

INSTRUCTIONS

Read carefully to avoid delay at shipping point

1. **Provisions of law.**—Before a clearance shall be granted for any vessel bound to a foreign port, the owners, shippers, or consignors of the cargo of such vessel shall deliver to the Collector manifests (or declarations) of the cargo or the parts thereof shipped by them respectively, and shall verify the same by oath. Such manifests (or declarations) shall specify the kinds, quantities, and values of the articles and the foreign port or country of destination. (Sec. 4200, Rev. Stats., U. S.) If any vessel bound to a foreign port departs on her voyage without delivering manifest and obtaining clearance, the master or other person in charge shall be liable to a penalty of \$500 for every such offense. (Sec. 4197, Rev. Stats., U. S.) Similar provisions apply to exportations by rail, vehicle, or ferry. (Sec. 1, act March 3, 1893.)

2. **The shipper must prepare on this form in duplicate** an export declaration for all merchandise shipped to *foreign countries* or to or from *noncontiguous territories* of the United States, except for bonded shipments in transit through the United States from one country to another. In the case of merchandise shipped across the international boundary line between the United States and Mexico, the shipper must prepare this form *in triplicate*. The original declaration must be verified *by oath* before a customs official, notary public, or other person authorized to administer oaths, except in the case of shipments to or through Canada or Mexico by car, vehicle, or ferry, or when value is less than \$100. The original declaration must be signed in all cases. If the declaration is executed by an agent for the shipper, his authority must be in writing on this declaration or other document filed with the Collector. The original is for use of customs officials and will be treated as confidential.

3. **Shipments originating at the seaboard.**—In the case of shipments originating at the seaboard or arriving there from the interior for export, the export declaration (original and duplicate) must be presented to the Collector of Customs, who will retain the original, certify the duplicate, and return the latter to the shipper for presentation to the steamship or railroad company, without which no freight will be received. The transportation company will attach the duplicate to the outward manifest filed at the customhouse when the vessel or car is cleared, noting thereon any short shipment or other discrepancy. Clearance will not be granted until export declarations have been filed with the Collector.

4. **Shipments from the interior.**—In the case of shipments from the interior on through bills of lading, the shipper must prepare the export declaration in duplicate and deliver both copies to the carrier to accompany waybills to the port of exportation. The original may be placed in a sealed envelope. In the case of shipments on local bills of lading the declarations may be handed to the carrier to accompany the goods or mailed to the consignee at the seaboard. Upon arrival of the goods at the port of exportation the carrier must deliver the declaration to the Collector of Customs. To prevent delay at the border an export declaration should be prepared for each carload as otherwise cars breaking down or detached in transit may arrive at port of exit without declarations.

5. **Domestic articles exported.**—The value of all articles grown, produced, or manufactured in the United States must be stated in the column of "U. S. Products."

6. **Foreign articles exported.**—The value of articles of foreign origin shipped out of the United States in the same condition as imported must be stated in the column of "Foreign Products." If foreign articles have undergone any process of manufacture or alteration in the United States they become United States products and must be reported as such. Thus: Sugar refined in the United States from imported raw sugar should be reported as a domestic product.

7. **The value of articles is the selling price or the actual market value at the time and place of shipment for exportation.**

8. **Description of articles exported must be accurate and complete.** General terms, such as dry goods, groceries, meats, machinery, millinery, etc., will not be accepted. The total quantity and value of each class of articles should be stated in one item, omitting details such as specific quantities of different sizes or kinds of the same article. In the case of cheese the declaration must state whether filled or unfilled, oleomargarine whether colored or uncolored, butter whether pure, adulterated, or renovated.

9. **The total quantity of each class of articles in a shipment expressed in the usual measure of pounds, tons of 2,240 pounds, yards, gallons, etc., must be stated.** Domestic spirits exported must be stated in proof gallons of 50 per cent alcoholic strength.

10. **The country of final destination of goods—that is, the country to which goods are sold—must be shown.** Special care should be exercised to state the final destination of goods shipped through Canada to Europe, and of goods to be transhipped in the United Kingdom, the Netherlands, Germany, and France en route to other countries.

11. **Inspection certificates.**—Process or renovated butter must be accompanied by certificates of purity. Certificates of inspection must be presented to the Collector for meat and meat-food products exported when required by the regulations of the Department of Agriculture.

12. **Export Schedule B** may be obtained for 10 cents from the Superintendent of Documents, Government Printing Office, Washington, D. C., or from the district offices of the Bureau of Foreign and Domestic Commerce located in New York, Boston, New Orleans, San Francisco, Seattle, Chicago, and St. Louis, and will be of assistance to exporters in preparing the declarations.

13. **Sale and printing of blanks.**—Shipper's export declarations may be obtained from Collectors of Customs at the price of 25 cents per block of 100. The export declarations may be printed by private parties providing they conform strictly to the official form in size, wording, color, and arrangement.

To the Collector: I hereby authorize _____

address _____, to act as my agent for customs purposes in the

exportation of the within-described goods. Please deliver the certified duplicate accordingly.

AMERICAN RAILWAY EXPRESS COMPANY

SPECIAL CONTRACT FOR THE TRANSPORTATION OF PAINTINGS, PASTELS, PICTURES, STATUARY, AND WAX FIGURES, OF A VALUE OF OVER \$550.00.

THIS CONTRACT, made at Boston Mass this 3rd day of May 1921, between American Railway Express Company (hereinafter called the "Express Company"), party of the first part, and Wells & Richardson (hereinafter called the "Shipper"), party of the second part, WITNESSETH: Via N.Y. Foreign Dept

1. The Express Company agrees, subject to the conditions hereinafter set forth to forward to the point reached by the Express Company which is nearest or most convenient to destination, and there deliver to consignee or to other parties to complete the transportation, the following property, of which the Shipper declares himself to be the owner or duly authorized agent of the owner, namely:

consigned to Philip D. de Langle M.D. \$10,000
 at The French Gallery, 120 Wall Mall London SW9 England
 for the sum of Three one dollars
 and and two cents, which charge is dependent upon the value of said property, as hereinafter stated.

2. (a.) When the declared or released value of any shipment of Paintings, Pastels, Pictures, Statuary or Wax Figures, weighing 1,100 pounds or less exceeds \$550, the rates for the portion of such value up to \$550 are 10 cents greater for each \$100 or fraction thereof in excess of \$50 on shipments weighing 100 pounds or less, or 50 cents per pound on shipments weighing more than 100 pounds. The rates for the portion of such value in excess of \$550 will be greater for each \$100 or fraction thereof as shown in paragraph (c.).

(b.) When the declared or released value of any shipment of Paintings, Pastels, Pictures, Statuary or Wax Figures weighing more than 1,100 pounds exceeds \$550, the rates will be greater for each \$100 or fraction thereof of such value in excess of 50 cents per pound actual weight as shown in paragraph (c.).

(c.) Between points where the first-class rate per 100 pounds

Does not exceed \$1.00	25
Exceeds \$1.00 but not \$3.00	30
Exceeds \$3.00 but not \$5.00	35
Exceeds \$5.00 but not \$8.00	40
Exceeds \$8.00	50

Rates in Cents for Each \$100 or Fraction.

3. The Shipper hereby declares the value thereof to be ten thousand dollars dollars.

4. The Express Company shall not be required to make free delivery at points where it maintains no free delivery service nor at any point beyond its established and published delivery limits.

5. The Express Company shall not be liable for loss or damage arising from the condition of the property, or from any defect or fault in packing, crating or boxing, which risks are assumed by the Shipper. The Shipper of said property hereby releases and discharges the said Express Company from all liability for the delay or loss of, or damage or injury to, said property from any cause whatever, unless any such delay, loss, damage or injury shall be proved to have been caused by the Express Company or by the negligence of its agents or employes, and in such event the Express Company shall be liable only to the extent of actual damage sustained, but in no event to an amount in excess of the value declared above.

6. All the stipulations and conditions in this contract contained shall inure to the benefit of, and extend to, each and every connecting carrier, railroad company, express company, forwarder, or person to whom the Express Company may entrust or deliver said property for transportation, and shall define the responsibility and liability therefor of any such company or person for the acts or negligence of their several agents or employes.

7. Upon the arrival of said property at destination, the Shipper, owner or consignee shall forthwith receive said property and pay any charges due thereon, and any sums besides charges to be collected from consignee, according to terms of shipment; and if he or they shall fail or refuse to duly receive the same and pay any such charges and other sums, or after 48 hours (exclusive of Sundays and legal holidays) from mailing of notice to consignee of arrival of shipment, the Company's liability shall be that of warehouseman only and said Express Company, or other carrier, as the agent of such Shipper, owner or consignee, may thereupon have said property put in some suitable place at the cost and risk of such Shipper, owner or consignee, and at any time or times thereafter may sell the same, or any portion thereof, at public or private sale, with or without notice, as said agent may deem necessary or expedient, and apply the proceeds arising therefrom, or so much thereof as may be needed, for the payment of any freight and charges that may be due, and other necessary and proper costs and expenses; or said Express Company or other carrier may, at its option, return said property to Shipper, the Shipper to pay charges for transportation both ways, and all other expenses.

8. Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to recovery claims must be made in writing to the originating or delivering carriers within four months after delivery of the property or, in case of failure to make delivery, then within four months and fifteen days after date of shipment; and suits for loss, damage or delay shall be instituted only within two years and one day after the date 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.

9. All the conditions of this contract shall apply to any reforwarding or return of said property.

Signed in triplicate.

FOR AMERICAN RAILWAY EXPRESS COMPANY,

Shipper.

Agent.