

dents, loss, damage, delay or detention from any act or default of the Egyptian Government or the administration of the Suez Canal, or arising out of or consequent upon the employment of Vessels of the Line in Her Majesty's Mail Service.

The Ship will not be responsible for correct delivery unless each package is distinctly, correctly, and permanently marked by the Merchant before shipment with a mark and number or address, and also with the name of the Port of Delivery, which last must be in letters not less than two inches long.

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

The Ship will not be accountable for gold, silver, bullion, specie, jewellery, watches, clocks, precious stones, precious metals, bank-notes, or securities for money, paintings, sculptures, or other works of art, nor beyond the value of £5 per cubic foot, nor exceeding £100 for any one package, unless the value thereof shall have been declared at time of shipment, and the Bills of Lading signed with a declaration of the nature and value of the goods appearing thereon, and extra Freight in respect of same agreed upon and paid; nor for loss, injury, or detention to packages intended for different Consignees, but made up into one Package unless the contents and value of each separate package be given before shipment, and freight paid accordingly; nor for damage to show-cases, nor for breakage of unprotected goods, marble, slate, glass, glassware, chinaware, or earthenware of any description, from whatsoever cause arising.

If Chemicals, Liquids, or other goods of a dangerous or damaging nature are shipped without being previously declared and arranged for, they are liable upon discovery to be thrown overboard, and their loss, as well as any loss or damage to the ship or cargo, or to any person or interest whatsoever, will fall upon the Merchants or Owners of such goods. Double freight will be charged on all goods not correctly described.

All fines and expenses, or losses by detention of vessel or cargo, caused by incorrect or insufficient marking of the package, or by incomplete or incorrect description or weight (or any other particulars required by the Authorities at the Port of Delivery) either upon the packages or the Bill of Lading, shall be paid by the Shipper or consignees of the Goods.

Consignees or their Assigns must be ready to take delivery of goods as soon as the ship is ready to discharge them, otherwise the Master or Agent shall be at liberty to land and warehouse the goods, or discharge them into a store-ship, or hulk, or into lighters, or on a Wharf as customary, at the Merchant's risk and expense.

In case of quarantine, the goods may be discharged into quarantine dépôt, hulk, or other vessel, as required for the Ship's dispatch. Quarantine expenses upon the goods of whatsoever nature or kind shall be borne by the Owners of the goods.

The Ship shall have a lien upon the goods for all freight and charges for which the goods are liable under the Bill of Lading.

No claim that may arise in respect of Goods shipped by this Steamer will be recoverable unless made at the Port of Delivery within seven days from the date of Steamer's arrival.

The Shipowner's liability, in case of loss, or detention, or injury to goods, for which they may be responsible, to be calculated on and in no case to exceed the net invoice cost.

Weight, measurement, contents, quality, and value unknown.

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

In Witness whereof the Master, Purser, or Agent of the said Ship hath affirmed to Bills of Lading, all of this tenor and date, one of which being accomplished the others to stand void. If required by the Owners or their Agents, one of the Bills of Lading must be given up, duly indorsed, in exchange for the Goods.

Dated in LONDON

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*Approximate Cost of Paper.*—Cost of preparation, nil; printing (1,350 copies), £17 17s. 6d.

By Authority: GEORGE DIDSBURY, Government Printer, Wellington.—1891.