reforwarded to destination on
conditions of the direct Russo-Chinese
railway traffic.

K. Prahl
Commander.

裏面白紙
封筒在中物

露國汽船

マツタリヤ

第一號船白書類

第一號

国立公文書館	
分類	
架番	2 A
番号	39 - 3
抽	396 ~ *22

0 1 2 3 4 5 6 7 8 9 10

1 : 3 0

露國汽船

マシチヨリヤ

(旅順)

船白書類

第四號

船名	噸位	航路	開行日	備考
大田	六千四百			
川	五千			
一	三千			
田	五千			
川	五千			

船名	噸位	航路	開行日	備考
大田	六千四百			
川	五千			
一	三千			
田	五千			
川	五千			

2 A
39 - 3
抽 396 - 422