

32. Long lumber, extending over two or more cars must be bound by chains or large ropes. It must not be "bound" by the stakes, but loaded on "bunks" that it may "play" or "swivel" freely.

33. Lumber will be carried only at the convenience of the Railway, and at the risk of the owner.

34. Cars loaded with lumber will not be allowed to stand over to give Owners or Consignees choice of positions at the receiving stations, when other berths are unoccupied.

35. In loading cordwood, sticks must be placed at the edges of the car for the outer ends of the wood to rest upon, that it may tend, when filled, towards the centre. The stakes must be green spruce, or straight hardwood of sufficient thickness.

36. Yardage at the rate of 10 cents per ton per day will be charged on all lumber or other materials left upon the wharves, or other premises of the Railway. This charge will commence 48 hours after the lumber or other materials have been placed on the Railway premises. This charge will not apply to materials which are in sheds or warehouses, or which are on cars.

37. Goods and Live Stock will only be received for transportation at the stations designated from time to time, by the Superintendent, for the purpose.

38. Lumber will only be received for transportation at sidings, unless by previous arrangement it is shown to the satisfaction of the Superintendent that sufficient for a full train load of 12 cars is so placed that it can readily be laden with the assistance of an engine.

A charge of \$2.50 per hour will be made in addition to the rate per car, when the engine is detained more than five hours.

39. To avoid errors in way-billing loaded cars at sidings, Owners should fasten a ticket upon the side of the car, stating to whom the load belongs, and to whom and where it is to be consigned.

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