



TEMPERLEYS, CARTER & DARRIE, BROKERS,
21, BILLITER STREET, LONDON, E.C.

AGENTS:

ROSS & CO., QUEBEC.

DAVID SHAW, MONTREAL.

*Principal Dawson
Mc Gill College
Montreal*

FREIGHT.

On	feet	in., at	per ton of 40
	cubic feet		
On	feet	in., at	per like ton
On	feet	in., at	per like ton
Primage	per cent.		£
Charges paid in London			£
Commission on do. 10 per cent.			£

Total Sterling.....£

Shipped, in good order and well conditioned, by *Geo: M. Dawson*
in or upon the Steam-ship called the *Thames* now lying in the Port of LONDON,
and bound for QUEBEC and MONTREAL (with liberty to call at any Port or Ports in England and Ireland)

Five packages Effects

being marked and numbered as in the margin, and are to be delivered from the Ship's Deck (where the Shipowner's responsibility shall cease), in the like good order and well conditioned (subject to the exceptions and restrictions of the following and undermentioned Clause), at the Port of *Montreal*

(the Act of God; the Queen's Enemies; Pirates; Robbers; Thieves; Vermin; Barratry of Masters and Mariners; Restraints of Princes and Rulers of People; Sweating; Insufficiency of Package in size, strength, or otherwise; Leakage; Breakage; Pilferage; Wastage; Rain; Spray; Rust; Frost; Decay; Contact with, or small or evaporation from, any other Goods; inaccuracies in, Obliteration, insufficiency, or absence of, marks, numbers, or addresses, or description of Goods shipped; Injury to or soiling of Wrappers or Packages, however caused; Litterage to or from the Vessel; Transshipment; Jettison; Explosion; Heat; Fire; at any time or in any place; Boilers; Steam; Machinery (including consequence of defect therein or damage thereto); Collision; Stranding; Straining; or other perils of the Seas, Rivers, Navigation, or Land Transit, of whatsoever nature or kind. And all Damage, Loss, or Injury arising from the perils or things above mentioned, and whether such perils or things arise from the negligence, default, or error in judgment of the Pilot, Master, Mariners, Engineers, Stevedores, or other persons in the service of the Shipowner, always excepted. With liberty to sail with or without Pilots, to call at any intermediate Port or Ports for any purpose, and, to tow and assist Vessels in all situations. With liberty, in the event of the Steamer putting back to London or into any Port, or otherwise being prevented from any cause from commencing or proceeding in the ordinary course of her voyage, to proceed under sail, or in tow of any other Vessel, or in any other manner which the Shipowner shall think fit, and to ship or tranship the Goods by any other Vessel) unto

Address *London*
or to Assigns, he or they paying freight, primage, and charges as per margin *in London*
Pounds British Sterling, with Average accustomed.

Harbour Dues and Wharfrage payable by Consignees.

Weight, Measure, Gauge, Quality, Condition, Quantity, Brand, Contents, and Value unknown, and the Shipowner not accountable for the same. The Goods to be received by the Consignee immediately the Vessel is ready to discharge, or otherwise they will be landed and stored at the sole expense and risk of the Consignee, in the Warehouse provided for that purpose, or in the Public Store, as the Collector of the Port shall direct, and when deposited in the Public Store to be subject to rent; and the keys of the Warehouse to be delivered to and kept in charge of the Officer of Customs, under the direction of the Collector, the Collector of the Port being hereby authorised to grant a general order for discharging immediately after the entry of the Ship. Not accountable to any extent for Bullion, Specie, Precious Metals, manufactured or unmanufactured, Plated Articles, Glass, China, Jewellery, Articles used for Jewellery, Precious Stones, Trinkets, Watches, Clock, Timepieces, Mosaics, Bills, Bank Notes of any Country, Orders, Notes, or Securities for payment of money, Stamps, Maps, Letters, Writings, Title-deeds, Paintings, Engravings, Pictures, Statuary, Silks, Furs, Lace or Cashmere, manufactured or unmanufactured, made up into clothes, or otherwise contained in any package or parcel, whatever may be the value of such articles, nor for any other Goods of what-
ever description above the value of £100 per package, unless declared with value in Shipping Note and Bill of Lading, and extra Freight as may be agreed on be paid. The Shipowner is not to be liable for any damage to any Goods which is capable of being covered by Insurance; nor for any claim, notice of which is not given before the removal of the Goods; nor for claims for damage or detention to Goods under through Bills of Lading where the damage is done or detention occurs whilst the Goods are not in the possession of the Shipowner; nor in any case for more than the invoice or declared value of the Goods, whichever shall be the least. Goods of an inflammable, explosive, or otherwise dangerous character, shipped without permission and without full disclosure of their nature, may be seized and confiscated, or destroyed by the Shipowner, at any time before delivery, without any compensation to the Shipper or Consignee. All Fines, Expenses, Losses, or Damage which the Shipowner, or his Agents or Servants, or the Ship or Cargo, may incur or suffer on account of incorrect or insufficient marking of the packages, or description of their contents, or the dangerous nature of such contents, shall be paid by the Shipper or Consignee, as may be required, and the Shipowner shall have a lien upon the Goods for the payment thereof. The only condition on which Glass will be carried is, that the Shipowner shall not be held liable for any breakage which may occur, whether from negligence or any other cause whatever. Freight, if payable by Shippers, is due in full in exchange for Bill of Lading, or if payable by Consignees on arrival of Goods at place of destination, in exchange for Delivery Order; settlement in either case to be made without discount or abatement. Freight payable by Shippers to be paid Ship lost or not lost. Freight payable by Consignee to be paid at ten per cent. premium of Exchange. Freight on Goods to order, Liquids, and Brittle or perishable Goods, payable by Shippers, if required. This Bill of Lading duly indorsed to be given in exchange for Delivery Order, if required. In case the whole or any part of the Goods specified herein be prevented by any cause from going in said Steamer, the Shipowner is only bound to forward them by succeeding Steamers of this line. The Agent of the Vessel to have the option of landing Cargo at Quebec or Montreal, and forwarding the same by Lighters at Ship's expense and Merchant's risk. In accepting this Bill of Lading the Shipper, or other Agent of the Owner of the Property carried, expressly accepts and agrees to all its stipulations, exceptions, and conditions, whether written or printed.

In Witness whereof, the Master or Agent of the said Ship hath affirmed to *2* Bills of Lading, all of this tenour and date, the one of which Bills being accomplished, the others to stand void.

Dated in London, *9 July* 1872 *E. Spence*

MCGILL UNIVERSITY ARCHIVES
ACC. NO. 160
REF. 13

