

40. When goods are required to be loaded by the Owner or his Agent, or at his expense, all fittings, (such as Stakes, Bunks, Skids, Chains, Ropes, etc., for lumber, and side boards for Sand, Bricks, Clay, Stone, Manganese, or articles of a similar character,) must be provided by him, or will be charged to him if furnished by the Railway. Such fittings will be transported back free, if necessary, but at the Owner's risk.

41. When cars, liable to be laden or unladen by the Owner or Consignee of the goods, have been once placed and for the convenience of the Owner, or at his request, are shifted to another berth in the same station yard, a charge of \$1.00 per car will be made for such service.

42. Cars left at Stations or Sidings to fill requisitions, will be subject to demurrage after 24 hours (exclusive of Sunday), they may be handed over or removed to fill ether requisitions.

43. All cars with lumber should be loaded to their full capacity, as marked upon them, and charged at car load rates per 100 pounds. Cars without capacity marked upon them should be loaded with 20,000 pounds. In all cases, the actual quantity loaded on the car is to be charged for at car load rates.

The minimum load for a car shall be 20,000 pounds.

44. All regulations previously enacted for the conveyance of Live Stock, Goods and Merchandize over this Railway, inconsistent with the foregoing, are hereby cancelled.

Approved by order in Council.

GEORGE TAYLOR,

D. POTTINGER,

General Freight Agent
~~Chief Engineer.~~

Chief Superintendent.

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

MONCTON, December, 1889.