

'Delacre, Ambroise'

Publication/Creation

1913

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DELACRE, AMBROISE. BRUSSELS

1913

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DESCRIPTION OF OBJECTS OFFERED ON LOAN
for the
HISTORICAL MEDICAL EXHIBITION, LONDON, 1913

By:- Name..... M. Ambroise Delacre, Pharmacien,.....
Address in full..... Brussels,.....
..... Belgium.....
Registered No. 239.

~~17th century scale.~~

8 weights with Brabant marks.

~~2 early 18th century porter measures.~~

~~Pharmacy sign.~~

2 old glass phials.

Collection of drug jars, *about 100*

Received 18.4.1913
Returned 12.4.1913 (?)
See loan Register No. 1580
and

DELACRE, M. AMBROISE

Ambroise Delacre,
Pharmacien de la Cour.

Bruxelles.



Agents.

WALTER ELLIS,
Rue Picard, 48, Brussels.

J. & R. GRANT,
23, Billiter Street, London.

All cases of plate glass or any other packages intended for direct transshipment into Lighters too large or too heavy for Steamer's tackle, will be discharged by wharf's crane at the risk and expense of the Merchants who pay the freight.

*to be delivered free
immediate
to the Historical medical
Museum
Mr. C. J. Thompson
54-1 Rigmann Street
London*

Shillanary

Authorised Form Continental Steam Bill of Lading.

The "Anglo-Belgian Prince Line of Steamers" Brussels to London direct.

Shipped in apparent good order and condition by

Chas Delacoe & Co

LEOPOLD

on board the Steamship or Vessel called the **PRINCE**

and now lying in this Port and bound for **LONDON**

with liberty to deviate in any direction and to call and/or receive and/or land Coals, Cargo and/or Passengers at any Port or Ports, in or out of the customary route or geographical rotation, and with liberty to be towed in all situations, and to sail with or without Pilots, and to tow and assist Vessels at all times without any responsibility whatsoever resting on the Shipowners on the ground of deviation, delay, or the consequences thereof.

address one case water (water de pharmacie anciens)

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 herein mentioned, either into Lighter or on the Quay at Master's option, where the Ship's responsibility shall cease, at the Port of **LONDON** unto

or to his or their Assigns, Freight payable Ship lost or not lost, at

..... Shillings and

..... Pence Sterling per Cubic Foot

..... Shillings and

..... Pence Sterling

and Average accustomed, as per York-Antwerp Rules, 1890, and Disbursements £..... as per margin.

Pence Sterling per 1,000 Kilos.

With 15 per cent. Primage.

Freight to be paid in

Ship lost or not lost.

The following are the exceptions and conditions above referred to—

1. The Act of God, the King's Enemies, Pirates, Robbers, Riotous of Princes, Dicers and People, Strikes, Combinations, Lockouts and stoppages of any kind or nature in the United Kingdom or abroad whether occasioned by men or employers and whether due to disputes and/or differences as to wages, labour conditions or otherwise arising on, after, or before the arrival of the ship, and the consequences resulting directly or indirectly therefrom, Famine, Pestilence, Barricade and Collision, Fire on Board, or on Shore, Stranding, or all Accidents, Loss and Damage whatsoever, from defects in Hull, Tackle, Apparatus, Machinery, Boilers, Steam and Steam Navigation, or from Port of the Sea, Ports, Harbours, Canals and Rivers, or from any Act, Neglect, or Default whatsoever, of the Pilot, Master, Officers, Engineers, Crew, Stevedores, Servants or Agents of the Owners and/or Charterers, ashore or afloat, in the management, loading, stowage, discharging or unloading of the Ship or its cargo or otherwise, the Owners and/or Charterers being in no way liable for any consequences of the causes before mentioned. All Goods loaded on or discharged from the ship by shore and/or floating and/or Ship Cranes, whether such Cranes belong to or are worked by the Shipowners and/or Charterers, their Agents, Servants, or Stevedores or otherwise, such Goods so loaded and/or discharged are at all times at the risk of the Shipowners, and/or Owners or Consignees of the Goods for all loss or damage sustained during such loading and/or discharging, and whether the same be caused by defect of the loading and/or discharging appliances, its Machinery, Chains, Tackle, or apparatus, or is the result of negligence of Servants or Agents in the management or working of the same or otherwise however.

2. The Ship, her Owners, Charterers or Master are not liable (as regards pierage, negligence or otherwise) for any loss, breakage, damage or injury in respect of Animals, Casks, Jewellery, Pictures, Statuary, China, Earthenware, Glass, Looking Glasses or Glassware of any description, Plate, Glassware, Private Effects, and Furniture, or other articles of value, unless previous arrangements in writing have been made. Nor for any other article or package exceeding £10 in value unless the value of such package has been previously declared in writing and the freight arranged accordingly; failing such arrangement the Shipowners' and/or Charterers' liability, if any, is not to exceed the value of such Goods or £20 per package at the Shipowners' and/or Charterers' option. All Glass, Looking Glasses, Glassware or Glass or Earthenware Goods of any description are carried at Shipper's risk. Slate, Marble, China, Machinery, Castings, and large or heavy articles of any description are only carried at Shipper's risk, the Shipowners and/or Charterers not being liable for damage however caused—negligence of Servants, Agents or otherwise—unless arrangements in writing to the contrary have been made previous to shipment.

3. Weight, Contents, Measure, Number, Quantity, Quality and value unknown, and not answerable for Leakage, Ullage, Spillage, Lightage, Breakage, Rust, Breakage of Seals, Torn Wrappers, Corrosion, Inherent Deterioration, Stained, Spoiled, or Inconvenient Packages, Damage by Smashing, Small or contact with other Goods, or Inconvenience, Illegibility, obliteration or tampering in the marks or numbers, or quality marks, or numbers. Haul, Haul, Snow or Sleet, during loading and/or discharging or otherwise; the Shipowners and/or Charterers being authorised to so load and/or discharge the said Goods by the Ship's Tackle and/or by Shore or Jetty Cranes and/or other appliances or means either ashore or afloat at Merchants and/or Shipper's and/or Consignees' risk in such circumstances, or any of them without interruption by weather. The Goods to be cleared of all Customs Duties, Municipal and other Port Dues and charges and to be taken from the Ship by the Consignees as soon after arrival at the Port as is a discharging berth, during day and night, Sundays and Holidays, at Ship's option, without interruption, or the same may be discharged into Lighters and/or Landings, on the Quay, and/or Warehouse by the Shipowners and/or Charterers, all at the expense and risk of the Owners of such Goods. Demurrage of the Steamer when incurred by reason of the Merchants' default as above or otherwise shall be charged and paid at the rate of 1d. per gross registered ton per day or part of a day, unless otherwise agreed in writing.

4. The receipt of the Goods mentioned in this Bill of Lading shall constitute a proper tally to be kept of the same as they come out of the Steamer and a receipt given to the Officers of the Ship for the Goods before removing cargo or Goods from alongside. The Captain and Owners and Charterers of the Vessel shall not be liable for any claim whatever, unless the same, or notice thereof, be made or given in writing before the cargo or the Goods leave the Ship's side, when, in case of damage or dispute, a survey or receipt may be held. The cost to be borne by whoever is found to be in error.

5. Machinery and all weights over 2 tons are at all times at Merchants' risk and expense, defect or insufficiency of gear, or negligence of Shipowners, Charterers and/or Wharfers' Servants, Agents, or Stevedores notwithstanding; in the event of any damage arising to ship, property or person, whether in loading or in unloading, or during carriage, or otherwise, the Owners of the goods and/or the Shipowners and/or the Goods will, at Shipowners' or Charterers' option, be jointly and/or severally liable therefor, and to indemnify the Shipowners or Charterers for all claims in respect thereof, and a lien upon the Goods and all other cargo on board belonging to the same Owners and/or Shippers will attach in respect thereof and shall remain as provided by clause 12 hereof.

6. All Goods immediately they are discharged from the Steamer shall be entirely at the risk of the Consignees, any custom or practice of the Port to the contrary notwithstanding.

7. The Goods may, at Ship's option and Merchant's risk, be weighed and examined at the place of discharge, and if so charged shall be payable and the Goods be subject to a lien for the same accordingly. In the event of Shippers failing before shipment to declare to the Shipowners or their Agents or the Charterers the correct weight of each piece or package comprising such shipment to the Ship, the Shipowners and/or Charterers shall be responsible for such loss or damage of whatever nature or kind the same may be the Shipowners and/or Charterers and/or the Master shall have a lien upon the Goods in respect of the same.

8. Goods shipped on any vessel to be delivered in same way, and if shipped on deck (as the Shipowners and/or Charterers are hereby authorised to do) they are so shipped at Merchants' risk.

9. In the event of Quarantine, Lockdown, Labour Strike or Combination, about or ashore as afloat, or on land, or in case of riot, tumult, insurrection, disturbance, or War (Great Britain being a belligerent or otherwise), blockade or interdiction of the port of discharge, or of the entering of or discharging in the port shall be considered by the Master, unseaworthy, the Goods may, at the Master's discretion, be discharged on to Quay or into Quarantine, Dock, Hull, Lighter, or other Tackle necessary for the Ship's dispatch, at the Consignees' 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, and this contract is accomplished. Such Goods as in the Master's judgment and discretion it is not desirable to land at original destination the same may be retained on board the vessel at Consignees' risk in all respects and so retained on board notwithstanding the ship protests to not on deck more additional charges the goods or retained remaining at the risk of the Shipper or Consignee but free of additional freight to the Shipowner. Notwithstanding the above the Master may at his discretion at any time land the goods at original port of shipment in which case this Contract shall be considered as absolutely Goods paid, save only in the event of Loss or Wreckage or other claims being incurred thereby, the same shall be due and payable by the Shippers and/or the Consignees, and the Master or Shipowner shall have a lien upon the goods in respect of such charges if any with right of sale to cover such charges, if such sale is necessary for his protection.

10. In the event of transshipment or forwarding on, it is agreed that the clauses, conditions and restrictions of the Bill of Lading or other conveyance by which the Goods are forwarded to destination are included in this Contract, in addition to but not in substitution for the clauses hereof, and all Stamps, Duties and charges are to be paid by the Owners of the Goods.

11. It is agreed that the maintenance by the Shipowners of the Vessel's class (or in the alternative failing a class certificate by the Shipowners and/or Charterers or their Agents of reasonable care and diligence in connection with the upkeep of the Ship) shall be considered a fulfilment of every duty, warranty or obligation, and whether before or after the commencement of the said voyage.

12. The Shipowners, Charterers and/or the Carrying Contractor shall have a lien upon the Goods for all Freight, Through Carriage Expenses, Lightage, Wharfage, Warehouse, Railway, Cartage, Agency, and other Charges, Expenses and Damages, for which the Goods or the Shippers or the Consignees, or the Owners thereof are liable under this Bill of Lading, and such lien shall remain notwithstanding the Goods have been landed, stored or otherwise dealt with, whether under statutory authority or otherwise.

13. Ship free in case of mortality. The Shipowners and/or Charterers will not be liable in any event, in the case of Goods damaged or otherwise, for any amount exceeding the net cost of the same, or for any loss arising from notification or other cause occurring to Horses, Dogs, Cattle, and other animals; or from the killing, maiming, or destruction of the same in transit; nor for any damage from slipping or landing, or while in the possession of the Shipowners and/or Charterers, or their Agents, before or after the voyage, from whatever cause they may remain in such possession. No Officer or Servant of the Shipowners and/or Charterers has authority to dispense with or vary these Conditions or any of them. And for the purposes of the Contract, the value of the undermentioned animals are to be taken as not exceeding:—For Horses, £20; for neat Cattle, £5; and for Sheep, Pigs and Dogs, 30s. each. Special arrangements in writing for the carriage of Animals of greater value than the foregoing must be made in every case. Failing such arrangements the Shipowners and/or Charterers will in no circumstances be liable for an amount exceeding the value of the Animal or the foregoing amounts at Shipowners' and/or Charterers' option.

14. The Shipowners or Charterers are at liberty once or often to transship and to carry the said Goods to their Port of Destination, by the above or other Steamer or Steamers, Ship or Ships, either belonging to themselves or to other persons, proceeding by any route, however circuitous, and whether directly or indirectly to such Port, and in so doing to carry the Goods from or beyond their Port of Destination, and to transship or land and store the Goods at any Port or Place, either on shore or afloat, and re-ship and forward the same, at and when they may think fit, either by land or water, at the Owners' expense, but at Merchants' risk.

15. All fines and expenses or losses by detention of Vessel or cargo, caused by incorrect or insufficient marking of the packages, or by incomplete or incorrect description or weight (or any other particulars, certificates or documents, required by the Authorities at the Port of Shipment or Delivery), either upon the packages or the Bill of Lading or otherwise, shall be paid by the Shippers or Consignees of the Goods.

16. If Chemicals, Liquids, or other Goods of a dangerous or damaging nature are shipped without being previously declared and arranged for, they are liable upon discovery to be thrown overboard; in case of loss or damage to the cargo or cargo, or to any person or interest whatsoever, shall be borne and be paid by the Shippers, Consignees or Owners of such goods to the person to whom such loss or damage may be caused.

17. In cases of through carriage or when Land Carriage, Shipping, Landing, Lightage, etc., or Transshipping, is effected by or at the cost of the Shipowners and/or Charterers, whether acting as such or as Wharfers, Lightermen, Land Carriers, or otherwise, it is so done at the risk of the Owners of the Goods. In any or either of such cases the Shipowners or Charterers are authorised to employ or contract with other Shipowners, or Charterers, Wharfers, and/or Carriers, as for Bargeage, or other Carriage, as for Wharfage, carrying, transporting, or otherwise dealing with the said Goods and neither the Shipowners or any or either of the above mentioned parties shall be responsible for risks of Carriage, Lightage, or of a Common Carrier, or of an Owner, or negligence of servants, or agents, and the said Goods shall be carried, wharfed, lighted, and/or forwarded by the Shipowners or either of the above mentioned parties under the terms of any special clause, exceptions or contract whereby the risk of the said Shipowners and/or Charterers and the above mentioned parties shall be specially limited or otherwise, but neither the Shipowners nor either of the above mentioned parties shall be responsible for Losses, Strikes or Combinations ashore or ashore, as afloat in the United Kingdom or abroad, or delays, or the consequences thereof, Fire, flood or storm, damage by Famine, Warlike, or any insurable risk, and if through Goods are landed at a different Port the extra cost and risk attending discharge, carriage, etc., and otherwise, shall be a charge upon the Goods and be borne accordingly. Shipowners or Charterers are not liable for loss or damage to the Goods when not actually on board the above Vessel, nor for detention or delay in forwarding on, or whilst awaiting shipment, or in respect of misshipping or otherwise. Through Rates are made for the convenience of the Shippers, and the liability of each Carrier to whom the Goods may be entrusted is limited to above mentioned and defined by the conditions of carriage or otherwise.

18. Each Package must be specially marked by the Shippers before shipment, with the name of the Port of Destination, in letters not less than two inches long, in default of which the Ship is not to be liable for incorrect delivery.

19. All Port Dues and/or charges for Goods passing over Quay or otherwise whether at London or elsewhere, at Home or Abroad, are payable by the Shippers, Consignees and/or Goods' Owners or Custom of Port, Municipal or Port Regulations to the contrary notwithstanding. The Shipowners and/or Charterers may at their option pay such Dues on behalf of the Shippers, Consignees and/or Goods' Owners, and if so paid the same shall be repaid to the Shipowners and/or Charterers together with the Freight. The Shipowners or Charterers may, at their option, but at Merchants' risk and expense, arrange with the Port or other Authority to allow such goods to be discharged into lighter and/or landed pending payment of dues or otherwise. The Shipowners or Charterers may detain the Goods until payment of the cost of such discharging, landing, lightage, detention, and delivery, such cost being a charge upon the Goods and payable before delivery. The Goods shall be at all times at the risk and expense in all things of the Shippers, Consignees and/or Goods' Owners whenever so landed or otherwise.

In Witness whereof the Master or Agent of the said Vessel hath affirmed to two Bills of Lading, exclusive of the Master's Copy, both of this tenor and date, one of which Bills being accomplished the other to stand void.

Dated in Brussels, *21-5-13* 191

J. M. Collis Master.

DISBURSEMENTS: £ s. d.

Paid out Charges

Railway Charges

Cartage

Bills of Lading

Insurance on Pce.