

(1) Number of pages 4(2) Date of repair 9. 8. 38(3) Initials of the Referencer J**MADRAS RECORD OFFICE.****Government of Madras.***Revenue* **DEPARTMENT.**

G.O. No.	1450	Press Mis.
Dated	5-5-	1882.

Not to be folded or roughly handled

1 Copy retained in Madras.
For despatch to the
Secretary of State

BINNY AND CO.,
AGENTS AT
MADRAS.

To
The Right Honble
The Secretary of State
for India
London.

Total Measurements
Tons Feet Inches
58 - " - 635

Freight at £2 - 15s per Ton
as above.

£ 159 - 10 - 5.

EASTERN TRADE BILL OF LADING INWARD, NO. 4.—VIA "SUEZ CANAL."

Shipped in good order and condition, by The Master Attendant on board the
Steam Ship "India" whereof is master for this present voyage C. M. H. Day
lying in the Port of Madras and bound for LONDON, via the Suez Canal, with liberty to discharge and receive goods and
passengers at intermediate ports and to take in coal or other necessary supplies at any intermediate port or
ports, to sail with or without pilots, and to tow and assist vessels in all situations of distress,

(383) Three Hundred and Eighty three Bales
of Chin Chow Bark.

being marked and numbered as per margin ; and to be
delivered subject to the exceptions and conditions hereinafter mentioned, in the like good order and condition from the ship's tackles (where the ship's
responsibility shall cease,) at the aforesaid Port of LONDON, or so near thereunto as she may safely get, unto address
or to his or their assigns. Freight for the said goods at and after the rate of Five Pounds fifteen shillings
50 cubic feet delivered is to be paid subsequent to the landing thereof by cash in London not later than 30 days after the ship's report-
ing at the Custom House, or upon any earlier day on which a freight release may be required and received by the consignee.

The following are the exceptions and conditions above referred to :—

Weight, measure, quality, contents, and value unknown.
The act of God ; the queen's enemies ; pirates ; robbers by land or sea ; restraint of princes, rulers or people ; loss or damage from machinery, boilers or
steam, or from explosion, heat, or fire on board, in hulk or craft, or on shore ; jettison ; barratry ; any act, neglect, or default whatsoever of Pilots, Master,
or Crew in the management or navigation of the ship and all and every the dangers and accidents of the seas, rivers, and canal, and of navigation of
whatever nature or kind are excepted.
The ship is not liable for insufficient packing, or reasonable wear and tear of packages ; for inaccuracies, obliteration or absence of marks, numbers, address
or description of goods shipped ; leakage ; breakage ; loss or damage by dust from coating on the voyage ; sweat ; rust ; decay. Fines and expenses, and
losses by detention of ship or cargo, caused by incorrect marking, or by incomplete or incorrect description of contents or weight, or of any other
particulars required by the authorities at the port of discharge, upon either the packages or bills of lading, shall be borne by the owners, of the goods.
The steamer, while detained at any port for the purpose of coaling, is at liberty to discharge and receive goods and passengers.
The owners of this Steamer will not be accountable for Gold, Silver, Bullion, Specie, Jewellery, Precious Stones, or Precious Metals, or beyond the
amount of One Hundred Pounds for any one Package, unless the Bills of Lading are signed for such goods, and the value declared therein.
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.
One clear working day after the day on which the ship reports at the Custom House, and is docked, is to be allowed for applications for delivery ; and if
hereafter the goods are not removed without delay the consignee, the master or agent is to be at liberty to land and warehouse the same, or, if
necessary, to discharge into hired lighters, at the risk and expense of the owners of the goods.
In case of quarantine, the goods may be discharged into quarantine depot, hulk, or other vessel, as required for the ship's despatch. Quarantine
expenses upon the goods, of whatever nature or kind, shall be borne by the owners of the goods.
In case of the blockade or interdict of the port of discharge, or if the entering of or discharging in the port shall be considered by the master unsafe by reason
of war or disturbances, the master may land the goods at the nearest safe and convenient port, at the expenses and risk of the owners of the goods ;
and the ship's responsibility shall cease when the goods are so discharged into proper and safe keeping, the master giving immediate notice of the
same to the consignees of the goods, so far as they can be ascertained.
The master or agent shall have a lien on the goods for payments made or liabilities incurred in respect of any charges stipulated herein to be borne by
the owners of the goods.

In WITNESS whereof the master or agents of the said ship "India" signed Three Bills of Lading, exclusive of the Master's
copy, all of this tenor and date, one of which being accomplished, the others to stand void.
Dated at Madras on the 27 day of April 1882

J. R. Rumble
W. Lambert
Agents, S. S. India

and requests an acknowledgment.

By Order

~~W. H. Smith~~

1st Asst Master Attendant

Administrative Department.

MS

~~W. H. Smith~~
1st Asst Master Attendant

Received 1852 Robert H. No. 2349.
ADMINISTRATIVE DEPARTMENT,
Marine Office,
Madras, 28th April 1881.
2002 3. May 1881
No. 3548.

MEMORANDUM.

From

THE MASTER ATTENDANT,
ADMINISTRATIVE DEPARTMENT,
Madras,

To

Sw. 2.
THE REGISTRAR,
Revenue Department,
Government Office
Fort Saint George.

REFERENCE.

3/5
Forwards 2 copies of
Bill of Lading of 383
bales of Chinchona
bark shipped per
S.S. "India" to London
Invoice No. 1090 & 1091 May 1881
and
With an order.

Mis. No. 1450.

Lodged.

PW

5 May 1881