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## Three receipts for payment for shipping goods, 1890.

[s.l.]: [s.n.], 1890-05

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Book No. 37. **50** Sag Harbor, L. I. Form 143, 12-80-6 B. 18 *90*

*Mr*

To SAG HARBOR WHARF CO., Dr.,

	Bags		
	Bushels		
	Barrels		
<i>1</i>	Boxes	<i>Base 26</i>	<i>05</i>
	Bundles		
	Cords		
	Loads		
	Packages		
	Tons		

Received Payment,

*Payee* Wharfinger.



New London, Conn.

May 30

1890

N. Laruns

No. 4 Champlain

To Steamer **MANHANSET**, Dr.

For Transporting from

N. L.

To Bay Harbor

1 Brunelle Net

Exp

BACK CHARGES,

40
79
119

200

TOTAL, \$

Received Payment,

John Hamer

Agent.



## The New London and Long Island Steamboat Company

will not hold itself liable for any injury to any articles of freight during the course of transportation arising from the weather or accidental delays. Nor will the Company hold itself liable as a common carrier for such articles after arrival and unloading at their place of destination. Machinery, Furniture, Stoves and Castings, Liquids in Glass or Earthenware, Unpacked Fruit, and Live Animals, will only be taken at owner's risk of fracture and injury during the course of transportation, loading and unloading, unless specially agreed to the contrary. All articles of freight arriving at the place of destination must be taken away as soon as possible after being unloaded from the boat, the Company reserving the right of charging storage on the same or placing the same in the storehouses at the risk and expense of the owners, if the Company see fit to do so. All goods at owner's risk while in the Company's storehouse. No allowance will be made for damage unless claim is made before taking the goods from the wharf.

TERMS CASH.

No 1598 Nathl Downing New London, May 29 1890  
East Hampton

To NEW YORK, PROVIDENCE & BOSTON RAILROAD CO., Dr.

For transportation of the following articles, From BOSTON, viz.:

Marks:	11 Bale Netting	200		44
	1" Rope	60	4	10
Car No.		20	4	

All Bills payable in Bankable Funds.

Received Payment,

C. H. Briggs

Charges Advanced,

Agent.

Total,

5

unladen from the cars; the Company assuming the risk and expense of the owners, after the lapse of that time, if the Company sees fit to do so.

J. M. WILLIAMS, General Freight Agent,  
Providence, R. I.