

Agent's No. ....

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading.

at \_\_\_\_\_, 19\_\_\_\_

from 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 (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, 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 not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to .....

Destination ..... State of ..... County of .....

Delivering Carrier ..... Car Initial ..... Car No. ....

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
				Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
				(Signature of consignor.)
				If charges are to be prepaid, write or stamp here, "To be Prepaid."
				Received \$ _____ to apply in prepayment of the charges on the property described hereon.
				Agent or Cashier: _____
				Per _____ (The signature here acknowledges only the amount prepaid.)

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

**Note**—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Charges advanced:

\_\_\_\_\_

..... Shipper. .... Agent.

Per ..... Per .....

Permanent postoffice address of shipper.....

Effective June 16, 1948

Sec. 6. Every party, whether stevedore or agent, shipper, captain or dangerous goods, without personal liability elsewhere in the charter of their contract, shall be liable for and indemnify the carrier against all loss or damage caused by such party and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

[illegible]

If a shipper or consignee of a shipment of property (whether such a receipt otherwise is also the consigned name to the bill of lading and, prior to the time of delivery, notified, in writing, a delivering carrier or railroads (a) to deliver such property to a destination (to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of a transportation charge in respect of the transportation of such property, and delivery of such property to such party without such payment of such transportation charge shall not be liable as shipper or consignee (or otherwise) for such transportation charges but the party to whom delivery is to be made shall to any extent be liable for transportation charges billed against the property at the time of such delivery, and may for any additional charges which may be found to be due after delivery of the property except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to the carrier his name, address and address of such beneficial owner, and such owner has not been liable for any additional charges due after delivery to such party, then the property, but at the time to whom delivery is made has given to the carrier accurate information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignee has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignee shall himself be liable for such transportation charges attributable to the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of carriage. The shipper or consignee shall be liable for the delivery of the property to the beneficial owner's address.

Nothing herein shall limit the right of the carrier to require at time of shipment the shipper to guarantee the value of the articles. Upon inspection it is determined the articles shipped are not those described in this bill of lading, the freight charge must be paid upon the articles actually shipped.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part IV of the Interstate Commerce Act.

Sec. 6. It is the intent of the Legislature in passing this chapter, or this amend-  
ment, to exchange or substitute for another bill of lading, the duplicate mentioned in  
prior bill of lading as to the statement of value or services, a statement of ocean  
law or bill of lading liability, in or in connection with such other bill of lading, shall  
be considered a part of this bill of lading or bill of lading and of the same were written or made  
in or in connection with this bill of lading.

Sec. 8. (a) In the event part of said property is carried by water over any road or land route and such damage or injury to said property occurs while the same is in the custody of a carrier by water, the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being such bill of lading if the property is transported by such water carrier (seawarder) and by and under the law and regulations applicable to transportation by water. Such water carriage shall be performed subject to all the terms and provisions of and all the exemptions from liability contained in the Act of the Congress of the United States approved on February 13, 1893, entitled "An Act to amend an Act to regulate the liability of carriers of goods by water," approved on February 13, 1893, and all the amendments thereto, and all the laws and other statutes of the United States according hereto, and under the law and regulations applicable to transportation by water, and the liability of such carrier shall be determined by the bill of lading of the carrier by water, as well as the following subdivisions of this section, and to the condition contained in this bill of lading not inconsistent with the aforesaid, when this bill of lading becomes the bill of lading of the carrier by water.

(b) No work carried by water shall be done nor any loss of storage resulting from any fire happening to or on board the vessel or from explosion, bursting of boilers, breakage of shafts, or any accident to the engine or machinery of such carrier.

[illegible]

(d) General Average shall be payable according to the York-Antwerp Rules of 1924 (Sections 1 to 14, inclusive, and Sections 15 to 18, inclusive, and as to matters not covered thereby according to the law and custom of the Port of New York. If the owners shall have exercised due diligence to reach the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of cargo damage or loss resulting from faults or errors in navigation, or in the management of the vessel, or from any defect or defectiveness in the vessel, her machinery or its appurtenances, or from any circumstances, whether existing at the time of shipment or at the beginning of the voyage (provided the cause of such damage or loss was not attributable to the negligence of the carrier of the cargo), the shipowner shall not be liable for such damage or loss, and the cargo owner shall be liable for such damage or loss, and any such damage or loss shall be paid by the cargo owner to the shipowner, and the cargo owner shall be liable for the payment of all sacrifices, losses or expenses of general average incurred by the shipowner or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a bill of lading which provides that any carrier or carriers party thereto shall be liable for the loss from parties of the cargo, then in no case shall the carrier or carriers be relieved of their liability which be conditioned by the occurrence of the listed perils, which shall be deemed to be completed by the occurrence of the conditions of the bill of lading.

(F) The above information is being furnished solely for the purpose of identifying flighterage in our system of record, including, for example, travel arrangements by air or sea.

Sec. 18. Any alteration, addition, or change in this bill of lading which shall be made without the special notation herein at the foot of the carrier's bill of lading, shall be without effect, and this bill of lading shall be null and void as to its original tenor.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

## UNIFORM STRAIGHT BILL OF LADING

Shipper's No. ....

Agent's No. ....

# NORTHERN PACIFIC TRANSPORT COMPANY

RECEIVE, subject to classifications and tariffs in effect on the date of issue of this Shipping Order.

at \_\_\_\_\_, 19 \_\_\_\_\_

(Mail or street address of consignee—For purposes of notification only.)

Consigned to .....

Destination..... State of..... County of.....

Delivering Carrier ..... Car Initial ..... Car No. ....

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
				Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
				(Signature of consignor.)
				If charges are to be prepaid, write or stamp here, "To be Prepaid."
				Received \$_____ to apply in prepayment of the charges on the property described hereon.
				Agent or Cashier.
				Per _____ (The signature here acknowledges only the amount prepaid.)

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

**Note**—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

Charges advanced:

§ \_\_\_\_\_

Shipper: \_\_\_\_\_

Per \_\_\_\_\_

Permanent postoffice address of shipper.

**☞ Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.**

Effective June 16, 1948

Sec. 6. Every party, whether stevedore or agent, shipper, shipowner or dangerous goods, without personal liability, shall be jointly and severally liable for and indemnify the carrier against all loss or damage caused by such party and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

[illegible]

If a shipper or consignee of a shipment of property (whether such a receipt otherwise is also the consigned name to the bill of lading and, prior to the time of delivery, notified, in writing, a delivering carrier or railroads (a) to deliver such property to a destination (to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of a transportation charge in respect of the transportation of such property, and delivery of such property to such party without such payment of such transportation charge shall not be liable as shipper or consignee (or otherwise) for such transportation charges but the party to whom delivery is to be made shall to any extent be liable for transportation charges billed against the property at the time of such delivery, and may for any additional charges which may be found to be due after delivery of the property except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to the carrier his name, address and address of such beneficial owner, and such owner has not been liable for any additional charges due after delivery of the property, then the property, but at the time to whom delivery is made has given to the carrier accurate information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignee has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignee shall himself be liable for such transportation charges attributable to the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or other transportation receipt. This paragraph shall not apply to the time of delivery of the property to the beneficial owner's carrier subsequent to delivery.

Nothing herein shall limit the right of the carrier to require at time of shipment the shipper to guarantee the value of the articles. Upon inspection it is determined the articles shipped are not those described in this bill of lading, the freight charge must be paid upon the articles actually shipped.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part III of the Interstate Commerce Act.

Sec. 6. It is the intent of the Legislature in passing this chapter, or this amend-  
ment, to exchange or substitute for another bill of lading, the duplicate mentioned in  
prior bill of lading as to the statement of value or service, a statement of ocean  
law or bill of lading liability, in or in connection with such other bill of lading, shall  
be considered a part of this bill of lading and fully as if the same were written or made  
in or in connection with this bill of lading.

Sec. 8. (a) In the event part of said property is carried by water over any road or land route and such damage or injury to said property occurs while the same is in the custody of a carrier by water, the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being each bill of lading if the property is transported by such water carrier (seawarder) and by and under the law and regulations applicable to transportation by water). Such water carriage shall be performed subject to all the terms and provisions of and all the exemptions from liability contained in the Act of the Congress of the United States approved on February 13, 1907, entitled "An Act to amend an Act entitled 'An Act to regulate commerce by water,' approved August 7, 1888, and all Acts amendatory thereof, and to provide for other statutes of the United States according thereto," which was printed as Public Law No. 106, 1st Session, 60th Congress, and to the amendments made therein, and to the conditions, liabilities, as well as the following subdivisions of this section, and to the condition contained in this bill of lading not inconsistent with the sections, where this bill of lading becomes the bill of lading of the carrier by water.

(b) No work carried by water shall be done nor any loss of storage resulting from any fire happening to or on board the vessel or from explosion, bursting of boilers, breakage of shafts, unless caused by the design or defect of such carrier.

[illegible]

(d) General Average shall be payable according to the York-Antwerp Rules of 1924 (Sections 1 to 14, inclusive, and Sections 15 to 18, inclusive, and as to matters not covered thereby according to the law and custom of the Port of New York. If the owners shall have exercised due diligence to reach the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of cargo damage or loss resulting from faults or errors in navigation, or in the management of the vessel, or from any defect or defect defects in the vessel, her machinery or its appurtenances, or from circumstances, whether existing at the time of shipment or at the beginning of the voyage (provided the cause of such damage or loss was not attributable to the negligence of the carrier of the cargo), the shipowner, consignee and/or owner of the cargo shall contribute to the general average in proportion to the value of the cargo and shall contribute to the general average in proportion to the payment of all sacrifices, losses or expenses incurred or to be incurred by the cargo made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a bill of lading which provides that any carrier of carriers party thereto shall be liable for the loss from parties of the line, then in no case shall the carrier or carriers be relieved of their liability which be conditioned by the occurrence of the tariff provisions, which shall be subject to transportation by the commodity or (b) bill of lading.

(F) The above information is being furnished solely for the purpose of identifying flighterage in air transport vehicles, including, but not limited to, aircraft, ships, and rail carriers.

Sec. 18. Any alteration, addition, or change in this bill of lading which shall be made without the special notation herein at the request of the carrier, together with the bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

# UNIFORM STRAIGHT BILL OF LADING

# THIS MEMORANDUM

is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.

Shippers No.

Agent's No. \_\_\_\_\_

# NORTHERN PACIFIC TRANSPORT COMPANY

RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

at ..... 19

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 (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, 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 not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to .....

Destination.....State of.....County of.....

Delivering Carrier ..... Car Initial ..... Car No. ....

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
				Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
				(Signature of consignor.)
				If charges are to be prepaid, write or stamp here, "To be Prepaid."
				Received \$ _____ to apply in prepayment of the charges on the property described hereon.
				Agent or Cashier.
				Per _____ (The signature here acknowledges only the amount prepaid.)

\*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

**Note**—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Charges advanced:

\$\_\_\_\_\_

..... Shipper..... Agent.....

Per \_\_\_\_\_ Per \_\_\_\_\_

Permanent postoffice address of shipper \_\_\_\_\_

Effective June 16, 1948

Sec. 6. Every party, whether alien or citizen, shipping explosives or dangerous goods, without payment the writer elsewhere in the statute of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

[illegible]

If a shipper or consignee of a shipment of property (whether such a receipt thereon be also the consigned name to the bill of lading and, prior to the time of delivery, notified, in writing, a delivering carrier or railroads (a) to deliver such property at destination to another party, (b) that such party is the beneficial owner of such property, and (c) that delivery is to be made to such party only upon payment of all transportation charges in respect of the transportation of such property, and delivery of such property to such party without payment of such charges, the shipper or consignee shall not be liable as shipper or consignee (or otherwise) for such transportation charges but the party to whom delivery is to be made shall to any extent be liable for transportation charges billed against the property at the time of such delivery, and may for any additional charges which may be found to be due after delivery of the property except that if such party prior to such delivery has notified in writing the delivering carrier that he is not the beneficial owner of the property, and has given in writing to the carrier his name, address and address of such beneficial owner, and such owner has not been liable for any additional charges due after delivery to such party, then the property, but at the time to whom delivery is made has given to the carrier accurate information as to the beneficial owner, such party shall nevertheless be liable for such additional charges. If the shipper or consignee has given to the delivering carrier erroneous information as to who the beneficial owner is, such shipper or consignee shall himself be liable for such transportation charges attributable to the foregoing provisions of this paragraph and irrespective of any provisions to the contrary in the bill of lading or in the contract of carriage. The shipper or consignee shall be liable for the delivery of the property to the beneficial owner or to the carrier's order.

Nothing herein shall limit the right of the carrier to require at time of shipment the shipper to guarantee the value of the articles. Upon inspection it is determined the articles shipped are not those described in this bill of lading, the freight charge must be paid upon the articles actually shipped.

Where delivery is made by a common carrier by water the foregoing provisions of this section shall apply, except as may be inconsistent with Part IV of the Interstate Commerce Act.

Sec. 6. It is the intent of the Legislature in passing this chapter, or this amend., in exchange of a vote relating to another bill of taxing, the subject contained in or prior bill of taxing as to the statement of value or services, the amount of personal law or bill of taxing liability, is, or in connection with such other bill of taxing, shall be considered a part of this bill of taxing and shall not of the same were written or made in or in connection with this bill of taxing.

Sec. 8. (a) In the event part of said property is carried by water over any road or land route and such damage or injury to said property occurs while the same is in the custody of a carrier by water, the liability of such carrier shall be determined by the bill of lading of the carrier by water (this bill of lading being each bill of lading if the property is transported by such water carrier (seawarder) and by and under the law and regulations applicable to transportation by water). Such water carriage shall be performed subject to all the terms and provisions of and all the exemptions from liability contained in the Act of the Congress of the United States approved on February 13, 1907, entitled "An Act to amend an Act entitled 'An Act to regulate commerce by water,' approved August 7, 1888, and all Acts amendatory thereof, and to provide for other statutes of the United States according thereto," which was printed as Public Law No. 106, 1st Session, 60th Congress, and to the amendments made therein, and to the conditions, liabilities, as well as the following subdivisions of this section, and to the condition contained in this bill of lading not inconsistent with the sections, where this bill of lading becomes the bill of lading of the carrier by water.

(b) No work carried by water shall be taken on or may lose or damage resulting from any fire happening to or on board the vessel or from explosion, bursting of boilers, breakage of shafts, or any accident to the vessel or to machinery or to cargo.

[illegible]

(d) General Average shall be payable according to the York-Antwerp Rules of 1924 (Sections 1 to 14, inclusive, and Sections 15 to 18, inclusive, and as to matters not covered thereby according to the law and custom of the Port of New York. If the owners shall have exercised due diligence to reach the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of cargo damage or loss resulting from faults or errors in navigation, or in the management of the vessel, or from any defect or defectiveness in the vessel, her machinery or its appurtenances, or from any circumstances, whether existing at the time of shipment or at the beginning of the voyage (provided the cause of such damage or loss was not attributable to the negligence of the carrier of the cargo), the shipowner shall be liable for the amount of such damage and loss, and shall contribute to the payment of any sacrifice, losses or expenses incurred in general average during that voyage or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a bill of lading which provides that any carrier or carriers party thereto shall be liable for the loss from parties of the cargo, then in no case shall the carrier or carriers be relieved of their liability which be conditioned by the occurrence of the tariff provisions, which shall be subject to transportation by the commodity or the commodity or bill of lading.

(F) The above information is being furnished solely for the purpose of identifying flighterage in air transport vehicles, including, but not limited to, aircraft, and is not to be used for any other purpose.

Sec. 18. Any alteration, addition, or change in this bill of lading which shall be made without the special notation herein or the receipt of the carrier certifying that bill of lading shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.