

CARGO TARIFF—Continued.

	April.	May, June & July.	August & Sept.	October.	Nov. 1 to Nov. 15.	Nov. 16 to Nov. 30.
From Cleveland to places on the South side of Lake Superior, not beyond the Ontonagon River.	35 0	25 0	25 0	10 0	45 0	45 0
From places West of Cleveland, and not West of Detroit, to places on the South side of Lake Superior not beyond the Ontonagon River.	30 0	25 0	30 0	40 0	45 0	45 0
From Sault St. Marie to places on the South side of Lake Superior, not beyond the Ontonagon River.	30 0	20 0	30 0	35 0	40 0	40 0
From places on Lake Michigan beyond the Southern end of Green Bay, to places on the South side of Lake Superior not beyond the Ontonagon River.	45 0	30 0	45 0	15 0	60 0	60 0
From New York or Boston to Montreal and vice versa (via Lake Champlain and Railroad and Canals).	7 0	10 0	10 0	15 0	15 0	25 0
Do. Quebec, do.	15 0	15 0	15 0	20 0	20 0	30 0
Do. Ogdensburg, do.	7 0	7 0	7 0	10 0	10 0	20 0

The preceding dates to be calculated from the day of leaving the Shipping Ports on the Lakes. On Goods from New York, fourteen days allowed to reach the Shipping place on the Lakes, excepting by Railroad to Dunkirk or Buffalo, when three days only are to be allowed.

Risks back from the Lakes and Rivers, going by Railroads, Wagons, Canals, or re-shipped by Boats on the Rivers, to be charged not less than $\frac{1}{2}$ per cent. additional to the Rate for the usual Lake or River Landing-place.

From New York to Buffalo, Oswego, Cape Vincent, and vice versa, connected with the Lake Risks, $\frac{1}{2}$ per cent. additional premium to the preceding Table of Rates.

If not connected with Lake Risks, $\frac{1}{2}$ per cent.

From New York to Dunkirk, or vice versa, if not connected with a Lake Risk, $\frac{1}{2}$ per cent. via the Erie Railroad; but when connected with a Lake Risk, $\frac{1}{2}$ per cent. each, in addition to the preceding Table of Rates.