

17204

BALDWIN BROS. & Co.

SHIPPING AND FORWARDING MERCHANTS.

AMERICAN-EUROPEAN EXPRESS.

CHAS. W. TINDELL, Agent.

OFFICE, ADAMS EXPRESS CO.
59 FRANKLIN STREET.

Boston, Oct. 21, 1901.

Gale

The Curator, Museum of Fine Arts,
New Haven, Conn.

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,

Chas. W. Tindell

Agent.

Custom House Business.



Forwarding and Collections
attended to.



Telephone, Adams
Express.

PRINCIPAL FOREIGN CORRESPONDENTS.

- STAVELEY & CO., Liverpool.
No. 1 The Temple, Dale St.
- STAVELEY & STARR, London.
45 Jewin St.
- STAVELEY & CO., L^{td}, London, W.
162 Shaftsbury Ave.
- STAVELEY, PARKER & CO.,
Manchester.
- HERNU, PÉRON & CIE, Paris.
Head (05 Rue de Marais, "
Offices: (61 Boul. Haussmann, "
- HERNU, PÉRON & CIE, Havre.
4 Rue Anfray.
- H. COLIGNON & CO., Antwerp.
10 Rue Leopold.
- MATTHIAS, RÖHDE & JORGENS,
Bremen.
- M. OTTO W. MÖLLER, Bremen.
- M. OTTO W. MÖLLER, Hamburg.
- DITTA ELEFANTE & CO., Rome.
70 Via Due Marcelli.
- AD. ROESLER FRANZ & FIGLI, Rome.
19 A Via Condotti.
- SEBASTI & REALI, Rome.
Piazza di Spagna 20.
- PEDEVILLA & PRETI, Genoa.
Via S. Lorenzo No. 10.
- RINALDO KÜNTZEL,
43 bis Orivolo, Florence.
- SEB^o. ELEFANTE & CO., Naples.
Via Municipio, 7 & 8.
- CESARE FREMURA, Leghorn.
- HENRY JOHNSON & SONS,
Shāri a Kāmel, Cairo.
- HENRY JOHNSON & SONS,
Alexandria.
- CASHO-NEGRETTE CO., Havana.
Tacon No. 2.
- R. H. SAWYER & CO., Nassau, N. P.
- UNIVERSAL EXPRESS,
Kingston, Jamaica.

Encl.

17205

Custom House Business,
Forwarding,
and Collections attended to.
Notary Public.
TELEPHONE, ADAMS EXPRESS.

AMERICAN • EUROPEAN • EXPRESS,

BALDWIN BROS. & CO., PROPRIETORS.

ESTABLISHED 1848.

59 FRANKLIN STREET,

BOSTON, MASS.,

Oct 23, 1901

Mrs. Curator, Yale University Museum

To CHAS. W. TINDELL, AGENT, Dr.

Charges on **3** Packages ex Steamer. *Patman*

Ad. To freight & charges on
3 Cans as per B/L. in
"Bond" to New Haven. Conn.

\$23.28

Please pay R. T. L. T. R. R. on delivery &
blize —

ORIGINAL.



Boston Station, October 24 1899. Received from Charles W. Windell Esq.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to the said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS.

(Subject to the Statutes of New York, Connecticut, Massachusetts and Rhode Island, and as to storage and trackage charges, to the local regulations of the Company.)

- 1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto, by causes beyond its control; or by floods or by fire or by quarantine; or by riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in 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 carrier 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 despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.
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 to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value 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 either of which events such lower value shall be the maximum price 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 party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.
4. All property shall be subject to necessary cooperage and baling 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 not be held responsible for unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there 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 differences in weights or for shrinkage of any grain or seed raised in bulk.
5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of said property, or may be, at the option 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 and for use of track after the car has been held ninety-six hours for unloading, and may add such charge to all other charges hereunder, and hold said property

- subject to a lien therefor. Property destined to or taken from a station at which there is no regularly appointed agent, shall be entirely at the risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from trains.
6. No carrier hereunder will carry, or be liable in any way for, any documents, specie, or for any article of extraordinary value not specifically rated in the published classifications, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.
7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.
8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be void.
9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.
10. Owner or consignee shall pay freight at the rate within stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.
11. If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation; or from the prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have liberty to call at intermediate ports; to tow and be towed, and to assist vessels in distress, and to deviate for the purpose of saving life or property. And any carrier by water liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property.

NOT NEGOTIABLE

Table with 3 columns: MARKS, CONSIGNEES AND DESTINATION; DESCRIPTION OF ARTICLES; WEIGHT, SUBJECT TO CORRECTION. Includes handwritten entries: Laurator Yale University Museum, New Haven Conn., Three 32 cases, Antiquities, In Bond to New Haven.

Signature of Agent here shows receipt of goods only. 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 with 7 columns: If Times First Class, If First Class, If Second Class, If Third Class, If Fourth Class, If Fifth Class, If Sixth Class. Includes a 'SPECIAL' section for CLASS and RATE.

And advanced charges at \$ 23.28. Signature of Agent here shows both receipt of goods and rate as stated.