Dear Sir,

I beg to advise you of shipment to you this day via the N. Y., N. H. & H. R. R. in Bond of three (3) cases to the care of the Collector of your Port, containing Egyptian antiques which I have received for your account through Messrs. Sewell & Crowther, London, England, from the Egyptian Exploration Fund. Amount of charges amounting to $ as by enclosed bill please pay to the Railroad, and oblige.

Yours respectfully,

[Signature]

Agent.
No. 14 Curato Yale University Museum

To CHAS. W. TINDELL, AGENT, DR.

Charges on 3 Packages ex Steamer.

Freight & Charges on 3 Cans as per 18 Lb. each

"End" to Face Insured Cod.

$23.28

Please pay R. H. H. & Co. on delivery.

Hope
CONDITIONS.

1. No carrier or party in possession of any or any part of the property herein described shall be liable for any loss thereof or damage thereto, by cause beyond its control, or by fire, or by breakage, breakage, breaking, damage or damage done by weather, heat, frost, wet, or decay, or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No car is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable dispatch as the general business will permit. Every car shall have the right in case of necessity, to forward said property by any railroad or route between the point of shipment and to the point to which the same is sent.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the rate of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in which case the rate per pound shall be the maximum price per pound to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event. Any carrier or consignee liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or in account of said property.

4. All property shall be subject to necessary cooperation and bailing at owner's cost. Each carrier over whose route cotton is carried hereunder, shall have the privilege, at its own cost, of compressing the same for greater convenience in handling and forwarding, and shall be held responsible for unavoidable delays in procuring such compression. Grain in bulk consigned to a point where it is an elevator may, unless otherwise expressly noted herein, and then if it is not promptly unloaded be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for loss or damage to any property in connection with elevator charges.

5. Property not removed by the consignee or party entitled to receive it within twenty-four hours after its arrival at destination, and in case of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any car or part of car for one or more than one week, after the car has been held five full days at the point of delivery, and if the same is not taken up by the owner within forty-eight hours from the date of the notice of arrival of the car at the point of delivery, the property shall be stored and held at the owner's risk and cost, and be subject to such rates for storage as may be charged by the carrier or company.

MARKS, CONSIGNES AND DESTINATION.

<table>
<thead>
<tr>
<th>MARKS</th>
<th>CONSIGNES AND DESTINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yale University</td>
<td>New Haven</td>
</tr>
<tr>
<td>Driscoll</td>
<td>Conn.</td>
</tr>
</tbody>
</table>

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from to is to be, in cents per 100 lbs.:

<table>
<thead>
<tr>
<th>CLASS</th>
<th>RATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPECIAL</td>
<td>$0.10</td>
</tr>
</tbody>
</table>

And advanced charges at. Signature of Agent here shows both receipt of goods and rate as stated.