

used for shipment in apparent good order and condition by the carrier.

all the steam ships  
of LIVERPOOL.

the whole or any part of the goods, and at the risk of the owners thereof, before shipment, or at any time during the transit, as often as convenient, to ship by or to tranship in any other vessels, or to land or store, or put into bulk, craft, lighter, or trolley, or reship in the same or other route, or forward by lighter, rail or any other conveyance, whether such other vessel, store, bulk, craft, lighter, or conveyance belong to, and with liberty by the carrier to deviate, to call at any port or ports, in or out of the customary route, in my order and for any purpose, and to tow and assist vessels in all situations.

LITERATURE

bered as per margin, for delivery from the ship's deck, where the carrier's responsibility shall cease, subject to exceptions and special herinafter mentioned, and to ship's engagements not hereby disclosed, and through altering the voyage or involving the port of

or the said goods as per margin is to be paid by the shippers in Liverpool, before the departure of the ship, in cash without deduction, and is to be received of carrier for shipment and is not returnable if ship be lost or not. Average, if any, to be apportioned according to York Antwerp rules, supplied where such rules contain no provision, but owners of goods to contribute to expenses. A general average clause, not specifying and not special of range although resulting from any of the causes excepted by this Bill. Ladings, general average clause to be carried by those who have been bitten in writing by interests which would be entitled to receive in the lading per Alpin's example, not otherwise than by name, but paying a shall not average contribution in respect of baggage or personal effects. If the owner of the ship or his factors exercised due diligence to make the ship in all respects manned, equipped and supplied, it is hereby agreed that in case of damage arising from a disaster resulting from want of negligence on the part of management or of the ship, or from latent or other disease in any part or parts of the ship, which may exist at time of departure, or at the port of loading, or during the voyage, the consignees or owners of the cargo shall not be exempted from liability in proportion to general average, or from negligence, want of other defect or inaccuracy.

contents and value except for purpose of estimating freight unknown. The owner will be responsible for all amounts and value inserted in the shipping note and bill of lading sign in accordance therewith. A calibration note whose contents or my part thereof exceed in value five pounds per cubic foot for measurement or performance of any service or labor on board during vessel's stay in port or may be limited in test, carried at contractor's risk.

Before delivery of packages wired and sealed in otherwise specially secured to prevent damage shipowner may examine contents of each package and if any damage is found to be the result of carelessness or negligence of the carrier or his agents he may claim compensation from the carrier. Notwithstanding condition, delivery of damaged packages or loss of contents of packages the carrier may be liable for damages up to the value of the packages.

Damage to packages or less freight has been charged is greater value than original value for services rendered. Available

on her being so used to be made at all other ports of call, a sum to be paid by the shipowner or his agent, and all charges  
shall be in account of the owners of the goods.

the hereinfrom must be made forthwith at the port of delivery.  
age to casting unless insurance rate has been paid  
nicipal or Agents, shall be liable for loss or damage to any person or interest whatsoever caused by dangerous or injurious goods shipped  
their nature and whether shippers aware thereof or not. Such goods may be destroyed without compensation.  
portion of the ship does not call, or for shipowners' purposes, to be at shipowners' expense, but at the risk of the owners of the goods from the time

week, when the ship's responsibility shall cease. Vessels forwarded by rail are deliverable at any railway station within or nearest to the port name, and unless otherwise agreed, to be forwarded after transhipment to be subject to the conditions and exemptions of the forwarding conveyance and if the risk of loss or damage is to be assumed by the shipowner for detention, and cost of warehousing to be borne by the shipowner, out of the risk of the owners of the goods from the time of delivery to the carrier until the arrival of the vessel at the port of destination.

The only guarantee shall be part of the contract between all parties interested until the cargo is landed, after which it shall be at the risk and expense of the shipowner.

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they will be

landed at Shanghai, or elsewhere, and exported, shall be subject to the same duty as if carried on board ship at Shanghai, and the same shall be paid by the Chinese authorities, and the Chinese authorities shall be entitled to demand payment of such duty from the ship's agents at Shanghai, or elsewhere.

In the event of there being no tonnage available to carry the goods to the wharf at consignees' risk, with the Philippines Customs regulations the goods carried under this bill of lading will be conveyed to the wharf by the steamer's agents, for account and risk of the consignee, and will be delivered to the Customs authorities. No claims for shortage and damage will be considered beyond those noted by the Customs agent.

Steiner is at liberty to discharge the goods under this bill of lading in Roebuck Bay or Cossack, at consignee's risk and expense, in such cases of the loss in Bay or Cossack rate to be returned to the shipper.

Inward & Outward from Fremantle at ship's expense but shipper's risk. Bills of Lading and Customs clearance receipt to be produced to steamer's agents at Fremantle if required there, otherwise consignees must defray all expenses caused by detention of goods. Lighter to land cargo as near high water mark as possible. Consignees to provide teams to haul cargo above high water mark as fast as lighter discharges. The goods for unpaid freight, and all charges, becoming due hereunder, whether in the carrying ships or any hulk, lighter, craft or stores, to be paid in exchange for delivery order, if required, and freight if not already prepaid to be paid in cash before delivery.

Agree to be bound by the conditions and agreements of the General Conditions of Carriage of Goods by Sea.

bills of lading, all of this tenor and date, one of which being accomplished the others to