

IT IS MUTUALLY AGREED that the steamer shall have liberty to sail with or without pilots; to tow and assist vessels in distress; to deviate for the purpose of saving life or property; that the carrier shall have liberty to convey goods in craft and/or lighters to and from the steamer at the risk of the owners of the goods; and, in case the steamer shall put into a port of refuge, or be prevented from any cause from proceeding in the ordinary course of her voyage, to tranship the goods to their destination by any other steamer; that the carrier shall not be liable for loss or damage occasioned by fire from any cause or wheresoever occurring; by barratry of the master or crew; by enemies, pirates or robbers; by arrest or restraint of princes, rulers or people, riota, strikes or stop its, or any latent defect in hull, machinery or appurtenances, or unseaworthiness of the steamer, whether existing at time of shipme exercised due diligence to make the steamer seaworthy; by heating, frost, decay, putrefaction, rust, sweat, change of ods, whether shipped with or without disclosure of their nature, or any loss or damage arising from the nature of the character, drai The Fine Print pliteration, errors, insufficiency or absence of marks, numbers, address or description; nor for risk of craft, hulk of goods or the in transhipment: yage, and that the carrier shall not be concluded as to correctness of statements herein of quality, quantity, gauge,

erp Rules. If the owner of the steamer shall have exercised due diligence to make said steamer in all respects asse contents, weig worthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or negligence of the pilot, master or crew in the navigation or management of the steamer, or from latent and other defects, or unseaworthiness of the steamer, whether existing at time of shipment, or at the beginning of the voyage, but not discoverable by due diligence, the consignees or owners of the cargo shall not be exempted from liability for contribution in General Average, or for any special charges incurred, but, with the shipowner, shall contribute in General Average, and shall pay such special charges, as if such danger, damage or disaster had not resulted from such fault, negligence, latent or other defects or unseaworthiness. er of the goods, shipper shall be liable for all contributions in general average and special

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5.-ALSO, tha

Quarantine, the car

shall be deemed a fi goods shall be a lien

### Information Scientist

1.-IT above does not baois the rate of freight is adjusted.

.-ALSO, that the carrier shall not be liable for articles specified in Section 4281 of the revised Statutes of the United States, unless written notice of the

thereof is given at the time of lading and entered in the bill of lading. 3.-ALSO, that shippers shall be liable for any loss or damage by inflammable, explosive or dangerous goods, shipped without full whether such shipper be principal or agent; and such goods may destroyed at any time without compensation.

4.-ALSO, that the carrier shall have a lien on the goods for all freights, primages and charges, and also for all fines or damages which the steamer or cargo may incur or suffer by reason of the illegal, incorrect or insufficient marking, numbering or addressing of packages, or in exchange for delivery order. description of their

Rewards Are Good

vigation of vessels." etc.

delivery when the steamer reaches her dest of destination on the day of the steamer's shipment or delivery be at shipper's risk of

rovisions of, and all the exemptions from liability, contained in the Act of Congress of the

7.-ALSO, that if on a sale of the goods at destination for freight and charges, the proceeds

8.-ALSO, that full freight is payable on damaged or unsound goods; but no freight is due

ption of water during the voyage.

tion to packages

ents and value of

fall to cover said freight and charges, the carrier shall be entitled to recover the difference from

mage not nappening through the fault or negligence of the owner, master, agens or manager of the steamer, any custom of the port to the contrary notwithstanding.

11.-ALSO, that this bill of lading, duly endorsed, be given up to the steamer's consigned

Discovery, Innovation, Understanding

6.-ALSO, tha charge continuously, any custom of the port to the contrary notwithstanding; the Collector of the Port being hereby authorized to grant a general order for discharge immediately on urrival, and if the goods be not taken from the steamer by the consignee directly they come to hand in discharging the steamer, the master or steamer's agent to be at liberty to enter and land the goods, or put them into craft or store at the owner's risk and expense, when the goods shall be deemed delivered and steamer's responsibility ended, but the steamer and carrier to have a lien on such goods until he payment of all costs and charges so incurred.

In WITNESS WHEREOF, the Master or Agent of the said Steamer hath affigmed to

15.-ALSO, that the Steamer shall have liberty to carry cattle, horses, sheep and other animals and other cargo on deck.

16.-ALSO, that where grain is stowed together with other grain without separation, either from the same or other shipper, each bill of lading to bear its proportion of loss and/or damage,

17.-ALSO, that U. S. Currency rates payable abroad are convertible into sterling at \$4.80 Exchange.

Bills of Lading, all of this tenor and date, one of which being accomplished, the others to stand void

AND FINALLY, in accepting this Bill of Lading, the Shipper, Owner and Consignee of the goods and the Holder of the Bill of Lading, agree to be bound by all of its stipulations, exceptions

d conditions,	whether	written or	printed, a	s fully as	s if they	were all	signed b	y such	Shipper	Owner,	Consignee o	or Holder.

For the WHITE STAR LINE.

## Promote the Progress of Science and useful Arts...







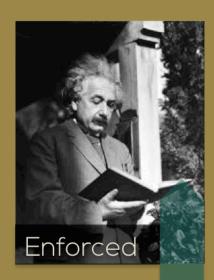


### 25 Nevember 1966, Volume 132, Number 3439 SCIENCE

#### Atmospheric Transport of Artificial Radioactivity

Reserved





# It's a bit more complicated than that.

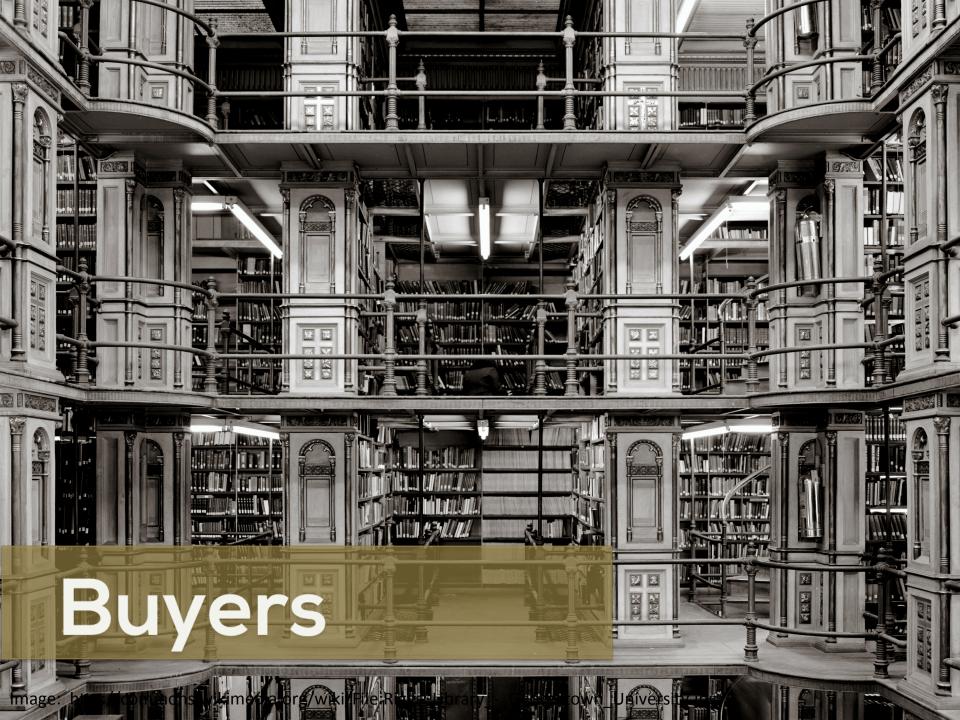


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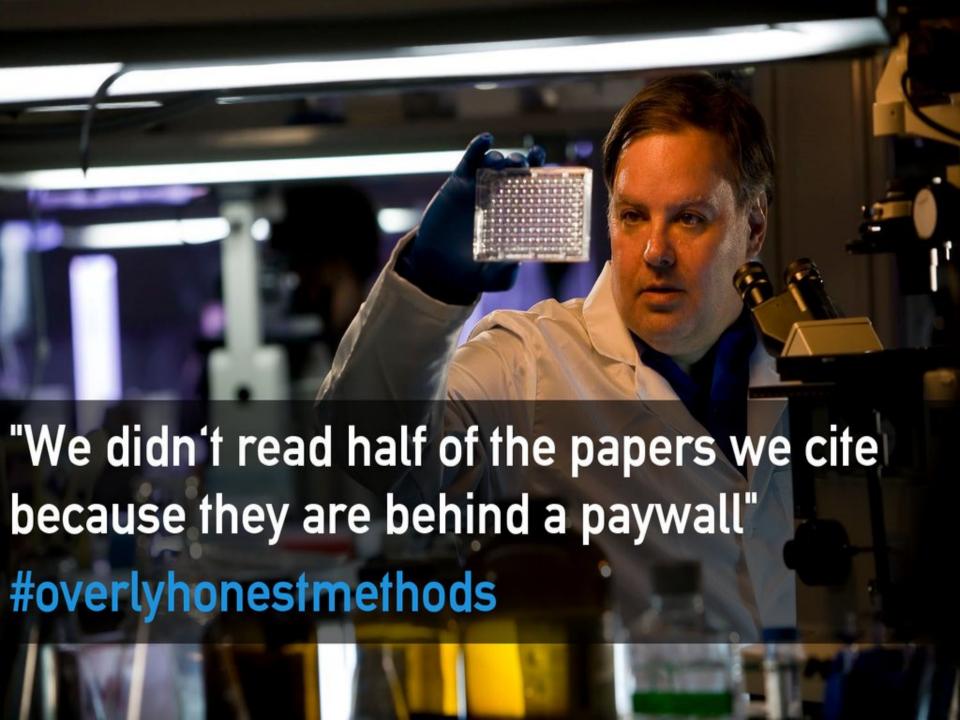








# Locking Away the Progress of Science and Useful Arts



## #icanhazpdf



## Thank You!

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