

No. 329.—Shipping Note.

To the Superintendent, Royal Albert Docks  
Please receive for Shipment per *S.S. India*  
for *Calcutta* sailing on the *25<sup>th</sup> inst*  
to the order of *Messrs Fotherington & Co, Bond Street*



# 35

One (1) Case Hardware

Gross weight    cwt    qrs    lbs  
                         10    2    7

Charges to my account.

From

L. PRINCE,

96 Lower Thames Street,

LONDON, E.C.

No. 330.—Certificate of Origin.

Form of Certificate prescribed to be written, printed or stamped on invoices of all articles except raw and refined sugars, for entry under the British Preferential Tariff of Canada, when made and signed by a person other than an individual exporter.

I *Rudolph Dickinson*  
hereby certify that I am *Manager*  
of *Twinburne Sons & Co<sup>y</sup>*  
the exporter(s) of the articles included in this invoice, and that I am duly authorized to make and sign this certificate on behalf of the said exporter(s) *Twinburne Sons & Co<sup>y</sup>*

I have the means of knowing and I do hereby certify that this invoice from the said *Twinburne Sons & Co<sup>y</sup>* to *William Henderson & Co<sup>ys</sup> Ltd* amounting to *Five hundred and nineteen Pounds, ten shillings and four pence*

is true and correct: that all the articles included in the said invoice are bona fide the produce or manufacture of one or more of the following countries, viz. — *Great Britain*

and that a substantial portion of the labour of one or more of such countries has entered into the production of every manufactured article included in the said invoice to the extent in each article of not less than one-fourth of the value of every such article in its present condition ready for export to Canada.

Signed *Rudolph Dickinson*

Dated at *London* this  
*Third* day of *October* 1900.

No. 331.—Form of Indemnity, with Bankers' Guarantee, for  
Release of Goods without production of Bill of Lading.

London, October 20<sup>th</sup> 1900  
Messrs Romney Ward & Co.  
and Owners and Masters of the  
Gentlemen, SS *Fairfax*.

In consideration of your delivering to us  
[Z] #306 One Case Jewellery which has arrived  
from Hamburg by the s.s. 'Fairfax', without the  
production of the Bill of Lading for said Merchandise  
which has not yet come to hand, we hereby undertake to  
procure for and deliver to you the said Bill of Lading,  
and to hold you and each of you harmless, and keep you  
and each of you indemnified against all claims which may  
be made upon you and each of you or any of you, under  
said Bill of Lading or any one of the set of which it forms  
part, and against all loss, costs (as between Attorney or  
Solicitor and Client), damages, and expenses, which you  
or any of you may suffer or be put to by reason of the  
delivery of the said Goods to us, and further undertake  
to produce a Bill of Lading for the above Goods duly  
endorsed within two months.

We are, Gentlemen,  
Yours obediently,

Paul Fisher & Sons  
SIXPENCE  
STAMP.

We join in the above Guarantee The Empire Bank, Bankers

No. 332.—Consignment Note.

FRANKFORT,

15<sup>th</sup> October 1900  
Mr Owen Honer  
16 Thine Street, E.C.

From THEO. WOLMARANS SÖHNE.

	MARK.	FRG.
Forwarded per Rail to Hamburg for shipment per s.s. 'Tea Belle'		
20 Cases containing:		
10 doz Hancockrunner 8	39-	390. —
10 . Kersterner 1	36-	360. —
10 . Liebfraumilch 6	44-	440. —
10 . Hochheimer 5	32-	320. —
		<u>1510.</u> —
<u>On Consignment</u>		

Shipped by C. Williamson & Co  
Swift

London Docks and bound for

Woolery

Lo. and are to be delivered in the like good  
of Bombay

Bo. (and all and every other Dangers & Accidents of  
Sea, never accepted) unto Messrs Williams  
& Co. Freight for the said Goods

Average accustomed. In Witness whereof the  
Two Bills of Lading all of this Tenor  
are accomplished, the other One to stand void.

1900

The Indian Transport Co



WATERLOW & SONS, LIMITED.  
EXPORT STATIONERS,  
95 & 96, London Wall,  
LONDON.

Shipped in good Order and well conditioned by C. Williamson & Co  
in and upon the good Steam Ship called, the Swift  
whereof is Master for this present Voyage  
and now in London Docks and bound for

Bombay  
Five (5) Cases Jewellery

being marked and numbered as in the Margin, and are to be delivered in the like good  
Order and well conditioned at the aforesaid Port of Bombay  
(The Act of God, the Queen's Enemies, Fire, Machinery, Boilers, Steam, and all and every other Dangers & Accidents of  
the Seas Rivers & Steam Navigation, of whatever nature & kind soever accepted) unto Messrs Williams  
Son & Co or to Assigns Freight for the said Goods  
to be paid in Bombay

with primage and Average accustomed. In Witness whereof the  
Master or Purser of the said Ship hath affirmed to Two Bills of Lading all of this Tenor  
and Date, the one of which Two Bills being accomplished, the other one to stand void.  
Dated in London, 3<sup>rd</sup> January 1900  
Weight and contents unknown.

The Indian Transport Co

CW #1/5  
Bombay  
Five (5) Cases  
Jewellery

No. 334. Typewritten Letter.

Telegrams.  
PITMAN, PUBLISHER, BATH.

LONDON,  
1, ABEX CORNER, E.C.  
NEW YORK,  
21, UNION SQUARE.

*Sir Isaac Pitman & Sons Ltd.*  
*Publishers, Bath*

18th April, 1900

Messrs. Horlake, Horlake & Brett,  
B i r m i n g h a m.  
Gentlemen,

We duly received your favour of the 15th instant and, after careful consideration of the contents, we are favourably impressed with the proposal you make to us.

We have already been in treaty with several firms, but at present we have come to no decision in the matter. However, if terms can be arranged, we think you would be just the people we should like to represent us. We believe you have good connections throughout the trade, and it seems to us a favourable opportunity to further develop the business which we have been doing among the class of buyers you mention for some years past.

Of course, the whole matter hinges upon the question of the amount of commission you would require on orders obtained and executed, and, as your Mr. Wilson Horlake intends visiting Bath in a fortnight's time, we think we should prefer to discuss the various points with him personally.

Faithfully yours,

Sir Isaac Pitman & Sons, Ltd  
per *Henry*

No. 335-

ESTABLISHED 1842.  
 25 HIGHEST AWARDS.  
 New York - 21 UNION SQUARE  
 Works - BATH, ENGLAND  
 OFFICES OF  
 "The Phonetic Journal."  
 "Pitman's Shortland Merkle."  
 1d. each, 5s. 6d. per doz., 10s. per doz.  
 month, 6s. per doz.

SIR ISAAC PITMAN & SONS, Ltd.,

1 Amen Corner, LONDON, E.C.

10th September 1900

Messrs. The Resistance Safe Co.,  
Newgate St. & Co.

Gentlemen,

Please send us a catalogue of your  
Fire and Thief Resisting Safes, and state your  
best terms and discount for cash

We have seen one of your safes in the of-  
fice of our friends Messrs. Gooks & Co., and these  
gentlemen have recommended you as makers of  
a reliable, and at the same time, an inexpensive  
safe. The size we should require would be  
somewhat smaller than that supplied to  
Messrs. Gooks, say about 2ft. 6in. by 2ft.  
We should also want two drawers for cash  
and private documents. Kindly state your  
price for the safe with fittings complete.

We shall compare your prices and the ad-  
vantages you offer with those of other  
makers, and if satisfactory will send you  
the order

Yours truly,  
Isaac Pitman & Sons, Ltd

No. 336.— Bill at Three Months.



No. 6015 £150 18/1  
 Three Months  
 the sum of One hundred and  
 eighteen shillings and sixpence  
 To Messrs George Peckham & Son  
 High Street  
 London  
 October 14<sup>th</sup> 1900  
 date pay to our Order  
 by three pounds  
 Value received  
 Water Small & Co

Stamp.

21.

No. 337.—Bill at Sight.

London 13<sup>th</sup> May 1900

EXCHANGE FOR \$589.<sup>00</sup>



At sight pay this First of Exchange Second unpaid to the Order of Messrs John Riley & Co the sum of Five hundred and eighty nine Dollars.

Value received which place to Account To The Union Bank For The Empire Bank Two Hill, Managers New York. Ches. E. Able Accountant.

Stamp.  
id.

No. 338.—Bill at One Month.

LONDON September 10<sup>th</sup> 1900

No 5316 £4. 19. 11



One Month after date pay to our Order the sum of Four Pounds, nineteen shillings and eleven pence Value received.

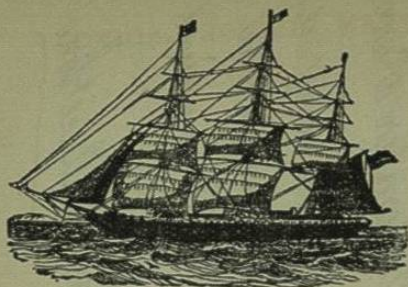
To Messrs Henry Langer & Co. 12 Little Lane. Birmingham

James Wallace Sons

Stamp.  
id.


No. 339.—Continental Bill of Lading.

AUTHORISED FORM CONTINENTAL STEAM BILL OF LADING.



Shipped in appare good order and condition by *A. Prescott & Sons*  
 on board the Steamship or Vessel called the *Logician*  
 whereof is Master for this present voyage,  
 and now lying in this Port and bound for *Hamburg*  
 with liberty to call and receive and land Coals, Cargo and Passengers at any Port or Ports, in any rotation, in or out of the  
 customary route, and with liberty to be towed in all situations, to sail with or without Pilots, and to tow and assist Vessels  
 at all times without being deemed a deviation.

*Two Cases Hats*

Description and Marks.	Measurement.		Gross Weight.			
	Fest.	Tons.	Cwts.	qrs.	lbs.	
 #1001/1010	57	-	-	-	-	

SOLE BY WATERLOW & SONS LIMITED, London Wall, London.

being marked and numbered as in the margin, with liberty to tranship the said goods or specie on board any other Craft or Steamer, and to be delivered, subject to the exceptions and conditions hereinafter mentioned, in the like good order and condition, either into Lighters or on the Quay at Master's option, where the Ship's responsibility shall cease at the port of *Hamburg* into *Herren Jakob Schiel & Sohne*  
 or to his or their Assigns, Freight payable, Ship lost or not lost, at *Hamburg*

Shillings and Pence Sterling per Ton Gross Weight  
*six* Pence Sterling per Cubic Foot } With *5* per cent. Primage.  
*Twenty eight* Shillings and *six* Pence Sterling }  
 and Average accustomed, as per York-Antwerp Rules, 1890, and Disbursements £ *nil* as per margin.

- The following are the exceptions and conditions above referred to:—The Act of God, The Queen's Enemies, Pirates, Robbers, Restraint of Princes, Rulers and People, Strikes or Combinations afloat or ashore, or at home or abroad, Fire, Jettison, Barratry and Collision, Fire on Board, in Hull, or Craft, or on Shore, and all Accidents, loss, and Damage, whatsoever, from Machinery, Boilers, Steam and Steam Navigation, or from Perils of the Seas, Canals and Rivers, or from any Act, Neglect, or Default, whatsoever, of the Pilot, Master, Officers, Engineers, Crew, Servants or Agents of the Owners, in the management or navigation of the Ship, or otherwise, and the Owners being in no way liable for any consequences of the causes before mentioned.
- The Ship, her Owners or Master, are not liable (as regards negligence or otherwise) for any loss, damage, or injury in respect of Animals, Coin, Jewellery, Pictures, Statuary, China, Glass, Plate and Furniture, and similar articles of value, unless previous arrangements in writing have been made.
- Weight, Contents, Measure, Number, Quality and value unknown, and not ascertainable for Leakage, Utillage, Spoils, Lighterage, Breakage, Rust, Breakage of Seals, Torn Wrappers, Corrosion, inherent Deterioration, Stained, Repaired, or Insufficient Packaging, Damage by Sweating, or contact with other Goods, Rain, or incorrectness or sufficiency in the marks or numbers. The Goods to be taken from the Ship by the Consignees as soon after arrival as the Vessel is ready to discharge, during day and night, Sundays and Holidays, at Ship's option, without interruption, or the same may be transhipped into Lighters, and/or Landed on the Quay, and/or Warehouse, all at the expense and risk of the Owners of such Goods.
- Machinery and all heavy weights are not accepted to be put on board and taken out at Merchant's risk and expense.
- All goods immediately they are discharged from the Steamer shall be entirely at the risk of the Consignees.
- The goods may, at Ship's option and Merchant's risk, be weighed and examined at the place of discharge, and if the weight and/or description on the Bill of Lading be incorrectly stated, the cost of weighing and examination will be added to the freight and be payable before delivery of the Goods and double freight may be charged and payable.
- Goods shipped as one parcel to be delivered in same way.
- In the event of Quarantine, Labour Strips or Combinations, afloat or ashore, or Ice, or in case of riot, anticipated disturbances, or War (Great Britain being a belligerent or otherwise), blockade or interdiction of the port of discharge, or if the entering of or discharging in the Port shall be considered by the Master unsafe, the Goods may, at the Master's discretion, be discharged on arrival on to Quay or into Quarantine Depot, Hulk, Lighter, or other Vessels necessary for the Ship's despatch, at the Consignee's risk and expense, or should this be impracticable, or the Vessel not admitted, the Master to have the option, and is hereby authorised, to land the Cargo at the Port which in the Master's judgment shall be most fit and convenient, at the risk and expense of the Consignees, where the Ship's responsibility shall cease.
- In the event of transshipment or forwarding on, it is understood that the clauses, conditions and restrictions of the Ship or other conveyance, by which the Goods are forwarded to destination, are included in this Contract, and all Stowage, Duties and Charges are to be paid by the Owner of the Goods.
- Ship fire in case of mortality. The Ship Owners will not be liable for any loss arising from suffocation or other cause, occurring to Horses, Dogs, Cattle, and other animals; or from the biting, pinching, or viciousness of the same in transit; nor for any damage from shipping or landing, or while in the possession of the Shipper or his Agents, before or after the Voyage, from whatever cause they may remain in such possession. No Officer or Servant of the Ship Owner has authority to dispense with or vary these Conditions. And for the purposes of the Contract, the values of the undermentioned animals are to be taken as not exceeding—For Horses, £50; for neat Cattle, £15; and for Sheep, Pigs and Dogs, £2 each.

In case of through carriage and when land carriage, shipping, landing, lighterage, etc., or transshipping is effected by or at the cost of the Ship-Owner, it is so done at the risk of the Owner of the Goods, and neither the Ship-Owner, the Wharfingers, the Barge-Owners, nor Lightermen are responsible for the risks of lighterage, strikes or combinations afloat or ashore, fire afloat or ashore, wharfage, or any insurable risk, and if through goods are landed at a different port the extra cost attending discharge, carriage, and otherwise, shall be a charge upon the goods and be borne by the Consignees.

Merchants are particularly requested to see that their Policies of Insurance include all the above and other excepted risks on Bill of Lading.

Disbursements £ *nil*

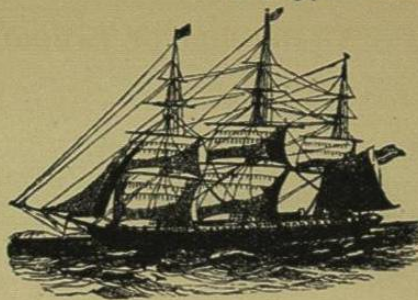
In Witness whereof the Master or Agent of the said Vessel hath affirmed to the Master's copy, all of this tenor and date, one of which Bills being accomplished the others to stand void.

Dated in London, *August 3<sup>rd</sup>* 19*07*

*Two* Bills of Lading, exclusive of the others to stand void.  
*Charles Colbrann*  
 Master



No. 340.—Australian and New Zealand Trade Bill of Lading.



AUSTRALIAN AND NEW ZEALAND TRADE BILL OF LADING.

FREIGHT PAYABLE AT PORT OF DISCHARGE.

Shipped in good order and condition by *H. Longford & Co.*  
on board the good Ship *Iwalia*  
whereof is Master for this present voyage,  
lying in the Port of London and bound for *Adelaide*

*One Case Cutlery*

being marked and numbered as in the margin, and to be delivered (subject to the exceptions and stipulations hereinafter mentioned) in the like good order and condition, at the aforesaid Port of *Adelaide* unto *Messrs Paul Stoner & Sons,* or to his or their Assigns. Average as accustomed. Freight for the said Goods and primage together

to be paid on delivery, in cash, without discount.

The following are the exceptions and stipulations referred to:—*The Act of God, the Queen's Enemies, Pirates, Robbers by land or sea (but not pilferage); Restraint of Princes, Rulers, or People, Fire, Collision, Jettison, Barratry, the neglect and default of Pilot, Master, or Crew in the Navigation of the Ship, and all and every the Dangers and Accidents of the Seas, Rivers, and Navigation, of whatever nature or kind, are excepted.*

*The Ship is not liable for delays in delivery arising from inaccuracies or absence of marks, numbers, or address of goods; nor for leakage, breakage, loss or damage by heat, sweat, rust, or decay, unless occasioned by improper stowage.*

*The Ship will not be liable for gold, silver, bullion, specie, jewellery, precious stones, or precious metals, unless Bills of Lading are signed for such goods, and the value declared therein.*

*If Chemicals or other goods of a dangerous nature are shipped without being previously arranged for, they are liable to be thrown overboard, and their loss, as well as any loss or damage to the Ship or cargo, will fall upon the shippers or owners of such goods.*

*The Master is to deliver the goods with all reasonable despatch, and the Consignees are to be ready to receive them within forty-eight hours after the Ship commences to unload, otherwise the Master or Agent may discharge and store them at the expense and risk of the owners of the goods.*

In Witness whereof the Master, Owner, or Agent of the said Ship has signed *three* Bills of Lading, exclusive of the Master's copy, all of this tenor and date, one of which being accomplished, the others to stand void. Weight, measure and contents unknown.

Dated in London, *September 23<sup>rd</sup> 1900*

*The Australian Line*  
*S.S. Coy.*

S *one (1) Case Cutlery*  
ADELAIDE  
#1



# The Nottingham Hat Manufacturers' Association, Limited,

(Incorporated under the Companies Act, 1862-1899.)

SHARE CAPITAL	£1,200,000
FIRST MORTGAGE DEBENTURE STOCK	£1,000,000
	<u>£2,200,000</u>

The Share Capital is divided into—

700,000 Preferred Ordinary Shares of £1 each	£700,000
500,000 Deferred Ordinary Shares of £1 each	£500,000
	<u>£1,200,000</u>

PRESENT ISSUE—

£720,000 Four per cent. First Mortgage Debenture Stock (part of the £1,000,000 Debenture Stock mentioned above)	£720,000
550,000 Preferred Ordinary Shares of £1 each	£550,000
420,300 Deferred Ordinary Shares of £1 each	£420,300
	<u>£1,690,300</u>

The vendors take all the present issue of Deferred Ordinary Shares and one-third of the present issue of Four per Cent. Debenture Stock and Preferred Ordinary Shares in part payment of the purchase consideration, leaving £480,000 Debenture Stock and £290,000 Preferred Ordinary Shares, which are now offered for public subscription at par.

Payable as follows, viz. —	Shares	Debenture Stock
On Application .. .. .	22. 6d.	10 per cent.
On Allotment .. .. .	72. 6d.	40 " "
One month after Allotment .. .. .	102. 6d.	50 " "
	<u>202. 6d.</u>	<u>100 per cent.</u>

The interest on the Debenture Stock will be paid half-yearly on the 30th of June and 31st of December in each year, the first payment (calculated from the due dates of payment of the several instalments) being made on the 31st of December, 1900.

The Debenture Stock will be redeemable at the option of the Association on or after the 30th June, 1920, at par, or before that date at a premium of 10 per cent., six months' notice being required in either case, and the principal and interest thereon will be secured by a Trust Deed constituting a specific first mortgage upon the freehold and leasehold properties now purchased by the Association (subject, in the case of leaseholds, to any necessary consents on the part of landlords being obtained), and by a floating first charge upon all the other assets of the Association, but not including its capital for the time being unallotted.

In the event of the Association being wound up for the purpose of reconstruction or otherwise before the 30th June, 1920, the Debenture Stock will be redeemable at a premium of 10 per cent.

It is provided by the Trust Deed that the unissued balance of the Debenture Stock can only be issued against the acquisition of additional properties, and to the extent of two-thirds of the value of the additional properties so acquired.

The Debenture Stock will be issued and will be transferable when fully paid in multiples of £1.

The Preferred Ordinary Shares are entitled to a non-cumulative preferential dividend of 5 per cent. per annum, on the amount for the time being paid up thereon, and share ratably in all surplus profits available for dividend after the Deferred Ordinary Shares have received a similar dividend of 5 per cent. per annum.

### Trustees for the Debenture Stock Holders.

BARON LOWDER, M.P., Nottingham.  
HORACE SOMERBY, Esq., of The Nottingham Bank, Ltd.

### Directors.

LAURENCE WHITWORTH (Whitworth Whitworth & Co., Nottingham), *Chairman*.  
HENRY SALTER (Longley & Salter, Ltd.) } *Vice-Chairmen*.  
CHARLES WILLIAMS (C. Williams & Son, Nottingham) }  
L. T. SOLOMON (A. Solomon & Son, Nottingham) } *Executive Directors*.  
HENRY WYMARK (H. Wymark & Co., Nottingham) }

(The above Directors form the Executive Board.)

### Bankers.

THE NOTTINGHAM BANK, LIMITED.

### Brokers.

LONDON: MESSRS. LAWSON & Co., White Friars, E.C.  
NOTTINGHAM: " WASSETT & SON, 12 Leinster Street.  
LIVERPOOL: " WINKWORTH & PRICE, 5 East Street.

*Solicitors*:—MESSRS. FOTHERGILL, RENSHAW & Co., 10 Lea Street, Nottingham.

*Auditors*:—MESSRS. CROSBY, SON & Co., Lewin Street, Nottingham.

*Secretary*:—HAROLD J. STEEVENS.

REGISTERED OFFICES:—LION CHAMBERS, NOTTINGHAM.