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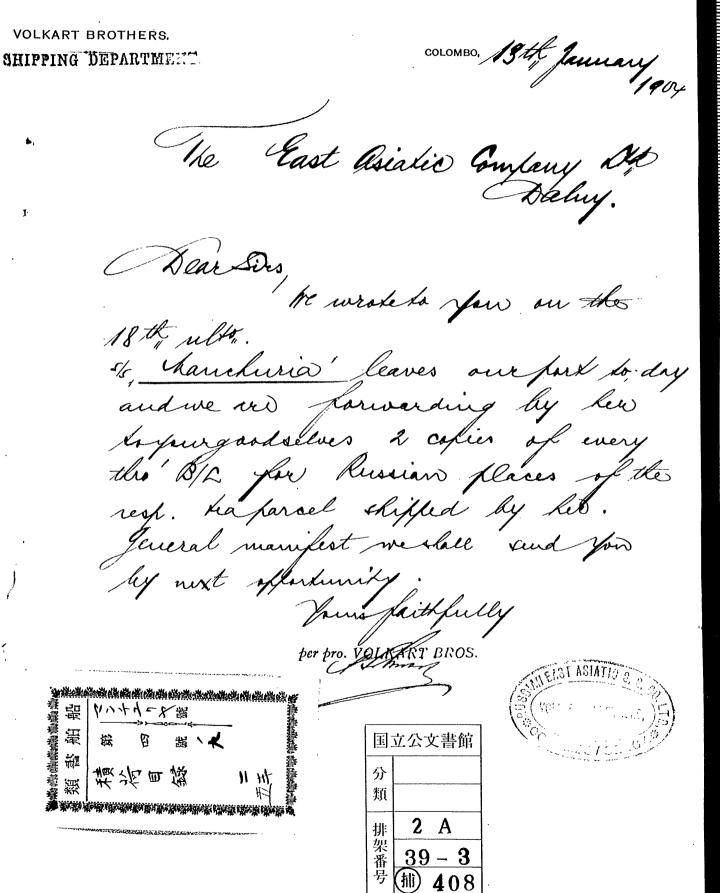
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Shippers are cautioned against shipping goods of a da they become responsible for all consequential damage and imposed by Statute. dangerous or damaging nature as by so doing and also render themselves liable to penalties

Dampfschifffahrt. Action liesellschaft

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

P. Bornheldt & Co. RIGA : WINDAU : STOCKHOLM: Nordström & Thulin STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohu & Sohn.
HAMBURG: Knöhr & Burchard Nfl.
AXTWERP: John P. Best & Co.
ROTTERDAM: Wm. II. Müller & Co.
HAVRE: Georges Mascrier & Co.
MARSEHLLE: Ruys & Co.
LONDON: LONDON: LIVERPOOL:

GLASGOW: SOUTHAMPTON: MANCHESTER:

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

The Tea to be transhipped at Dalny and from there reformanded to destination on conditions of the direct Russe- Chinese railway traffio.

Escombe Brothers & Co.

les era stanniship owners che-1720 d liver the within products Dipurt, at froight stipulated by this bill of HOMEWARDS

No.

Shipped in good order and well-conditioned by BTCHERBATCHOFF, TOHOKOFF & 991 STEAM SHIP Mauchurua whereof is Commander for this present voyage and now lying in the Port of 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 Portcoil of Cour New A Course of near thereto as she may safely get, unto or to his or their Assigns. Freight for the said Goods being paid in Allahuakow by the Coursellus

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.

3n Cattness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, she of which being accomplished, the other to stand void.

Colorelles 1h January 19824

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

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Loud/restraint of Princes, Ruiers, or Peoples, restriction of Quarantino, Loss by Thiotes or Robberies by Sea or Land, and whether by persons directly or indirectly in the endployment or service of the Company, or otherwise, Accidents, Loss or Damage from Vermin, Barratry, Fire, Jettison, Collision, Machinery, Boilors, Stoam or Defects latent or otherwise, in Itull, Tackle, Boilors or Machinery, or their appurtenances and all Porils, Dangers, and Accidents of the Seas, Rivers, Land, Carriago and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or affeat, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot. Master, Mariners, or other Servants, or of the Agents 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 diviate 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 Ligthers, 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 proviously declated and arranged for, they are liable, upon discovery, to be thrown overboard, and the less will fall upon the Shippers or Owners of such Fluids or Goods as well as any damage caused to the Steamer or other cargo

Consignees or their Assigns must be ready to take Delivery of Goods as soon as the Ship is ready to discharge them, netwithstanding 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 ten 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 get on board, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Stoamer, port of destination be inaccossible on account of Ico, or should whilst discharging, Ico 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 Dopôt, 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 Pert of Destination by the above or other Steamer or Steamer, 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 affect and reship and forward the same at the Company's exposes but at Merchant's risk.

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 Procious Stones nor for any other Goods, the value of which exceeds Letr.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. 20 port of closting to the control 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.

Krahe Commander.

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: REVAL: P. Bornholdt & Co. RIGA: WINDAU: WINDAU:
LIBAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: 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.
HAYRE: Georges Mascrier & Co.
MARSEILLE: Ruys & Co.
LONDON: LIVERPOOL: Escombe Brothers & Co. SOUTHAMPTON: MANCHESTER:

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: Behn, Moye
BINGAPORE: Behn, Moye
BANGKOK: The East-Asiatic
HONGKONG: Molchers & C
FOOCHOW: Fairhurst & Co.
NAGASAKI: Sagard Sag Behn, Moyer & Co. East-Asiatic Company, Ltd. Molchers & Co. Samuel Samuel & Co. KOBE: YOKOHAMA: BATAVIA: SAMARANG: SOERABAYA: Erdmann & Sielcken PORT ARTHUR WLADIVOSTOCK: Kunst & Albers

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to the steamship owners that have the at to deliver the within goods of marcos on post, at freight stipulated in this bill of

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

and now lying in the Port of Colonillo 202 Two hundred and two packages said to Contain Ceylow ka wquett. 20 yys lbs liverty thousand seven hundred and Seventy five bbs 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 Scow was A always so near thereto as she may safely get, unto

or to his or their Assigns. Freight for the said Goods being paid in Austination by the Councillation 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

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

Dated in Coloured & Conditions above referred to:

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

The Act of God, Enomies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thiefes 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 Dofects latent or otherwise, in Itull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriago and Navigation of what kind scover, or less, dolays, or any other consequences arising from combinations of worknean or others, whother ashere or affect, strikes or civil commotion, or any Act, neglect, or default whatsoover of the Pilot. Master, Mariners, or other Servants, 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 diviate from the Voyage for any purpose or to and stay at other Ports either in or out of the way.

A writton 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 proviously declated 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.

on board or hor.

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 toa 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-

Should, on arrival of Stoamer, 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 aboard, and complete at any open port on the way for Owners' benefit.

Should, on arrival of Steamer, part 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 Depôt, Hulk, or other Vossel, 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 affect and reship and forward the same at the Company's expense but at Morchant'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 Morchant's risk.

Not accountable for Monoy, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Letr.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 Master or agent shall have a near on the Goods for payment of the goods.

The Ship to be as Ship to be as Ship to be as Ship to be as the contrary notwithstanding. On clean receipt being given for the Goods receivers of Goods passing, ever 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 to the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgosetzbuch.

Mana Commander

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ous or damaging nature as by so doing o render themselves liable to penalties

Soldiatische Dampfschifffahrt. A.

RIGA.

General Agents:

Aktieselskabet

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Behn, Meyer & Co. SINGAPORE: SINGAPORE: | Doing, Beyon BANGKOK: The East-Asiatic HONGKONG: | Melchers & FOOCHOW: Fairhurst & Co. NAGASAKI: | Samuel Sa 10 East-Asiatic Company, Ltd. Melchers & Co. Samuel Samuel & Co. KOBE: YOKOHAMA: BATAVIA: SAMARANG: SOERABAYA: Erdmann & Sielcken. PORT ARTHUR: Kunst & Albers

FREE OF ADDRESS CONTINUES.

AT FORT OF DELIVERS.

The Tea to the and Upper on Liding and from there referenced to destination on

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 on shore or affect 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 affect and result and reship and forward the same at the Company's expense but at Merchant's risk.

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Charlet the part of destination in by the reast muship cwaers and a formed liver the within the con-The contract of the stipulated and the contract of

Shipped in good order and well-conditioned by ISTCHERBATCHOFF, TCHOKOFF & Och STEAM SHIP Manchure a whereof is Commander for this present voyage hade

and now lying in the Port of bolowho.

375. I were hundred and seventy five packages said to Contain by love Dea weg: ruf! 40.465 lbs. Porty thousand four hundred and sixty five and gross 47.908/2 lbs. Porty thousand four hundred and sixty 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 belief patinos it a Salway so near thereto as she may safely get, unto Salvay.

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3n Witness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenoy and date, one of which being accomplished, the other to stand void.

Dated in Cloubs, 12th farmary 1901,
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, Piratos, Robbers or Thieves by Sea or Land, and whether by persons directly or indirectly in the employment or sorvice 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, Carriago and Navigation of what kind soover, or loss, delays, or any other consequences arising from combinations of worknem or others, whether ashore or affoat, strakes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot. Master, Mariners, or other Sorvants, or of the Agents or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.

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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 declated 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

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 evercarriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ico, 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 Ico, or should whilst discharging, Ico 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.

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 netwithstanding. 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 netwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

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Shippors are cautioned against shipping government responsible for all consequential

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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 Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Mareus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nfl.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Georres Maserier & Co. HAVRE: Georges Maserier & Co. MARSEHLLE: Ruys & Co. LONDON: LIVERPOOL: GLASGOW: SOUTHAMPTON: Escomba Brothers & Co. PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG: | Behn, Meyer & Co. o East-Asiatic Company, Ltd. HONGKONG: SHANGHAI: FOOCHOW: I NAGASAKI: Melchers & Co Fairhurst & Co. KOBE: YOKOHAMA: Samuel Samuel & Co. Erdmann & Sieleken. PORT ARTHUR: Kunst & Albers.

PRIE OF ADDRESS COLLUSION AT PORT OF DELIVERY

The Tea to be transhipped at Calny and from there reformande I to dostination on conditions of the direct Russo- Chinese railway traffic.

to forward such Goods by rail. The Company acc as in wanting agents and the Port of Dolivery.

The Course green as a contraction for any other Goods, the value of which exceeds List.50 for any one packago 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 Dolivery.

The Master or Agent shall have a lion 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 Shir to be at liberty to discharge on to the Quay at Hamburg. Que shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay, The Shir to be at liberty to discharge on to the Quay at Hamburg. Que shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay, The Shir to be at liberty to discharge on to the Quay at Hamburg. and I the port of destination have

the speamship owners the the the deliver the within could conand that, at freight stipulated in this of the

Shipped in good order and well-conditioned by ISTCHERBATCHOFF, TCHOK & CO, STEAM SHIP Mancluru'a whereof is Commander for this present voyage Hahl.

and now lying in the Port of bollowell.

375. Where hundred and seventy fine force ages said to Britain:

641/500 tea wa: well 40.465 lbs: Jothy thousand four hundred and eiche,

five formeds and gross. 47.908/2 lbs: Jothy seven thousand runic a

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 subject was always one near thereto as she may safely get, unto the conditions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions and conditions at foot hereof in the like good order and well-conditioned, at the Port subject to the exceptions are conditioned.

or to his or their Assigns. Freight for the said Goods being paid in destruction by the bousequees 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

3n Witness whereof, the Master, Owner or Agent of the Ship has affirmed to

Lading, all of this tener and date, one of which being accomplished, the other to stand void.

Dated in Olouko, 12H. 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 Thiores by Sea or Land, restraint of Princes, Ruiers, or Peoples, restriction of Quarantine, Loss by Thiefes 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 Vernin, Barratry, Firo, Jettison, Collision, Machinery, Boilors, Stoam or Dofects latent or otherwise, in Hull, Tackle, Boilors or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriago and Navigation of what kind soever, or loss, dolays, or any other consequences arising from combinations of workmen or others, whether ashore or alloat, strikes or civil communition, or any Act, neglect, or dofanlt whatsoever of the Pilot. Master, Mariners, or other Servants, or of the Agents or injurious offects 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 diviate 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 antrue 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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In case of Quarantine the Goods, may be discharged into Quarantine Depôt, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine exponses upon the Goods, of whatsoever nature or kind shall be beene by the Owners of the Goods.

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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 affloat and reship and forward the same at the Company's expense but at Morchant'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 raii. The Company act as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

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

Stadatische Damptschifffahrt.

RIGA.

General Agents:

Aktieselskahet

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 Mf.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. II. Müller & Co.
HAYRE: Georges Maserier & Co. P. Bornholdt & Co. HAVRE: Georges Mascrier & Co. MARSEHLE: Ruys & Co. MARSEHLE: Ru LONDON: LIVERPOOL: GLASGOW: SOUTHAMPTON: MANCHESTER:

PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG:
SINGAPORE:
BANGKOK: The East-Asiatic Company, Ltd.
BIANGHAI:
SHANGHAI:
Welchers & Co. FOOCHOW: Fairhurst & Co. NAGASAKI:) КОВЕ: УОКОНАМА: Samuel Samuel & Co SAMARANG. Erdmann & Sielcken SAMARANG: Steicken.
SOERABAYA: PORT ARTHUR: Kunst & Albers.

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The Ten is be transhipped at Dalny and from there refer warded to destination on conditions of the direct Russo- Chinese railway traffic.

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Via SUEZ CANAL.

Shipped in good order and well-conditioned by BTOHERBATCHOFF, TCHOKOFF & CO.

STEAM SHIP MONCHWEA whereof is Commander for this present voyage was and now lying in the Port of Colombo. 19. Seventy nine poekages vaid to Confain Ceylon Tea evg west-8927 lb. eight poesand nine hundred and swenty seven Us and from 10 4 88 lb. An Shousand four hundred reighty 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 Money Via Valuer so near thereto as she may safely get, unto

or to his or their Assigns. Freight for the said Goods being paid in Assigns by the Councillation of the goods at port 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.

3n Wattness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colombo 12 & gunary19 of.

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

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If Medicinal Fluids, or any other Goods of an inflammable, damaging, or dangerous nature, are shipped without being proviously declated 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 por 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

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In case of Quarantine the Goods may be discharged into Quarantine Depôt, 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 affect and reship and forward the same at the Company's exponse but at Merchant's risk.

In cases whore 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 dock 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 Latr.50 for any one package unless the value be expressed on the Bills of Lading.

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 berne by the owners of the goods.

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FREE OF ADDRECS COSMISSION AT PORT OF DELIVEDI.

Khall Commander

Shippors are cautioned against shipping goods of a dan they become responsible for all consequential damage and imposed by Statute.

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Sexusial ische Damptschiffahrt.

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

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KÖNIGSBERG: Marcus Cohn & Sohn.
AMBURG: Knöhr & Burchard Mrl.
ANTWERP: John P. Best & Co.
HOTTERDAM: Win. H. Müller & Co.
HAYRE: Georges Maserier & Co.
MARSEHILE: Ruys & Co.
LONDON: LIVERPOOL: GLASCOW Escombe Brothers & Co. SOUTHAMPTON: MANCHESTER:

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG . PENANG: | Behn, Moyer & Co. East-Asiatic Company, Ltd. BANGKOK: Th HONGKONG: SHANGHAI: FOOCHOW: Fa NAGASAKI: KOBE: YOKOHAMA: J BATAVIA: SAMARANG: SOERABAYA: Melchers & Co. Fairhurst & Co. Samuel Samuel & Co. Enlmann & Sieleken PORT ARTHUR: Kunst & Albers.

yg Chests 8927 lb.

The Tendo by the office of at Dalny and from the original selection destination on conditions of the direct Russo- Chinese railway traffic.

Eddith the port of destination be closed s comestip comments of the

Via-SUEZ-CANAL.

HOMEWARDS

No.

Shippell in good order and well-conditioned by BTCHERBATCHOFF, TCHOKOFF & Co / in the STEAM SHIP Mauchway whereof is Commander for this present voyage Iwahl. and now lying in the Port of / Colonybo 199. Sevenly nine hackages said to Contain Centon hea we well so les grant les en les aux pors. 1848 lb. Per thousand pour hundred and inghty wight 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 Moseyw New Nature or so near thereto as she may safely get, unto Ovolev

or to his or their Assigns. Freight for the said Goods being paid in Assigns. When the County of the 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

Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Would by Omnowy Grove to:—

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

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The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thiefes 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 Dofects latent or otherwise, in Itull, Tacklo, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriago and Navigation of what kind scover, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afford, strakes or civil commotion, or any Act, neglect, or default whatscover of the Pilot, Master, Marinors, or other Sorvants, or of the Agents or injurious effects of other ticods, or from Ships not having room at Port of Transhipment are all excepted.

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

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

fraid at destination by Course Claim that may arise in respect of Goods shipped by the Company's Steamors must be made at the Port of Denvery.

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.

One shilling per ton, minimum sixpence, has to be paid by the Receivers of Goods passing, over the Quay,

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.

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

P. Bornholdt & Co. RIGA: WINDAU: LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: 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.
HANRE: Georges Mascrier & Co.
MARSEHLLE: Ruys & Co.
LONDOY. Escombe Brothers & Co.

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

VIA SUEZ CANAT

HOMEWARDS.

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

376, Three hundred and seventy six packages said to contain beylow tea wg: riet 40.068 lbs: Ath, thousand and sixty eight. lbs: and grow, 47.528 lbs. Jorly Sevan 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 cheljakinsk via Laluy 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 boungness 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

3n Unitness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, one of which being/accomplished, the other to stand void.

Dated in Colonelo, 12th January 1602

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

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Lund, restraint of Princes, Ruiers, or Peoples, restriction of Quarantine, Loss by Thiefes or Robberies by Sea or Lund, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damage from Vernin, Barratry, Fire, Jottison, Collision, Machinery, Boilers, Stoam 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 soover, or loss, delays, or any other consequences arising from combinations of workinen or others, whether ashore or affect, strikes or civil commotion, or any Act, neglect, or default whatsoover of the Pilot. Master, Mariners, or other Servants, or of the Agents 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 diviate 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 dolivery 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.

neignees 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 warohouse 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.

carriago or rotum-carriago.

Should, on arrival of Steamer, port of loading be inaccessible on account of Ico, Charter to be null and void, or should, whilst loading, Ico set in so as io 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 Ico, or should whilst discharging. Ico 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 Depôt, 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 er 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 affect and reship and forward the same at the Company's expense but at Merchaut'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 coase as above provided.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Latr.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 lieu on the Goods for payments made, unpaid freights, or liabilities incurred in respect of any charges stipulated herein to be berne 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 Handelsgosetzbuch.

FREE OF ADDRESS GOIS TISSION

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AT PORT OF DELIVERY.

Shippors are cautioned against shipping goods of a dangerous or damaging mature as by so doing oy become responsible for all consequential damage and also render themselves liable to penalties pposed by Statute.

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

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LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Mfl.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Georges Mascrier & Co.
MARSEIILE: Ruys & Co.
LONDON:

LIVERPOOL: SOUTHAMPTON

Escombe Brothers & Co.

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG:
PENANG:
SINGAPORE:
BANGKOK: Th
HONGKONG:
SHANGHAI:
FOOCHOW: FE
NAGASAKI: Behn, Meyer & & Fairhurst & Co. Samuel Samuel & Co. КОВЕ: ҮОКОНАМА: BATAVIA: SAMARANG: SOERABAYA: Frimana & Sielekon

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PORT ARTHUR: Kunst & Albers.

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Thould the port of destination by stood ion the ateamship owners shall have to Yeth deliver the within received no needs

HOMEWARDS:

Shipped in good order and well-conditioned by BTOHERBATCHOFF, TCHOKOFF, STEAM SHIP Manchund whereof is Commander for this present voyage Trank and now lying in the Port of Colombia.

376 Three hundred and Seventy Six prackages said to Contain Cylon Jea we nell 40068 lb. forty thoward and sixty eight the and grows 4, 7 5 28 th. forty seven thousand five hundred and houly right

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 Tehelfa bush via habitus near thereto as she may safely get, unto solar

or to his or their Assigns. Freight for the said Goods being paid in Desturation by the Councillar as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods of 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.

3n Witness whereof, the Master, Owner or Agent of the Ship has affirmed to I wo Lading, all of this tenoy and date, one of which being accomplished, the other to stand void.

Colombo or Samary 1904

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

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

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

The Act of God, Enemies, Pirates, Robbers or Thioves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thiofos 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 Damago from Vermin, Barratry, Fire. Jettison, Collision, Machinery, Bioliers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtonances and all Porils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soover, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or afford, strikes or civil commotion, or any Act, neglect, or default whatsoover of the Pilot. Master, Marinors, or other Servants, or of the Agents or the Company, or from trunshipment, or wardonising, 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 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 diviate 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.

Class, 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 Ligthers, or a Store Ship, or Ilulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Morehant'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 declated and arranged for, they are liable, upon discovery, to be thrown overboard, and the loss will fall upon the Shippers or Owners of such Pluids or Goods as well as any damage caused to the Steamer or other carge on board of her.

signees 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 overcarriage or return-carriage.

Should, on arrival of Steamer, port of loading be inaccessible on account of Iço, Charter to be null and void, or should, whilst loading, Ico 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 Ico, or should whilst discharging, Ico 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 Depôt, 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 affect 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 Monoy, Documents, Gold, Silver, Bullion, Jewellery or Precious Stones nor for any other Goods, the value of which exceeds Lstr.50 for any one packago 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 Pert 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 Handolsgesotzbuch.

FREE OF ADDRESS COMMISSION AT PORT OF DELIVERY.

Make Commander

Wasische Dampfschifffahrt Metion Gesellschaft

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: REVAL: RIGA: WINDAU: P. Bornholdt & Co. WINDAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
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CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard K.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAYRE: Geonges Mascrier & Co.
MARSEIILLE: Ruys & Co.
LONDON: LONDON: LIVERPOOL: Escombe Brothers & Co. SOUTHAMPTON:

MANCHESTER:

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: Behn, Meyer & Co. BANGKOK: The East-Asiatic Company. Ltd. HONGKONG: Melchers & Co. SHANGHAL: FOOCHOW: Fairhurst & Co. FOOCHOW: F NAGASAKI: KOBE: YOKOHAMA: BATAVIA: SAMARANG: SOEPABAYA: Erdmann & Sielcken. PORT ARTHUR: Kunst & Albers.

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Via-SUEZ-GANAL

HOMEWARDS

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STEAM SHIP A MUNICIPAL THE WHO IS Commander for this present voyage (Mahl)	
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throw thousand four hundred and rich three lb 43463 lb Green Life five thousand seven hundred and holve lb. 56719 lb. being marked and numbered as in the margin, and to be delivered subject to the preptions and conditions at foot hereof in the like good order, and well-conditioned, at the Port of Jelles Cow Yes all the so near thereto as she may safely get, unto Order.

by the Consignal or to his or their Assigns. Freight for the said Goods being paid in Droftone 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 Continess whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Dolombo III fundable III for the Exceptions and Conditions above referred to:

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

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

The Act of God, Enemies, Pirates, Robbers or Thicoso by Sea or Land, restraint of Princes, Ruiers, or Péoples, restriction of Quarantine, Loss by Thiofes 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, Itoliers, Steam or Defects latent or otherwise, in Itull, Tacklo, Boilers or Machinery, or Indirectly and Mavigation of what kind scover, or loss, dolays, or any other consequences arising from combinations of workmen or others, whether ashore or affect, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot. Master, Mariners, or other Servants, or of the Agents or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.

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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.

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Consignoss 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-

carriago or roturn-carriago.

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.

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KPrable Commander

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FREE OF ADDRESS COMMISSION AT FORT OF DILLIVING

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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

Wasian Jasellschaft

Wasian Jasellschaft

RIGA.

General Agents:

Áktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: REVAL: P. Bornheldt & Co. RIGA: WINDAU: ^ WiNDAU: A.
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nfl.
ANTWERP: John P. Dest & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVIP: Georges Mascrier & Co. HAVRE: Georges Mascrier & Co. MARSEILLE: Ruys & Co. LIVERPOOL: Escombe Brothers & Co. SOUTHAMPTON MANCHESTER:

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers Behn, Moyer & Co. SINGAPORE. SINGAPORE: BANGKOK: T HONGKONG: SHANGHAI: FOOCHOW: I NAGASAKI: KOBE: East-Asiatic Company, Ltd. Melchers & Co. Samuel Samuel & Co. КОВЕ: ҮОКОНАМА: BATAVIA: SAMARANG: SOERABAYA: Erdmann & Sielcken PORT ARTHUR WLADIVOSTOCK: Kunst & Albers.

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Via-SUEZ-GANAL. HOMEWARDS=

Shipped in good order and well-conditioned by Kaleguald rheath in the STEAM SHIP Drawhenia" whereof is Commander for this present voyage Chall and now lying in the Port of Medicula Two heredres & theileen place suis to contain la consperie out three thousand four hereover & each three Ms. 4346311 Sian

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 Melcaevite Solvential solventials as she may safely get, unto Della

or to his or their Assigns. Freight for the said Goods being paid in Drosene by the Causefullo 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

3n Witness whereof, the Master Owner or Agent of the Ship has affirmed to all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Calocacle of the Master Owner or Agent of the Ship has affirmed to all of this tenor and date, one of which being accomplished, the other to stand void.

Mousand pluce hund red and Levelere Us. 557/7/6

The following are the Exceptions and Conditions above referred to the

Woight, Measure, Contents and Value (except for freight putposes) 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 Thiofes 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 Danago from Vermin, Barrary, Firo, Jettison, Collision, Machinery, Boilers, Steam or Defects-latent, or otherwise in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Danagers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind scover, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashere or alloat, strikes or civil commotion, or any Act, neglect, or default whatsover of the Pilot. Master, Mariners, or ofter 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. Woight, Measure, Contents and Value (except for freight purposes) unknown.

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 diviate from the Voyage for any purpose or to touc and stay at other Ports either in or out of the way.

A writton Declaration of the Contents and Value of Goods must be delivered by the Shippers to the Company with the Bills of Lading and an antrue Declaration shall releas 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 misdolivery.

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 Ligthers, or a Store Ship, or Italk, or Custom House, or Wharf, or Dock, or Quay, at Morchant's risk. In all cases their liability is to cease as soon as the Goods are froe 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 less 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-

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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, Jowellery or Procious Stones nor for any other Goods, the value of which exceeds Latr.50 for any one package unless the value be expressed on the Bills of Lading.

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FREE OF ADDRESS COMMISSION

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Wasische Dampfschifffahrt. Artion lessellschaft

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN

AGENTS:

ST. PETERSBURG: REVAL: P. Bornholdt & Co. RIGA: WINDAU: WINDAU:
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ROTTERDAM: Wm. H. Müller & Co.
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MANCHESTER

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

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Should the port of destination be closed by isomy and comship owners show have the within goods at meaning of the destination of the closed of the constitution of the The results of the discrete from the service of the

FRUE OF ADDRESS COMMISSION

AT PORT OF DELIVERY.

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Shipped in good order and well-conditioned by STEAM SHIP NAMED WHO whereof is Commander f whereof is Commander for this present voyage and now lying in the Port of Lelauhe Live hundred and winch six plages and to contain Lea everyhinguell forty eight thousand four hundred and thirty seven lb. 48437 lb. Choss Rexe three thousand two hundres and svinoty four lla

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 Hollow Year of may safely get, unto the conditioned of the exceptions and conditions at foot hereof in the like good order, and well-conditioned, at the Port of Hollow Year of may safely get, unto the conditions at foot hereof in the like good order, and well-conditioned, at the Port of Hollow Year of Market or so near thereto as she may safely get, unto the conditions at foot hereof in the like good order, and well-conditioned, at the Port of Hollow Year of Market or so near thereto as she may safely get, unto the conditions at foot hereof in the like good order.

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Dated in Dolombie 114 January 1904-The following are the Exceptions and Conditions above referred to:

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

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Khahe Commander.

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Stadiatische Dampfschiffahre, Shippers are cautioned against shipping goods of a dangerous or damaging they become responsible for all consequential damage and also render themse imposed by Statute.

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

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MARSEILLE: Ruys & Co.
LONDON: P. Bornholdt & Co. MARSEILLE: RU LONDON: LIVERPOOL: GLASGOW: SOUTHAMPTON: MANCHESTER:

PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG:
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BANGHORE:
BANGKOK: The East-Asiatic Company
BONGKONG:
SHANGHAI:
Welchers & Co. The East-Asiatic Company, Ltd. FOOCHOW: Fairhurst & Co. NAGASAKI: Samuel Samuel & Co. KOBE: YOKOHAMA: RATAVIA BATAYIA:
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The MURADIYOSTOCK 3/12 Kungat & Albors, and Escombe Brothers & Correct there refunded to destination on conditions of the direct Russo - Chinese

railway traffic. Autiels 5.03 per pood Plus Prival Lake charge.

Should the port of destination by closed by ion the stramship owners that have the the within goods (A nonvec) ight stipulated in this bull of

FREE OF ADDRESS CORRESSON driad 3802. 6 Cgf PORT OF DELIVERY

Shipped in good order and well-conditioned by Relevate Reath whereof is Commander for this present voyage Paul STEAM SHIP Drauchence" and now lying in the Port of (placebo

inchundred and inverty six places oned to careful Le a weighing not Sixty three the wand two hundred and einely facer lla 63294 lls.

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 Norcew via ballot so near thereto as she may safely get, unto

or to his or their Assigns. Freight for the said Goods being paid in Trover by the Coursefull. 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.

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Dated in aloueld 11. Facecase 1907.

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Josephalische Dampfschifffahrt.

RIGA.

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Aktieselskabet

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ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVER: Geograf Massign & Co. HAVRE: Georges Mascrier & Co. MARSEHLE: Ruys & Co.

LIVERPOOL: Escombe Brothers & Co. SOUTHAMPTON: MANCHESTER:

: Wills & Co. Ltd. Co PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG:
SINGAPORE:
BANGKOK: Th
HONGKONG:
SIHANGHAI:
FOOCHOW: Fo
NAGASAKI:
KOBE:
YOKOHAMA:
BATAVIA:
SAMARANG:
SOERABAYA: Melchers & Co. Samuel Samuel & Co. Erdmann & Sielekon PORT ARTHUR: Kunst & Albers,

 $M_{\lambda \overline{H}KN}$ CHELIADING 68 Skysego lbs. 6120 bonch 7504 lbs grass 282 195 1 159851 78 " "100 " "7800"

Total 859 pkgs. lea. 32855 lls nef. 64249

OF ADDRESS COMMISSION

AT PORT OF DELIVERY

ire refor ins of the traffic.

Wia SUEZ CANAL.

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

Five hundred & fifty nine backages said to contain tea, weighing fifty two thousand eight hundred & fifty five threthe lusseveight: Lixty four thousand two hundred & forty nine Us.

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 Enclosionsh 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 Cheliabinsh by the consideration 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

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

Dated in Octombo // fanctacy 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, Enomies, Pirates, Rebbers or Thieves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thiefes 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 Vormin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Dofects latent or otherwise, in Hull, Tacklo, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, litters, Land, Carriage and Navigation of what kind scover, or loss, dolays, or any other consequences arising from combinations of workmen or others, whether ashore or affect, strikes or civil commotion, or any Act, neglect, or default whatsoover of the Pilot. Master, Mariners, or other Servants, or of the Agents or injurious offects 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 diviate 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 Warchouse, or Wharf, or Dock, or Quay, at Morchant's risk. In all cases their liability is to coase 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 carge on board of her.

Consignces 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 laud and warehouse the goods or discharge them into a Store Ship, or Hulk, or into Lighters, at the Discretarity risk and expense, but Master or Agents are in any case at liberty to land he goods or part of them on the quay, Consignees paying one shilling one shilling one shilling 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 overcarriago or return-carriago.

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 en 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 Depôt, 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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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 are 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 Monoy, Documents, Gold, Silver, Bullion, Jowellery or Procious Stones nor for any other Goods, the value of which exceeds Latr.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 berne by the owners of the goods.

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Should the port of destination be closed Hus Backal Lake Chargeson the steamship owners that hors the right to deliver the within goods to be to open port, at freight stipmeds 1. (3.1.)

KPrahe Commandor.

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Shippors are cautioned against shipping goods of a dangerous or damaging naturely become responsible for all consequential damage and also replay themselves

Jampfschifffahrt-4,

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: P. Bornheldt & Co. RIGA: WINDAU: WINDAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leftler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Xfl.
AXTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HANRE: Georges Maserier & Co.
MARSEHLLE: Ruys & Co.
LONDON: LIVERPOOL:

GLASGOW: SOUTHAMPTON: Escombe Brothers & Co. PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers, HONGKONG:
SHANGHAI:
FOOCHOW: FA
NAGASAKI:
KOBE:
YOKOHAMA: hurst & Co. Sell 5 BATAVIA: SAMARANG: SOERABAYA: Enlmann & Sieleken

PORT ARTHUR: Kunst & Albers.

W. HKII CHELIABINSK 68 Skys @ 90 lb = 6120 lb nett 7504 lb grass. Total 559 phys. tea 52858 llone 1, 64249 llo. grass.

> @ Rubels. 4. 12 per popd. The Saikal Lake Chargeon to deliver the within Course by iso the steamship owners that have a , FREE OF ADDRESS COMMISSION epon port, at freight stipulated and the AT PORT OF DELIVERY.

No.

Shipped in good order and well-conditioned by Molchanoff, Pechatnoff & C. STEAM SHIP "Manchetree whereof is Commander for this present voyage and now lying in the Port of Volumbe.

Five hundred & fifty nine packages said to contain tea, Weighing fifty two thousand eight hundred & fifty five lbs. net. I passidight . Sixty four thousand two hundred & forty nine lbs.

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

Dated in Colour be property for the Exceptions and Conditions above referred to: -

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The Ships are to be at liberty to sail with or without Pilots and to tow, and arried Vessels, and to tow without Pilots and to tow.

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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.

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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 proviously 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 carge 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 overcarriage or return-carriage.

Should, on arrival of Steamer, port of leading be inaccessible on account of Ico, Charter to be null and void, or should, whilst leading, 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 beard, and complete at any open port on the way for Owners' benefit.

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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 laud and store the Goods either on shore or affoat and reship and forward the same at the Company's expense but at Morchant'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. Net accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Procious Stones nor for any other Goods, the value of which exceeds Latr.50 for any one package unless the value be expressed on the Bills of Lading.

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KPrale Commander

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Captain's copy.

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG:
REVAL:
RIGA:
WINDAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHET RUIDG: Amount Loffler & S. P. Bornholdt & Co. STUCKHOLM: Abristion & Thuin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Mfl.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Muller & Co. HAVRE: Georges Mascrier & Co. MARSEILLE: Ruys & Co.

Escombe Brothers & Co.

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: | Behn, Meyer | BANGUERER | Behn, Meyer | BANGUERER Rebn Mover & Co. The East-Asiatic Company, Ltd. BANGKOK: 1 HONGKONG: Melchers & Co. SHANGHAI: FOOCHOW: NAGASAKI: Fairhurst & Co. KOBE: YOKOHAMA: Samuel Samuel & Co BATAVIA BALAVIA:
SAMARANG:
SOERABAYA:
PORT ARTHUR:
WLADIVOSTOCK:
Kunst & Albers.

Rubels 503 perpand Plees Porisas da Recharges

Should the port of destination by class by too the steamship owners shall have ! "The deliver the within gradies, were to

The Too to he trancillated at Dalay FREE OF ADDRESS CONTRIBUTION on PART OF DELIVERSION from that post manded to destination on conditions of the direct Ruses. Chinese

AT PORT OF DELIVERY.

Messl 280 26 Cfl

rallway traffie.

Per 17,58.166 Rub 8843.57

in the

No.

Shipped in good order and well-conditioned by Wedewall theulh STEAM SHIP Mauchilla whereof is Commander for this present voyage Mall and now lying in the Port of Calaculeo

Leve hundred and winely six pkgs, said to can him le accepting well fortyeight transact four hundred and therpeace ils. 484374 Oris Orchythee theusand two hourses and reciety fourlls biggift,

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Make Commander.

12 ches lea 1004:

Shipped in good order and well-conditioned by Level 1 Meath STEAM SHIP Maucheria" whereof is Commander for this present voyage... and now lying in the Port of Coloucles. hundred and Chirlese parka Ors said to coupie & aweething ine theusand severe hundred & fiveluelle 157/7/6 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 Mostaw Na Wallowsonear thereto as she may safely get, unto Dalor. or to his or their Assigns. Freight for the said Goods being paid in YND ZERIO by the Called the 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 3n Witness whereof, the Master, Owner or Agent of the Ship has affirmed to Choo Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

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Ship STEA and not being heree many General Agents: DET ØSTASIATISKE KOMPAGNI (The East-Asiatic Company, Ltd.) COPENHAGEN.

AGENTS: PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: Behn, Meyer Behn, Meyer & Co. The East-Asiatic Company, Ltd. HONGKONG: Melchers & Co. FOOCHOW: Fairburst & Co. NAGASAKI: KOBE: Samuel Samuel & Co KÖBE:
YOKOHAMA:
BATAVIÁ:
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SOERABAYA:
PORT ARTHUR:
WLADIVOSTOCK:

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Should the port of destination be closed by ice the steamship owners the board the Comment of Line Con

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 te 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-carried to be returned at Ship's expense, but free of liability for any loss, depreciation, or damage arising from over-

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, Nessels, 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 diviate 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.

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 Morchaut'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 proviously declated 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.

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.

Via SUEZ CANAL HOMEWARDS ...

Should, on arrival of Steamer, port of loading be inaccessible on account of Ico, Charter to be null and void, or should, whilst loading, Ico set in so as to endanger the safety of the Steamer, Captain to be at liberty to proceed with what he has got on beard, 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 Ico, or should whilst discharging, Ico 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.

The case of Quarantine the Goods may be dischaffed into Quarantine Depôt, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoover nature or kind shall be torner 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 affort and reship and torward 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 Monoy, Documents, Gold, Silvor, Bullion, Jowellery or Procious 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 berne by the owners of the goods.

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Khall Commander.

FREE OF ADDITION COMMISSION

AT PORT OF DELEVANT.

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ST. PETERSBURG:
REVAI.:
RIGA:
WINDAU:
LIBAU:
STOCKHOIM: Nordström & Thulin.
GOTHENBURG: August Lefflor & Son.
CIRISTIANIA: Jons Moinich & Co.
KONIGSBERG: Marcus Cohn & Sohn,
HAMBURG: Knöhr & Burchard Nfl.
ANTWERP: John P. Best & Co.
ROTFERDAM: Win, H. Müller & Co.
IIAVRE: Georges Maserier & Co.
MARSEILLE: Ruys & Co.
LONDON: Escombo Brothers & Co.

P. Bornholdt & Co.

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: P. Bornholdt & Co. RIGA : WINDAU : LIBAU: STOCKHOLM: Nordström & Thulin. STOCKHOLM: Nordström & Thulin.
GOTHENSBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Xfi.
ANTWERP: John P. Best & Co.
ROTTERIDAM: Wm. H. Müller & Co.
HAVEF: Georges Maserier & Co. HAVRE: Georges Mascrier & Co. MARSEILLE: Ruys & Co. LONDON: LIVERPOOL: Escombe Brothers & Co. SOUTHAMPTON:

MANCHESTER:

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

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

AT PORT OF DELIVEDI.

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Shipped in good order and well-conditioned by BTCHERBATCHOFF, TCHOKOFF & CO. STEAM SHIP MOVELLEW whereof is Commander for this present voyage where the commander for the commander

299 Two hundred and unvery nine fractinges said to Contain Ceylow For way net 32,5 % by the Thirty has thousand five hundred and Sixteen the fross 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 Moreoward Saluy or so near thereto as she may safely get, unto his or their Assigns. Except for the said Contains to the sa

or to his or their Assigns. Freight for the said Goods heing paid in Assigns from by the Coustantes 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.

3n Unitness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tongs and date one of which boing accomplished, the other to stand void.

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

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, and whether by persons directly or indirectly in the employment or service of the Company, or otherwise, Accidents, Loss or Damago from Vermin, Barratry, Fire, Jettison, Collision, Machinory, Boilers, Steam or Dofects Ident or otherwise, in Hull, Tackle, Boilers or Machinory, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers. Land, Carriago and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmon or others, whether ashore or afford, strikes or civil commodion, or any Act, neglect, or default whatsoover of the Pilot. Master, Mariners, or other Servants, or of the Agonts or injurious effects of other Goods, or from Isakipment, or warehousing, or from obliterations of marks or numbers, or from Isakago, breakago, insufficiency of packagos, or sweat, or rust.

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

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WINDAU:
LIBAU:
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CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nfl.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HUNDE: Goodpres Massion: & Co. HAVRE: Georges Mascrier & Co. MARSEILLE: Ruys & Co. MARSEILLE: RU LONDON: LIVERPOOL: GLASGOW: SOUTHAMPTON: MANCHESTER: Escombe Brothers & Co.

PORT SAID: Wills & Co. Ltd. COLOMBO: Velkart Brothers. Behn, Meyer & Co. Melchers & Co. Fairhurst & Co. FOOCHOW: : NAGASAKI: KOBE: YOKOHAMA: BATAVIA: SAMARANG: SOERABAYA: Samuel Samuel & Co Erdmann & Sielcken PORT ARTHUR: Kunst & Albers.

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

FREE OF ADDRESS CONTINUED OF AT PORT OF DELIVERY.

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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 affloat and reship and forward the Company's expense but at Morelant's risk.

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Tradd the port of destination in glass fille steamship owners the France, in (a) if fiver the within gooding, many a rock, at freight stipulated in this bld of

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

299. Two hundred and ninely nive packages saw to Contain Centon led way well 325-16. Us. Shirty two thousand five hundred and sixteen the Pross 38461 ll. Shirty eight showard four hundred King one B

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 Ved Salvy or so near thereto as she may safely get, unto Walk

or to his or their Assigns. Freight for the said Goods being paid in Alstinus Fundy the Coustonelle as per margin, Ship lost or not lost; if freight payable by Consignees, it is due on the arrival of the goods/at pold 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

In Witness whereof, the Master, Owner or Agent of the Ship has affirmed to

Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Willy 1 2 | aunavilage. Lauravil ach

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

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

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, testraint of Princes, Ruiers, or Peoples, restriction of Quarantine, Loss by Thiefes or Robberies by Sea or Land, and whether by persons directly or indirectly in the ophpoyment 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 alloat, strikes or eivil commotion, or any Act, needed, and all Perils, Masters, 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 mist. or injurious effects of other though Bills of Lading are granted by the Company and shipment, 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.

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Should, on arrival of Steamer, port of loading be inaccessible on account of Ice, Charter to be null and yold, 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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Maale Commander

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Shippers are cautioned against shipping goods of a dangerous or dama oy become responsible for all consequential damage and also render the posed by Statute.

of a dangorous damage and also ren.

Ostasiatische Dampfschifffahrt. Acri.

Ostasiatische Dampfschifffahrt. Acri.

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.
GOTHEXBURG: August Loffler & Son.
CHRISTIANIA: Jona Meinich & Co.
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KÖNIGSBERG: Marcus Cohn & Sohn,
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ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Grooppes Mascrier & Co. rier & Co. HAVRE: Georges Mascrier MARSEHLLE: Ruys & Co. LONDON : LIVERPOOL: Escombe Brothers & Co. SOUTHAMPTON:

Via

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: | Behn, Meyer & Co. SINGAPORE: { Benn, Meyer & Co. BANGKOK: The East-Asiatic Cempany, Ltd. HONGKONG: { Melchers & Co. SIANGHAI: } Melchers & Co. NAGASAKI: KOBE: { YOKOHAMA: } Samuel Samuel & Co. BATAVIA: SAMARANG: { Erdmann & Sielckon. SSEPABAVIA: } PORT ARTHUR: Kunst & Albers.

Nos 1/38 = 38 Chests Dea

The Tex to be transhipped at Dainy and from there reforwarded to destination on conditions of the direct Russo - Chinese

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

Rouble, 5.03 for hood Russellow for Money, Documents, Gold, Silver, Bullion, Jowellery or Procious Stones nor for any other Goods, the value of which exceeds Letr.50 for any one package unless the value be expressed on the Bills of Lading.

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

FREE OF ADDING COMMISSION by in Chamship owners the three to

AT PORT OF LILLIVERY.

right to deliver the within goods there is open port, at freight stipulated at his walks

In hrough traffic to Moscow Via Daluy/
Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by heodor 4 Rawhirs

STEAM SHIP Hauchura whereof is Commander for this present voyage and now lying in the Port of Colombo Swenty five (70) chests said to contain Black Lea weighing

Sett by46th (Lix thousand sown hundred tforty eix hounds) lpoes weight 8171th (Eight thousand one hundred Yswenty) one pound)

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 Jahry) 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 Moskow by the consignues 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

In Mitness whereof, the Master, Owner or Agent of the Ship has affirmed to Bills of

Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colombo // farmary 1904

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

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

Woight, 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, Ruiers, or Pooples, restriction of Quarantine, Loss by Thiefes 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 Vernin, Barratry, Fire, Jettison, Collision, Machinery, Boilers, Steam or Defects latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtonances 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 affort, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot. Master, Mariners, or other Servants, or of the Agents or injurious offects 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 diviate 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 Morchant'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 overbeard, 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

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 even 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-

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 Stoamer, port of destination be inaccessible on account of Ico, or should whilst discharging, Ico 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 Depôt, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoover 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 Pert 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 Pert and in so doing to carry the Goods or parts of them beyond their Pert of Destination and to tranship or land and store the Goods either on shore or affect and reship and forward the same at the Company's expense but at Merchant's risk.

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.

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, 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 1931 of 1935 of the Steamer for loss, damage and condition of the Goods to expire notwithstanding the stipulations and rules of Art. 610 of the Handelsgesetzbuch.

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Shippors are cautioned against shipping goods of a dangerous or damagin, by become responsible for all consequential damage and also render themse

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RIGA.

General Agents:

Aktieselskahet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG:
SINGAPORE: Behn, Moyer & Co.
BANGKOK: The East-Asiatic Computs
HONGKONG: Molchers & Co.
FOOCHOW: Fairhurst & Co.
NAGASAKI: Sanual Sanual & CO. ST. PETERSBURG: REVAL: P. Bornholdt & Co WINDAU: WINDAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard NI.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVBE: Georges Masorier & Co. he East-Asiatic Company, Ltd. Samuel Samuel & Co. KOBE: YOKOHAMA: BATAVIA: SAMARANG: HAVRE: Georges Mascrier & Co. MARSEHLLE: Ruys & Co. Enlmann & Sielcken SOFRABAYA PORT ARTHUR: Kunst & Albers. LIVERPOOL Escombe Brothers & Co. OLASGOW: SOUTHAMPTON: MANCHESTER: The Tex to be transhipped at Calny and from there reformarded to destination on conditions of the direct Russo- Chinese railway tràffic. Parable at Moscon

TREE OF ADDRESS COMMISSION

AT PORT OF DELLYERY.

In through traffic to Moscow Via Dalry, Via SUEZ CANAL.

HOMEWARDS.

No.

Shipped in good order and well-conditioned by Theodor & Rawhins STEAM SHIP" Manchuria * whereof is Commander for this present voyage and now lying in the Port of bolombo Seventy five Cys) chests said to contain Hack oka wing Att 6746 tts (Lix thousand leven hundred Horly six hamms) Gross weight 8171 the Clight thousand one hundred & seventy one

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 Moseow Waldinger 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 consigners 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.

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

Dated in Coloruls II January 1904
The following are the Exceptions and Conditions above referred to: -

Woight, Measure, Contents and Value (except for freight purposes) unknewn.

Woight, Measuro, Contents and Valne (except for freight purposes) unknown.

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Ruiers, or Peoples, restriction of Quarantine, Loss by Thiefes 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, Boilors, Steam or Defects latent or otherwise, in Hull, Tackle, Boilors or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriage and Navigation of what kind soover, or loss, delays, or any other consequences arising from combinations of workmon or others, whether ashore or delat, strikes or civil commotion, or any Act, neglect, or default whatsoover of the Pilot, Master, Mariners, or other Servants, or of the Agents or the Company, or from transhipment, 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.

Whonever through Bills of Lating 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 Shipswiners all the oxceptions 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 diviate from the Voyage for any purpose or to touch and stay at other Ports either in or out of the way.

A written Doclaration of the Co.tents 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 resp-usibility 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 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 carge on board of her.

Consignoss 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 of 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-

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 beard, 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 Ico, or should whilst discharging, Ico 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 Depôt, Hulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoever nature or kind stall 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 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 affect 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 Procious 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 berne 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 notwith-tanding. 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 Handelsgesotzbuch.

inport of dostination by chard รวงท้าว หรือmship owners shall have jee that's deliver the within goods and and a a port, at freight stipulated in this but of

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

Joseph Dampfschifffahrt. Action liesellschaft

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

ST. PETERSBURG: REVAL:
RIGA:
WINDAU:
LJBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Lefflor & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard Nfl.
ANTWERP: John P. Best & Co.
ROTTERDAM: Win. H. Müller & Co.
HAYRE: Georges Mascrier & Co. P. Bornholdt & Co. HAVRE: Georges Mascrier & Co. MARSEHLLE: Ruys & Co. LIVERPOOL. Escombe Brothers & Co. PORT SAID: Wills & Co. Ltd.
COLOMBO: Volkart Brothers.
PENANG:
SINGAPORE: Behn, Meyer & Co.
BANGKOK: The East-Asiatic Company.
HONGKONG: Melchers & Co.
FOOCHOW: Fairhurst & Co.
NAGASAKI: Sainuel Samuel & Co.
YOKOHAMA: BATAVIA: SAMARANG: SCERABAYA: COLOMBARAYA: SOERABAYA: WLADIVOSTOCK: Kunst & Albers. The East-Asiatic Company. Ltd.

Chould the port of destination by alored or the steamship owners care have the 240 diliver the within goods as mannes : at, or freight stipulated in this oill of FINE OF ADDRESS COMMISSION

AT PORT OF DELIVERY.

Not accountable for Money, Documents, Gold, Silver, Bullion, Jewellery or Procious Stones nor for any other Goods, the nules 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 Pert of Delivery.

The Master or Agent shall have a lien on the Goods for payments made, unpaid freights, or liabilities incurred in respect of the goods.

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

Shipped in good order and well-conditioned by STCHERBATCHOFF, TCHOKOFF & CO. STEAM SHIP Mauchuria " whereof is Commander for this present voyage Inahl.

and now lying in the Port of poloucho

613. Via hundred and thirteen packages said to Contain beijlow ka wg. vell bb, ygy lb: Party six thousand seven hundred and minety, seven lbs; and gross 78.968/4 Seventy eight thousand nine hundred and eixty eight + quarter 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 the condition of some are thereto as she may safely get, unto Sully

or to his or their Assigns. Freight for the said Goods being paid in Sestimation by the boundaries 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

3n Witness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, one of which being accomplished, the other to stand void. VINO

Dated in Colocube, 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, Enomies, Pirates, Robbers or Thioves by Sea or Land, restraint of Princes, Rulers, or Peoples, restriction of Quarantine, Loss by Thiefes or Robberies by Sea or Land, and whother 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, Boilors, Stoam or Defocts latent or otherwise, in Hull, Tackle, Boilers or Machinery, or their appurtenances and all Perlis, Dangers, and Accidents of the Seas, Rivers, Land, Carriago and Navigation of what kind soever, or loss, dolays, or any other consequences arising from combinations of workmen or others, whether ashere or affect, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot. Master, Martiners, or other Servants, or of the Agents or injurious effects of other (icods, 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 diviate 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 Ligthers, or a Store Ship, or Hulk, or Custom House, or Warehouse, or Wharf, or Dock, or Quay, at Morchant'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 naturo, 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

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-

Should, on arrival of Steamer, pat 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' bonelit.

Should, on arrival of Steamer, pat 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 Dopôt, Ifulk, or other Vessel, as required for the Ship's despatch. Quarantine expenses upon the Goods, of whatsoover 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 en shore or alloat 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, Doenments, Gold, Silver, Bullion, Jewellery or Procious Stones nor for any other Goods, the value of which exceeds Latr.50 for any one package unless the value be expressed on the Bills of Lading.

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 Hambury. 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.

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Shippers are cautimed against shipping goo

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RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

P. Bornholdt & Co. RIGA : WINDAU : LIBAU: STOCKHOLM: Nordström & Thulin. STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn,
HAMBURG: Knöhr & Burchard XII.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
HAVRE: Georges Maserier & Co.
MARSEILLE: Ruys & Co.
LOYDON: GLASGOW: SOUTHAMPTON: MANCHESTER: Escombe Brothers & Co.

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: USINGAPORE: Behn, Meyer Behn, Meyer & Co. BANGKOK: The East-Asiatic Company, Ltd. HONGKONG: \ Melchers & Co. SHANGHAI: FOOCHOW: Fairburst & Co. NAGASAKI: NAGASAKI:
KOBE:
YOKOHAMA:
BATAVIA:
SAMARANG:
SOERABAYA:
PORT ARTHUR:
WLADIVOSTOCK:

KUBASAMI:
KOBE
Kunst & Albers.

Condition port of dostination in a closed im in the steamship owners one have be . Although the within grodiers a direct the part, at freight stipulated in this bill of lading.

FREE OF ADDRESS CONTRIBUTION AT PORT OF DELIVERY

Treight to be paid at Sestination by the Consigner as arranged at Alone

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

Via-SUEZ-CANAL.

HOMEWARDS

in the

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

613. Eix hundred and this hen packages said to Contain beylow lea wy; nen 66,794 lb: Cixty six thousand seven hundred and minety seven lb: and gross 78.968/4lb Seventy eight thousand rine hundred and sixty eight oquarted

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 Norcow was Calculor so near thereto as she may safely get, unto Chile!

or to his or their Assigns. Freight for the said Goods being paid in Schmation by the Council 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. Owo Bills of

3n Cattness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Colocubo, 12th. January 1904, The following are the Exceptions and Conditions above referred to: --

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

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

The Act of God, Enemies, Pirates, Robbers or Thieves by Sea or Land, restraint of Princes, Ruiers, or Peoples, restriction of Quaranting, Loss by Thiofes 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 latont or otherwise, In Itull, Tackle, Boilers or Machinery, or their appurtenances and all Perils, Dangers, and Accidents of the Seas, Rivers, Land, Carriago and Navigation of what kind soever, or loss, delays, or any other consequences arising from combinations of workmen or others, whether ashore or affect, strikes or civil commotion, or any Act, neglect, or default whatsoever of the Pilot. Master, Mariners, or other Servants, or of the Agents or injurious effects of other Goods, or from Ships not having room at Port of Transhipment are all excepted.

Whenever through Bills of Letting to wanted by the Company of the Agents or the Agents is the professed or matter the Agents of the Company.

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 diviate 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 Ligthers, 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 coase 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 declated and arranged for, they are liable, upor 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 carge 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-

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 Dopôt, 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 porsons 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 affoat and reship and forward the same at the Company's expense but at Morchant'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, Geld, Silver, Bullion, Jewellery or Procious Stones nor for any other Goods, the value of which exceeds Latr.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 berne 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 ctean 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.

Male Commander

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Marks: Mr. Pgs. Description ung. lls: nett	
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160 106 " " 11892 " OLOGO	July hill 18
162 98 " " 10388 163 103 " " 11330	
66,797 lls.	

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 Seatute.

Wasische Dampfschifffahrt. Action Beschäft

RIGA.

General Agents:

Aktieselskabet

DET ØSTASIATISKE KOMPAGNI

(The East-Asiatic Company, Ltd.)

COPENHAGEN.

AGENTS:

PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. PENANG: ST PETERSBURG: REVAL:
RIGA:
WINDAU:
LIBAU:
STOCKHOLM: Nordström & Thulin.
GOTHENBURG: August Leffler & Son.
CHRISTIANIA: Jens Meinich & Co.
KÖNIGSBERG: Marcus Cohn & Sohn.
HAMBURG: Knöhr & Burchard NI.
ANTWERP: John P. Best & Co.
ROTTERDAM: Win. H. Müller & Co.
HAYRE: Geogres Maserier & Co. P. Bornholdt & Co. HAVRE: Georges Mascrier & Co. MARSEILLE: Ruys & Co. ONDON LIVERPOOL: Escombe Brothers & Co. 24 to Cheste Dea Moscow

PENANG:
SINGAPORE:
BANGKOK: The East-Asiatic Company
HONGKONG:
SHANGHAI:
Melchers & Co.
FOOCHOW: Fairhurst & Co.
NAGASAKI:
COUNTY OF THE PROPERTY OF THE PROPE e East-Asiatic Company, Ltd. Samuel & Co. КОВЕ: ҮОКОНАМА: BATAVIA: SAMARANG: Frimann & Sieleken PORT ARTHUR: Kunst & Albers.

The first of the first good of Dalny and from the referencial to destination on conditions of the direct Russo- Chinese railway traffic.

34 5 Chests Dea

FREE OF ADDRESS COMMISSION Moleow Vea AT PORT OF DELIVERY. Deluy

Able 5.03 per pood plus

Backhal Rade Charge by ice the steamship owners challen in payable at Besticealcae right to deliver the within goods of the steamship open port, at freight stipulated in this second

No.

Shipped in good order and well-conditioned by PEEK BROS & WINCH, LTD in the STEAM SHIP Macechare whereof is Commander for this present voyage Crawle and now lying in the Port of Colours Fifty light (58) half chesto Said to contain Black der gross weight Three thousand nine hundred & twenty Side (3926) # nell weight Levo thousand nine hundred (2900)

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 may safely get, unto the Figure Season or so near thereto as she may safely get, unto the Figure Season or so near thereto as she

or to his or their Assigns. Freight for the said Goods being paid in 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.

3n Witness whereof, the Master, Owner or Agent of the Ship has affirmed to Lading, all of this tenor and date, one of which being accomplished, the other to stand void.

Dated in Collewing are the Exceptions and Conditions above referred to:

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

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Whether Advanced by the Company of the great of the profession of the Agents of the Company of the great and the Agents of the Company of the great and the Agents of the Company of the great and the Agents of the Company of the great and the Agents of the Agents of the Company of the great and the Agents of the Company of the great and the Agents of the Age

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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 Lightons, 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 Ico, or should whilst discharging, Ico sot 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.

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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 raii. 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 Monoy, Decuments, Gold, Silver, Bullion, Jowellory or Procious 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.

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Make Commander.

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RIGA.

General Agents:

Aktieselskahet

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 MI.
ANTWERP: John P. Best & Co.
ROTTERDAM: Wm. H. Müller & Co.
RIAYRE: Georges Mascrier & Co. PORT SAID: Wills & Co. Ltd. COLOMBO: Volkart Brothers. COLOMBO: Volkart Brothers.
PENANG: | Behn, Meyer & Co.
BANGHOR: | Behn, Meyer & Co.
BANGHOR: | Behn, Meyer & Co.
BANGHOR: | Behn, Meyer & Co.
Woodflows | Behn, Meyer & Co. P. Bornheldt & Co. FOOCHOW: Fairhurst & Co. NAGASAKI:) Samuel & Co. KOBE: YOKOHAMA: BATAVIA: SAMARANG: HAVRE: Georges Mascrier & Co. MARSEILLE: Ruys & Co. Erdmann & Sielcken SAMARANO: STAIMANN & SIGICKON.
SOERABAYA: PORT ARTHUR: Kunst & Albors. LONDON: LIVERPOOL: GLASGOW: SOUTHAMPTON: MANCHESTER: Escombe Brothers & Co. In case of Quarantine the Gools may be discharged into Quarantine Depot, Ruik, or other vesser, as requires to 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 are 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 transfer the same at the Company's exponse but at Morchant's risk.

Dy ice the Goods of Port of Discharge the Company reserve the right of Clarest the Goods by rail. The Company are as forwarding Agents only from that Port and in all cases their liability is to cease as above provided.

Not associately for Money. Documents, Gold, Silver, Bullion, Jewellery or Procious Stenes nor for any other Goods, the value of which exceeds Latr.50 for any one package. Mos coer open port, at freight suggested Alls 5 03 fee food flus Baikhal Rave charges bagalle at Desluialeni
FREE OF ADDRESS COMMISSION

AT PORT OF DELIVERY.

Shipped in good order and well-conditioned by PEEK BROS & WINCH, LTD STEAM SHIP Macechaere whereof is Commander for this present voyage Rack and now lying in the Port of Coloubo Tiffy light (58) half chest said to each air Black Dea glass weigh Three thousand rine hundred & twenty Six nell weight fevo thousand rine hundred (2 gao)

VIA-SUEZ CANAL

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 mass safely get, unto my f. T. Marubnikaff

or to his or their Assigns. Freight for the said Goods being paid in Moscoco by the Causegness 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

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

Dated in Coloubs

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