

This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1855 edition. Excerpt: ...any legal or equitable interest therein, except as carriers from Valparaiso. The vessel having, at Valparaiso, taken on board the goods, did, on the 10th of July, 1849, proceed therewith to Paita, being a legal port between Valparaiso and Guayaquil within the meaning of the charter-party, having consumed at Valparaiso thirty-nine more of the seventy running days allowed by the charterparty in the loading the cargo at Valparaiso. The vessel arrived at Paita on the 3d of August, 1849, and there discharged all the goods put on board at Valparaiso which were destined for that port. The captain signed bills of lading for the goods shipped at Valparaiso. In the bills of lading for the goods shipped by F. Alvarez & Co., the Sweating u. Danhez. freight is stated to be according to the charter-party. In the other bills of lading, certain rates of freight are mentioned. The plaintiff claims freight for the goods shipped by F. Alvarez & Co., and delivered at Paita, and also claims the amount of the freight received by F. Alvarez & Co. for the other goods landed at Paita. Eight more of the seventy days were consumed at Paita. No homeward cargo was put on board the vessel at Paita. The vessel then proceeded to Guayaquil, and arrived there on the 18th of August, 1849. The vessel was clear at Guayaquil for loading and discharging and reloading within the true intent and meaning of the charter-party on the 20th of August, 1849. The master of the vessel gave to the defendants agents at Guayaquil written notice in manner and form as required by the charter-party. The vessel then took on board at Guayaquil some further legal merchandise, making with that loaded at Valparaiso for the United Kingdom or Santander, a full and complete cargo...

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