

MADRAS RECORD OFFICE.

Government of Madras.

Political DEPARTMENT.

G.O. No. 278

Press

~~Mis~~

Dated

2-10-1863

Not to be folded or roughly handled

*Proceedings of the Madras Government, Political Department,
2nd October 1863.*

No. 7. Read the following letter from H. D. E. DALRYMPLE, Esq., Master Attendant, in charge of the Marine Superintendent's Office; to the Honorable A. J. ARBUTHNOT, Chief Secretary to Government, Marine Department, Fort Saint George, dated Madras, 28th September 1863, No. 2,429.

With reference to the Order of Government as per margin, I have the honor to report the shipment of the case of Tanjore jewels per Steamer "Mooltan" for England, and to forward herewith copy of the Bill of Lading duly signed by Captain G. Dunn.

24th September 1863.

No. 8. ORDER THEREON, 2nd October 1863, No. 298.
To be recorded.

(Signed). A. J. ARBUTHNOT,
Chief Secretary.

This Bill of Lading is issued at a lower freight the Shippers taking risks upon themselves

N.B.—Forms of Bills of Lading by which in consideration of an *ad valorem* freight risks are taken by the Company are also issued.

It is at the option of Shippers which form they adopt.



1 small box containing Jewellery value Rs 30000 thirty thousands addressed to the Right Honourable the Secretary of State for India

OVERLAND FORM (Eastern Stations).

MEASUREMENT AND WEIGHT.				
Feet.	Inches.	Cwts.	qrs.	lbs.

Co's No. 1466

Freight. Rs 750-0-0

[F.—60.]

Shipped in good order and well-conditioned by the *Officer of Marine Stores* in the Peninsular and Oriental Steam Navigation Company's STEAM SHIP *Mooltan* whereof is Commander for this present Voyage *Capt. J. Durr* and now riding at Anchor in *Madras* one small box containing Jewellery value Rs 30000 thirty thousands

being marked and numbered as in the margin and are to be landed at the Port of SUEZ and forwarded to ALEXANDRIA at the Company's expense but at Merchant's risk and to be re-shipped at ALEXANDRIA also at the Company's expense but at Merchant's risk into one of the Company's Steam Ships for conveyance to *Southampton* and are to be delivered subject to the conditions after mentioned including those at the foot of this Bill of Lading in the like good order and well-conditioned at the aforesaid Port (The Act of God the Queen's Enemies Restraint of Princes or Rulers Pirates or Robbers by Sea or Land Accidents Loss and Damage from Verrin Jettison Barratry Collision Fire Machinery Boilers Steam and all the Perils Dangers and Accidents of the Seas Rivers Land Carriage and Steam Navigation of whatever nature and kind soever and accidents loss or damage from any act neglect or default whatsoever of the Pilot Master or Mariners or other Servants of the Company in navigating the Ship or from any deviation excepted with liberty to sail with or without Pilots and tow and assist Vessels in all situations and circumstances and for the Company at any time or times during the Voyage to tranship the said Goods into any other Steamer of the Company and for that purpose and until a Steamer is ready to carry on the said Goods to land and store the same either on shore or afloat such transhipment and storing being at the Company's expense but at the Merchant's risk with liberty also at the like risk to deviate for any purpose from the above Voyage and to call and stay at any Ports or Places on either side of the Isthmus of Suez whether in or out of the usual course of the above Voyage and in any order and for any purpose or at any times whatsoever) unto *the Capt. Durr the Secy of State*

or to his or their Assigns Freight for the said Goods being paid in by the Shippers as per margin Steam Ship lost or not lost. In Witness whereof the Commander of the said Steam Ship hath affirmed to *three* Bills of Lading all of this tenor and date one of which Bills of Lading being accomplished the others to stand void.

Dated in *Madras 28 Sept* 1863

This Bill of Lading is issued subject to the following Conditions:—

Weight Contents and Value when shipped unknown.
The Company are not to be responsible for leakage or breakage however caused nor for any consequences arising from the insufficiency of the packages.
The Company do not guarantee that the Steamers shall have room at the Ports of transhipment or that there shall be no delay there.
In case it be necessary to detain and store the Goods it shall be done at the Company's expense but at the Merchant's risk but the Company are not to be answerable for doing so occasionally.
When owing to bad weather or other causes the Goods cannot be safely landed at their destination the Company reserve to themselves the right to convey them to the next Port on the Voyage to be returned thence by one of the Company's Steamers having space at the Company's expense but Merchant's risk and the Consignee cannot claim indemnity for such delay.
A written Declaration of the Contents and Value of the Goods is required by the Company and must be delivered by the Shipper to the Company's Agent with the Bills of Lading. A wrong description of contents or false declaration of value shall release the Company from all responsibility in case of loss or detention and the Goods shall be charged double freight on the real value which freight shall be paid previous to delivery. The Company will not receive on board of their Vessels any Goods of a dangerous or damaging nature. If any such Goods be shipped without notice the Shippers will not only be liable to the penalties imposed by Statute but also for all damage sustained in consequence of such shipment.
The Company are not to be responsible for any detention loss or damage occasioned by the act of the Egyptian Government or its Officers.
The Company are not to be responsible for any consequences arising from restrictions of Quarantine wherever imposed.
The Goods are to be distinctly marked both on the outer and inner Packages with the Marks Numbers and Port of Destination or the Company are not to be responsible for detention or wrong delivery.
Goods and Specie if not taken delivery of by the Consignee or their Assigns so soon as the Steam Ship is ready to discharge will be landed and warehoused on discharge into and stored in a bulk or receiving Ship at their Port of destination at the Merchant's risk and expense and the Company are to have a lien on the Goods and Specie for such expenses. All liability of the Company in respect of such Goods or Specie is to cease so soon as they are free from the Ship's tackle after which the Company are not to be responsible for any loss or damage to such Goods or Specie however caused.
Goods deliverable to London will be landed at Southampton and forwarded by Railway to London and conveyed by Lighter to some one of the bonded Warehouses or to a Quay or Dock in the City of London at the Company's expense but at the Merchant's risk. All liability of the Company is to cease so soon as such Goods are free from the Ship's tackle after which the Company are not to be responsible for any loss or damage to such Goods however caused.
Specie deliverable in London will be landed at Southampton and forwarded by Railway to London and conveyed to the Bank of England at the Company's expense but at the Merchant's risk. All liability of the Company is to cease so soon as the Specie is delivered at the Bank of England.

James Durr Captain

No 211: Sept 17/69 O 238

Sent off 15 Sept 69

Politeness 1863 Sept 11

From
The Master Attendant
in charge of the Marine
Supt's Office

To
The Honble the Chief
Secretary to the
Marine Supt's Office
Esq.

Dated 28th Sept 63
Recd. 29th Sept 63

No 339 N. 2429

Reports shipment of England
of the case of Bangalore, jewels
on the P. & O. Steamer "Mool-
tan" and forwards the
bill of lading

No 298 1/2 Oct 1863

Recorded 1/11

748