Mr. A. J. McKinney, Cabool, Missouri.

Dear Mr. McKimey:

I beg to acknowledge receipt of your check for \$9.00 for rental of the house to November 22. Thank you very much.

Very sincerely yours,

Director of Physical Education and Recreation, Varsity Basketball Coach.



WESTERN DEPARTMENT CHICAGO, ILLINOIS

Inolared fund my oh for 189° forgrut of react to now 22 na 1939 Bussely

LEE HAMILTON EVERGREEN ROAD ANCHORAGE KENTUCKY

November 3, 1939

Dear Doctor:

This is the first opportunity I have had to thank you for the four tickets which you reserved for Mary, Bondy, Frances Lee, and me for the Northwestern game at Chicago, October 21.

Unfortunately, we couldn't make the trip and I wired Mr. Lonborg to cancel the tickets.

I have just written Mimi a letter and told her that we were counting the days until the day we leave for Lawrence at Christmas time. We haven't quite decided what to do with our three dogs but have hopes of boarding them out to some friendly neighbors during our absence.

Mary and the children and all of us have been very well this Fall and are enjoying Anchorage immensely. Our son is in the midst of his midget football activities and in spite of the fact that his team hasn't won a single game this year, he hasn't lost any of his enthusiasm.

I saw Bud Rogers in Atlanta, Georgia the day before yesterday and he asked about you and Mimi. Bud hasn't changed much and is still just as democratic as ever. We had an enjoyable visit and spent the major part of his time between orchestra playing reminiscing about the old days at Kansas University.

We will be seeing you December 23 in the evening.

Sincerely

Dr. F. C. Allen 801 Louisiana Street Lawrence, Kansas Mr. Militon Allen, Ellimwood, Kansas.

Dear Hit and Isabel:

We were delighted that you two and Judy were able to visit us over the week-end. It was a delightful visit and I trust that you arrived safely and in time to set upon your weekly chores with vigor and with renewed zest.

I have just written to Mr. F. W. Lang, president of the Lang Arch Normalizer Company at Forsyth, Georgia, thanking him in your behalf for his kindness in sending you one of these \$10.00 machines gratis. I think it would be a very fine thing if you would sit down and write him, and incidentally tell him that you would be glad to boost this machine to middle-aged people or others having arch trouble.

Anyhow. I want you and Isabel to use this each morning and night and I will guarantee that it will do things for your feet that nothing else can do.

Why would it not be a good idea to tell Mr. lang that you know a great many people of the Stanolind that you would be glad to recommend this to. Here is Mr. lang's proposition. He agrees to prepay the machine to any of these people and give them thirty days trial for \$10.00 the cost of the machine. He will also pay the postage back if they do not keep it. Here is what I have done with a lot of these people. I have told them about the proposition and then I have written to Mr. lang telling him to mail the machine, just as I did in your case. I would like for you to do this as a courtesy to Mr. Lang for sending you and Isabel one. You do not have to be a high-powered salesman, but when people talk about foot and arch trouble, tell them about this machine.

I would appreciate it if you will write Mr. Lang, and then follow this up by telling some of the executives and other people in that part of the country about the machine. I know they have arch trouble because eighty-five per cent of the people have foot and arch trouble.

With love to all, I am

Affectionately, Your Dad,

Mrs. Lee P. Hemilton, Evergreen Road, Anchorage, Kembucky.

Mary Door, and Panily:

Jour perusal. I am enclosing a letter from Dr. Edwin C. White for

I have been intending to write the whole family, but it seems as if I can never get around to it. I was at Kiowa, Kansas, and met a Miss Williams who is now Mrs. Dean (Red) Lichlyter. Lichlyter played on the varsity baseball team here and Miss Williams taught your kiddles at Pinckney. They asked about your entire family and were very happy to hear regarding you. They are going to be in Lawrence during Christmas week and you may hear from them.

We are playing southern Methodist University the 18th and 19th of December here, but that will be too early for your arrival. We do, however, play in a tournament in Topeka where Washburn College, Colorado State College and some of the other schools are entered, on December 28, 29 and 30. So you may get a chance to see Bob play. We hope so, anyway. Bob is doing splendidly and we believe we will have a pretty good team; that is, if Miller doesn't get hurt in this Missouri game, and we are hoping that he does not.

I will ask Mrs. Hulteen to leave this letter open and I will write you some additional news tonight after supper. I am just rushing to get some of this information to you.

Mr. Barle D. "Rip" Blevins, M. & E. Syndicate Service, 904 Fermington Ave., West Hartford, Conn.

Dear Mr. Blevins:

itr. Horace Mason, our sports publicity director, brought me a copy of your Temple of Fame. This is very nice of you, and I appreciate what you have done.

With thanks, and best wishes, I am

Very sincerely yours,

Director of Physical Education and Recreation,

Varsity Basketball Coach.

FCA :AH

Temple of Fame

By 'RIP' BLEVINS



DR. FOREST C. ALLEN

The "Temple of Fame" extends birthday greetings to Dr. Forest C. Allen, head of the department of physical education and basket-ball coach at the University of Kansas, who was born in Jamesport, Missouri, on November 18, 1885.

"Phog" Allen is the dean of basketball coaches in the United States by virtue of having been in the coaching game since 1908. In twenty-nine years of coaching, his teams have won twenty-two conference championships, a remarkable record. His coaching career began at the University of Kansas in 1908.

In 1922, the Jayhawk coach brought Kansas a tie for the conference championship with Missouri, winning fifteen games and losing one. Since that time, Kansas has been an almost perennial favorite for the Big Six basketball championship.

Dr. Allen has been associated with Dr. James Naismith, the inventor of basketball, since high school days when Dr. Naismith interested him in enrolling at

Kansas.

M. & E. Syndicate Service 904 Farmington Ave., West Hartford, Conn.



November 18, 1939

Director of Publicity University of Kansas Lawrence, Kansas

Dear Sir-

Enclosed are two copies of my column TEMPLE OF Fame which appeared in the Hartford (Conn.) Times on Dr. Allen's birthday. Would you kindly give one to him with my congratulations and best wishes for many more nappy years.

I want to thank you very much for your co-operation and the mat of Dr. Allen. I hope to be able to give Kansas U. more publicity from time to time and if you have the birthdays of any Kansas athletes who have won national fame I will be glad to place them in my record book for future use.

> Sincerely yours, Rip Blevins
> Earle D. "Rip" Blevins

Postmaster, Russell, Mansas.

Dear liv. Postmaster:

There is a letter in your postoffice addressed to Milton Allen from the Phi Kappa Psi fraternity, 1100 Indiana Street, Lawrence, Mansas. The address on this letter is 106% No. Lincoln Street, which was his previous address.

Milton Allen is my son. I am enclosing a light stamp so that you may forward this piece of mail to him at Ellinwood, Kansas, his present address. I will appreciate this very much.

Sincerely yours,

Director of Physical Education and Recreation, Varsity Basketball Coach.

FCA: AH

Mr. A. J. McKinney, Cabool, Missouri.

Dear Mr. McKinney:

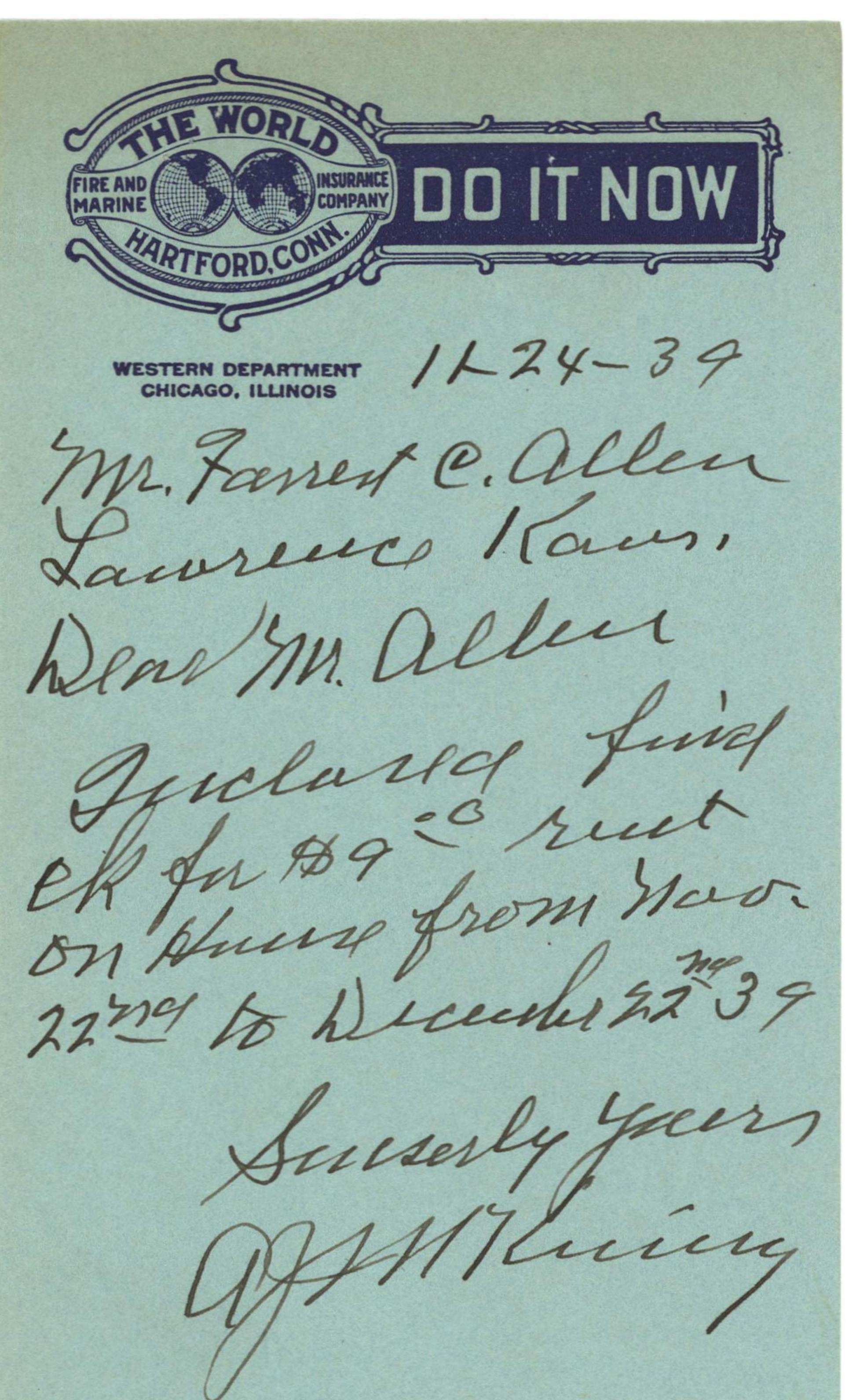
I am

I acknowledge with thanks your check for \$9.00 for rent on the house from November 22 to December 22.

With continued appreciation of your kindness,

Sincerely yours,

Director of Physical Education and Recreation, Varsity Basketball Coach.



Mr. Gene Glahn, President, Lawrence Country Club, Lawrence, Kansas.

Dear Gene:

In answer to your circular letter addressed to the Club members, dated December 1, first I went to say that I am very happy to see you going forward with the heating proposition.

Second, I believe it will be an important item to the contributors to know the date that the heating can be installed. I do not believe that the fellows will give money as readily on a general proposition of heating the plant unless you can with reasonable assurance guarantee that the heating apparatus will be installed at such and such a date. It is one thing to make a contribution for heating equipment, and an entirely different thing to make a contribution for heating at a certain time. I think this is an important item.

Third, I am willing to give what the general run of thirty-second degree fans are willing to give for this heating plant.

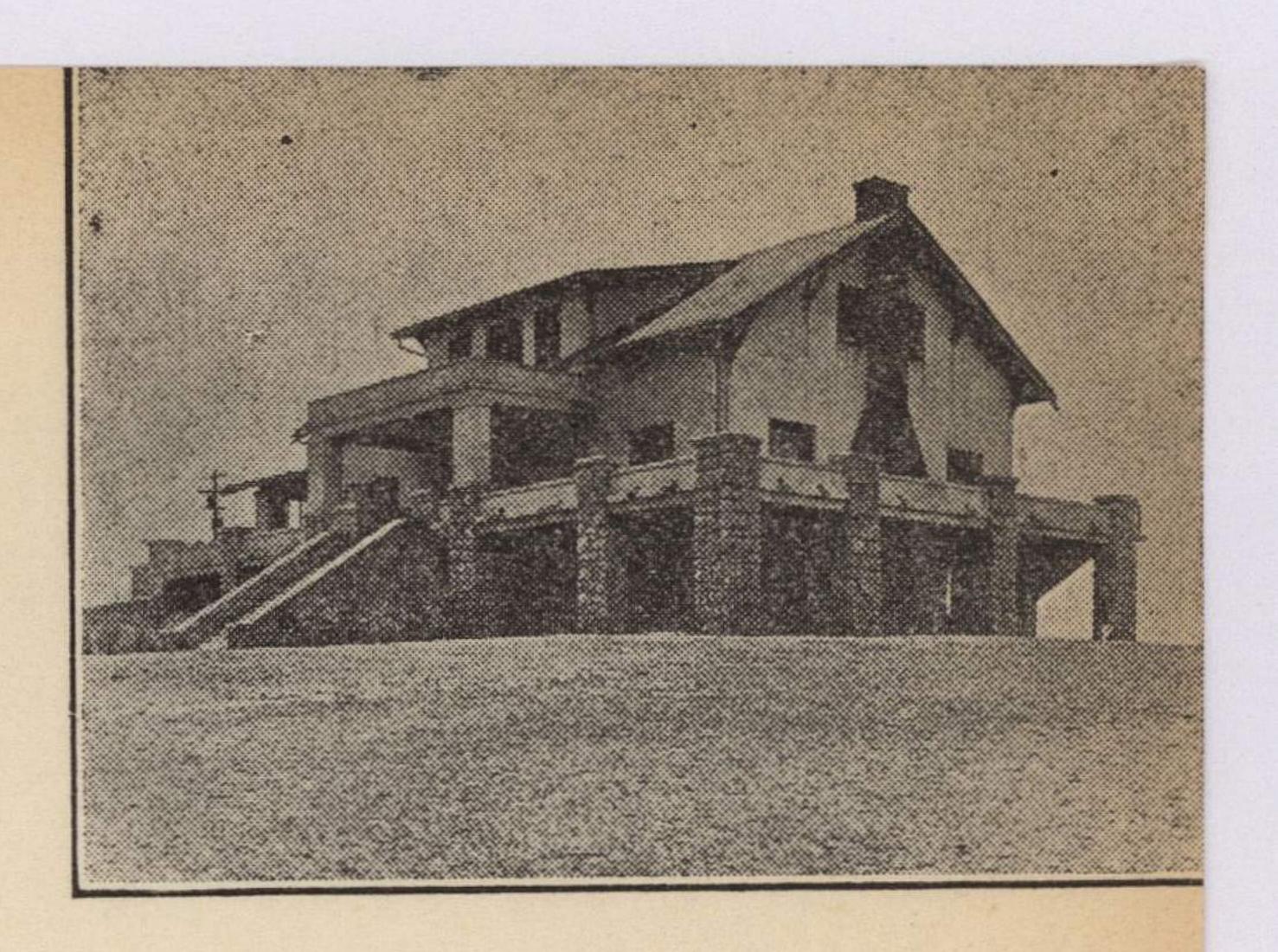
Fourth, it seems to me that a lot of these fellows who have been playing on special memberships that have been loaned by someone else should be approached in a very definite way. These fellows have been getting their club service at a greatly reduced cost over the other fellow, and if some individual could present that angle to these fellows certainly they should kick in.

I am very enthusiattic about the thing and you can count on a contribution from me. It is not necessary, however, that I be interviewed by a member of the committee because I am sold on the plan; in fact, I have discussed it with some of the members for four years.

Very sincerely yours,

Lawrence Country Club

LAWRENCE, KANSAS



December 1, 1939

Dear Club Member:

Trying to heat the Club House during the winter months has been a source of worry to the Board for several years. Only the ball or banquet room on the main floor has been heated and that inadequately by a now worn out furnace.

Some sort of a substitute plant is necessary which will heat the entire building if we expect our Manager and his wife to occupy the top floor. The kitchen has electric ranges and therefore no heat. Locker rooms are not heated. If we expect to use the Club to the fullest extent during the winter months for social affairs we must have a new heating set-up.

The big problem, of course, is financing such a heating system. During the next few days you will be interviewed by a member of a committee who will discuss the entire plan with you. We will thank you for your continued co-operation for the best interests of the Club.

THE BOARD OF DIRECTORS,

By Gene Glahn, Pres.

UNIVERSITY OF KANSAS YOUNG MEN'S CHRISTIAN ASSOCIATION

Dr. F.C. Allen

Robinson, University of Kansas

On behalf of the Kansas University Young Men's Christian Association, we wish to thank you for your helpful contribution of \$5.00 -dollars to its budget and program for the coming year.

Chairman, Fipance Committee

Nov. 27, 1939

Executive Secretary

The American National Red Cross



This certifies that

Forest C. allen

(Signature of Member)

is a member of The American National Red Cross for 1940

N	1emb	Donations					
\$1)	\$5	\$10	\$25	\$			

Homest David

Chairman

Calendar for 1940

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"Your membership entitles you to vote at the Annual Meeting to elect Chapter Officers and plan service programs." invitation to the Reserve Officers Military Ball on Friday, December 8th.

We are dedicating the field house of Central Missouri State Teachers College at Marrensburg, Missouri, on that date. This, of course, makes it impossible for me to attend, although I find Mrs. Allen in the same dilemma at each and every one of your invitations.

You will remember at the Simons dinner we discussed your kindness in keeping us on the list, but it seems as if our basketball schedule and your military ball strike with elarming frequency on the same date.

Again thanking you for your thoughtfulness and regretting the fact that it will be impossible to be with you, I am

Sincerely yours,

Director of Physical Education and Recreation, Varsity Basketball Coach.

FCA: AH

Dear Jano:

While in Cleveland I read some articles regarding John Drake. I thought perhaps you might be interested, so I am sending this article to you.

We hope to see you Tuesday night.

Affectionately,

Miss Jane Allen, 4541 Main, Country Club Plaza Apartments North, Kansas City, Missouri. Mr. A. J. McKinney, Cabool, Missouri.

Dear Mr. McKinney:

I would appreciate it if you would send me a statement of the 1939 taxes due on my county and city property in Cabool. I am under the impression that if these taxes are not paid by January 1st they become delinquent. I shall appreciate hearing from you.

Sincerely yours,

Director of Physical Education and Recreation, Varsity Basketball Coach.

STANDARD OIL COMPANY

(INDIANA)

KANSAS CITY BRANCH
AND AGENCIES

J. W. WILSON, MANAGER
H. E. PURDY, ASST. MANAGER
J. A. PEARSON, ASST. MANAGER

SALES DEPARTMENT

SUBJECT TO
IMMEDIATE ACCEPTANCE
AND SPECIAL CONDITIONS
NOTED ON BACK HEREOF

KANSAS CITY, Mo.

December 4, 1939

FILE FSS

Forrest C. Allen

Director Physical Education

University of Kansas

Lawrence, Kansas

Dear Sir:

Please pardon our delay in replying to your letter of November 15.

The reason for this delay is that we have gone into this matter very thoroughly and have checked everything we know to check in an effort to trace this lost remittance. We cannot find where it was received by us at all.

We sincerely regret the inconvenience and trouble caused you in this matter and assure you that should we be at fault, we will try not to let it happen again.

Yours truly,

STANDARD OIL COMPANY

CREDIT DEPARTMENT

RSB: DME

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CAMPACENTY.

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OH FEED BARRAN

ANY QUOTATIONS ON PROSPECTIVE SALES, AND PRICES NAMED BY THIS COMPANY FOR CURRENT OR FUTURE DELIVERY ON ANY PRODUCT DELIVERED WITHIN THE UNITED STATES. ARE MADE WITH THE UNDERSTANDING THAT ANY INTERNAL REVENUE TAX, WAR TAX, EXCISE TAX, SALES TAX, IMPORT, EXPORT, IMPOST, TONNAGE, SHIPPING OR OTHER CHARGE, OR TAX OF ANY KIND, EFFECTIVE AT THE PRESENT TIME OR HEREAFTER MADE EFFECTIVE AND LEVIED BY ANY GOVERNMENTAL AUTHORITY ON THE PRODUCT, ON THE PRODUCT CON-TAINER, ON THE MANUFACTURE, TRANSPORTATION AND/OR SALE OF THE PRODUCT, OR ON THE CONTRACT OR AGREEMENT, CONTRACT OR AGREEMENT PRICE, PROFITS, OR ANY MATTER CONNECTED THEREWITH, SHALL BE ADDED TO THE PRICE FURNISHED, AND PAID BY THE PURCHASER: UNLESS PURCHASER ELECTS TO WAIVE THE RIGHT TO DEMAND DELIV. ERY OF THE PRODUCT. OR UNLESS THIS COMPANY ELECTS TO PAY THE SAME. AND THAT IN THE EVENT THAT THIS COMPANY IS PREVENTED FROM MAKING DELIVERY BY PARTIAL OR TOTAL INTERRUPTION OF TRANSPORTATION FACILITIES, OR BY FIRES, OR STRIKES, OR BY ANY INTERFERENCE OF CIVIL OR MILITARY AUTHORITY. OR FOR ANY CAUSE BEYOND ITS CONTROL, THIS COMPANY CANNOT DELIVER SAID PRODUCT UNDER NORMAL FREIGHTS. INSURANCE AND OTHER COSTS. THIS COMPANY WILL NOT BE OBLIGATED TO MAKE THE DELIVERY OF THE SAID PRODUCT.

QUOTATIONS ARE LIKEWISE SUBJECT TO THE CONDITION THAT IF ANY LAW, FEDERAL, STATE OR LOCAL, OR ANY REGULATIONS OR RULES ISSUED THEREUNDER. OR ANY ACTION OF ANY FEDERAL, STATE OR LOCAL AUTHORITY, AND/OR THE DEPRECIATION OF THE CURRENCY OF THE UNITED STATES BY THE REDUCTION IN THE GOLD CONTENT OF THE DOLLAR. THE ISSUE OF FIAT MONEY, INFLATION, EXPANSION OF CREDIT, OR OTHERWISE, SHALL, IN THE JUDGMENT OF THE SELLER, REQUIRE ANY CHANGE IN THE PRICES, TERMS, AND/OR CONDITIONS HEREIN QUOTED, THEN IT SHALL BE UNDERSTOOD THAT SUCH CHANGES MAY BE MADE BY THIS COMPANY UPON NOTICE TO THE PURCHASER.

Lours truly,

STANDARD OIL COMPANY
CHEDIT DEPARTMENT
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ALLA

BMG: HEA

December 5, 1939.

Mr. A. J. McKinney, Cabool, Missouri.

Dear Mr. McKinney:

I would appreciate it if you would send me a statement of the 1939 taxes due on my county and city property in Cabool. I am under the impression that if these taxes are not paid by January 1st they become delinquent. I shall appreciate hearing from you.

Sincerely yours,

Jersel C. Cellen,
Director of Physical Education and Recreation,
Varsity Basketball Coach.

Dear Bix 2 molase of fined Statement of Taxes for 1939, of food before June 1st 40 no penalty Jenus Affilling

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Dear Mary:

Mother has gone to the city today, but last night we shipped by Santa Fe freight a Goal-Hi basketball goal for the children's Christmas present. It may take someone to set it up for them. We hope that they will enjoy it.

We also sent the high-jump standards - the ones that Milton and Forrest, Jr., used in the back yard. Mr. Davidson did not have time to paint them, but Sonny can paint the standards during the winter time so that when spring comes they will be ready for him to high jump.

I am hastily writing this so you can expect something.

Trusting to see you all very shortly, I em

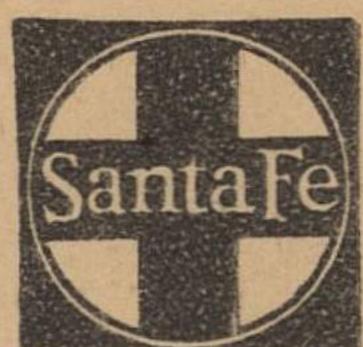
Affectionately, Your Dad

(Uniform Domestic Straight Bill of La

Permanent Post-Office Address of Shipper-

adopted by Carriers in Official, Southern, Westerl and Illinois Classification Territories, March 15, 1922, as amended, August 1, 1930.)

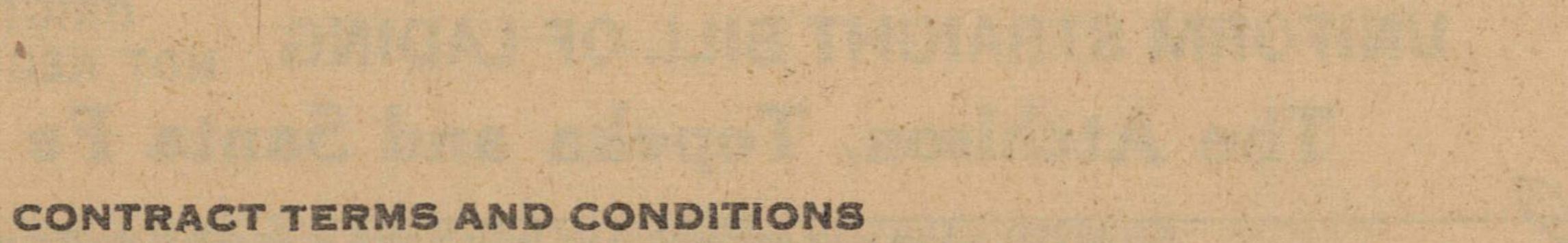
1st Sheet



ORIGINAL-UNIFORM STRAIGHT BILL OF LADING NOT NEGOTIABLE The Atchison, Topeka and Santa Fe Railway Company

Shipper's .No ... Agent's No .-

		MANAGEMENT TO THE REAL PROPERTY.		9	
At	RECEIVED, subject to the classifications and tariffs in effect.		f this Bill of L	ading.	axhall-ahla
sompany being un soad or its own was and as to each par	bed below, in apparent good order, except as noted (contents and condition of contents of pack derstood throughout this contract as meaning any person or corporation in possession of the project line, otherwise to deliver to another carrier on the route to said destination. It is mutually agree ty at any time interested in all or any of said property, that every service to be performed here age the conditions on back hereof, which are hereby agreed to by the shipper and accepted for here	ages unknown), marked, conperty under the contract) agreed, as to each carrier of all conder shall be subject to all	ees to carry to	its usual place	e of delivery at said destination, if on its ow all or any portion of said route to destination
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Ne. Pkgs.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*Weight (Subject to Correction)	Ciass or Rate		Subject to Section 7 of conditions, if the shipment is to be delivered to the consigner 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 of stamp here, "To be Prepaid." Received \$ to apply in prepayment of the charges of the property described hereon.
	noves between two ports by a carrier by water, the law requires that the bill of lading shall state is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding. Shipper.		shipper's weigh		(Agent or Cashier) Per
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SEC. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any

(b) 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 or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

loss thereof or damage thereto, except as hereinafter provided.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

SEC. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular mar-

issuing this bill of lading, or carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such of the property (or, in case of export) or, in case of failure to make | additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guardelivery, then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier | antee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, only within two years and one day from the day when notice in writing is given by the carrier to the claiman t that the carrier to the claiman t the carrier to the claiman t that the carrier to the carrier to the claiman t that the carrier to the claiman t that the carrier to the carrier to the claiman t that t has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted | thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party limble 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, so far as this shall not avoid the policies or connection with this bill of lading. insurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

SEC. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperate and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

(such free time to be computed as therein provided), after notice of the property at destination or at the port of | stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any export (if intended for export) has been duly sent or given, and after placement of the property herein described shall be at liberty to call at any port or ports, in or out of the custombeen mude, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for sto relighter, to load and discharge goods at any time, to assist vessels in as and to carrier, may be removed to and stored in | distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such a public or licensed warehouse at the place of delivery or other available for any loss or damage to property if it be necessary or is usual to carry the same upon deck. liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for

storage. (b) Where non-perishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be design | ment of the vessel, or from unseaworthiness nated by the carrier: Phovided, That the carrier shall have first mailed, sent, or given to the consignor mitice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: Provided, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported by consignee or party entitled | the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading. to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Paovinen, That if | time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given in such manner as the exercise of due diligence requires, before the proparty is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circum-

stances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

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.

SEC. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier 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.

SEC. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. Provided, That, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignce other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against ket or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said | him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, I to him, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property where a lower value than actual value has been represented in writing of the fact of such a ency and absence of beneficial title, and, in the case of a shipment released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus | reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in freight charges if puid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence. I writing of the heneficial owner of said property; and, in such cases the shipper or consignor, or, in the (b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier | case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consigned

SEC. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully

SEC. 9. (a) 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 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, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(h) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shufts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or SEC. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs lawfully on file | from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision,

(d) General Average shall be payable according to the York-Antwerp Rules of 1924. Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the managewhether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and-or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be 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 tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, barbors, or lakes, when performed by or on behalf of rail carriers. SEC. 10. 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 without effect, and this bill of lading shall be enforceable according to ite original tenor.

(For use in connection with Uniform Do c Straight Bill of Lading, adopted by Carriers in O1 1, Southern, Western and Illinois Classification Territories, March 15, 1922, as amended, August 1, 1930.)



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.

Shipper's N	10	
Agent's No		

The Atchison, Topeka and Santa Fe Railway Company

		AND DESCRIPTION OF THE PARTY OF		
	RECEIVED, subject to the classifications and tariffs in effect on the date of the receip	t by the carrier of the property desc	cribed in the Original Bill of La	ding,
At_	1911/11/11/11/11/11/11/11/11/11/11/11/11	From	A STATE OF THE SAME OF	the thether and the
road or its own wat and as to each par	bed below, in apparent good order, except as noted (contents and condition of contents of pacters tood throughout this contract as meaning any person or corporation in possession of the preter line, otherwise to deliver to another carrier on the route to said destination. It is mutually agenty at any time interested in all or any of said property, that every service to be performed here the conditions on back hereof, which are hereby agreed to by the shipper and accepted for	operty under the contract) agreed, as to each carrier of all or eunder shall be subject to all	es to carry to its usual pla r any of said property over	ce of delivery at said destination, if on its own all or any portion of said route to destination,
Consigned to	La De Harred Corn		Mall or street address of co	nsignee—For purposes of notification only.
Destination_	Carelland State of	144	Cour	ity of
Route				
Delivering C	carrierCar Initia		C	ar No.
No. Pkgs.	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*Weight (Subject to Correction)	Class or Rate Check Col.	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee
	Cob allerate Egypting			signor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and
				all other lawful charges.
				If charges are to be prepaid write or
				If charges are to be prepaid, write or stamp here, "To be Prepaid."
				Received \$
				(Agent or Cashier)
				The signature here acknowledges only the amount prepald.)
	noves between two ports by a carrier by water, the law requires that the bill of lading shall state is dependent on value, shippers are required to state specifically in writing the agreed or declared value of			Charges Advanced:
I are agreen or declare	d value of the property is hereby specifically stated by the shipper to be not exceeding	per	for the fact of the	
Par	Shipper.	Par		Agent.
Permanent P	ost-Office Address of Shipper			3

CONTRACT TERMS AND CONDITIONS

SEC. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) 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 or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

SEC. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law where a lower value than actual value has been represented in writing by the shipper, or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus

freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence (b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within nine months after a reasonable time for delivery has clapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any lugurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or connection with this bill of lading. inaurance: Provided, That the carrier reimburse the claimant for the premium paid thereon.

SEC. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperate and baling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such consistent therewith or with this section. Grain in bulk consistent therewith or with this section. where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

SEC. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs lawfully on file a public or licensed warehouse at the place of delivery or other available for any loss or damage to property if it be necessary or is usual to carry the same upon deck. limbility on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where non-perishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be design nated by the carrier: Phovided, That the carrier shall have first mailed, sent, or given to the consignor nutice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: PROVIDED, That 30 days shall have empsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported by consignee or party entitled | the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading. to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: Province, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given in such manner as the exercise of due diligence requires, before the proparty is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property, if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be ut owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

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.

Sec. 8. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier 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.

SEC. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid, The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. Provided, That, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee I shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against I him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such a sency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consigned has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. 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

SEC. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully

SEC. 9. (a) 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 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, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, (auch free time to be computed as therein provided), after notice of the property at destination or at the port of a stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at destination has I vessel carrying any or all of the property for delivery at deliver been mude, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff churge for stor. I ary route, to load and discharge goods at any time, to assist vessels in been mude, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff churge for stor. age and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in I distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such as (d) General Average shall be payable according to the York-Antwerp Rules of 1924. Sections 1 to 15, inclusive, and Sections

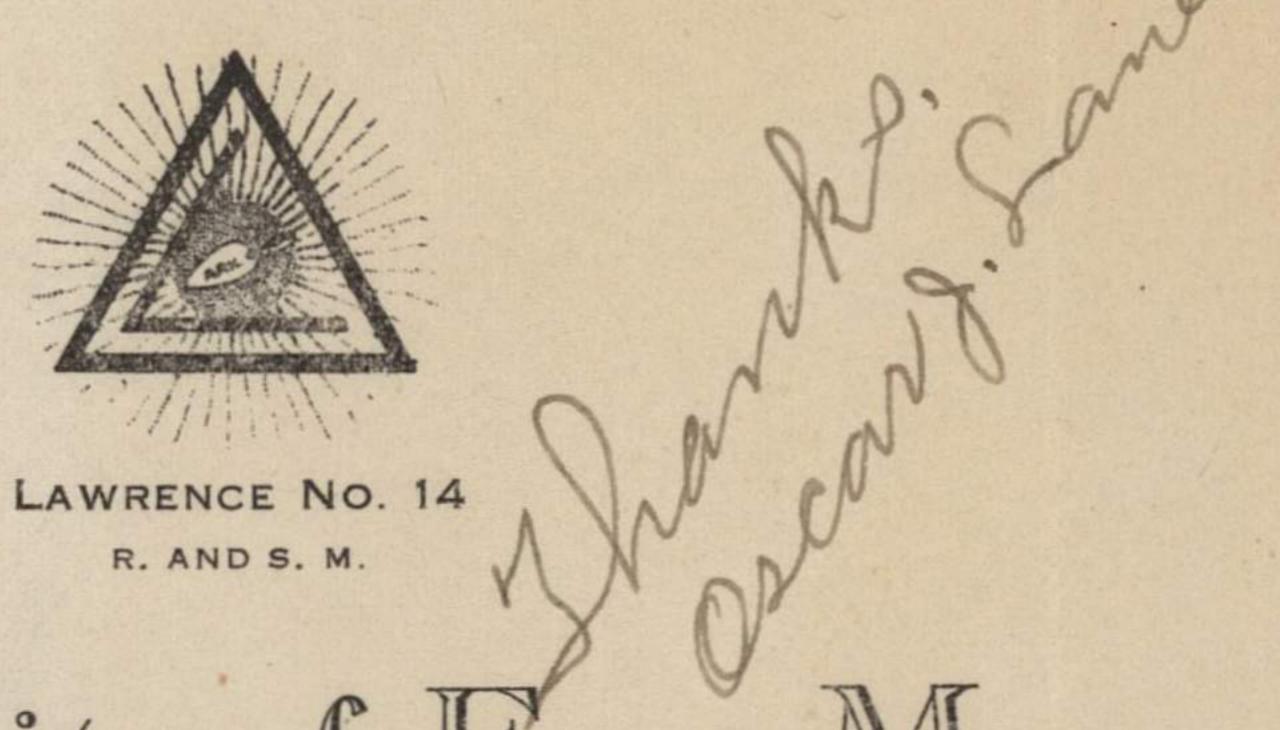
17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and-or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be 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 tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, barbors, or lakes, when performed by or on behalf of rail carriers.

SEC. 10. 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 without effect, and this bill of lading shall be enforceable according to its original tenor.







The York Rite of Free Masonry

SECRETARY RECORDER, HARRY B. SPARKS, 1305 TENNESSEE STREET, TELEPHONE 52
SECRETARY-RECORDER: OSCAR J. LANE, 2203 Massachusetts Street; Phone 1724

Lawrence, Kansas

COMPANION:

SIR KNIGHT:

Your attention is respectfully called to the following

OFFICIAL NOTICE FOR THE PAYMENT OF DUES	100
Your Chapter dues for the year ending December 31, 1937, are	\$ 2
Arrearages	\$
Arrearages	\$ / \
Arrearages	
Your Commandry dues to the end of the current Templar year are	\$4
Arrearages	
TOTAL	1
	/

The By-Laws of the Chapter, Council and Commandry require that dues shall be paid annually.

A member when in arrears for two years dues is subject to suspension, unless the dues are paid or remitted, by showing sufficient cause for his delinquency.

OSCAR J. LANE,
Secretary and Recorder.