

REPUBLICA MEXICANA

TELEGRAFOS NACIONALES

Telegrama recibido en México, D. F.

45 Torreón Coah 20 Dic.-México Df.-
of. d. 5. 20. pm. cc. af. fi. lo. lo. pm. ----

Srio Gobernación.-

Núm.-1198.-Con fecha diez y seis actual en mensaje mil ciento ochenticuatro, díjele lo siguiente:-Agradeceríale indicarme -- que fecha véndrase esta Ciudad Señor Fernándo Chacón, nombrado Contador esta A-duana".-Ratificando mensaje anterior, suplico- le nuévemente indicarme fecha marche á esta mencionado Señor Chacón.-Afectuósamente,-El Administrador de la Aduana.-

M.G.Prieto.-

Todo telegrama debe llevar el sello de la Oficina



Chacón no ha aceptado nombramiento Contador esa Aduana



SECRETARIA
DE

GOBERNACION.

Núm.

10-0
2
TELEGRAMA

De México, D. F., a Torreón, Coah.

el 21 de diciembre de 1920.

Sr. M.G. Prieto, Admor. Aduana.

Su mensaje ayer.-Chacón no aceptó
nombramiento contador esa Aduana.
Salúdolo.

El Secretario de Gobernación.

Gral. Plutarco Elías Calles.



SG/jna.

ESTADOS UNIDOS MEXICANOS



TELEGRAFOS NACIONALES

Handwritten signature

TELEGRAMA

Núm. 17 De Guang el 1 de feb de 1922

Recibido en Guang

Vía _____

H. D.	H. R.	T. R.
13	17	

Sr. Guadalupe Galles

no 1571 tren con amonta sale esta tarde remito de fabuana ida estado 30 mil pesas pago fuerza gran torques a plh e admn g Puerto

FEA

SERVICIO DE ESCALA

R

T

TORREON. COAH., Febrero 4-1924.-

Sr. M. Prieto.
Administrador de la Aduana.
CIUDAD JUAREZ. CHIH.

Enterado su atento hoy, comunicación remisión
veinte mil pesos pago haberes fuerzas Gral. Enríquez.
Afectuosamente.

GENERAL EN JEFE.
P. ELIAS CALLES.



CONSULADO GENERAL
DE
MEXICO

RESERVADO.

Departamento Administrativo.--

Número: 005 Exp. Reservado.

Nueva York, N.Y. Enero 26, 1926.

da.
Sr. Srío. de Relaciones Exteriores,
México - D. F.

Una persona que me merece confianza me dice de Los Angeles, Cal., con fecha 19 del actual, lo que sigue:

"La presente sirve para comunicarte que se está reclutando gente en ésta para dar un golpe en Baja California. Este movimiento está dirigido por Estrada y el Dr. Hidalgo, que quieren dar un golpe en un lugar cerca de Tijuana, para llamar la atención, y dar el golpe decisivo en Mexicali, que es donde está el dinero.- Me dijeron que este movimiento está ramificado con uno del centro del país. Aquí hay mucha gente nueva, venida, según se me dice, del centro del país; y creo que a los que se está reclutando se les ofrece \$2.50 diarios."

Lo que me permito comunicar a usted, como dato informativo, reiterándole las seguridades de mi consideración muy atenta y distinguida.

SUFRAGIO EFECTIVO. NO REELECCION.

P. O. G. CONSUL GENERAL
EL CONSUL PARTICULAR

R. J. Prieto

c.c.p. Sr. Presidente de la República,
" " " Gobernador Dto. Norte Baja California.

EG.

6
México, D.F.
Febrero 4 de 1926.

✓
Señor Manuel G. Prieto.
Consulado General de México.
NEW YORK CITY.
U. S. A.

Muy estimado señor Prieto:

Por acuerdo del señor Presidente de la República acuso a usted recibo de su atento oficio número 025, girado por el Departamento Administrativo con fecha 26 de enero anterior, copia del que dirigió al C. Secretario de Relaciones Exteriores transcribiendo informe confidencial, que se recibió en ese Consulado General de Los Angeles, Calif.

Me repito de usted atta. y s. s.

M

SG/jna.

260
"VIA ALL AMERICA"

COMPANIA TELEGRAFICA MEXICANA

OFICINAS EN LA REPUBLICA DE MEXICO

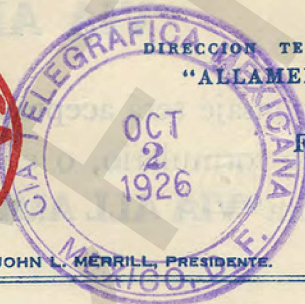
MEXICO, D. F.

VERA CRUZ, VER.

TAMPICO, TAMS.

PUERTO MEXICO, VER.

SALINA CRUZ, OAX.



DIRECCION TELEGRAFICA
"ALLAMERICA"

FECHA DE RECEPCION

JAMES A. SCRYMSER, FUNDADOR.

JOHN L. MERRILL, PRESIDENTE.

ll
2 - OCT 1927

CD287 30 LOSANGELESCAL 2 331P

ARTURO M ELIAS PRESIDENCIA DE LA REPUBLICA
PALACIO NACIONAL MEXICO DF

AUNQUE YA ESTAN TRABAJANDO EN AEREOPLANOS CONVIENE
SITUENSEME FONDOS NECESARIOS PARA PODER HACER DEPOSITO
EN BANCO Y FIRMAR CONTRATO PUNTO VALOR CUATRO AEREO-
PLANOS SESENTA Y CUATRO MIL SXISCIENTOS DOLARES AFEC-
TUOSAMENTE

PESQUEIRA

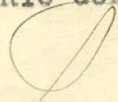
7 25PMZ

Telegrama.

Octubre 6/926.

Sr. Manuel G. Prieto.
Consulado Gral. México.
NEW YORK CITY.
U. S. A.

SUPPLICOLE ORDENAR ESA AGENCIA FINANCIERA
PROPORCIONE CONSUL PESQUEIRA LOS ANGELES FONDOS
PAGO CUATRO AEREOPLANOS CONSTRUYENSE ORDEN ESTA
SECRETARIA GUERRA AFECTUOSAMENTE
GRAL MIGUEL PIÑA,
SUBSECRETARIO GUERRA Y MARINA.





CONSULADO GENERAL DE MEXICO

DEPARTAMENTO COMERCIAL

Num. 1047

Exp. 5-1-3

ASUNTO: En paquete aparte se envían 5 ejemplares impresos del informe comercial que este Consulado General rinde por el mes de mayo último.
Nueva York, N. Y., junio 10 de 1927.

Arroyo
receptor

Srita. Soledad González,
Secretaría Particular del C. Presidente de la República,
Palacio Nacional,
México, D. F. - Méx.

Con el presente oficio tengo el gusto de remitirle las publicaciones anotadas arriba.

Al suplicar a usted ordene el acuse de recibo correspondiente, me es grato reiterarle las seguridades de mi consideración más atenta.

SUFRAGIO EFECTIVO, NO REELECCIÓN.

P. A. del Cónsul General,

M. Prieto
Cónsul Encargado.

frf.

EE.

México, D. F.,
18 de Junio de 1927.

Señor Manuel G. Prieto,
Cónsul Encargado,
225 West 34th Street,
New York, N. Y.

Muy estimado señor Prieto:

Me refiero a su atento
oficio No. 1047, Expediente 5-1-3, de fecha 10 -
de los corrientes, para manifestar a usted que -
oportunamente recibí el paquete que en él me ---
anuncia, conteniendo cinco ejemplares impresos -
del Informe Comercial que ese Consulado General-
rindió en el mes de Mayo último.

afma. y atta. s. s.

Gustosa me repito su -

Correspondencia Particular del
Agente Financiero
y
Cónsul General de México
en
Nueva York

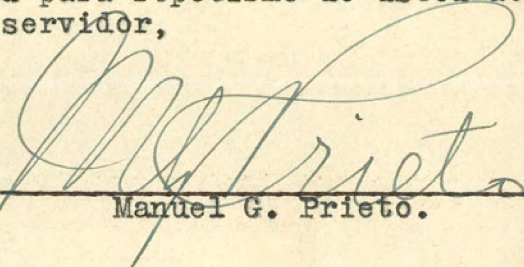
31 de enero de 1929.

Señor General don P. Elías Calles,
México, D. F.

Muy señor mío y de mi respeto:

El señor don Alfonso Reyes, Embajador de México en Buenos Aires, Argentina, envió a este Consulado General, para ser reexpedido a usted, un bajo relieve en metal, que, de acuerdo con los deseos del señor Reyes, fué embarcado en el vapor "México", que salió hoy para Veracruz; permitiéndome enviar a usted, con la presente, la factura consular respectiva y el conocimiento de embarque de la Ward Line, a fin de que le sea entregado.

Me es grato, señor General, aprovechar esta oportunidad para repetirme de usted atento y obediente servidor,


Manuel G. Prieto.

jna.

Anexos.

FACTURA DE LOS SIGUIENTES EFECTOS QUE EL QUE SUSCRIBE REMITE AL PUERTO DE _____ DE LA REPUBLICA MEXICANA POR EL BUQUE _____

QUE CONDUCE EL CAPITAN _____ A LA CONSIGNACION DE _____ DE _____

F. MAYANS, IMPRESOR, 536 BROADWAY, N. Y. C.

MARCA DE CADA BULTO	NUMERO DE CADA BULTO	CANTIDAD DE BULTOS EN GUARISMO	CLASE DE LOS BULTOS	PESO BRUTO DE CADA BULTO EN LETRA	TOTAL PESO NETO EN LETRA, DE LOS EFECTOS COTIZADOS SOBRE NETO	TOTAL PESO LEGAL EN LETRA, DE LOS EFECTOS COTIZADOS SOBRE PESO LEGAL	TOTAL LONGITUD DE LAS MERCANCIAS EN LET	ANCHO DE LAS MERCANCIAS EN PIRA	NUMERO DE PIEZAS PARES O MILLARES EN LETRA, DE LOS EFECTOS COTIZADOS POR NUMERO	NOMBRE, CLASE Y MATERIA DE LAS MERCANCIAS	PROCEDENCIA ORIGINARIA DE LAS MERCANCIAS	VALOR DE CADA PARTIDA DE MERCANCIAS
MARK OF EACH PACKAGE	NO. OF EACH PACKAGE	QUANTITY OF PACKAGES IN NUMBERS	DESCRIPTION OF PACKAGES	GROSS WEIGHT OF EACH PACKAGE IN LETTERS IN AMERICAN POUNDS	TOTAL NET WEIGHT (AMERICAN POUNDS) IN LETTERS, OF GOODS TAXED BY NET WEIGHT	TOTAL LEGAL WEIGHT (AMERICAN POUNDS) IN LETTERS, OF GOODS TAXED BY LEGAL WEIGHT	TOTAL LENGTH OF MERCHANDISE IN LETTERS	TOTAL WIDTH OF MERCHANDISE IN LETTERS	NUMBER OF PIECES IN LETTERS, OF GOODS TAXED BY QUANTITY (DOZENS ETC., ETC)	NAME AND CLASS OF MERCHANDISE	PLACE OF ORIGIN OF MERCHANDISES	VALUE OF EACH ITEM IN U. S. GOLD
						5 = 15 K 1405.						

FARE

SERVICIO GENERAL MEXICANO

RECEIVED
JAN 31 1929

New York and Cuba Mail Steamship Company

153572 ✓ 13

(WARD LINE)
AND

Vera Cruz Terminal Company, Mexican Railway Company (Compañía Terminal de Vera Cruz, Compañía del Ferrocarril Mexicano)

(CONTINUED FROM OVERPAGE)

for storage charges or otherwise in respect to the Goods, the Carrier is hereby authorized at any time on 48 hours' notice by mail to Consignee or assign or other person named for notice in the bill of lading, or if such Consignee or assign or other person is unknown or cannot be found in port, then, without notice, to sell the Goods and retain and pay from the proceeds the expenses hereunder and all sums due the Carrier in respect of the Goods from Shipper, Consignee and/or assigns and all other charges on the Goods, and the Carrier shall upon sale be discharged of all liability in respect of the Goods except to account for the proceeds. Goods consigned to New York may be delivered in Brooklyn, Jersey City, Hoboken, Weehawken or elsewhere in the port of New York at Carrier's convenience. Goods left on the dock for more than 48 hours shall be subject to a wharfage charge at the Carrier's tariff rates, and the Carrier shall have a lien therefor.

18. The Carrier shall not owe any duty to notify Consignee or others of the arrival or disposition of the Goods nor be liable for any loss or damage arising from not doing so, except where otherwise expressly required herein. If the consignment herein be to Order with provision for notice to a person named, notice to such person shall be required only when notice to a named consignee would be required hereunder.

19. If the Goods are landed on a Government wharf to be taken charge of, landed or moved by any concessionaire or Government agent, or nominee, or for the performance of any duty in respect thereof by the customs or other authorities, or delivered into the custody of such authorities or others, any responsibility of the Carrier shall be ended, without notice to the Consignee, authorities, wharfingers, concessionaires or others, as soon as the Goods are so landed or delivered; and the Goods shall be deemed thereupon in the sole custody of the wharfingers and/or such concessionaire, agent or nominee and the customs and other authorities who shall be deemed the agents, solely of the Consignee, or other person entitled to the Goods; but the Goods shall continue subject to any lien of the Carrier.

20. The Goods shall be subject to charges for mending and repair of packages, which shall be a lien thereon and paid by Shipper, Consignee and/or assigns; sweepings, if any, and unclaimed goods not otherwise accounted for shall at Carrier's option be apportioned to the different Consignees of like goods according to the shortages and be accepted as good delivery to the extent thereof; and if any Consignee has a shortage in marks or numbers called for herein, unclaimed goods of like kind but of different marks or numbers shall, at Carrier's option, be deemed to constitute a part of the Goods and be accepted by Consignee and/or assigns as good delivery hereunder.

21. Unless a higher value be stated herein, and declared to be the basis for freight, the value of the Goods does not exceed \$100.00 per package, nor \$8.00 per cubic foot, and the freight has been adjusted on such valuation, notwithstanding the mention of other valuation herein for manifesting or other purposes than as a basis for freight, and no oral declaration or agreement shall be evidence of a different valuation. In computing any liability of the Carrier in respect of the Goods, no value shall be placed thereon higher than the invoice cost not exceeding \$100.00 per package nor \$8.00 per cubic foot, (or such other value as may be stated herein and declared to be the basis for freight), nor shall the Carrier be held liable for any damages for delay exceeding 20% of said cost not exceeding said value nor for any profits or increase of price or value over such cost not exceeding said value, nor for any special or consequential damage and the Carrier shall always have the option of replacing any lost or damaged Goods.

22. If there is opportunity to discover by examination, before removal of the Goods, that loss of contents or shortage of or damage to the Goods exists or may exist the Carrier or Vessel shall not be liable for any such loss, shortage or damage, unless notice of claim therefor be presented in writing to the Carrier or to the master or agent of the Vessel before removal of the Goods. If there is no opportunity to discover, before removal, that such loss, shortage or damage exists or may exist, then the Carrier or Vessel shall not be liable therefor unless such notice of claim be so presented within 48 hours after removal of the Goods. The Carrier or Vessel shall not, in any event, be liable for any claim or demand arising under this bill of lading or in respect of the Goods, unless notice of the claim to be presented in writing to the Carrier within thirty days after delivery of the Goods to the Carrier, and the lapse of such period shall be deemed a complete bar to recovery in any such suit or proceeding not sooner commenced, notwithstanding the Carrier may be a non-resident or a foreign corporation. Nothing shall be deemed a waiver of the provisions of this article except a written express waiver signed by the Carrier.

23. In case of any loss or damage for which the Carrier shall be liable, the Carrier shall to the extent of such liability have the full benefit of any insurance that may have been effected upon the Goods or against said loss or damage and so well also of any payment or loan to insured by underwriters although repayable only out of recovery against the Carrier notwithstanding the underwriters were not obligated to make such payment or loan.

24. Whether so stated or not, if this Bill of Lading is issued against lighter, warehouse or shipping receipt or another bill of lading or any similar document, the issuer of such document shall be deemed a prior carrier or custodian of the Goods, subject to the provisions of such document, and the Carrier issuing this contract shall not be responsible for the Goods until actually delivered into its custody. If the Vessel, for Carrier's convenience or otherwise, loads in whole or part in stream or elsewhere than alongside where the Goods are received for shipment, the Goods may be transferred to the Vessel at risk and expense of Shipper, Consignee and/or assigns until loaded on the Vessel, the Carrier being authorized to employ or appoint transfer agents and/or others therefor to be deemed the agents solely of Shipper, Consignee and/or assigns. The Goods may be transported at any stage by lighter or craft, either in course of loading, transshipment or delivery, or en route to destination or otherwise. All such transportation, whether at Carrier's expense or not, shall be at risk of shipper, consignee and/or assigns, subject in other respects to the provisions of this bill of lading, and if entrusted by the carrier to others shall be deemed to be by connecting carriers subject to their usual contract, without responsibility of the Carrier in respect thereof.

25. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual despatch, and to such stowage as available when the cargo is received or as the nature of the other cargo permits, and to contact with other cargo, working at a pressure and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to food-stuffs or other loose materials in single bags, liquids in glass or tins, glass, unwrapped bales of skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and Shipper, Consignee and/or assigns of any cargo not so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom. Live birds or animals and livestock are received at sole risk of shipper, consignee and/or assigns, the Vessel not having any special equipment therefor, and are subject in other respects to the provisions of this bill of lading, and to be deemed included in the term "Goods."

26. This Bill of Lading, duly endorsed, shall if required, be given up to the Carrier in exchange for a delivery order.

27. This Bill of Lading shall be construed and the rights of the parties thereunder determined according to the law of the United States.

28. In addition to the other terms and conditions of the bill of lading, which shall be deemed affected only in so far as inconsistent herewith, this shipment is at the sole risk of the owners thereof, of all risks of war, arrest, restraint, capture, seizure, detention, sinking, interference of hostilities on the part of any Power and of all consequences thereof; and the vessel shall have liberty in the discretion of the master, owner, charterer or any agent thereof to proceed notwithstanding any such risks and armed or unarmed, also, if deemed advisable in the judgment of such master, owner, charterer or agent, in order to avoid loss, damage, delay, expense, or other disadvantage or danger to vessel, cargo, passengers or other interest to leave or discharge the goods at port of shipment and/or to wait at the port of shipment or elsewhere and/or, either with or without proceeding to or toward the port of discharge or attempting to enter or discharge the goods there and whether such proceeding, entry or discharge be permitted or not, to proceed to or toward any other port or ports in or not in any route to destination and/or return to the port of shipment once or oftener backwards or forwards in or not in any order or rotation, retaining the goods on board or discharging the same at risk and expense of the owners thereof at port of shipment or elsewhere at the first or any subsequent call, and shall thereupon be relieved of all responsibility in respect thereof, and full bill of lading freight, extra compensation for any additional service and any extra expense occasioned thereby shall be paid by shipper, consignee and/or assigns, and shall constitute a lien on the goods; and the vessel is privileged to carry any cargo not excepting contraband; and the vessel shall have liberty in any circumstances to comply with any orders or requests of the Government of the United States or of Great Britain, its Allies, or any insurance or other department or bureau or agency thereof or of any person purporting to act with the authority of any such Government or department, bureau or agency.

29. In addition to the other terms and provisions of this Bill of Lading, which shall be deemed affected only in so far as inconsistent, the Bill of Lading shall be subject to any special clauses written, printed, pasted or stamped on front or back thereof.

30. The Shipper, Vessel, Consignee, Destination and Goods referred to *Overpage* as mentioned on this side (back) hereof are as follows:

Shipper: **CONSULADO GENERAL DE MEXICO** Vessel: **MEXICO**
With privilege to substitute, transship and other privileges as hereinbefore provided.

Expected to sail: **JAN 31ST 1929** from **NEW YORK** to **VERA CRUZ** Destination of the Goods: **MEXICO D F**

Consignee Order of: **GENERAL P. E. CALLES** or assigns. Notify (If Consigned to Shipper's Order) *J. H. Drake*
MEXICO CITY Customs Consignee at **VERA CRUZ**

Via **VERA CRUZ TERMINAL COMPANY AND MEXICAN RAILWAY COMPANY** (Compañía Terminal de Vera Cruz y Compañía del Ferrocarril Mexicano)

SHIPPER'S DESCRIPTION OF GOODS

(Carrier's responsibility for description being limited as hereinbefore provided)

MARKS	NUMBERS	QUANTITY	SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES	GROSS KILOS	GROSS POUNDS	ASUREMENT	RATE	FREIGHT
C N T	2	ONE	CASE	20			<i>Min</i>	1.90
VERA CRUZ			Manufactured Goods <i>Picture in frame</i>					1.00
			IMMEDIATE EXPORT ENTRY # 153572					
			<i>THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING \$500</i>					
			IN BOND (FOR EXPORT)					

31. In accepting this bill of lading the Shipper, Owner and Consignee of the Goods and holder of the bill of lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped, as fully as if signed by all of them.

In Witness Whereof, the NEW YORK AND CUBA MAIL STEAMSHIP COMPANY hath signed 2 Bills of Lading, by its agent, on behalf of the carriers, severally but not jointly, both of this date, one being the ORIGINAL, and the other FOR THE PURPOSE OF CUSTOMS ENTRY ONLY.

Dated at NEW YORK, **JANUARY 28TH 1929** 192

Freight Prepayable and/or Collect AS INDICATED BELOW

	PREPAYABLE	COLLECT
V. C. Term.		XXXXX XX
Railroad	1.00	
Steamship	1.90	XXXXX XX
Total U.S. Gold	\$ 2.90	

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY

By *J. H. Drake*
On behalf of the carriers severally but not jointly

ESTE CONOCIMIENTO SIRVE SOLAMENTE PARA EL DESPACHO ADUANAL EN MEXICO

New York and Cuba Mail Steamship Company

(WARD LINE)

AND

Vera Cruz Terminal Company, Mexican Railway Company (Compañía Terminal de Vera Cruz, Compañía del Ferrocarril Mexicano)

THROUGH BILL OF LADING

Received by the NEW YORK AND CUBA MAIL STEAMSHIP COMPANY (the term Carrier hereinafter used intending said Company and any

substituted or continuing carrier) from the Shipper named on the back hereof, the packages or articles mentioned on the back hereof (hereinafter called the Goods), in apparent good order and condition; To Be Transported by steamship named on the back hereof and/or other conveyances subject to substitution and/or other liberties as hereinafter provided, (the term Vessel hereinafter used intending said steamship and/or any substituted or continuing vessel or craft at the inception or subsequent stage of the entire service), direct or via ports or places, to the destination of the goods named on the back hereof, or as near thereto as the Vessel can safely get, or if the Vessel should not proceed to said Destination of the Goods then at the Carrier's convenience to a port for transshipment or forwarding, to be delivered to continuing carrier, to be transported by it, or by it and so on from one connecting carrier to another, by water and/or land, to said Destination of the Goods, and at said destination to be delivered, in complete or part lots upon payment of any unpaid freight and other sums payable by Shipper, Consignee and/or assigns hereunder, to the Consignee named on the back hereof, or order if so provided, subject always to the

TERMS OF THIS CONTRACT BILL OF LADING WHICH ARE HEREBY MUTUALLY AGREED UPON AS FOLLOWS:

A. This Contract is signed on behalf of all Carriers or others participating in the transportation or other service en route to Destination of the Goods, but is binding on each severally, only for its portion only of the service, and, except in the case of the New York and Cuba Mail Steamship Company is subject, as to each, to the provisions of the regular form of Contract in use by it for its portion of the service, whether issued or not, with the benefit of any provisions of this contract more favorable to it; and the responsibility of each of such carriers or others, as carrier or otherwise, shall attach only when the Goods are received into its custody and terminate immediately the Goods come into the custody of the next of such carriers or others, and no one of such carriers or others shall be liable for any loss or damage occurring while the Goods are in the custody of another of such carriers or others or which is not due to its own fault.

B. If it is necessary to make Customs Entry of the Goods at any port or place before the Goods reach said Destination of the Goods, the Goods are hereby consigned at such port or place to the person named on the back hereof as Customs Consignee, but as the agent and representative of the Shipper, Consignee and/or assigns, without responsibility of the Carrier therefor, for the purpose of making Customs Entry of the Goods and fulfilling Government requirements in respect thereof, and for the purpose of such Customs Entry only, a copy of this bill of lading, certified by the Carrier, or by the Master or Agent of the Vessel as correct, shall be deemed the original. It is explicitly understood and agreed on the part of the Shipper, Consignee and/or assigns that the goods shall not be diverted from the Routing provided for on the back hereof.

C. If at any port or place, the Goods are delivered by the Carrier to any independent transfer agent, lighterman, truckman, wharfinger, warehouseman or others, or from one to the other, for the transfer, handling, custody and/or delivery thereof in course of transit, transshipment, forwarding, or otherwise all responsibility of the Carrier so delivering, as Carrier or otherwise, shall cease as soon as the Goods come into the custody of any such transfer agent or others.

D. The Freight as charged herein is based upon discharge of the goods at Vera Cruz upon the wharves of the Vera Cruz Terminal Company. If, for any reason, the Goods are discharged elsewhere than on the wharves of said terminal company, the Shipper, Consignee and/or assigns shall be liable for any excess of transfer, handling, storage or other terminal or transshipment charges over those fixed by the tariff of the Vera Cruz Terminal Company.

1. The freight is adjusted in consideration of all the terms and provisions of this contract whether written, printed, pasted or stamped.

2. All particulars herein mentioned of the Goods, except only the number of the packages with the marks thereon, are those declared by the Shipper, and the same (including anything stated as to contents, size, weight, quantity, condition, value, or the like, or implied from the character of packages designated) to the Carrier and shall not constitute, as against the Carrier, any part of the Carrier's description of the Goods as hereby received for, but shall be deemed only representations of the Shipper. The Carrier may correct any errors in marks or numbers of the goods in order to conform the same to the bill of lading or other documents.

3. The Goods whether perishable or not are accepted by the Carrier subject to delays or failure in shipment, transportation, delivery or otherwise, occasioned by war, rebellion, riots, strikes, stoppage of labor, lockouts or labor troubles of Carrier's employees or others; shortage of labor, fuel, conveyances or room; lack of facilities of any sort; accumulation of cargo; weather, or any other conditions not shown due to the Carrier's negligence; and notice to Shipper or others of any danger of such delay or failure is hereby waived; and the Carrier shall not be responsible for any such delay or failure; and if loading of the goods as customary is delayed or the vessel is likely to be detained she may proceed without loading or completing the loading of the Goods.

4. The Carrier's responsibility in respect of the Goods as a carrier shall not attach until the Goods are actually loaded for transportation upon the Vessel, and shall terminate, without notice, as soon as the Goods leave the Vessel's tackles at destination or other place where the Carrier is authorized to make delivery or end its responsibility. Any responsibility of the Carrier in respect of the Goods attaching prior to such loading or continuing after leaving the Vessel's tackles as a carrier, whether the Goods are in the custody of the Carrier or otherwise, shall be deemed to be the responsibility of the Carrier, and shall not constitute, as against the Carrier, any part of the Carrier's description of the Goods as hereby received for, but shall be deemed only representations of the Shipper. The Carrier may correct any errors in marks or numbers of the goods in order to conform the same to the bill of lading or other documents.

5. Full freight to destination of the goods whether intended to be prepaid or collect at destination and all advance charges against the Goods are due and payable to the New York and Cuba Mail Steamship Company upon receipt of the Goods by the latter; and the same and any further sums becoming payable to the Carrier hereunder and extra compensation, demurrage, forwarding charges, general average claims, and any payments made and liability incurred by the Carrier in respect of the Goods (not required hereunder) shall be deemed fully earned and due to the Carrier at any stage, before or after loading, of the service hereunder, and shall be irrevocably paid to the Carrier at any stage, before or after loading, of the service hereunder, without deduction (if unpaid) or refund in whole or in part (if paid), Goods or Vessel lost or not lost or if the voyage be broken up or in any circumstances whatever and whether the voyage is begun or not; and the same shall be payable in United States currency or its equivalent, and the Carrier shall have a lien on the Goods and any part or proceeds thereof (whether payable in advance or not and whether prepaid or collect) and for the whole thereof, and the Shipper, Consignee and/or assigns shall be jointly and severally liable therefor, and notwithstanding any lien therefor has been surrendered. Full freight shall be payable on damaged and unsound Goods. The Carrier may collect freight on bill of lading weight, measurement or quantity, and if gross weight, measurement or quantity delivered exceeds weight, measurement or quantity on which freight may be computed, the Carrier may collect freight on such excess, unless shown to have been caused by absorption of water during the voyage. Any error in freight or other charges or in the classification herein of the Goods is subject to correction, and if on correction the freight or charges are higher, the Carrier may collect the additional amount. Should a package consist of several parcels for more than one person, full freight shall be paid on the parcels for each person as if shipped and consigned as a separate package. If there be an enforced interruption or abandonment of the voyage at a port of distress or elsewhere and the Goods or any part be forwarded, the cost thereof, including extra compensation if performed by vessels in the service of the Carrier, shall be paid by Shipper, Consignee, and/or assigns.

6. The Shipper, Consignee and/or assigns, shall pay immediately and before delivery or forwarding, all entry or clearance fees, tolls, duties, taxes, imposts and fees upon account of the Goods, and unless otherwise expressly provided herein, all discharge, landing, lighterage, wharfage, storage, dispatching, reshipping or transshipping charges or expenses on account of the Goods or which the carrier or vessel may pay, incur, advance or become responsible for, voluntarily or otherwise, in connection therewith at any port of discharge, delivery or entry thereof; and also any fine or penalty incurred by or on behalf of the Carrier by reason of illegal, incorrect or insufficient documents or marking or numbering of packages or goods, or description of contents or weight, or other particulars or by reason of any other act or omission of Shipper, Consignee and/or assigns; and the Carrier shall have a lien on the Goods therefor.

7. In case of a single article or package exceeding two tons in weight the true weight thereof shall be declared at time of delivery to the Carrier; if the weight of any package is incorrectly given or no weight is declared of a package exceeding two tons and in consequence of reliance thereon any loss or damage arises, either to the article or package, or to the Carrier or to others, or if any increased charges or expenses are incurred by the Carrier in handling or caring for any such article or package, the same shall be borne and paid solely by the Shipper, Consignee and/or assigns.

8. The Vessel shall have liberty hereunder, either before or after proceeding to or toward any port of discharge or transshipment, to proceed to or toward, call, enter, or stay at any port or ports, although not upon the usual or any route to, and although in a contrary direction to or beyond the port of discharge or transshipment, once or oftener, backwards or forwards, in any order or rotation, for any purposes whatsoever although pertaining to another voyage and the same shall not be deemed a deviation, but be deemed within the voyage hereby intended as fully as if specifically described herein; and the Vessel shall have liberty also to sail in or out of ports and to proceed with or without pilots, to proceed under sail or in tow, to tow and assist vessels in any station, and to deviate for the purpose of saving life or property; and in case of salvage services rendered to the Goods during the voyage by another vessel belonging to or in the service of the same Carrier, such services shall be paid for as fully as if the salvaging vessel belonged to or was in the service of strangers.

9. The Carrier shall have liberty, in its discretion, before or after shipment or loading, to substitute, or ship the whole or any part of the Goods by any other steamship or steamships, although prior or subsequent; and shall have liberty in its discretion at any port or place, to transship, land and transship or forward the Goods, or put into store, craft or other available place and thence transship or forward the same to, or on route to destination, by any vessels, crafts or other conveyances, by land and/or water, subject if transshipped to a continuing carrier to the provisions of the usual bill of lading of such carrier whether issued or not and on deck if required by any continuing carrier or the character of any vessel or craft and upon the delivery of the Goods into the custody of a continuing carrier or representative, shall thereupon be relieved of all further responsibility for the Goods, and the clean receipt of the continuing carrier, or representative, shall be evidence as against Shipper, Consignee and/or assigns of delivery of the Goods to the continuing carrier in good order and condition. In case of transshipment the carrier may delay forwarding awaiting a vessel or conveyance in its own service or with which it has established connections.

10. If the Goods is prevented from being delivered to the destination named in this bill of lading by reason of quarantine, or is detained at Quarantine, the Goods may be forthwith, without notice, discharged into lazaretto, craft or other places immediately available, at the risk and expense of the Shipper, Consignee and/or assigns, and such discharge shall be a complete delivery of the Goods hereunder and all responsibility of the Carrier therefor, as carrier or otherwise, shall end without notice as soon as the Goods leave the Vessel's tackle. If, by reason of Quarantine, blockade, war, hostilities, conditions of surf or weather, shortage of lighters, riots, or of strikes, lockouts, stoppage or shortage of labor, of the Carrier's employees or others, or by reason of any of the excepted causes mentioned elsewhere in this bill of lading, lack of permit to land the goods, or other conditions, existing or threatened at the port of transshipment entry or discharge of the Goods or elsewhere, the Vessel is, or in the master's opinion is likely to be prevented or delayed in reaching, or entering, or making due delivery of the Goods at the port of transshipment entry or discharge, or delayed at said port or in discharging there beyond the usual time, then, either with or without proceeding to or toward or entering or attempting to enter said port, the Goods may be retained on board and discharged on the return trip or subsequent voyage, subject to this bill of lading and all liberties thereunder or be discharged as convenient for the vessel at any other port to which the Vessel is bound or may proceed, or be returned to port of shipment and there discharged, and redelivered to the shipper, at risk and expense of shipper, consignee and/or assigns, all responsibilities of the Carrier being terminated without production of this bill of lading upon such discharge and full freight through to destination of the Goods together with extra compensation for additional transportation and services and any extra expenses being payable by shipper, consignee and/or assigns, and at Carrier's option the Goods may be forwarded to destination from any other port at and to which the Goods are discharged at risk and expense of shipper, consignee and/or assigns, subject in any case hereunder to the provisions in other respects of this bill of lading if transportation is performed by the Carrier, or to the usual bill of lading of any other carrier performing the same. The Carrier

may, in its discretion, in order to secure despatch for the Vessel at port of discharge, entry or transshipment of the Goods, proceed thence with the whole or any portion of the goods on board and discharge the same on the return trip or subsequent voyage, or discharge the same at any other port and thence carry or forward the same at Carrier's convenience to destination at Vessel's expense, but at risk of shipper, consignee and/or assigns in either case, subject in other respects to the provisions of this bill of lading in case of transportation by the Carrier, or of the usual bill of lading of any other carrier performing the same.

11. The Carrier shall not be liable, as carrier or otherwise, for any loss, damage, delay or default, whether occurring during transit or before, or after or during or while awaiting loading, transshipment, discharge, delivery or other disposition of the Goods, or on board or in lighters or craft, or on wharf or in warehouse, at any port or place, occasioned by any of the following Excepted Causes, throughout this Contract always excepted: By causes beyond the Carrier's reasonable control; by dangers or accidents of the sea or other waters and navigation or transportation of whatsoever nature or kind; by fire or explosion from any cause whatsoever occurring, or consequences thereof or by means used to extinguish the same; by jettisons, by barratry, theft or embezzlement of master or crew; by act of God; by enemies, pirates, robbers or thieves; by arrest or restraint of Governments, princes, rulers or peoples; by prolongation of the voyage; by legal process or stoppage in transitu; by fumigation or other treatment of the goods or of the vessel with or without the goods on board required by Quarantine, sanitary or other public authorities; or in order to obtain despatch for the vessel or goods or clean bill of health; by pestilence, riots, wars, rebellions; by strikes or stoppage of labor, or labor troubles, of carrier's employees or others; by explosion or bursting of boilers, damage from steam, breakage of shafts, accidents to or from machinery or breakage or derangement thereof; by any latent or other defect in hull, machinery or appurtenances of the Vessel or any craft or unseaworthiness thereof, although existing at time of shipment or transshipment or at the beginning of the voyage, provided due diligence shall have been exercised to make the same seaworthy; by collision, grounding or stranding; by heating, heat of holds, effects of climate or temperature; by ice, earthquake, sea water, wetting, rain, or spray, damp, frost, decay, putrefaction, ferment, rust, stains, sweat, floods or freshets, by giving away, falling or derangement of wharf, shed or warehouse; by damage incident to transportation; by change of character, loss of weight or contents, drainage, leakage, breakage, evaporation or wastage; by cooverture or mending; by vermin or rat damage; by stowage or contact with, or smell, evaporation, leakage, escape of contents, or taint from other goods, the Vessel being privileged to carry any other articles, whether hazardous or contraband or not, and live stock, as cargo or otherwise, on and/or under deck; by nature of the Goods or cargo, or insufficiency of packages though known before shipment; by explosion or combustion of any cargo, whether shipped with or without disclosure of its nature or condition; by obliteration, error, insufficiency or absence of marks, numbers, address or description; by land damage, risk of craft, bulk or transshipment; by faults or errors in navigation or management of the Vessel, provided due diligence shall have been exercised to make the Vessel in all respects seaworthy and properly manned, equipped and supplied; by any act or omission of Shipper or Owner of the Goods, or of his agent or representative. Flour, meal, corn, rice and other food stuffs and cement and other goods shipped in sacks being subject to minor loss of contents notwithstanding due care it is mutually agreed that, to the extent of one-twentieth of the original weight, loss of contents in any such package shall be deemed without carrier's fault, and the carrier shall not be responsible therefor.

12. The Shipper shall be liable for and bear any loss or damage to the Carrier or to others caused by inflammable, explosive, noxious, hazardous or dangerous goods or articles shipped without full disclosure of their nature at the time of lading and entering hereon, whether Shipper be principal or agent, or aware of the nature of the goods or articles or not; and such goods or articles may be thrown overboard or destroyed at any time by the Carrier without compensation to any person; and extra charges and expenses, including handling, lightering, or caring for, or otherwise occasioned by such goods or articles, or those declared or considered noxious or hazardous by the civil or military authorities of any port, shall be borne by the Shipper, Consignee and/or assigns. Goods or articles of such character may be carried on deck as well as any others whose nature or bulk requires them to be so carried, and the same shall be at the risk of the owner thereof of all loss or damage thereto occurring while so situated not shown due to the Carrier's fault.

13. General Average shall be payable according to York-Antwerp Rules of 1890, and as to matters not therein provided for, according to the law and usage at the port of New York. If the ship owner shall have exercised due diligence to make the Vessel in all respects seaworthy and to have her properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or error in navigation or in the management of the Vessel or from any latent or other defect in the Vessel, her machinery and appurtenances, or from unseaworthiness, although existing at time of shipment, or at the beginning of the voyage (provided the defect or unseaworthiness was not discoverable by the exercise of due diligence), the Shippers, Consignees and/or Owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo and shall contribute with the shipowners in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

14. This shipment is subject to all the terms and provisions of the Act of Congress of the United States, approved February 13, 1893, entitled "An Act relating to the navigation of vessels," etc., and of Sections 4282 to 4287, each inclusive, of the United States Revised Statutes. The Carrier shall not be liable for gold or other precious metals, precious stones, bills, notes or securities, documents, pictures, glass, china, silk, furs, lace or any of the articles enumerated in Section 4281 of the United States Revised Statutes, except in accordance with such statute, and after written notice of the character and value thereof at the time of loading and entry thereof.

15. The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or medals, bank notes, bonds or other documents or valuables until actually delivered on board the Vessel to the master or other officer in charge of the deck at the time and signed for by him. Delivery must be taken on the Vessel's deck at port of discharge, and the Carrier's responsibility shall thereupon cease. Such articles are received and the rate of freight has been specially adjusted upon the condition and understanding that the value thereof has been insured by the Shipper or others for account of the Carrier in respect of its liability, under usual form of Lloyds Policy or equivalent, and that the Shipper by accepting this bill of lading represents that such insurance has been effected, and undertakes that the Policy shall be available for the Carrier's protection in case of need.

16. The Carrier does not undertake that the Vessel is equipped with refrigerated or specially cooled or ventilated compartments or otherwise equipped for transportation of perishable goods, nor whether so equipped or not, to transport such or any other goods in any such compartment or otherwise than as ordinary cargo, and shall not be liable for any loss or damage from failure so to do, unless such transportation is expressly stipulated for herein. Fresh fruits, vegetables and meats and any perishable goods, however carried, are received and carried at the sole risk of the owner thereof. The Carrier shall not be responsible for any loss or damage resulting from decay, putrefaction, ferment, mold, heating, heat of hold or compartment, effects of climate, temperature or atmospheric conditions, loss of weight, prolongation of the voyage, delay, risks of refrigeration, cooling, or ventilation, accident to, or latent or other defect in, explosion, breakage, derangement, insufficiency, failure or unseaworthiness of, any refrigerator or specially cooled or ventilated compartment plant, apparatus, boiler, engine, machinery, appliances, materials or supplies therefor, although existing at time of shipment or transshipment, or at the beginning of the voyage, provided in case of loss or damage from any such unseaworthiness due diligence shall have been exercised to make the Vessel seaworthy, nor for causes beyond the Carrier's control; and if any such goods shall at any stage be, or in the opinion of the master or Carrier's representative be, decayed, injured or otherwise damaged, or be condemned or ordered destroyed by the Health or other authorities, the same may be thrown overboard or destroyed without notice, before or after arrival, and the Carrier shall not be responsible therefor. The Carrier may discharge any such goods without notice, immediately the Vessel is ready, notwithstanding danger to such goods from freezing or other weather conditions, and all such goods are received subject to the risk of such discharge, and if delivery thereof is not taken, without notice, from the Vessel's tackles, or, at Vessel's option, from the wharf as soon as available after landing, the same may be left on wharf or other convenient place or may be held on board and/or placed in warehouse at risk of shipper, consignee and/or assigns. If there is, or in the opinion of the master or agent of the vessel there is, danger of damage to any such goods, if discharged, from weather or other condition, the same may at vessel's option be held on board awaiting discharge; and if by reason thereof the vessel is delayed in completing discharge of the cargo, the shippers, consignees and/or owners of goods so held shall pay demurrage day by day for such delay at the rate of _____ cents per vessel's dead weight tonnage per day, to be distributed in proportion to the invoice cost of the goods and to constitute a lien thereon. This clause is in addition to and not in substitution for any other provision of this bill of lading and any exemptions from and limitations of liability accorded by law.

17. The Vessel may commence discharging upon arrival immediately she is ready, without notice, at any hour of day or night, and discharge with or without intermission at wharf, in streams or elsewhere at Carrier's convenience, any custom of the port to the contrary notwithstanding, (except that in United States ports delivery need be taken only during usual working hours) and the Collector of the Port is hereby authorized to grant an Order for the discharge of the cargo immediately after Entry of the Vessel. Whether the Vessel be discharged at wharf or in stream or elsewhere, the Goods may, without notice, be in whole or part discharged over side into lighters or other craft or be otherwise discharged at risk and expense of Shipper, Consignee and/or assigns from the time the Goods leave the Vessel's tackles, the Carrier being hereby authorized as agent for Shipper, Consignee and/or assigns, to employ or appoint lightermen, contractors and/or others therefor, without responsibility of the Carrier for the character or condition of any craft, for account of Shipper, Consignee and/or assigns, notwithstanding the latter are at hand with their own craft, or ready to take delivery otherwise. Delivery of the Goods shall be received, without notice from the Vessel's tackles, package by package, as the Goods come to hand in unloading, or as soon as available if discharged on Carrier's wharf, all charges and expenses in connection with the Goods from the time the same leave the Vessel's tackles to be borne by Shipper, Consignee and/or assigns and constitute a lien on the Goods. If not so received, the master or agent of the Vessel is hereby authorized at the risk and expense and for account of the Shipper, Consignee and/or assigns, without notice, to enter the Goods, and after discharging the same as above provided may deposit them in bulk or craft or in or upon wharf, warehouse, Public Stores or Custom House, or permit them to lie where discharged or landed, or make such disposition thereof as the authorities of the port may direct, subject to employ such lightermen, truckmen, warehousemen, wharfingers or other agencies as may be requisite, customary or proper, who shall be deemed the agents solely of Shipper, Consignee and/or assigns in respect of the Goods, without notice to any person whatsoever, as soon as the same leave the Vessel's tackles (but nothing herein contained shall be deemed to limit the right of the Carrier as above provided, to appoint lightermen and others notwithstanding Consignee or others are at hand); or the Goods may be retained on board and disposed of as provided in case of quarantine or other detention existing or threatened at port of discharge and subject to the same terms as to risk, expense and otherwise. If the Shipper, Consignees or assigns entitled to the Goods shall not within 48 hours after unloading, without notice, pay the freight and all other sums payable to the Carrier by Shipper, Consignee and/or assigns and relieve the Carrier from all further responsibility and expense

(CONTINUED ON OVERPAGE)

New York and Cuba Mail Steamship Company

(WARD LINE)

AND

Vera Cruz Terminal Company, Mexican Railway Company (Compañía Terminal de Vera Cruz, Compañía del Ferrocarril Mexicano)

(CONTINUED FROM OVERPAGE)

for storage charges or otherwise in respect to the Goods, the Carrier is hereby authorized at any time on 48 hours notice by mail to Consignee or assign or other person named for notice in bill of lading, or if such Consignee or assign or other person is unknown or cannot be found in port, then, without notice, to sell the Goods and retain and pay from the proceeds the expenses hereunder and all sums due the Carrier in respect of the Goods from shipper, Consignee and/or assigns and all other charges on the Goods, and for the proceeds, Goods consigned to New York may be delivered in Brooklyn, Jersey City, Hoboken, Weehawken or elsewhere in the port of New York at carrier's convenience. Goods left on the dock for more than 48 hours shall be subject to a wharfage charge at the Carrier's tariff rates, and the Carrier shall have a lien therefor.

18. The Carrier shall not owe any duty to notify Consignee or others of the arrival or disposition of the Goods nor be liable for any loss or damage arising from not doing so, except where otherwise expressly required herein. If the consignment herein be to Order with provision for notice to a person named, notice to such person shall be required only when notice to a named consignee would be required hereunder.

19. If the Goods are landed on a Government wharf to be taken charge of, handled or moved by any concessionaire or Government agent or nominee or for the performance of any duty in respect thereof by the customs or other authorities, or delivered into the custody of such authorities of others, any responsibility of the Carrier shall be ended, without notice to the Consignee, authorities, wharfingers, concessionaires or others, as soon as the Goods are so landed or delivered; and the Goods shall be deemed thereupon in the sole custody of the wharfingers and/or such concessionaire, agent or nominee and the customs and other authorities who shall be deemed the agents solely of the Consignee or other person entitled to the Goods; but the Goods shall continue subject to any lien of the Carrier.

20. The Goods shall be subject to charges for mending and repair of packages, which shall be a lien thereon and paid by Shipper, Consignee and/or assigns; sweepings, if any, and unclaimed goods not otherwise accounted for shall at Carrier's option be apportioned to the different Consignees of like goods according to the shares in marks or numbers called for herein, unclaimed goods of like kind but of different marks or numbers shall, at Carrier's option, be deemed to constitute a part of the Goods and be accepted by Consignee and/or assigns as good delivery hereunder.

21. Unless a higher value be stated herein, and declared to be the basis for freight, the value of the Goods does not exceed \$100.00 per package, nor \$8.00 per cubic foot, and the freight has been adjusted on such valuation, notwithstanding the mention of other valuation, and no other or other purposes than as a basis for freight, and no other valuation. In computing any liability of shall be placed thereon higher than the invoice cost no cubic foot (or such other value as may be stated hereon) shall the Carrier be held liable for any damages exceeding said value, nor for any profits or increase exceeding said value, nor for any special or consequential loss or damage, or for the cost of replacing any lost or damaged Goods.

22. If there is opportunity to discover by examination of contents or shortage of or damage to the Goods existing before the Goods are received by the Carrier, the Carrier or vessel shall not, in any event, be liable for any claim or demand arising under this bill of lading or in respect of the Goods, unless notice of the claim to be presented in writing to the Carrier within thirty days after delivery of the Goods to the Carrier, nor unless suit therefor is commenced within six months after delivery of the Goods to the Carrier, and the lapse of such period shall be deemed a complete bar to recovery in any such suit or proceeding not sooner commenced, notwithstanding the Carrier may be a non-resident or a foreign corporation. Nothing shall be deemed a waiver of the provisions of this article except a written express waiver signed by the Carrier.

23. In case of any loss or damage for which the Carrier shall be liable, the Carrier shall to the extent of such liability have the full benefit of any insurance that may have been effected upon the Goods or against said loss or damage and so well also of any payment or loan to insured by underwriters although repayable only out of recovery against the Carrier notwithstanding the underwriters were not obligated to make such payment or loan.

24. Whether so stated or not, if this Bill of Lading is issued against lighter, warehouse or shipping receipt or another bill of lading or any similar document, the issuer of such document shall be deemed a prior carrier of custody of the Goods, subject to the provisions of such document, and the Carrier issuing this contract shall not be responsible for the Goods until actually delivered into his custody. If the Vessel, for Carrier's convenience or otherwise, loads in whole or part in stream or elsewhere than alongside where the Goods are received for shipment, the Goods may be transported to the Vessel at risk and expense of Shipper, Consignee and/or assigns until loaded on the Vessel, the Carrier being authorized to employ or appoint transfer agents and/or others therefor to be deemed the agents solely of Shipper, Consignee and/or assigns. The Goods may be transported at any stage by lighter or craft, either in course of loading, transshipment or delivery, or en route to destination or otherwise. All such transportation, whether at Carrier's expense or not, shall be at risk of shipper, consignee and/or assigns, subject in other respects to the provisions of this bill of lading, and if entrusted by the Carrier to others shall be deemed to be by connecting carriers subject to their usual contract without responsibility of the Carrier in respect thereof.

25. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual despatch, and to such stowage as available when the cargo is received or as the nature of the other cargo permits, and to contact with other cargo, working 2 1/2 pressure and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to food-stuffs or other loose materials in single bags, liquids in glass or tin, glass, unwrapped bales of skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and Shipper, Consignee and/or assigns of any cargo but so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom. Live birds or animals and livestock are received at sole risk of shipper, consignee and/or assigns, the Vessel not having any special equipment therefor, and are subject in other respects to the provisions of this bill of lading, and to be deemed included in the term "Goods."

26. This Bill of Lading, duly endorsed, shall if required, be given up to the Carrier in exchange for a delivery order.

27. This Bill of Lading, duly endorsed, shall if required, be given up to the Carrier in exchange for a delivery order.

Form FBL5-10M-12-28

This is the ORIGINAL BILL OF LADING. Consignee will require this original upon taking delivery of the merchandise at destination. This original must not be used for CUSTOMS purposes.

and the rights of the parties thereunder determined with, this shipment is at the sole risk of the owners, capture, seizure, detention, sinking, interference of all consequences thereof; and the vessel shall have liberty to proceed notwithstanding, if deemed advisable in the judgment of such master, loss, damage, delay, expense, or other disadvantage or interest to leave or discharge the goods at port of shipment or elsewhere and/or, either with or without proceeding or attempting to enter or discharge the goods there and be permitted or not, to proceed to or toward any other nation and/or return to the port of shipment once or any order or rotation, retaining the goods on board or the owners thereof at port of shipment or elsewhere at the first or any subsequent call, and shall thereupon be relieved of all responsibility in respect thereof, and full bill of lading freight, extra compensation for any additional service and any extra expense occasioned thereby shall be paid by shipper, consignee and/or assigns, and shall constitute a lien on the goods; and the vessel is privileged to carry any cargo not exempting contraband; and the vessel shall have liberty in any circumstances to comply with any orders or requests of the Government of the United States or of Great Britain, its Allies, or any insurance or other department or bureau or agency thereof or of any person purporting to act with the authority of any such Government or department, bureau or agency.

29. In addition to the other terms and provisions of this Bill of Lading, which shall be deemed affected only in so far as inconsistent, the Bill of Lading shall be subject to any special clauses written, printed, pasted or stamped on front or back thereof.

30. The Shipper, Vessel, Consignee, Destination and Goods referred to *Overpage* as mentioned on this side (back) hereof are as follows:

Shipper CONSULADO GENERAL DE MEXICO Vessel MEXICO
 Expected to sail JAN 31ST 1929 from NEW YORK TO VERA CRUZ Destination of the Goods MEXICO D F
 Consignee Order of GENERAL P. E. CALLES or assigns, Notify (If Consigned to Shipper's Order) _____
MEXICO CITY Customs Consignee at VERA CRUZ _____
 Via VERA CRUZ TERMINAL COMPANY AND MEXICAN RAILWAY COMPANY (Compañía Terminal de Vera Cruz y Compañía del Ferrocarril Mexicano)

SHIPPER'S DESCRIPTION OF GOODS

(Carrier's responsibility for description being limited as hereinbefore provided)

MARKS	NUMBERS	QUANTITY	SHIPPER'S DESCRIPTION OR CLASS AND CONTENTS OF PACKAGES	GROSS KILOS	GROSS POUNDS	MEASUREMENT	RATE	FREIGHT
CNT VERA CRUZ	2	ONE	CASE <i>Manufactured by PRINTED MATTER Picture in frame</i>	20				
IMMEDIATE EXPORT ENTRY # 153572								
IN BOND (FOR EXPORT)								
<i>THE AGREED OF DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING \$300</i>								

Freight Prepayable and/or Collect AS INDICATED BELOW

	PREPAYABLE	COLLECT
V. C. Term.		XXXXX XX
Railroad	1 50	
Steamship	1 90	XXXXX XX
Total U.S. Gold	\$ 2 40	\$

31. In accepting this bill of lading the Shipper, Owner and Consignee of the Goods and holder of the bill of lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped, as fully as if signed by all of them.

In Witness Whereof, the NEW YORK AND CUBA MAIL STEAMSHIP COMPANY hath signed 2 Bills of Lading, by its agent, on behalf of the carriers, severally but not jointly, both of this date, one being the ORIGINAL and the other FOR THE PURPOSE OF CUSTOMS ENTRY ONLY.

Dated at NEW YORK, JANUARY 28TH 1929 192

NEW YORK AND CUBA MAIL STEAMSHIP COMPANY

By _____
On behalf of the carriers severally but not jointly

New York and Cuba Mail Steamship Company

(WARD LINE)
AND

Vera Cruz Terminal Company, Mexican Railway Company (Compañía Terminal de Vera Cruz, Compañía del Ferrocarril Mexicano)

THROUGH BILL OF LADING

Received by the NEW YORK AND CUBA MAIL STEAMSHIP COMPANY (the term Carrier hereinafter used intending said Company and any

substituted or continuing carrier) from the Shipper named on the back hereof, the packages or articles mentioned on the back hereof (hereinafter called the Goods), in apparent good order and condition; To Be Transported by steamship named on the back hereof and/or other conveyances subject to substitution and/or other liberties as hereinafter provided, (the term Vessel hereinafter used intending said steamship and/or any substituted or continuing vessel or craft at the inception or subsequent stage of the entire service), direct or via ports or places, to the destination of the goods named on the back hereof, or as near thereto as the Vessel can safely get, or if the Vessel should not proceed to said Destination of the Goods then at the Carrier's convenience to a port for transshipment or forwarding, to be delivered to continuing carrier, to be transported by it, or, by it and so on from one connecting carrier to another, by water and/or land, to said Destination of the Goods, and at said destination to be delivered, in complete or part lots upon payment of any unpaid freight and other sums payable by Shipper, Consignee and/or assigns hereunder, to the Consignee named on the back hereof, or order if so provided, subject always to the

TERMS OF THIS CONTRACT BILL OF LADING WHICH ARE HEREBY MUTUALLY AGREED UPON AS FOLLOWS:

A. This Contract is signed on behalf of all Carriers or others participating in the transportation or other service en route to Destination of the Goods, but is binding on each severally, only for its portion only of the service, and, except in the case of the New York and Cuba Mail Steamship Company is subject, as to each, to the provisions of the regular form of Contract in use by it for its portion of the service, whether issued or not, with the benefit of any provisions of this contract more favorable to it; and the responsibility of each of such carriers or others, as carrier or otherwise, shall attach only when the Goods are received into its custody and terminate immediately the Goods come into the custody of the next of such carriers or others, and no one of such carriers or others shall be liable for any loss or damage occurring while the Goods are in the custody of another of such carriers or others or which is not due to its own fault.

B. If it is necessary to make Customs Entry of the Goods at any port or place before the Goods reach said Destination of the Goods, the Goods are hereby consigned at such port or place to the Shipper, Consignee and/or assigns, without responsibility of the Carrier therefor, for the purpose of making Customs Entry of the Goods and fulfilling Government requirements in respect thereof, and for the purpose of such Customs Entry only, a copy of this bill of lading, certified by the Carrier, or by the Master or Agent of the Vessel as correct, shall be deemed the original. It is explicitly understood and agreed on the part of the Shipper, Consignee and/or assigns that the goods shall not be diverted from the Routing provided for on the back hereof.

C. If at any port or place, the Goods are delivered by the Carrier to any independent transfer agent, lighterman, truckman, wharfinger, warehouseman or others, or from one to the other, for the transfer, handling, custody and/or delivery thereof in course of transit, transshipment, forwarding, or otherwise all responsibility of the Carrier so delivering, as Carrier or otherwise, shall cease as soon as the Goods come into the custody of any such transfer agent or others.

D. The Freight as charged herein is based upon discharge of the goods at Vera Cruz upon the wharves of the Vera Cruz Terminal Company. If, for any reason, the Goods are discharged elsewhere than on the wharves of said terminal company, the Shipper, Consignee and/or assigns shall be liable for any excess of transfer, handling, storage or other terminal or transshipment charges over those fixed by the tariff of the Vera Cruz Terminal Company.

1. The freight is adjusted in consideration of all the terms and provisions of this contract whether written, printed, pasted or stamped.

2. All particulars herein mentioned of the Goods, except only the number of the packages with the marks thereon, are those declared by the Shipper, and the same (including anything stated as to contents, size, weight, quantity, condition, value, or the like, or implied from the character of packages designated) are unknown to the Carrier and shall not constitute, as against the Carrier, any part of the Carrier's description of the Goods as hereby received for, but shall be deemed only representations of the Shipper. The Carrier may correct all errors in marks or numbers of the goods in order to conform the same to the bill of lading or other documents.

3. The Goods whether perishable or not are accepted by the Carrier subject to delays or failure in shipment, transportation, delivery or otherwise, occasioned by war, rebellion, riots, strikes, stoppage of labor, lockouts or labor troubles of Carrier's employees or others; shortage of labor, fuel, conveyances or room; lack of facilities of any sort; accumulation of cargo; weather, or any other conditions not shown due to the Carrier's negligence; and notice to Shipper or others of any danger of such delay or failure is hereby waived; and the Carrier shall not be responsible for any such delay or failure; and if loading of the goods as customary is delayed or the vessel is likely to be detained she may proceed without loading or completing the loading of the Goods.

4. The Carrier's responsibility in respect of the Goods as a carrier shall not attach until the Goods are actually loaded for transportation upon the Vessel, and shall terminate, without notice, as soon as the Goods leave the Vessel's tackles at destination or other place where the Carrier is authorized to make delivery or end its responsibility. Any responsibility of the Carrier in respect of the Goods attaching prior to such loading or continuing after leaving the Vessel's tackles as a warehouseman, shall be the same as that of a warehouseman, without liability on the part of the Carrier, except for want of many care; and all conditions, exemptions, exceptions, and limitations of the liability of the Carrier contained in this contract shall be deemed to apply also to such warehouseman's liability as well as to liability in respect of the Goods while so stored.

5. Full freight to destination of the goods whether intended to be prepaid or collect at destination and all advance charges against the Goods are due and payable to the New York and Cuba Mail Steamship Company upon receipt of the Goods by the latter; and the same and any further sums becoming payable to the Carrier hereunder and extra compensation, demurrage, forwarding charges, general average claims, and any payments made and liability incurred by the Carrier in respect of the Goods (not required hereunder to be borne by the Carrier) shall be deemed fully earned and due at any stage, before or after loading, of the service hereunder, and shall be irrevocably payable to the Carrier in full, in whole or in part (if paid), Goods or Vessel lost or not, or if the voyage be broken up or in any circumstances whatever and whether the voyage is begun or not; and the same shall be payable in United States currency or its equivalent; and the Carrier shall have a lien on the Goods and any part or proceeds thereof (whether payable in advance or not and though noted hereon as prepaid) and for the whole thereof; and the Shipper, Consignee and/or assigns shall be jointly and severally liable therefor, and notwithstanding any lien therefor has been surrendered. Full freight shall be payable on damaged and unsound Goods. The Carrier may collect freight on bill of lading weight, measurement or quantity, and, if gross weight, measurement or quantity delivered exceeds weight, measurement or quantity on which freight may be computed, the Carrier may collect freight on such excess, unless shown to have been caused by absorption of water during the voyage. Any error in freight or other charges or in the classification herein of the Goods is subject to correction, and if on correction the freight or charges are higher, the Carrier may collect the additional amount. Should a package consist of several parcels for more than one person, full freight shall be paid on the parcels for each person as if shipped and consigned as a separate package. If there be an enforced interruption or abandonment of the voyage at a port of distress or elsewhere and the Goods or any part be forwarded, the cost thereof, including extra compensation if performed by vessels in the service of the Carrier, shall be paid by Shipper, Consignee, and/or assigns.

6. The Shipper, Consignee and/or assigns, shall pay immediately and before delivery or forwarding, all entry or clearance fees, tolls, duties, taxes, imposts and fees upon account of the Goods, and unless otherwise expressly provided herein, all discharge, landing, lighterage, wharfage, storage, dispatching, reshipping or transshipping charges or expenses on account of the Goods of which the carrier or vessel may pay, incur, advance or become responsible for, voluntarily or otherwise, in connection therewith at port or place of discharge, delivery or entry thereof; and also any fine or penalty incurred by, or loss or expense occasioned to the Carrier by reason of illegal, incorrect or insufficient documents or marking or numbering of packages or goods, or description of contents or weight, or other particulars or by reason of any other act or omission of Shipper, Consignee and/or assigns, and the Carrier shall have a lien on the Goods therefor.

7. In case of a single article or package exceeding two tons in weight the true weight thereof shall be declared at time of delivery to the Carrier. If the weight of any package is incorrectly given or no weight is declared of a package exceeding two tons and in consequence of reliance thereon any loss or damage arises, either to the article or package, or to the Carrier or to others, or if any increased charges or expenses are incurred by the Carrier in handling or caring for any such article or package, the same shall be borne and paid solely by the Shipper, Consignee and/or assigns.

8. The Vessel shall have liberty hereunder, either before or after proceeding to or toward any port of discharge or transshipment, to proceed to or toward, call, enter, or stay at any port or ports, although not upon the usual or any route to, and although in a contrary direction to or beyond the port of discharge or transshipment, once or oftener, backwards or forwards, in any order or rotation, for any purposes whatsoever although pertaining to another voyage and the same shall not be deemed a deviation, but be deemed within the voyage hereby intended as fully as if specifically described herein; and the Vessel shall have liberty also to sail in or out of ports and to proceed with or without pilots, to proceed under sail or in tow, to tow and assist vessels in any situation and to deviate for the purpose of saving life or property; and in case of salvage services rendered to the Goods during the voyage by another vessel belonging to or in the service of the same Carrier, such services shall be paid for as fully as if the salvaging vessel belonged to or was in the service of strangers.

9. The Carrier shall have liberty, in its discretion, before or after shipment or loading, to substitute, or ship the whole or any part of the Goods by any other steamship or steamships, although prior or subsequent; and shall have liberty in its discretion at any port or place, to transship, land and retranship, or forward the Goods, or put into store, craft, or other available place and thence transship or forward the same to, or on route to destination, by any vessels, crafts or other conveyances, by land and/or water, subject if transhipped to a continuing carrier to the provisions of the usual bill of lading of such carrier whether issued or not and on deck if required by any continuing carrier or the character of any vessel or craft and upon the delivery of the Goods into the custody of a continuing carrier or representative, shall thereupon be relieved of all further responsibility for the Goods, and the clean receipt of the continuing carrier, or representative, shall be evidence as against Shipper, Consignee and/or assigns of delivery of the Goods to the continuing carrier in good order and condition. In case of transshipment the carrier may delay forwarding awaiting a vessel or conveyance in its own service or with which it has established connections.

10. If the Vessel is prevented by Quarantine from entering, or from making due disposition or delivery of the Goods, or is detained at Quarantine, the Goods may be forthwith, without notice, discharged into lazarettos, craft or other places immediately available, at the risk and expense of Shipper, Consignee and/or assigns, and such discharge shall be a complete delivery of the Goods hereunder and all responsibility of the Carrier therefor, as carrier or otherwise, shall end without notice as soon as the Goods leave the Vessel's tackle. If, by reason of Quarantine, blockade, war, hostilities, conditions of surf or weather, shortage of lighters, riots, or of strikes, lockouts, stoppage or shortage of labor, of the Carrier's employees or others, or by reason of any of the excepted causes mentioned elsewhere in this bill of lading, lack of permit to land the goods, or other conditions, existing or threatened at the port of transshipment entry or discharge of the Goods or elsewhere, the Vessel is, or in the master's opinion is likely to be prevented or delayed in reaching, or entering, or making due delivery of the Goods at the port of transshipment entry or discharge, or delayed at said port or in discharging there beyond the usual time, then, either with or without proceeding to or toward or entering or attempting to enter said port, the Goods may be retained on board and discharged on the return trip or subsequent voyage, subject to this bill of lading and all liberties thereunder or be discharged as convenient for the vessel at any other port to which the Vessel is bound or may proceed, or be returned to port of shipment and there discharged and re-delivered to the shipper, at risk and expense of shipper, consignee and/or assigns, all responsibilities of the Carrier being ended without production of this bill of lading upon such discharge and full freight through to destination of the Goods together with extra compensation for additional transportation and services and any extra expenses being payable by shipper, consignee and/or assigns, and at Carrier's option the Goods may be forwarded to destination from any other port at which so discharged at risk and expense of shipper, consignee and/or assigns, subject in any case hereunder to the provisions in other respects of this bill of lading if transportation is performed by the Carrier, or to the usual bill of lading of any other carrier performing the same. The Carrier

may, in its discretion, in order to secure despatch for the Vessel at port of discharge, entry or transshipment of the Goods, proceed thence with the whole or any portion of the goods on board and discharge the same on the return trip or subsequent voyage, or discharge the same at any other port and thence carry or forward the same at Carrier's convenience to destination at Vessel's expense, but at risk of shipper, consignee and/or assigns in either case, subject in other respects to the provisions of this bill of lading in case of transportation by the Carrier, or of the usual bill of lading of any other carrier performing the same.

11. The Carrier shall not be liable, as carrier or otherwise, for any loss, damage, delay or default, whether occurring during transit or before, or after or during or while awaiting loading, transshipment, discharge, delivery or other disposition of the Goods, or on board or in lighters or craft, or on wharf or in warehouse, at any port or place, occasioned by any of the following excepted Causes, throughout this Contract always excepted: By causes beyond the Carrier's reasonable control; by dangers or accidents of the sea or other waters and navigation or transportation of whatsoever nature or kind; by fire or explosion from any cause whatsoever occurring, or consequences thereof or by means used to extinguish the same; by jettisons, by barratry, theft or embezzlement of master or crew; by act of God; by enemies, pirates, robbers or thieves; by arrest or restraint of Governments, princes, rulers or peoples; by prolongation of the voyage by legal process or stoppage in transit; by fumigation or other treatment of the goods or of the vessel with or without the goods on board required by Quarantine, sanitary or other public authorities; or in order to obtain despatch for the vessel or goods or clean bill of health; by pestilence, riots, wars, rebellions; by strikes or stoppage of labor, or labor troubles, of carrier's employees or others; by explosion or bursting of boilers, damage from steam, breakage of shafts, accidents to or from machinery or breakage or derangement thereof; by any latent or other defect in hull, machinery or appurtenances of the Vessel or any craft or unseaworthiness thereof, although existing at time of shipment or transshipment or at the beginning of the voyage, provided due diligence shall have been exercised to make the same seaworthy; by collision, grounding or stranding; by heating, heat of holds, effects of climate, temperature; by ice, earthquake, sea water, wetting, rain, or spray, damp, frost, decay of wharf, shed or warehouse; by damage incident to transportation; by change of character, loss of weight or contents, drainage, leakage, breakage, shrinkage, evaporation or wastage; by cooerage or mending; by vermin or rat damage; by stowage or contact with, or smell, evaporation, articles, whether hazardous or contraband or other goods, the Vessel being privileged to carry any other under deck; by nature of the Goods or cargo, or insufficiency of packages though known before shipment; by explosion or combustion of any cargo, whether shipped with or without disclosure of its nature or condition; by obliteration, error, insufficiency or absence of marks, numbers, address or description; by land damage, risk of craft, hulk or transshipment; by faults or errors in navigation or management of the Vessel, provided due diligence shall have been exercised to make the Vessel in all respects seaworthy and properly manned, equipped and supplied; by any act or omission of Shipper or Owner of the Goods, or of his agent or representative. Flour, meal, corn, rice and other food stuffs and cement and other goods shipped in sacks being subject to minor loss of contents notwithstanding due care it is mutually agreed that, to the extent of one-twentieth of the original weight, loss of contents of any such package shall be deemed without carrier's fault, and the carrier shall not be responsible therefor.

12. The Shipper shall be liable for and bear any loss or damage to the Carrier or to others caused by inflammable, explosive, noxious, hazardous or dangerous goods or articles shipped without full disclosure of their nature at the time of loading and entering hereon, whether Shipper be principal or agent, or aware of the nature of the goods or articles or not; and such goods or articles may be thrown overboard or destroyed at any time by the Carrier without compensation to any person; and extra charges and expenses, if any, for discharging, lightening, handling or caring for, or otherwise occasioned by such goods or articles, or those declared or considered noxious or hazardous by the civil or military authorities of any port, shall be borne by the Shipper, Consignee and/or assigns. Goods or articles of such character may be carried on deck, as well as any others whose nature or bulk requires them to be so carried, and the same shall be at the risk of the owner thereof of all loss or damage thereto occurring while so situated, not shown due to the Carrier's fault.

13. General Average shall be payable according to York-Antwerp Rules of 1890, and as to matters not therein provided for, according to the law and usage at the port of New York. If the ship owner shall have exercised due diligence to make the Vessel in all respects seaworthy and to have her properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or error in navigation or in the management of the Vessel or worthlessness, although existing at time of shipment, her machinery and appurtenances, or from unseaworthiness or unseaworthiness was not discoverable by the exercise of due diligence, the Shippers, Consignees and/or Owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo and shall contribute with the shipowners in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

14. This shipment is subject to all the terms and provisions of the Act of Congress of the United States, approved February 13, 1893, entitled "An Act relating to the navigation of vessels," etc., and of Sections 4282 to 4287, each inclusive, of the United States Revised Statutes. The Carrier shall not be liable for gold or other precious metals, precious stones, bills, notes or securities, documents, pictures, glass, china, silk, furs, lace or any of the articles enumerated in Section 4281 of the United States Revised Statutes, except in accordance with such statute, and after written notice of the character and value thereof at the time of loading and entry thereof.

15. The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metals, bank notes, bonds or other documents or valuables until actually delivered on board the Vessel to the master or other officer in charge of the deck at the time and signed for by him. Delivery must be taken on the Vessel's deck at port of discharge, and the Carrier's responsibility shall thereupon cease. Such articles are received and the rate of freight has been specially adjusted upon the condition and understanding that the value thereof has been insured by the Shipper or others for account of the Carrier in respect of its liability, under usual form of Lloyds Policy or equivalent, and that the Shipper by accepting this bill of lading represents that such insurance has been effected, and undertakes that the Policy shall be available for the Carrier's protection in case of need.

16. The Carrier does not undertake that the Vessel is equipped with refrigerated or specially cooled or ventilated compartments or otherwise equipped for transportation of perishable goods, nor whether so equipped or not, to transport such or any other goods in any such compartment or otherwise than as ordinary cargo, and shall not be liable for any loss or damage from failure so to do, unless such transportation is expressly stipulated for herein. Fresh fruits, vegetables and meats and other perishable goods, however carried, are received and carried at the sole risk of the owner thereof. The Carrier shall not be responsible for any loss or damage resulting from decay, putrefaction, fermentation, mold, heating, heat of hold or compartment, effects of climate, temperature or atmospheric conditions, loss of weight, prolongation of the voyage, delay, risks of refrigeration, cooling, or ventilation, accident to, or latent or other defect in, explosion, breakage, derangement, insufficiency, failure or unseaworthiness of, any refrigerator or specially cooled or ventilated compartment plant, apparatus, boiler, engine, machinery, appliances, materials or supplies therefor, although existing at time of shipment or transshipment, or at the beginning of the voyage, provided in case of loss or damage from any such unseaworthiness due diligence shall have been exercised to make the Vessel seaworthy nor for causes beyond the Carrier's control; and if any such goods shall at any stage be, or in the opinion of the master or Carrier's representative be, decayed, injured or offensive, or be condemned or ordered destroyed by the Health or other authorities, the same may be thrown overboard or destroyed without notice, before or after arrival, and the Carrier shall not be responsible therefor. The Carrier may discharge any such goods without notice, immediately the Vessel is ready, notwithstanding danger to such goods from freezing or other weather conditions, and all such goods are received subject to the risk of such discharge, and if delivery thereof is not taken, without notice, from the Vessel's tackles, or, at Vessel's option, from the wharf as soon as available after landing, the same may be left on wharf or other convenient place or may be held on board and/or placed in warehouse at risk of shipper, consignee and/or assigns. If there is, or in the opinion of the master or agent of the vessel there is, danger of damage to any such goods, if discharged, from weather or other condition, the same may at vessel's option be held on board awaiting discharge; and if by reason thereof the vessel is delayed in completing discharge of the cargo, the shippers, consignees and/or owners of goods so held shall pay demurrage day by day for such delay at the rate of _____ cents per vessel's dead weight tonnage per day, to be distributed in proportion to the invoice cost of the goods and to constitute a lien thereon. This clause is in addition to and not in substitution for any other provision of this bill of lading and any exemptions from and limitations of liability accorded by law.

17. The Vessel may commence discharging upon arrival immediately she is ready, without notice, at any hour of day or night, and discharge with or without intermission at wharf, in streams or elsewhere at Carrier's convenience, any custom of the port to the contrary notwithstanding, (except that in United States ports delivery need be taken only during usual working hours) and the Collector of the Port is hereby authorized to grant an Order for the discharge of the cargo immediately after Entry of the Vessel. Whether the Vessel be discharged at wharf or in stream or elsewhere, the Goods may, without notice, be in whole or part discharged over side into lighters or other craft or be otherwise discharged at risk and expense of Shipper, Consignee and/or assigns from the time the Goods leave the Vessel's tackles, the Carrier being hereby authorized as agent for Shipper, Consignee and/or assigns, to employ or appoint lighter men, contractors and/or others therefor, without responsibility of the Carrier for the character or condition of any craft, for account of Shipper, Consignee and/or assigns, notwithstanding the latter are at hand with their own craft, or ready to take delivery otherwise. Delivery of the Goods shall be received, without notice from the Vessel's tackles, package by package, as the Goods come to hand in unloading, or as soon as available if discharged on Carrier's wharf, all charges and expenses in connection with the Goods from the time the same leave the Vessel's tackles to be borne by Shipper, Consignee and/or assigns and constitute a lien on the Goods. If not so received, the master or agent of the Vessel is hereby authorized at the risk and expense and for account of the Shipper, Consignee and/or assigns, without notice, to enter the Goods, and after discharging the same as above provided may deposit them in hulk or craft or in or upon wharf, warehouse, Public Stores or Custom House, or permit them to lie where discharged or landed, or make such disposition thereof as the authorities of the port may direct, subject at all times to any lien of the Carrier, including storage charges by the Carrier, and to that end to employ such lighter men, truckmen, warehousemen, wharfingers or other agencies and may be requisite, customary or proper, who shall be deemed the agents solely of Shipper, Consignee and/or assigns and not of the Carrier; the latter being hereby relieved of all responsibility for or in respect of the Goods, without notice to any person whatsoever, as soon as the same leave the Vessel's tackles (but nothing herein contained shall be deemed to limit the right of the Carrier as above provided, to appoint lighter men and others notwithstanding Consignee or others are at hand) or the Goods may be retained on board and disposed of as provided in case of quarantine or other detention existing or threatened at port of discharge and subject to the same terms as to risk, expense and otherwise. If the Shipper, Consignee or assigns entitled to the Goods shall not within 48 hours after unloading, without notice, pay the freight and all other sums payable to the Carrier by Shipper, Consignee and/or assigns and relieve the Carrier from all further responsibility and expense,

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