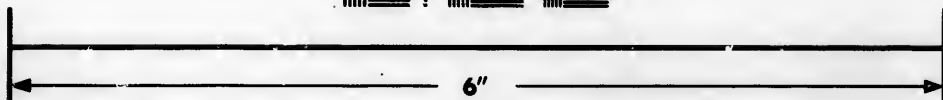
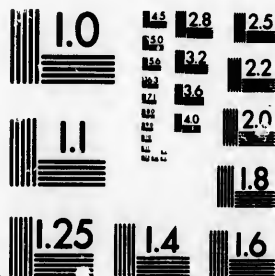


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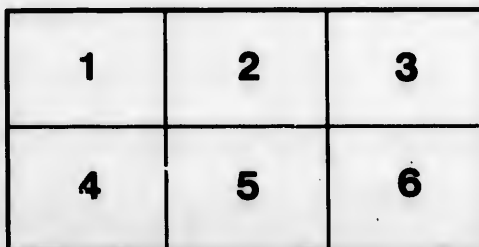
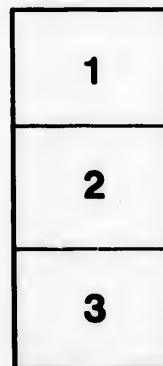
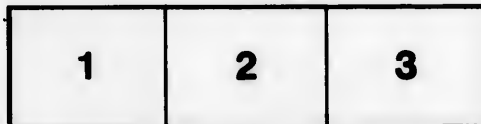
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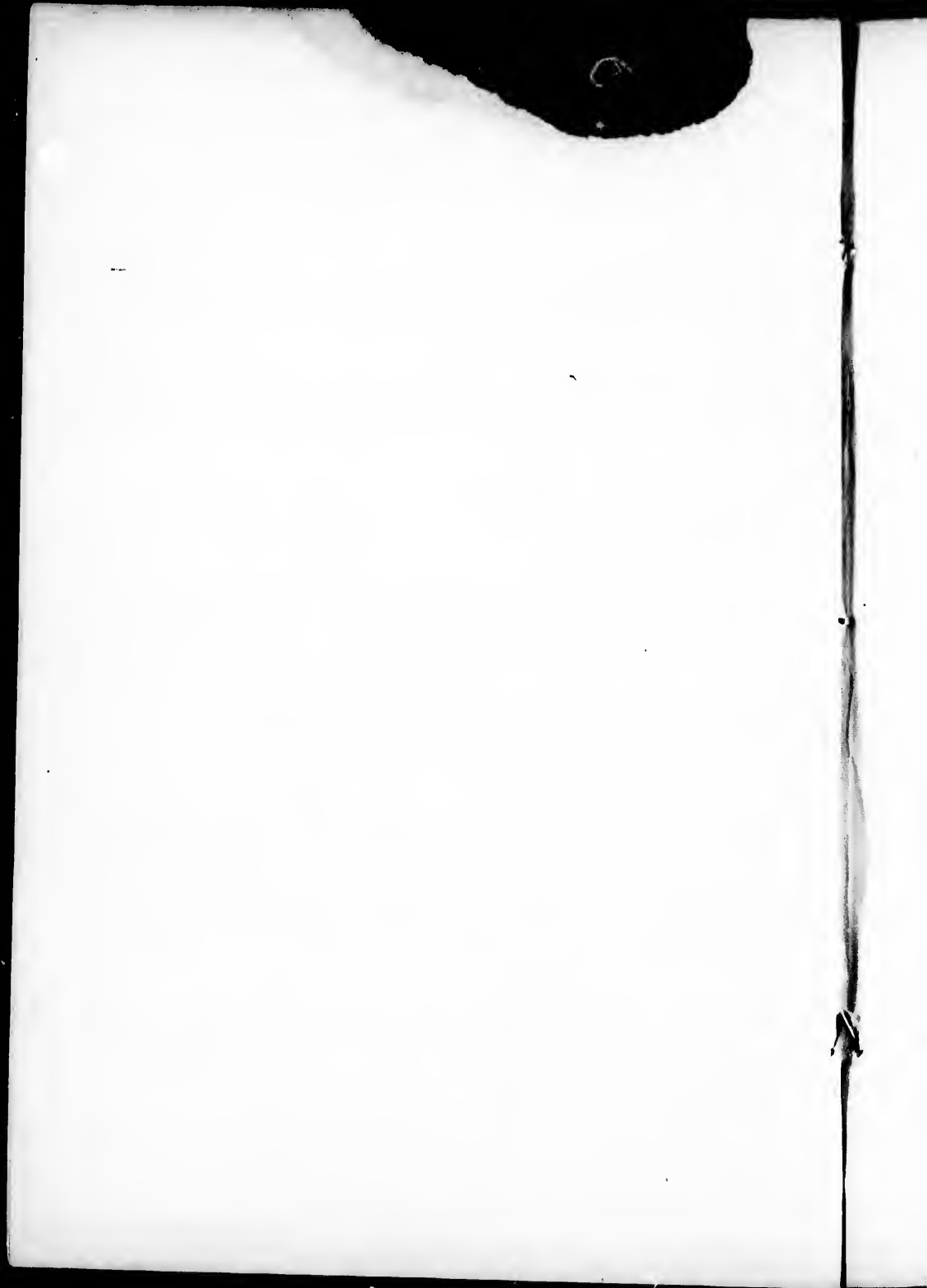
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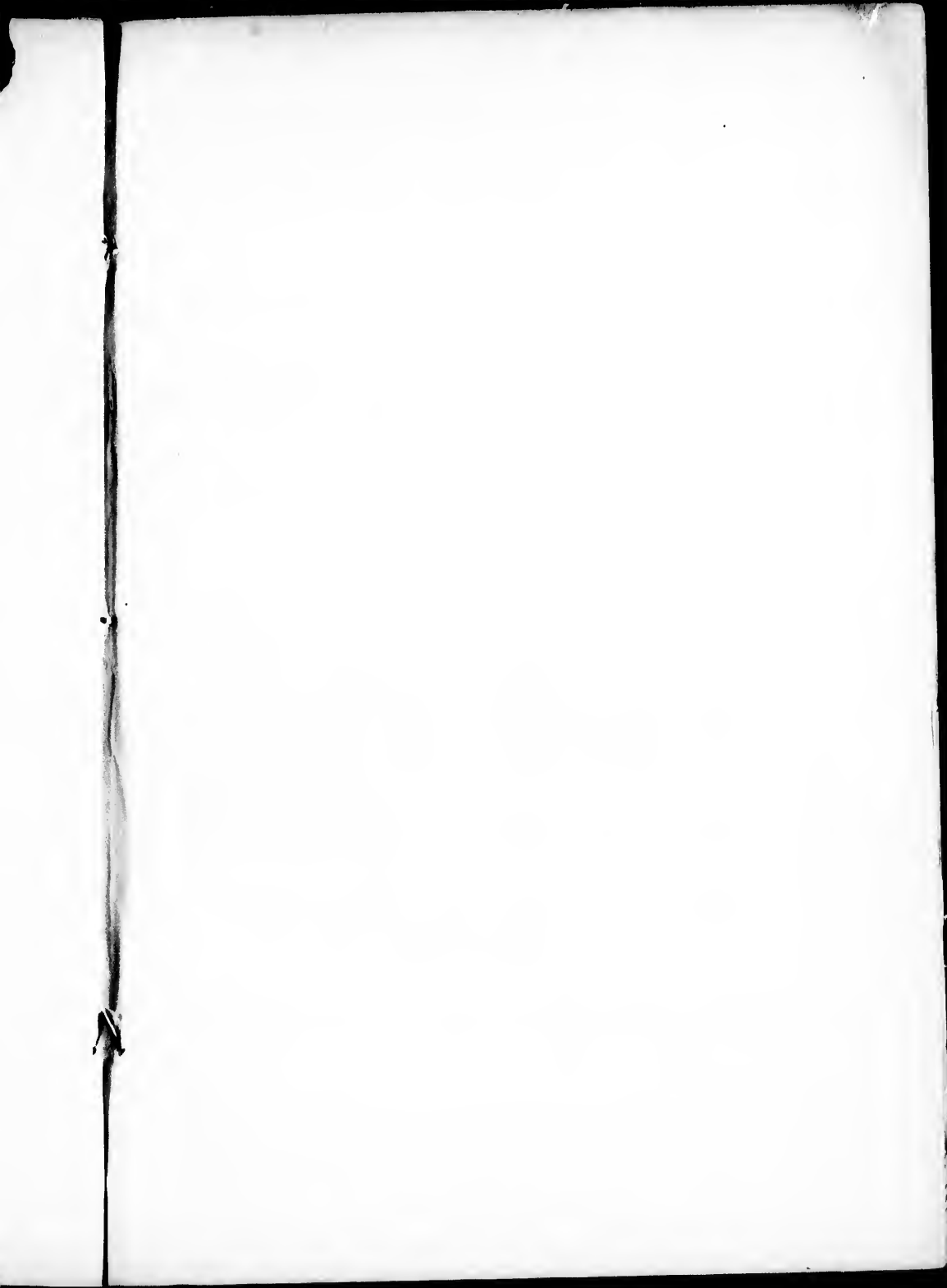
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**THIS TARIFF SUPERSEDES ALL OTHERS, AND ALL
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THE RIGHT TO MAKE, AT ITS PLEASURE,
ANY CHANGE IN THE RATES OR
CLASSIFICATION.**

N. WEATHERSTON,
GENERAL SUPERINTENDENT, Toronto, Ont.

TORONTO :
GLOBE PRINTING COMPANY 26 AND 28 KING STREET EAST.
1872.





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TORONTO, GREY AND BRUCE RAILWAY.

LOCAL FREIGHT TARIFF,

TO TAKE EFFECT, 15TH NOVEMBER, 1872.

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TORONTO, GREY AND BRUCE RAILWAY.

GENERAL NOTICES AND CONDITIONS OF CARRIAGE.

IT IS UNDERSTOOD AND AGREED THAT THE TORONTO, GREY AND BRUCE RAILWAY COMPANY,

1. Will not be responsible for any article or articles conveyed upon their railway, unless the same be signed for as received by a duly authorized Agent.

2. Nor will they be responsible for the loss of or damage done to Money in Cash, or Bills, or Promissory Notes, or Securities, or Money, or Jewellery, Trinkets, Rings, Precious Stones; Gold or Silver, manufactured or unmanufactured, Gold and Silver Plate or Plated Articles; Clocks, Watches, Time-pieces, Marble; Lace, Furs, Silks, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; Writings, Title-deeds, Prints, Paintings, Maps, Engravings, Pictures, Stamps, or other valuables; nor for any damage done to China, Glass, Wearing Apparel, Musical Instruments, Furniture, Toys, Castings, Cast Iron Work, Stoves, Stove Furniture, or any such hazardous or brittle articles, in package or otherwise, which shall have been delivered, either to be carried for hire or to accompany the person of any passenger on their Railway; Fresh Fish, Fruit, Meat, Dressed Hogs, and Poultry, or other perishable articles, are carried only at the owner's risk; nor will they undertake to carry any Boiler, Cylinder, or Machinery, unless by special agreement.

3. Nor will they be responsible for damages occasioned by delays from storms, accidents, overpressure of Freight or unavoidable causes; or for damages from the weather, fire, heat, frost, or delay of perishable articles; or from civil commotion.

4. Nor for loss of or damage to any package insufficiently or improperly packed, marked, directed or described, or containing a variety of articles, liable by breaking to damage each other, or other articles; nor for cases in which packages of Boots and Shoes, and other articles liable to penetration or fraudulent abstractions, unless strapped with iron or wood or otherwise securely protected; nor for leakages arising from any cause whatsoever. Oil and Molasses will, under no circumstances, be carried, save at the risk of the owners or parties by whom they are consigned.

5. Nor for loss or damage done to goods put into return wrappers or boxes, or packages described as empties.

6. Nor for loss or damage done to any goods left until called for, or to order, warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned; and that the delivery of goods will be considered complete, and the responsibilities of the Company will be considered to terminate, when placed in the Company's shed or warehouse, (if there be convenience for receiving the same), at their final destination, or when they shall have arrived at the place to be reached upon the Railway of this Company. The warehousing of them will be at the owner's risk and expense, (except Lumber, Cordwood, Coal, Bricks, and goods of like bulk and description, the delivery of which shall be complete, and the responsibility terminated upon their being detached from the train whereby they have been drawn.) That in the event of the Company being unable to store and warehouse goods received by them, it shall be lawful for them to place the same in any warehouse of any wharfinger or warehouseman that may be available, at the risk and expense of the owner of the property so stored; and the charges of warehousing and conveyance shall form an additional lien upon said goods.

7. Neither will they be responsible for any deficiency in weight or measure of grain, etc., in bags or in bulk, nor for loss or deficiency in weight, or number measure of Lumber, Cordwood, Coal or Iron carried by the carload. *Not for shrinkage of all or any kinds of Sugars, or short weights of the same, unless a damage to the package can be shown to have happened whilst in the possession of the Company. Nor for any injury to Grain by heating.*

8. No agent or other employé of the Company is authorized to take charge of Bank Notes, Money, or other valuable papers.

9. Senders of any dangerous articles will be held accountable for any damage arising therefrom or there-to, unless the contents are described as such upon the manifests, that due care may be observed in the loading; and, in no case, will the Company be liable for the loss of any such articles; and the Company will only undertake the carriage of Aquafortis, Vitriol, Friction Matches or Gunpowder, on special terms to be super-added to these conditions.

10. That all goods, from whomsoever received or to whomsoever belonging, shall be subject to a general lien not only for the carriage of these particular goods, but also for any general balance that may be due by the owners of such goods to the said Company; and if, in six weeks after notice shall have been given, that such goods are detained for any claim of the Company, and if the money due be not paid, the goods will, at the discretion of the Company, be sold by auction or by private sale, to defray the Company's claims and all expenses incurred thereon. But Fish, Fruit, Meat, Dressed Hogs, Poultry, and all other perishable articles, will be disposed of at the discretion of the Company, immediately after giving the above notice, and without awaiting the expiration of the above period of six weeks.

11. That all goods addressed to consignees at points beyond the places at which the Company have Stations, and respecting which no directions to the contrary shall have been received as these Stations, will be forwarded to their destination by public carrier or otherwise, as opportunity may offer, with an express claim for delay against the Company for want of opportunity to forward them; or they will, at the discretion of the Company by whom they may have been received, be suffered to remain on the Company's premises, or be placed in shed or warehouse, (if there be convenience for receiving the same), pending communication with the consignees, at the risk of the owners, from any damage arising from any cause whatsoever. But that the delivery of the goods by the Company will be considered as complete and the responsibility of the Company will be considered to have ceased, when such carriers shall have received notice that the Company is prepared

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to deliver to them the goods for further conveyance. And it is expressly agreed that the Company shall not be responsible for any loss, damage, or detention that may happen to goods so sent by them, if such loss, damage, or detention occur after the said notice, or beyond their said limits. That all property contracted for, at a through rate, or otherwise, to or from places beyond the line of the Toronto, Grey and Bruce Railway Company, if shipped by water, shall, while not on the Company's Railway, or in their sheds or warehouses, be entirely at the owner's risk.

12. And in case of loss or damage to any goods for which this Company, or Connecting Lines may be liable, it is agreed and understood that they shall have the benefit of any insurance effected by or for account of the owner of said goods, before any demand shall be made.

13. No claim for loss or damage for which this Company is accountable will be allowed, unless notice in writing is given to the Station Freight Agent within twenty-four hours after the goods are delivered.

14. Storage will be charged on all Freight remaining in the depots over 24 hours after its arrival.

15. Demurrage charged on all cars not unloaded within twenty-four hours after arrival, at the rate of two dollars per small car, and four dollars per large car per day.

16. That they will not, under any circumstances, be liable for loss of market, or claims arising from delay or detention of any train, whether in starting or at any of the Stations, or in the course of the journey. The Company do not undertake to send goods by any particular train, if there be an insufficient number of cars at the Station, or that the cars cannot be conveniently used for the purpose; or if, from any cause, cars loaded at a Station are unable to be sent on by the trains passing or starting from such Station.

17. No less charge will be made for any single package or consignment than *twenty-five cents*.

18. Live Stock must be fed by the owner, or at his expense, while in transit, and is taken entirely at his risk of loss, injury, damage, and all other contingencies, whether in loading, unloading, conveyance, or otherwise, and under the conditions contained in above. All Live Stock shall be carried by special contract only, and upon the following conditions of carriage:—

1. The OWNER of animals UNDERTAKES all risk of loss, injury, damage, and other contingencies in loading, unloading, transportation, conveyance, and otherwise, no matter how caused.

11. The Railway Company DO NOT UNDERTAKE TO FORWARD the Animals by any particular train, or at any specified hour; NEITHER ARE THEY RESPONSIBLE for the delivery of the Animals, within any certain time, or for any particular market.

111. When FREE PASSES are given to persons in charge of Animals it is only on the express condition, that the Railway Company ARE NOT RESPONSIBLE for any negligence, default, or otherwise, on the part of the Company or their servants, or of any other person or persons whomsoever, causing or tending to cause the death, injury, or detention of persons with such Free Passes, and whether such Free Passes are used in travelling by any regular Passenger Train, or by any other Train whatever.

When sent in quantities of less than one-carload, Stock will be charged for at per head.

19. The charges on all Freight, etc., must be paid before the goods will be delivered; and this Company do not hold themselves accountable for the correctness of any moneys charged as "Back Charges" on Freight, &c., by other roads, companies, or individuals.

20. Lumber, Lath, Shingles, etc., and Tan-bark, will be conveyed at the owner's risk, and charged to Lumber rates, which are exclusive of loading and unloading.

21. Vehicles, except when tightly boxed, taken entirely at the owner's risk of damage from fire, the weather, and all other contingencies.

Toronto, July, 1872.

N. WEATHERSTON, General Superintendent.

SPECIAL INSTRUCTIONS TO AGENTS AND OTHERS.

1. The business of the Freight Department of this Company is to carry property that is properly the subject of transportation in Freight Cars.
2. The Company does not guarantee any time for transportation of Freight while upon its road.
3. All packages will be subject to the Company's weight.
4. All packages will be subject to charge for cooerage, if necessary.
5. Articles will not be received for transportation, unless properly packed in suitable cases, boxes, bales or packages, and such must be well and clearly marked, with the name of the consignee, and the station where they are to be delivered. Marking with chalk, or upon paper labels, is NOT SUFFICIENT FOR SAFETY IN TRANSPORTATION, AND AGENTS WILL NOT RECEIVE ARTICLES SO MARKED.
6. Consignors must be required to sign a consignment note upon the Company's Form, No. 41, describing accurately each article tendered for transportation, and before giving a receipt, the *consignment note* and *receipt*, must be carefully compared to see that they correspond in every particular, and each article must be counted and checked upon the consignment note.

Freight consigned to Order—When Goods are consigned to the *order of a Party*, or *subject to the order of anyone*, the name of the party to be advised of arrival must be shewn in the "Description of Goods" column of way-bill, thus:—

"Order of John Smith, Orangeville,

100 Barrels Flour,
Advise John Brown,
Toronto."

The Advice Note made out as above will be sent to "John Brown," but the property held until written Order has been produced from "John Smith," Orangeville. Shipper must himself also advise the party or parties for whom the freight is ultimately intended.

8. When freight is received from a connecting Railroad, Steamboat, etc., in bad order, the articles must be carefully weighed, and the weight, together with the exact condition of the Freight, must be inserted on the way bills and receipts. The indefinite terms, "Bad order," and "Loose order," are not to be used. All packages received in bad order must be coopered before being loaded into the cars, so as to prevent, as far as possible, any further loss or damage.

9. Freight destined for stations where the Company have no Agent, must be prepaid, and is at the owner's risk as soon as it arrives at destination.

10. No article that the Agent of the Company does not consider worth the charge for Freight at forced sale, will be taken, unless the freight on the same is prepaid to the Agent to whom it is delivered.

11. When an Invoice covers a variety of articles, as a lot of Furniture, etc., *each separate piece must be properly marked, and a BILL OF PARTS PLACES furnished by the consignor, or they will not be received.* Agents must never bill "a lot," but should enumerate each article.

12. Liquids in cans, demijohns, and jugs, and shot in bags, will not be taken, except when packed in boxes or kegs.

13. All Lumber, Cordwood, and other Freight of like bulk, and description transported by this Company must be loaded and unloaded by the owner, or at his expense.

14. Lumber, Cordwood, Laths, Shingles, Grain of all kinds, and all articles to be loaded and unloaded by owner, or carried in bulk, will be taken entirely at owner's risk as to deficiency in weight or measure, except such as may arise from collision or running off track, and no clear receipts or bills of lading will be given for quantity or weight of such articles, but, in all cases, such receipt or bill of lading must be made to read "Shipper's Commt," or "Shipper's Weight."

15. Grain in bulk must be loaded by Shipper and unloaded at the elevators in Toronto, except when special contract is made to the contrary. Shippers are required to load the cars properly, and as nearly as possible with the maximum load, as the Company will charge full car load rates in every instance, and any weight in excess will be charged for in all cases. Agents must prevent overloading.

16. Every Agent and employee about the Stations, Conductors, and men on the trains, will be careful in handling Freight in their charge, under all circumstances. A failure on the part of any employee to observe this rule will be considered sufficient cause for his discharge from the service of the Company.

17. All claims for damage or loss must be made before the goods are taken away from the Station where delivered, and must not be paid except by authority from the General Superintendent, to whom such claims must be forwarded without delay, with full particulars of nature of damage, and probable cause, etc., on the form provided for that purpose.

18. Agents will be held personally responsible for the safe keeping and proper delivery of goods received by them—and for all charges thereon—and all articles mentioned on Way-Bills will be considered as having been received by the Agent, and in good order, unless otherwise stated by him *in ink* on the face of the Way-Bill.

19. It is believed that the Classification provides for most articles that will be offered for transportation. Articles not enumerated must be charged to correspond with that class to which they are clearly analogous. *Very heavy articles*, and those *very bulky and light*, which are not otherwise provided for in this Tariff, will be subject to special agreement.

20. Forwarding Agents are required to examine all cars loaded by shippers, and *will not permit a dangerously overloaded car to leave their Station*, and will charge the Shipper \$2 00 per small car, and \$4 00 per large car, per day for delay, until the excess weight has been removed. Agents will be held strictly accountable for any loss or damage resulting from a violation of this rule.

21. Agents will see that the doors of all loaded Cars are securely fastened, either by being locked or cleated before they leave their Station. This should be particularly observed in shipments of Live Stock, and Agents are expected to know, from personal examination, that the doors of Stock Cars are properly fastened.

22. Should a loaded car become disabled, or from any cause be left on a Side Track, the Conductor will deliver the Way Bill to the Agent at the next regular Station, and endorse on the Way-Bill when, where, and why left, and report the same to the General Superintendent.

23. When loaded cars destined for any Station are left at another Station, the Way-Bills must be left with them, and if the property is transferred into other cars, Agents will note the same on the Way Bills, giving the date and the name of the Station where such transfer is made, and the number of the Car to which the property is transferred.

24. When stray Freight, or Freight destined for any Station is unloaded at another Station, and Way-Bills not left, it must be forwarded to destination without unnecessary delay, and billed on a regular Way-Bill, free, giving No. of Car unloaded from, and Station forwarded from (when known), and name of Conductor, and reported on "Over Report" to the General Superintendent.

25. All Freight going to Stations where there are no Agents must be prepaid, and a Way-Bill left at the first Station having an Agent beyond where the goods are left.

26. Conductors, on taking Freight from a station where there is no Agent, must report the same at the first Station where there is an Agent, when a Way-Bill must be made, at the rates named in the Tariff from where the freight was taken.

27. Agents will give personal notice to Consignees of the arrival of their goods, when their place of business or residence, as the case may be, is within a short distance of their Station; otherwise they will give notice of arrival by mail. They must use for this purpose Form No. 43, no matter if the notice be given personally or not. This notice is to promote the convenience of the Company, and no Consignee is admitted to have a right to any notice.

28. Agents will in *no case* deliver any goods to consignee until a receipt for the same is taken, and will not deliver a part of a consignment of goods, without first collecting charges on the whole. Agents will be held *personally responsible for all loss* resulting from delivery of goods without collecting charges.

29. Agents will see that the parties to whom the Freight is delivered and by whom it is *received* are known, and that receipts are given *in ink*. Freight must be delivered *only* to the Consignee, or on his or their written order.

30. Goods must not be sent from or to a Way Station without Bills, or the Bills without the goods. Agents in making their Short and Over Reports to the General Superintendent, will give the name of the Conductor who left the Bills without the goods, or goods without Bills, to enable him to ascertain who is in fault. If Way Bills are not ready, Freight Conductors will not take the goods, but report the fact to the General Superintendent, giving name of Station and Agent.

31. No alterations in a receipt for, or transfer of property delivered for transportation over this Road will be made after it has passed out of the possession of the Company, nor under *any* circumstances, except on surrender of original receipt, and an order from the General Superintendent.

32. Agents must not allow their books to be accessible to persons wishing information as to shipments from, or consignments to their Station. Any information referring *personally* to any applicant, should at all times be cheerfully given.

33. To save unnecessary hauling of cars, Agents must economize their use as much as possible, never sending a car with a small lot of freight that can be readily loaded after the arrival of and without too much detention of Trains, and not load into a car "to unload" from Train, heavy or bulky articles that require more than two men to handle, nor more in quantity than can be carefully unloaded in time that will not detain the Train too long. Goods should not be mixed in loading—those to be *unloaded first should be put into Car last*.

34. Agents are required to see that every article loaded into the cars is entered on the Way-Bills; also that every article entered on the Way-Bills is *actually loaded* into the Cars designated thereon.

35. Agents will always carefully examine the Way-Bills when received, to ascertain if articles are charged as per Tariff, and the amounts extended correctly. If any error is detected, they will correct by an over or under-charge, as the case may be. The Receiving Agents will be held responsible for errors in charges on Way Bills, and under-charges, if not discovered in time for collection before delivery of goods, will be charged to them.

36. If at any time you do not receive all the articles your Way-Bill calls for, or more than is billed, you will report, by first Train, to the sending Station, giving full particulars of the error; also report the same to the General Superintendent, by first Train, giving date and number of Way-Bill, number of Car, name of Conductor, from what Station sent, and list of articles, on the form provided for that purpose.

37. When Live Stock is shipped, Agents should state the number of animals loaded in each Car, adding the words "More or Less." *The Forwarding Agent will be held strictly responsible for any error or omission in billing Stock.* Box Cars must not be used for Stock without authority.

PASSES TO CATTLE DROVERS.—Agents will grant passes to drovers as follows, which will be written across the shipping receipt:—

"Conductor will pass one man in charge _____ to _____"

This pass is given and accepted under the conditions "specified on the other side." When practicable, shippers of stock should make out shipping bills *themselves*, but in all cases they must be required to *sign* them. Receiving station agent, before unloading stock, will take up shipping receipt and get signature of delivery from drover.

38. Care must be taken that men in charge of Live Stock have all proper facilities for taking care of Stock under their charge, in Trains, and at Stations.

39. Kerosene or Coal Oil, Naptha or Benzole, or any like substance, of a combustible character, must not be unloaded or received into the Company's warehouses. You will notify consignees to remove such freight without delay, and keep it away from any building.

40. When Flour is shipped, Agents must note on the Way-Bills, *the brand, grade, and number of barrels of each*

41. Dressed Hogs, *each and every one* of them, must be *plainly marked* by the shipper and Agents will note the mark on the Way-bill. Agents will refuse to receive Dressed Hogs unless so marked.

42. Agents will not advance the whole or any portion of the value of property received for shipment. The only advance allowed to be made will be for the legitimate transportation charges of connecting lines. When such charges amount to more than the value of the property, if sold at forced sale, Agents will refuse to receive it, except upon the written guarantee of the shipper agreeing to pay all charges that may accrue to destination, such

guarantee to be attached to the Way-Bill. Refer parties who ask you to advance for the value of property, and assume collection, to the Express Companies, whose business it is to make such collections.

43. Agents will require the shipper delivering property for transportation on which two classifications are made in this Tariff—one at "Owner's Risk," and one at "Company's Risk,"—such as Machinery, Stoves, Furniture, Carriages, Marble, etc., to state at whose risk they wish it taken, and to insert the words, "Owner's Risk," or "Company's Risk," as the case may be, in the receipt before signing it, and charge freight accordingly. *Agents will never do this themselves, but require shippers to do it*, that there may be a distinct understanding as to who takes the risk of breakage and damage. If Shippers refuse to state at whose risk they wish the property sent, Agents will bill at "Company's Risk," and charge double rates.

44. Agents must not depute to checkers and porters indiscriminately, the duty of signing receipts for freight, but on all occasions, when possible, sign such documents themselves. They must also, by constant supervision, satisfy themselves that freight received or delivered is properly tallied upon the consignment notes and Way-Bills.

45. The Agents and Clerks of the Company must co-operate cordially in every case and frame their arrangements so as to facilitate, as much as possible, the performance of the duties with which they are respectively entrusted. Despatch and regularity being the chief objects of Railway communication, it is expected that each individual will use his best exertions to expedite the work, *and attend early or late, as circumstances may require, for that purpose.*

46. Never leave the Freight House open, unless some one is in charge, nor allow teamsters to take delivery alone of property from the Freight House.

47. It is the duty of Agents and employes to secure all the Freight they possibly can for the Company, not only from the immediate vicinity of their own Station, but from all places tributary to it, and to carefully watch that no Freight is diverted to a competing route. Should they find that the Company is losing freight, they will immediately communicate with the General Superintendent, submitting all particulars, and stating what, in their opinion, is necessary to retain the business, or to increase the traffic to or from their Station.

48. Use all proper means to induce consignees to take away their freight within 24 hours after its arrival, as the Company requires all its warehouse room for the daily movement of freight.

49. Freight must not be invoiced or carried free, or at any reduced rate, without the authority of the General Superintendent,

50. SPECIAL NOTICE TO FREIGHT AGENTS, WAREHOUSEMEN, CHECKERS, AND OTHERS—The Freight House must not be left open unless the Company's Employes are on duty to attend to Freight. When they have to leave to attend to other business they must first lock the doors.

Freight must be delivered only to the consignee, or on his or their written order. Agents will see that the parties to whom the Freight is delivered, and by whom it is *received*, are known, and that receipts are given in *ink*. Great care must be taken not to deliver PROPERTY CONSIGNED TO A BANK, OR SUBJECT TO THE ORDER OF ANY ONE, without the proper order having first been obtained.

All orders for delivery of Freight must be numbered and placed in Guard Book DAILY.

Teamsters must not be allowed to pick out Freight and load it on their teams before it is checked. The Employe making the delivery, must initial the Warehouse Book, so that in the event of error, or shortage, he can be referred to. Checkers must also initial Way Bills of Inward Freight before returning them to the office.

In all shipments, each package must be marked with at least the initials of owner and destination; OLD MARKS TO BE OBLITERATED before the goods are placed in the Warehouse for shipment. A strict observance of this rule will prevent errors and shortages.

Freight must be checked at the time it is received for shipment, and again when it is being loaded into the cars, the checking to be shown *separately*, and initialed by *both* checkers.

Shipping notes must give the name of the Station to which the Company are to forward Freight, and also show date and time received for shipment, name of teamster, and number of Car in which loaded.

See that bales and packages liable to injury from chafing, are not loaded against the heads of bolts or nuts inside of cars, or against boxes or other articles likely to injure them.

Packages of liquor, and damaged or broken packages, must be weighed separately when received for shipment, and weight so shown on Way-Bills; if too late for shipment same day, they must be re-weighed next morning,—any discrepancy to be immediately reported.

In checking freight on the Shipping-Notes and Way-Bills, use a uniform tick, thus [✓] for one package, and thus [W] for two packages, making an additional downward stroke for each additional package. All Shipping Notes and Way-Bills must be checked in this manner.

51. These instructions are not intended to supersede the more detailed orders that have from time to time been issued, and with which every employé of the Company engaged in the Freight Department is expected to make himself familiar, in so far as they relate to his particular duty.

Agents are expected to make themselves familiar with the rates and conditions of this Tariff; and whenever anything is not clearly understood, they will apply for information.

N. WEATHERSTON,

General Superintendent.

TORONTO, GREY & BRUCE RAILWAY.

CLASSIFICATION OF LOCAL FREIGHT.

EXPLANATION OF CHARACTERS.

The Class is given opposite each Article. 1, 2, 3, 4, stand for First, Second, Third, and Fourth Classes, respectively. 1½ for once and a half First Class. D. 1 for Double First Class. 3 times 1 for three times First Class. 4 times 1 for four times First Class. S. R. for Special Rate. * refers to articles carried at "Owner's Risk."

ARTICLES NOT ENUMERATED WILL BE CLASSED WITH SIMILAR ARTICLES.

The following are among the most hazardous articles, which are classified at reduced rates in consideration of the owner or shipper assuming all risk of Damage, except such as may arise from collisions or cars running off the track:

Acids,	Furniture, set up, not boxed,	Molasses,
Agricultural Implements,	Glass, Plate and Common,	Musical Instruments,
Carriages & Sleighs, not } boxed,	Household Goods,	Oils, in wood or bottles,
Castings, loose and in } bundles, Iron not boxed,	Liquors, in wood or bottles,	Sewing Machines, with frames
Engines & Boilers,	Looking Glasses, in frames,	attached,
	Machinery all kinds not boxed,	Statuary,
	Marble, wrought or lettered,	Stoves and Stove Castings,

When articles are specified at "Owner's Risk," and the owner or shipper declines to assume such risk, or to state at whose risk he wishes the property to be transported, agents will in that case (after satisfying themselves that the property is in good order and properly packed) ship at "Company's risk," and charge DOUBLE the rates named in this classification.

CLASS A.

In car loads, to be loaded and unloaded by owners.

Agricultural Implements.
Bedstead Stuff.
Cabinet Ware.
Carts.
Chairs.
Chair Stuff.
Coffin Stuff, rough.
Felloes.
Furniture.

Gun Stocks.
Handles.
Horse Powers.
Household Goods.
Hubs.
Machinery.
Oars.
Pails.
Sleigh Stuff.

Spokes.
Stoves.
Tubs.
Waggons.
Waggon Stuff.
Wheelbarrows.
Wood in shape.
Wooden Ware

ALPHABETICAL CLASSIFICATION.

A

*Acids, (owner's risk).....	D	1
*Agricultural Implements will only be taken at OWNER'S RISK as to chafing, fire, weather, etc., and will be charged as follows:		
In Car Loads.....	Class A	
Less than Car Load (with the following exceptions).....	1½	
The undermentioned articles will only be taken at weights and rates as follows:		
Mowing Machines (shipped in pieces) actual weight	1	
Reaping Machines--Wood's Self-Raker (shipped in pieces, small parts boxed) actual weight	1	
Marsh's Harvester, 3000 lbs.....	1	
Combined Mowing and Reaping Machines (when shipped in parts) actual weight.....	1	
Combined Mowing and Reaping Machines (when put together ready for operation), 2500 lbs.....	1	

THRESHING MACHINES.

Separator, 3000 lbs.....	1	
Horse Powers--Tread or Endless Chain 2 horse, 4000 lbs.....	1	
Horse Powers--Tread or Endless Chain 1 horse, 3000 lbs.....	1	
Pitts, 2500 lbs.....	1	
Planet, 1600 lbs.....	1	
Horse Rakes.....	1½	
Do. when shipped in lots of six and over, actual weight	1	
Harrows Iron.—These when made wholly of Iron and shipped on Manufacturer's account will be taken at 2nd Class rates.		
Grain Crushers, actual weight.....	1	
Garden Rollers, actual weight.....	1	
Plough, WITH HANDLE DETACHED, actual weight	1	
Grain Drills, actual weight.....	1	
Fanning Mills, 500 lbs. each.....	1	
*Alcohol (owner's risk of leakage).....	2	
*Ale, in glass or stone, well packed (owner's risk).....	1	
*Ale, in wood (at owner's risk of leakage).....	3	
*Ale, in wood, in lots of 10 or 12 tons, (at owner's risk of leakage) ..	4	
Allspice	1	
Almonds,	1	
Alum.....	2	
Anchors	3	
Antimony.....	2	
Anvils.....	3	

Apples, in bags, boxes or baskets, must be prepaid	1	
Apples, in bbls., (at owner's risk of freezing)	2	
Apples, in bbls., in lots of 10 or 12 tons, same rate per barrel as flour (at owner's risk of freezing)	S. R.	
Apples, dried	1	
Apple Butter or Sauce	1	
Arrow Root	1	
Ashes, Pot, Pearl, and Soda	3	
Ash Boilers and Kettles, large and heavy	2	
Asphaltum	2	
Axes	2	
Axle Grease.....	2	
Axles, Car.....	4	
Axles, Locomotive	4	
Axles, Wagon, Wooden	1	
Axles, iron	2	

B

Bacon, loose or in bags	1	
Bacon, in boxes, barrels or casks	3	
Bags	1	
Bags, empty, used in transporting plaster, flour or grain over this road, will be returned to the point of shipment free, but the Company will not be responsible for their loss, or for the delivery of them.		
Baggage.....	1	
Bagging	2	
Baking Powder	2	
Bandboxes	4 times	1
Bark, Tanners'.....	2	
Bark, Tanners' in car loads same as lumber	S. R.	
Bark, Slippery Elm, in boxes or bales	1	
Bark Mills	1	
Barley, Pearl and Pot, less than 50 lbs.....	2	
Barley, Pearl and Pot, 50 lbs and over	3	
Barley, same rate per 100 lbs. as Wheat in car loads	S. R.	
Barley, less than car load, in bags....	3	
Barilla	2	
Barrels, empty, new	D	1
Barrels, returned empty, all kinds taken at same rate per 100 lbs. actual weight, as charged when carried over the road when full.		
Barrels, empty, all kinds, in car loads, same rate per car as lumber	S. R.	
Barytes.....	3	
Baskets	4 times	1
Batting.....	D	1
Bath Tubs.....	D	1
Bath Brick	2	

RUCE

EIGHT.

RS.

First, Second, Class. D. 1 for 1 for four times 1 at "Owner's

AR ARTICLES.

at reduced rates which as may arise

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*Bay Rum, in glass or stone, packed (at owner's risk).....	1
*Bay Rum, in kegs, barrels or casks (at owner's risk of leakage).....	2
Beans, green, must be prepaid.....	1
Beans, dry	3
Beans, car loads, same rate as grain..S. R.	
Bed Cords.....	2
Bed Springs.....	D 1
Bedsteads, common, in bundles	1
Bedstead Stuff, not set up in car loads..Class A	
Less than car load	2
Bedsteads, wood, see Furniture.	
*Beadstands, iron (owner's risk)	1
Beef, fresh, must be prepaid.....	1
Beef, salted, in boxes, barrels or casks	3
*Beer, in glass or stone, packed (owner's risk)	1
*Beer, in wood (at owner's risk of leakage)	3
*Beer, in wood, in lots of 10 or 12 tons, (at owner's risk of leakage)..	4
Bee Hives and Houses	D 1
Beeswax	1
Beets.....	2
Bellows.....	1
Bells	1
Belting	1½
Bent Carriage Stuff (except Bows), in bundles, unfinished	2
Benzine, special agreement.	
Benzole, special agreement.	
*Berries, not dried (owner's risk) must be prepaid	1½
Berries, dried	1
*Billiard Tables, boxel (at owner's risk)	D 1
Binders' Boards	1
Bird Cages	4 times 1
*Bitters, in glass (at owner's risk of breakage)	1
Blacking	2
Black Lead.....	2
Blankets	1
Bleaching Salts or Powder	3
Blinds, window, etc.....	1½
Boats by special contract.	
Boilers, not more than 25 feet long, nor more than 6 feet in diameter, owners to load and unload	1½
Boilers, more than 25 feet long, by special contract.	
Boilers, Ash.....	2
Boiler Flues	2
Boiler Plates	3
Bolster, feather, hair, etc	D 1
Bolster Plates	2
Bone Black	1
Bone Dust, in barrels.....	2
Bones, in casks or sacks.....	2
*Bomets.....	4 times 1
*Books, in bundles (at owner's risk)..	1½
Boots, in boxes	1
Boot Crimps	1

Borax	3
*Bottles, empty, well packed (at owner's risk)	1½
Boxes, empty.....	D 1
Boxes, waggon or carriage (iron)	3
Bran, in car loads, same rate per 100 lbs. as wheat	S. R.
Bran, less than car load, in bags	3
*Brandy, in cases (at owner's risk)....	1
*Brandy, in kegs, barrels or casks (at owner's risk)	2
Brass, Manufactured, not otherwise enumerated	1½
Brass, in sheets, rods or rivets.....	2
Brass, old.	3
Bread	D 1
*Brick, common and fire (owner's risk) in car loads, same rate per car as lumber	S. R.
Less than car load	3
Brick, Bath and Stove.....	2
*Brick, Fire (owner's risk)	3
Brimstone.....	1
Bristles.....	1½
Britannia Ware	1
Brooms.....	1½
*Broom Corn, pressed in bales (at owner's risk)	1½
Broom Handles, see Handles.	
Brushes	1½
Buckets	D 1
Buckwheat grain, in car loads, same rate per 100 lbs. as wheat.....	S "
Less than car load	2
Buffalo Robes.....	1½
Bulbs and Roots, well packed, must be prepaid	1
Burial Cases, metallic	1
Burlaps.....	1
Burning Fluid, special agreement.	
Burr Stones or Blocks	3
Butter, in crocks, jars, baskets or pails	1
Butter, in firkins, kegs or barrels.....	2
Butter, in earloads	3
Button Blue, in boxes	1

C

Cables, Chain	3
Cabbage, by earloads	3
Cabbage, less than car load.....	2
Cabinet Ware, see Furniture.	
Chassons	1
Calves, see Live Stock.	
Calcined Plaster	3
Camphene, special agreement.	
Camphor Gum.....	1
Canada Plate	2
Candies.....	1½
Candles.....	2
Canes	1
Cannon	2
Cannon Balls	2

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Cans, empty, oil or liquid.....	4 times 1
Canvas.....	1
*Caps and Hats, in boxes.....	D 1
Capstans.....	2
Cars, on own wheels, Passenger at 12 cents, Baggage Cars at 10 cents, Box Cars at 8 cents, Open Cars at 6 cents per mile
Car Axles.....	4
Car Springs, volute, boxed.....	3
Car Springs, rubber, loose or in sacks	2
Car Springs, rubber, in boxes, barrels or casks.....	3
Car wheels.....	4
*Carboys, empty (owner's risk).....	D 1
Cardboard.....	1
Cards.....	1
Carpets and Carpeting.....	1
Carpenters' Tools.....	1
Carriages, closely boxed, actual weight, 3 times.....	1
*Carriages, two-horse, Hacks, Pleasure Wagon or Sleigh, not boxed (owner's risk), rated at 3,000 lbs each	1
*Carriages, one-horse, Buggy, Chaise, Cab, Gig or Pleasure Wagon, not boxed (at owner's risk) rated at 2,000 lbs. each.....	1
*Carriage Thills, finished (owner's risk).....	D 1
Carriage Thills, in bundles, unfinished	2
Carriage Bows, in bundles, unfinished	1
Carriage Wheels and Running Gear....	D 1
Carriage Axles.....	3
Carriage Boxes, iron.....	3
Carriage Springs.....	1
Carrots.....	2
Carrots, in car loads, same rate per 100 lbs. as wheat.....	S. R.
Carts, set up, 1,000 lbs. each.....	1
Carts, knocked down, actual weight	1
Ditto, in carloads.....	Class A
Casks, empty.....	D 1
Cassia.....	1
Castile Soap.....	1
Cast Iron Grain Mills.....	1
*Castings, Iron, loose or in bundles (at owner's risk).....	1
Castings, Iron, in boxes, barrels, casks or kegs.....	2
Castings, Iron, coarse and heavy, all weighing 500 lbs. or more, each piece	2
Castings, dressed, ready for use, see machinery.
Castings, old, broken.....	3
*Castor Oil, (owner's risk of leakage)	1
Catechu (Terra Japonica).....	1
Cattle, see Live Stock.
Cauldron Kettles (at owner's risk of breakage).....	1
Cedar Posts, see Lumber.
Cement,.....	3
Chain cable.....	3
Chain, in casks.....	3

Chain loose.....	2
Chain Pump and Fixtures.....	1
Chair, and turned Stuff, in rough knocked down.....	1
Chair Stuff, in rough, knocked down, in car loads.....	Class A
Chairs, common.....	D 1
Chairs, cane or stuffed.....	4 1
Chairs, rocking.....	4 1
Chair Seats, in bundles.....	1
Chalk.....	1
Charcoal.....	1
*Cheese, loose (at owner's risk).....	1
Cheese, in boxes, barrels or casks....	2
Cheese boxes, empty.....	D 1
Cheese Setters.....	1
Cheese Presses.....	1
*Cheese Safes (owner's risk).....	D 1
Chewing Gum.....	1
Chicory.....	1
*Children's Cabs or Waggons estimated at 100 lbs. each (at owner's risk)...	1 1/2
Children's Cabs, Waggons or Sleighs, knocked down and boxed.....	D 1
Children's Sleds or Sleighs, not boxed 4 times.....	1
China Ware.....	1
Chloride of Lime.....	3
Chocolate.....	1
Churns.....	1 1/2
*Cider, in stone or glass, packed (owner's risk).....	1
*Cider, in wood (at owner's risk of leakage).....	3
Cider Mills.....	1
Cider Presses.....	1
Cigars, well packed.....	D 1
Cinnamon.....	1
Citron.....	1
Clams, in shells, must be preparabl.....	1
Clams, in kegs, cans or boxes.....	1
Clay, fire and other.....	3
Claw Bars.....	2
*Clocks, boxed (at owner's risk).....	D 1
Clock Weights, boxed.....	D 1
Clothes Lines.....	2
Clothes Wringers.....	1 1/2
Clothes Pins.....	1
Clover Seed.....	2
Cloves.....	1
Clove Stems.....	1
Coal in car loads, see Lumber.....	S. R.
Less than car load.....	3
Coal Facings.....	2
*Coal Oil, Carbon Oil, Kerosene, Petroleum, crude or refined, (owner's risk of leakage).....	2
*Coal Tar (at own-r's risk of leakage)	2
Cob Mills.....	1
Cocoa.....	1
Cocoa Nuts, in bags.....	1
Cocoa Nuts, in boxes, barrels or casks	2
Codfish, in bundles or bags.....	2
Codfish, in boxes, barrels or casks ..	3

Coffee.....	1
Coffee Mills.....	1
Coffins, metallic.....	1
Coffins, wooden.....	D 1
Coffin Stuff, in car loads.....	Class A
Less than car load.....	3
Coke, in car loads, same as Lumber.....	S. R.
Combs.....	1
Confectionery.....	1
Cooper's Flages.....	1
Copying Presses, owner's risk.....	1
Copperas.....	2
Copper, in boxes, barrels or casks.....	2
Copper Vessels, Pipe and Tubing.....	1
Copper Vessels, in casks or boxes.....	2
Copper, Pig, Plate, Sheet, Bolts, Wire, Rivets and Bottoms.....	2
Copper, old, in boxes or barrels.....	3
Copper Ore.....	3
Cordage.....	1
Cordwood, in earloads.....	S. R.
Cordials.....	1½
Corks.....	1
Corkwood.....	D 1
Corn, in car loads, same rate per 100 lbs. as Wheat.....	S. R.
Corn, less than car loads, in bags.....	3
Corn Cutters, see Agric'l Implements.	
Corn Planters, see Agric'l Implements.	
Corn Shellers, see Agric'l Implements.	
Corn starch.....	1
Corn Brooms.....	D 1
Corn Meal, in car loads, same rate as Flour.....	S. R.
Less than car load.....	3
*Cotton, pressed in bales (owner's risk of fire, shipper must sign release or double rates will be charged).....	1
Cottou Batting.....	D 1
Cotton Goods in bales.....	1
Cotton Seed, meal or cake.....	3
*Cotton Waste (owner's risk of fire).....	1
Covers.....	D 1
Crackers, in boxes or barrels.....	1½
Cradle Fingers.....	1½
Cradles, Grain, will be taken 100 miles or less at 10 cents each; over 100 miles 20 cents each—but no lot less than 25 cents.	
Cranberries.....	1
Cream Tartar.....	1½
*Crockery, well packed (at owner's risk).....	2
Crowbars.....	2
Crucibles.....	2
Cultivators, see Agric'l Implements.	
Cultivator Teeth.....	1
*Currants, not dried (at owner's risk) must be prepaid.....	1½
Currants, dried.....	1
Cutlery.....	1
Cutting Boxes, for hay, straw or stalk, see Agricultural Implements.	

D

Dates.....	1½
Deer Skins, pressed in bales.....	1
*Demijohns, empty (at owner's risk).....	D 1
Dog Powers.....	1½
Domestic Cotton Goods, in bales, sheetings, shirtings, tickings and denims.....	1
Door Frames.....	D 1
Doors, wooden.....	1
Dressed Hogs.....	2
Dressed Hogs, in car loads.....	3
Drugs, in boxes, bales, Kegs or half bbls.....	1
Drugs, in barrels or casks.....	2
Dry Goods, in boxes or bales.....	1
*Dry Goods, in trunks (owners risk).....	1
Duck.....	1
Dye Stuffs, not otherwise enumerated.....	1
Dye Woods, in stick or packages.....	2

E

Earth Paints, Ochre, etc.....	2
*Earthen Ware, well packed (at own- er's risk).....	2
*Earthen Ware, loose, by ear load (at owner's risk) to be loaded and un- loaded by owner.....	4
Earthen Ware, loose, not taken, ex- cept by ear load.....	1
*Eggs, in boxes or barrels (at owner's risk).....	1
Elm Bark, Slippery, in boxes or bales.....	1
Emery.....	2
Empties, returned, all kind's not otherwise specified taken at same rate per 100 lbs. actual weight, as charged when carried over the road when full—must be prepaid.	
*Engines (at owner's risk).....	1
Epsom Salts.....	1
Essences.....	D 1
Evaporators.....	D 1
Excelsior, in bales.....	1½
Extracts, not otherwise enumerated.....	D 1

F

Fancy Goods.....	1½
Fancy Soap.....	1
Fanning Mills, see Agric'l Implements.	
Fans, palm leaf.....	1½
Farina.....	1
Feathers.....	4 1
Feather Beds.....	D 1
Feather Pillows and Bolsters.....	D 1
Felloes.....	1
Felloes, in car loads.....	Class A
Felt Roofing, in lots less than 10 tons.....	2
Felt Roofing, in lots of 10 tons or more.....	3
Fence Posts, split Fence Rails and Telegraph Poles, see Lumber.	
Fence Wire.....	3
Fenders and Fire Irons.....	2

*Figs, in drums (owner's risk).....	1½
Figs, in boxes, barrels or casks.....	1½
Findings, Shoe and Leather.....	1
Firearms, musket and other small....	1
*Fire Brick (owner's risk).....	3
Fire Clay.....	3
Fire Engines, hand or steam, by special contract.	
Firkins, empty.....	D 1
Fishing Rods.....	D 1
*Fish, fresh (at owner's risk) must be prepaid.....	1
Fish, dried, salted or smoked, in bags or bundles.....	2
Fish, dry (except Herrings), in boxes, barrels or casks.....	3
Fish, salted or pickled, in barrels, casks, kegs or kitts.....	3
Do Do in 10 or 12 ton lots.	4
Flags, Coopers.....	1
Flat Irons.....	2
*Flax, in boxes or bales (owner's risk of fire).....	2
Flax Seed.....	2
Flax Seed, in car loads, same rate as Wheat.....	S. R.
Flax Seed Meal.....	2
Flocks.....	1
*Flour, in bags (at owner's risk of wet and waste).....	3
*Flour, in bags, in full carloads, same rate per 100 lbs. as wheat.....	S. R.
*Flour, in paper bags (at owners risk of wet and waste).....	1
Flour, in lots of 100 barrels.....	S. R.
Flour, less than 100 barrels.....	3
Flour, Slate, in barrels or casks.....	3
Flour Barrels empty.....	D 1
Forks.....	1½
Fork Handles. See Handles	
*Fowls, in coops (at owner's risk) ...	D 1
Fruit, dried apples, plums, peaches, berries, etc.....	1
Fruits perishable, (except apples) owners' risk, prepaid.....	D 1
Fullers' Earth.....	2
*Furniture, in car loads, owners signing release, assuming all risk of damage.....	Class A
Less than car load, as follows:	
Furniture, knocked down and closely boxed, actual weight.....	1½
Furniture, set up and closely boxed, actual weight.....	D 1
*Furniture, not boxed, actual weight (owner's risk).....	4 1
Furniture, old, with Household Goods, see Household Goods.	
Furs.....	4 1
Fuse, safety and other.....	1
Fustic, in packages.....	1
Fustic, in stick.....	2

G

Gambia.....	1
Gamboge.....	1½
*Game, in boxes, barrels or casks (owner's risk), must be prepaid.....	D 1
Garden Seeds.....	1
Gas Fixtures, in boxes, barrels or casks.....	1
Gas Pipe.....	2
*Gas Retorts (owner's risk).....	2
Ginger.....	1
Ginseng.....	1
*Glass, common window (owner's risk).....	2
*Glassware (owner's risk).....	1
*Glass Plate, well boxed (at owner's risk).....	D 1
Glass, broken, scraps, in boxes or barrels.....	4
Glauber Salts.....	1
Glue.....	1
Grain, in car loads.....	S. R.
Grain, less than car load, in bags.....	3
Grain Cradles will be taken 100 miles or less at 10 cents each; over 100 miles, 20 cents each, but no lot less than 25 cents.	
Grain Drill, see Agricultural Implements.	
Grain Mills, Iron.....	1
Grain Mills, Portable Burr Stone.....	1
*Grapes (owner's risk), must be prepaid.....	1
Grass Seed.....	2
*Grates (at owner's risk).....	1
*Grave Stones, lettered (at owner's risk) must be prepaid.....	1
Gravel, by car load, same rate per car as Lumber.....	S. R.
Grease.....	2
Greaves.....	3
*Grindstones (owner's risk of breakage).....	2
Groceries, not otherwise enumerated.....	1
Guano.....	3
Gum, Camphor.....	1
Gum, Chewing.....	1
Gum, Copal.....	1
Gum, Shellac.....	1
Gunny.....	2
Gunny Bags, in bales.....	1
Gun Barrels.....	1
Gun Carriages.....	1
Gun Caissons.....	1
Gunpowder, taken only in fire-proof magazines, magazines returned, free.....	4 1
Gun Stocks, finished.....	1
Gun Stocks, rough, in carloads.....	Class A
Less than car load.....	3
Gutta Percha Goods.....	1
Gypsum, see Plaster	

H

Hair, Plasterers', wet.....	3
Hair and Moss for Upholstery.....	D 1
Hair, hogs', in bags or casks.....	1
Hames.....	2

Hams, loose or in bags	1
Hams, in boxes, barrels or casks.....	3
Handles	1½
Handles, in car loads.....	Class A
Hardware, not otherwise enumerated	2
Harness	1
Harrows, see Agric'l Implements.	
Harvesters, see Agric'l Implements.	
Hats and caps, in boxes	D 1
*Hay, pressed in bales (at owner's risk of fire and water), same rate per car load as Cattle	S. R.
Hay, less than car load	1
Hay Cutters, see Agricultural Implements.	
Hay Knives	1
Hay Presses	1
Heading, see Lumber.	
*Hemp (at owner's risk of fire and water).....	1
Hemp Seed	2
Herrings, dry, in boxes.....	2
Hide Cutlages, in packages	3
Hides, dry, loose	1½
Hides, dry, in bales.....	1
Hides, green.....	3
*High wines (owner's risk of leakage)	2
Hinges	2
Hobby Horses	4 times 1
Hoes	1½
Hogs, live, see Live Stock.	
Hogs, dressed, owner's risk	2
Hogs, dressed, in car loads.....	3
*Hollow Ware (at owner's risk).....	D 1
Hominy.....	2
Honey, owner's risk of weather.....	1
Hoofs and Horns.....	2
Hooks	2
Hoops, truss.....	1
Hoops, Hoop Poles, and Hop Poles, see Lumber.	
Hops, pressed in bales	1
Horses, see Live Stock.	
Horse Collars	1
Horse Hoes, see Agric'l Implements.	
Horse Shoes, in kegs or boxes	2
Horse Powers	1
Horse Powers, in car loads.....	Class A
Horse Rakes, see Agric'l Implements.	
Hose, leather, rubber, canvas or other	1
Hose, Cart or Reel, rated at 1,000 lbs. each	1
*Household Goods, not Furniture, compact, well boxed (at owner's risk) prepaid	1
A release must accompany invoice, and duplicate of it be retained by the agent.	
Ditto, in car load (owner's risk) prepaid.....	Class A
Old furniture, of little value, with Household Goods (entirely at owners risk), prepaid.....	1
Good furniture, with Household	

Goods, will be charged furniture rates.	
Hubs, turned, unfinished	3
Hub Blocks, see Lumber.	
Hubs, Spokes, Felloes and Waggon Bows, in car loads	Class A
Hungarian Grass Seed	2

I

Ice, must be prepaid, owner's risk... D 1	
Ice Boxes	1
India Rubber, crude	3
India Rubber Goods, not otherwise enumerated	1
India Rubber Car Springs, in boxes, barrels or casks	3
India Rubber Car Springs, loose or in bags	2
India Rubber Belting.....	1
India Rubber Hose.....	1
India Rubber Packing	1
Indigo	1
Ink, Printers'	1
*Ink, Writing, in glass or stone, packed (owner's risk).....	1
Ink, Writing, in kegs, barrels or casks	2
Iron, hoop, band and sheet.....	2
Iron, rod, bar and plate	3
Iron, ore, bloom, pig and scrap	3
Iron, Pig and Scrap, in car loads, same rate per car as Lumber, owners to load and unload, and to assume all risk of short weight	S. R.
Iron Castings, see Castings.	
Iron Bolster Plates.....	2
Iron Facings.....	2
Iron Doors	2
Iron Fencing and Railing	2
Iron Shutters	2
Iron Sash.....	2
Iron Safes.....	2
Iron Screws.....	2
Iron Bolts, Nuts, Rivets and Washers	3
Iron Pipes (cast iron).....	3
Iron Roofing	3
Isinglass	1
Ivory	D 1

J

Jack Screws	3
Japan, in kegs or cans	1½
Japan, in barrels or half barrels	1
Japanned Ware	1
Japonica Terra	1
Joiner's Work, not otherwise enumerated	1½
Junk	1
Jute.....	1

K

*Kettles, Ash, large and heavy (owner's risk).....	2
*Kettles, Cauldron, etc. (at owner's risk of breakage).....	1

furniture 3
 Wagon Class A 2
 risk... D 1
 otherwise 1
 in boxes, 3
 ous or in 2
 1
 1
 1
 or stone, 1
 ls or casks 2
 2
 3
 rap 3
 ar loads,
 per, own-
 rd to as- S. R.
 3
 3
 Washers 3
 3
 3
 1
 D 1
 3
 1 1/2
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 numerated 1 1/2
 1
 1
 (own- 2
 owner's 1

Kegs, empty.....	D 1
Knees, Ship, see Lumber.	S. R.
L	
Lace.....	D 1
Lambs, see Live Stock.	
*Lamps, well packed (at owner's risk)	D 1
Launblack.....	1
Land Plaster, in car loads, same rate	
per car as Lumber.....	S. R.
Less than car load.....	3
Lard.....	2
Lard, in bbls. or tierces.....	3
Lasts, loose.....	1 1/2
Lasts,.....	1
Lath, see Lumber.	S. R.
Lath Yarn, cordage.....	2
Lead, bar.....	3
Lead, Black.....	2
Lead, Pig.....	3
Lead, Pipe.....	2
Lead, Red and White.....	2
Lead, Sheet.....	3
Leather, loose.....	1 1/2
Leather, in bundles, rolls, boxes and	
bales.....	1
Leather Belting.....	1 1/2
Leather Hose.....	1
Leather Scraps, in packages.....	3
Lemons, owners' risk.....	1 1/2
Letter Presses.....	1
Liquorice.....	1
Liquorice Paste.....	3
Light goods, not specified.....	D 1
Lightning Rods.....	1
Lime, in barrels, in car loads, same	
rate per car as Lumber.....	S. R.
Less than car load.....	3
Linseed.....	2
Linseed Meal.....	2
*Liquors, or Liquids, in bottles, jugs,	
or cans, well packed (at owner's	
risk).....	1
Liquors, in bottles, jugs, demijohns,	
or cans, will not be received unless	
packed in kegs or boxes.	
*Liquors, (other than whiskey), in	
kegs, barrels, or casks (at owner's	
risk of leakage).....	2
Liquorice.....	1
Litharge.....	1
*Lithographic Stones (at owner's risk)	1
Live Stock, to be fed by owner, or at	
his expense, will be taken as	
follows:—	
In car loads.....	S. R.
Less than car load, at first class	
rates, and at the following esti-	
mated weights:	
Stallions, Race Horses or Bulls,	
each 4,000 lbs; one horse, mule or	
horned animal, 2,000 lbs; each	
additional horse, mule or horned	
animal if loaded into the same car,	

1,500 lbs. Hogs, Calves, Sheep and lambs, less than car load at actual weight, 1 1/2 first-class. Five or less of either at not less than 50 cents each, no animal being rated at less than 250 lbs.

Horses, cattle and other animals, will be carried by the car load, at owner's risk only, and the owners or drovers in charge will be taken free on the same train with it as follows: Any one lot of 1, 2 or 3 cars, belonging to one person, will be entitled to one man; a lot of 4, 5 or 6 cars, to two men; 7, 8, 9 or 10 cars, to three men; over 10 cars in one lot, to 4 men; return passes not given.

The Company will not be responsible for loss or injury happening or occasioned by unruly or vicious horses, cattle, swine or sheep, nor for accidents to the same in loading, carrying or unloading; nor for any damages, however caused, to live stock or animals transported or carried on their railway or in their cars.

BLOOD ANIMALS, OR ANIMALS DEEMED SPECIALLY VALUABLE, WILL BE CARRIED ONLY ON SPECIAL CONTRACT.

Locomotive Axles.....	4
Locomotive Tire.....	3
Locomotive Wheels.....	4
Locomotive Tenders, Wheels and fixtures, on platform cars, at actual weight.....	3
Locomotive Engines, on trucks, 35 cents per mile. On own wheels 30 cents per mile.	
Logwood, extract of.....	1
Logwood,.....	1
*Looms, (owner's risk).....	D 1
*Looking Glasses, well boxed (at owner's risk).....	4
Lumber, in car loads.....	S. R.
Less than car load.....	3
Piles, Spars, Saw Logs and Ties, will be taken only by special contract.	
Lath, Shingles, Staves, Stave Bolts and Heading, Fence Posts, and Rails, Telegraph Poles, Hoops, Hoop Poles, Hop Poles, Hub and other Blocks, Plow Beams, Shingle Bolts, Nail Bolts, Ship Knees, Spoke Stull, Tanner's Bark, Brick, Clay, Coal, Gravel, Sand, Lime, Stone unwrought, Salt, Land Plaster, Roofing Slate, Pig and Scrap Iron, when shipped in full Car Loads, will be conveyed only at the convenience of the Company, and at the risk of the owner at the same rate per car as Lumber.....	S. R.

Less than car load..... 3
 Lumber and all similar freight will be taken at actual weight, when the weight can be ascertained; but when the weight cannot be ascertained, will be rated at the estimated weights following:

ESTIMATED WEIGHTS.

Lumber, soft, pine, whitewood, basswood, butternut, hemlock and spruce, seasoned, per 1000 feet.....2500 lbs.
 Ditto, partly seasoned.....3000 "
 Ditto, green.....3500 "
 All other kinds, seasoned.....4000 "
 Ditto, unseasoned.....5000 "
 Half-inch stuff and less will be rated as $\frac{3}{4}$ inch; all from half inch to one inch will be rated as inch stuff.
 Shingles, per 1000, seasoned..... 300 lbs
 Ditto, " unseasoned.....350 "
 Staves, manufactured for flour barrels, per 1000, dry.....1000 "
 Ditto, green.....1250 "
 Heading, for flour barrels, per 1000 sets, dry.....2000 "
 Ditto, green.....2500 "
 Stave Bolts, per cord of 128 cubic feet, hard wood, dry.....4000 "
 Ditto, green.....5000 "
 Ditto, soft wood, dry.....3000 "
 Ditto, green.....4000 "
 Bark, per cord, dry.....2000 "
 Ditto, green.....2500 "
 Fence Posts and Rails, and Telegraph Poles, per cord.....4000 "
 Hoops, Hoop Poles and Hop Poles, per cord, dry.....3000 "
 Ditto, green.....3500 "

The loading of Lumber will be limited as follows:
 Dry White Pine and other dry soft wood, 7000 feet, per large car.
 Dry White Pine and other dry soft wood, 4000 feet, per small car.
 Dry Red Pine and other dry hard wood, 5,000 feet, per large car.
 Dry Red Pine and other dry hard wood, 3000 feet per small car.
 Green hard wood, 3000 feet, per large car.
 Green hardwood, 2000 feet, per small car.

When these measurements are exceeded, a corresponding increase will be made in the charges.

Agents will collect double rates on cars loaded above their carrying capacity.

M

Macaroni..... 1
 Machine, or Cattle Cards..... 1
 Machinery, closely boxed..... 1

*Machinery, in frame (owner's risk) 1½
 *Machinery, in car loads, shippers assuming all risk of damage.....Class A
 Muller..... 2
 Magazines, empty, used in transporting gunpowder, returned free.
 Mahogany Boards, plank or veneering 2
 Mahogany Logs..... 3
 Malt, in car loads, same rate per 100 lbs. as wheat..... S. B.
 Malt, less than car load..... 3
 Manila Hemp, pressed, owner's risk of fire..... 1
 Manila Rope..... 2
 Manure, packed, (guano, &c.)..... 3
 *Marble, lettered (at owner's risk), must be prepaid..... D 1
 *Marble, wrought or finished, (owner's risk)..... D 1
 *Marble Slabs or blocks unwrought, (at owner's risk)..... 2
 Marble dust..... 3
 Matches, friction, and other like combustible articles, taken at the option and convenience of the Company, when character and contents are plainly marked on packages. (If found secreted among other goods, will be forfeited or destroyed, and the consignor in case of damages, will be liable therefor) 4 1
 Mats..... 1
 Matting..... 1
 Mattresses..... D 1
 Measures..... D 1
 Meats, salted or dried, loose or in bags..... 1
 Meats, salted or dried, in boxes, barrels or casks..... 3
 Meats, fresh, prepaid, owner's risk... 1
 Mechanics' Tools..... 1
 *Medicines (at owner's risk)..... 1
 *Melons (at owner's risk) must be prepaid..... D 1
 Melodeons, see Musical Instruments.
 *Merchandise, packed in trunks (owner's risk)..... 1
 Mill Boards..... 2
 Mill Dogs..... 1
 Mill Feed, in car loads, same rate per 100 lbs. as grain..... S. B.
 Less than car load..... 3
 *Mill Stones, finished (owner's risk) 2
 Mill Stones rough..... 3
 Mills, Bark..... 1
 Mills, Cob..... 1
 Mills, Iron, Grain..... 1
 Mills, Portable; Burr Stones..... 1
 Millet..... 2
 Milk, 8 lbs. to the gallon..... 1½
 Milk cans, empty, used in transporting milk over the road, free.
 Millinery in boxes..... D 1
 Mineral Acids, see Acids.

ner's risk) 1 1/2
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 or veneering 2
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*Mineral Water, in glass or stone,
 packed (at owner's risk)..... 1
 *Mineral Water, in wood (at owner's
 risk of leakage)..... 2
 *Models for Statuary, Stucco Work,
 etc D 1
 *Molasses (owner's risk of leakage)... 3
 Mop Sticks..... 1 1/2
 Mop Handles, see Handles.
 Moss, pressed, in bales or boxes..... 1
 Moss, in Sacks..... 1 1/2
 Mouldings..... D 1
 Moulds..... 1 1/2
 Mowing Machines, see Agricultural
 Implements.
 Mules, see Live Stock.
 *Musical Instruments, boxed (owner's
 risk)..... 1
 Muskets 1
 Mustard 2
 Mustard Seed..... 1
 *Mutton, fresh (at owner's risk),
 prepaid..... 1

N

Nails, in bags or box 2
 Nails, in kegs..... 3
 Nails, in kegs, in car loads..... 4
 Nail Rods..... 3
 Naphtha..... Special Agreement
 Neck Yokes..... 3
 Nitrate of Soda 1
 Nutmegs..... D 1
 Nuts, edible, 1
 Nuts, Iron 3

O

Oakum 2
 Oars, at owner's risk of breakage..... 1
 Oars, in car loads Class A
 Oat Meal 3
 Oat Meal, 100 bbl. lots, same rate
 per barrel as Flour S. R.
 Oats, in car loads, same rate per 100
 lbs. as wheat S. R.
 Oats, less than car load..... 3
 Ochre 2
 *Oil, in glass or stone well packed
 (at owner's risk) 1
 *Oil in kegs or cans at owner's risk
 of leakage) 1
 *Oil, Lard, Palm, Whale and Linseed
 in wood (at owner's risk of leakage
 invariably) in car loads 3
 Less than car load 2
 Oil, Coal, Carbon, etc, see Coal Oil.
 Oil Cake or Meal..... 2
 Oil Cloth..... 1
 Oil Soap 3
 Old Brass..... 3
 Old Canvas, for paper stock..... 3
 Old Copper..... 3
 Old Iron, wrought or cast..... 3
 Old Iron, in car loads, same rate per

car as lumber, owners to load and
 unload..... S. R.
 Old Rope, for Paper stock..... 3
 Omnibuses, rated at 4000 lbs. each... 1
 *Onions (owner's risk) 2
 Oranges, (owner's risk)..... D 1
 *Ornaments, Plaster Paris (at owner's
 risk of breakage)..... D 1
 Ox Yokes..... 2
 Ox Bows..... 2
 *Oysters, in shell (at owner's risk),
 must be prepaid..... 1
 Oysters, in boxes, kegs or cans..... 1
 Oysters, in boxes, bales or bundles.... 1

P

Pails, in nests..... D 1
 Pails in car loads Class A
 *Paintings (owner's risk) 4 1
 Paints, earth 2
 Paints, dry or in oil..... 2
 Palm Leaf 1
 Palisades and pickets, wrought for
 fencing..... 1
 Pamphlets, in bundles 1
 Pamphlets, in boxes 2
 Paper and Stationery 1 1/2
 *Paper, not boxed (owner's risk).... 1
 Paper Hangings, in bundles..... 1 1/2
 Paper Hangings, in boxes..... 1
 Paper, printing 1
 Paper, wrapping..... 2
 Paper, scraps or shavings, in sacks or
 bales 2
 In car loads 4
 Papier Mache Goods 1 1/2
 Paraffine Wax 2
 Parsnips 2
 Passenger Car, see Cars.
 Pasteboard 2
 Patterns 1 1/2
 *Peaches, not dried (at owner's risk),
 must be prepaid..... D 1
 Peaches, dried..... 1
 Pearl Ash..... 3
 Pearl Barley, less than 50 brls, 2
 over 50 brls..... 3
 *Pears (at owner's risk), must be pre-
 paid 1
 Peas, green, must be prepaid..... 1
 Peas, dried or split..... 3
 Peas, in car loads, same rate as
 Wheat per 100 lbs S. R.
 Peltries, furs D 1
 Pelts, Sheep, loose 1
 Pelts, Sheep, in bales 2
 Pelts, Sheep, salted, in barrels or casks
 3
 Pepper, in boxes and bags..... 1
 Pepper Sauce 1 1/2
 Percussion Caps 1
 Perfumery D 1
 *Piano Fortes, boxed (at owner's risk)
 1
 *Pickles, in glass or stone, packed (at
 owner's risk) 1

Springs, carriage or waggon.....	2
Springs, Upholsterers'.....	D 1
Stage Coaches, not boxed, rated at 4,000 lbs. each.....	1
Starch.....	2
Stationery.....	1 1/2
*Statuary, (at owner's risk).....	D 1
Staves and Stave Bolts, see Lumber.	S. R.
Steel, in bars or bundles.....	3
Steel Springs.....	1
Steel Yards.....	1
Stills, copper or iron.....	1
*Stone, wrought (at owner's risk).....	3
Stone, unwrought, rough or cobble, in car loads, to be loaded and unloaded by owner.....	S. R.
Less than car load.....	4
Stoneware, well packed.....	2
*Stoneware, loose, by car load (owner's risk), to be loaded and unloaded by owner.....	4
Stoneware, loose, not taken except in car loads.....	
*Stoves (at owner's risk of breakage)	1
*Stoves, on manufacturer's account, and entirely at owner's risk of breakage	2
*Stoves, in car loads (at owner's risk)	3
Stove Blacking or Polish.....	1
Stove Plates, not boxed, see Stoves.	
Stove Plates, boxed.....	2
Stove Brick and Lining, packed.....	2
Stove Furniture.....	1
Stove Pipe.....	D 1
Straw Boards.....	1
Straw Cutters, see Agricultural Implements.	
Straw goods.....	D 1
Stucco, in barrels.....	2
*Stucco work or models (owner's risk)	D 1
Sugar, Maple.....	1
Sugar.....	3
Sugar Evaporators or Pans.....	D 1
Sulkies, not boxed, rated at 1000 lbs. each.....	1
Sulphate of Copper.....	2
Sulphur, in boxes or kegs.....	2
Sulphur, in barrels or casks.....	3
Sumac.....	2
Superphosphate of Lime.....	3
Sweet Potatoes.....	1
*Syrup (owner's risk of leakage).....	3

T

Tackle.....	1
Tacks, in boxes.....	2
Tallow.....	3
Tamarinds.....	1
Tanks, by special agreement.....	
Tanners' Scraps, in packages.....	3
Tapioia.....	1
Tarpaulings.....	2
Tartar, Cream of.....	1
Tar.....	3
Tea.....	1

Teazles.....	D 1
Telegraph Insulators.....	3
Telegraph Poles, see Lumber.	S. R.
Telegraph Wire.....	3
Tents and Fixtures.....	1
Tent Poles.....	1
Terra Japonica.....	1
*Thills, finished.....	D 1
Thills, in bundles, unfinished.....	2
Thread.....	1
Thrashing Machines, see Agricultural Implements.	
Tierces, empty.....	D 1
Ties, Railroad, taken only by special contract.....	
*Tile, Drain (owner's risk).....	3
*Tile, Drain, in car loads of 10 tons (at owner's risk), same rate per car as Lumber.....	S. R.
Tile, Encaustic, enameled or floor....	1
Tile, Roofing.....	3
Tile Machines.....	1
Timber, all kinds, see Lumber.	
Timothy Seed.....	2
Tin foil.....	1
Tin, in boxes.....	2
Tin Pipe and Troughs.....	D 1
Tin Ware.....	1
Tobacco, cut, in barrels.....	1
Tobacco, in bales.....	1
Tobacco, manufactured, not otherwise enumerated.....	2
Tobacco, in hds or boxes unmanufactured.....	3
Tools, Mechanics'.....	1
*Tow, in boxes or bales (at owner's risk of fire and water).....	1
Toys.....	D 1
Travelling Bags.....	D 1
Trays.....	1
*Trees, loose (at owner's risk), must be prepaid.....	D 1
*Trees, in boxes or bales (at owner's risk) well packed, must be prepaid....	1
Trees, in bundles, not well packed, will be considered loose.....	
Tripe.....	1
Trunks, empty.....	D 1
*Trunks, merchandise packed in (owner's risk).....	1
Truss, Hoops.....	1
Tubing, gas, etc.....	3
Tubing, brass or copper.....	1
Tubing, iron.....	3
Tubing, wooden.....	1
Tubs, in nests.....	1
Tubs, in car loads.....	Class A
Turned Stuff, wooden, not otherwise enumerated.....	2
Turnips.....	2
Turnips, in car loads, same rate per 100 lbs as wheat.....	S. R.
*Turpentine, Spirits (owner's risk of leakage).....	1

.....	D 1	Twine.....	D 1
.....	3	Type.....	1
S. R.	3	Type Cases.....	1
.....	1	U	
.....	1	Umbrellas, boxed.....	1
.....	1	V	
D 1	2	Valises.....	D 1
.....	1	Varnish, in kegs or cans.....	1½
icultural	1	Varnish, in barrels or half-barrels.....	1
.....	D 1	Vats, empty, by special agreement.....	1
y special	3	Veal, fresh, must be prepaid?.....	1
.....	3	Vegetables, not otherwise enumerated must be prepaid.....	D 1
10 tons	S.R.	Veneering.....	1
per car	1	*Venison (at owner's risk), must be prepaid.....	1
.....	3	Vermicelli.....	1
.....	1	Vetches.....	3
.....	3	Vices.....	2
.....	1	Vinegar.....	3
er.	2	Volley, Zinc Gutting.....	D 1
.....	1	W	
.....	2	Wadding.....	D 1
D 1	1	*Waggons, very large, rated at 4000 lbs	1
.....	1	*Waggons, Pleasure, two-horse, rated at 3000 lbs.....	1
.....	1	*Waggons, Pleasure, one-horse rated at 2000 lbs.....	1
.....	1	Waggons, Lumber, at actual weight... Ditto, knocked down.....	1½ 1
.....	2	Ditto, in car loads.....	Class A
.....	3	Waggon Axles, wooden.....	1
.....	1	Waggon Bows, in bundles.....	1
owner's	1	Waggon Boxes, iron.....	3
.....	D 1	Waggon Rims, in bundles, unfinished	2
.....	D 1	Waggon Thills, in bundles, unfinished	2
.....	1	Waggon stuff, rough, in car loads.....	Class A
.....	D 1	Waggon stuff, rough, not otherwise enumerated.....	3
.....	1	Warp, owner's risk.....	1
.....	D 1	Warp Beams.....	1
.....	1	Washers, iron.....	3
.....	1	Wash Boards.....	1
.....	1	Washing Machines.....	1½
.....	1	Water Drawers.....	1
.....	D 1	Water Lime, in barrels.....	3
.....	1	Water Lime, in car loads, same rate as Lumber.....	S. R.
.....	1	Water Pipe, iron.....	3
.....	3	Water Pipe, wooden.....	1
.....	1	Water Wheels, iron.....	2
.....	3	Wax.....	1
.....	1	Whale Bone.....	1
.....	1	Wheat, in car loads.....	S. R.
.....	1	Wheat, less than car load, in bags....	3
.....	Class A	Wheat will be taken in flour barrels that are in good order, and securely headlined, at the rate of flour per barrel. It will be taken in barrels not headlined, at the same rate, but at the owner's risk of leakage; not to exceed 220 lbs. per bbl.	
.....	2		
.....	2		
.....	rate per		
.....	S. R.		
.....	risk of		
.....	1		

Wheels, Iron, 8 feet and upwards in diameter.....	1½
Wheels, Iron, less than 8 ft. indiameter	1
Wheels, in sections.....	3
Wheels, carriage or waggon.....	1½
Wheelbarrows.....	1½
Wheelbarrows, in car loads.....	Class A
Whetstones.....	2
Whiffletrees, turned, unfinished.....	3
Whips, not boxed.....	D 1
Whips, boxed.....	1
*Whiskey, in glass or stone, packed (owner's risk).....	1
*Whiskey, less than 10 barrels (owner's risk of leakage).....	2
*Whiskey, 10 barrels or more (at own- er's risk of leakage.....	3
White Lead.....	2
Whiting.....	2
Wickerwork.....	4 times 1
Wickering.....	1
Willow Chairs, see Chairs.	
*Willow Cradles (at owner's risk), esti- mated at 100 lbs. each.....	1
*Willow Waggons, (at owner's risk) estimated at 100 lbs. each.....	1
*Willow Ware (at owner's risk).....	4 times 1
Willow Reeds, in boxes, bales or bun- dles.....	1
Window Frames.....	D 1
*Wine, in cases or baskets (owner's risk).....	1
*Wine, in wood (owner's risk of leak- age).....	2
Wire, in bundles, bbls., boxes or casks	1
Wire Fencing.....	2
Wire Railing.....	2
Wire Rope.....	3
Wire Cloth.....	3
Wire, Telegraph.....	1
Wood, turned, not otherwise enumer- ated.....	2
Wooden Pipe, pump or water.....	1
Wooden Screws.....	1
Wooden Tiding.....	1
Wooden Ware.....	1½
Wood, foreign, of value, boards, plank- ing and veneering.....	2
Wood, foreign, of value, logs.....	3
Wool, owner's risk of fire.....	D 1
Wool Sacks.....	2
Wrapping Paper, in crates.....	1
Y	
Yarn.....	1
Yeast.....	1
Z	
Zinc, in casks.....	3
Zinc, in pigs.....	3
Zinc, in slabs.....	3
Zinc, in sheet or roll.....	2
Zinc Paint, dry or in oil.....	2
Zinc Gutting.....	D 1

no 2000000
5000

TABLE OF WEIGHTS.

The articles named will be billed at the weights in the Table below, when it is not convenient to weigh them.

Alcohol.....per barrel, 400 lbs.	Highwines.....per barrel, 400 lbs.
Ale and Beer....." " 320 "	Hempseed....." bushel, 44 "
" "....." " 170 "	Laths, green....." b'dle, 54 "
" "....." " 85 "	Laths, dry....." " 40 "
Apples, green....." " 150 "	Lime....." bushel, 80 "
Apples and other green fruit....." bushel, 56 "	Malt....." " 38 "
Barley....." " 48 "	Milk.....per gallon 8 "
Beef....." barrel, 320 "	Oats.....per bushel 32 "
"....." tierce, 450 "	Oil....." barrel, 380 "
"....." bushel, 20 "	Onions....." bushel, 57 "
Bran....." " 20 "	Pine Slabs....." cord, 2800 "
Bricks, common hard....." 1000, 8680 "	Pork....." barrel, 320 "
Buckwheat....." bushel, 52 "	Potatoes, common....." " 180 "
Cider....." barrel, 350 "	" sweet....." bushel, 65 "
Cordwood, green....." Cord, 5000 "	Rye....." " 56 "
" dry, medium....." " 3800 "	Salt, fine....." " 56 "
Corn....." bushel, 56 "	" fine....." barrel, 300 "
Corn, in ear....." " 70 "	" coarse....." " 350 "
Corn Meal....." barrel, 220 "	" in sacks....." sack, 200 "
Common Potatoes....." bushel, 60 "	Stone Free and Lime....." cu. ft, 160 "
Clover Seed....." " 60 "	Shingles....." bundle, 75 "
Dried Peaches....." " 33 "	Timothy Seed....." bushel, 45 "
Dried Apples....." " 24 "	Vinegar....." barrel, 350 "
Fish....." barrel, 300 "	Water Lime....." " 300 "
"....." " 160 "	Wheat....." bushel, 60 "
"....." " 80 "	White Beans....." " 60 "
Flax Seed....." bushel, 56 "	Whiskey....." barrel, 450 "
Flour....." barrel, 200 "	

RAILROAD TIES.

	4 feet 8½ inch Gauge.	Per car of 10 tons.	5 feet 6 inch Gauge.	Per car of 10 tons.
Ash, Black.....	242 lbs. each	83 Ties	200 lbs. each	100 Ties
Hemlock.....	144 "	138 "	181 "	110 "
Oak, White.....	231 "	87 "	222 "	90 "
Tamarac.....	200 "	100 "	181 "	110 "

SQUARE TIMBER AND LUMBER.

The loading of SQUARE TIMBER and LUMBER will be limited as follows:—

SQUARE TIMBER.

White Pine, 450 cubic feet, per large car.	
Red " 300 " "	
Elm, " 350 " "	
Oak, " 300 " "	

LUMBER.

Dry White Pine and other Dry Softwood, 7,000 feet, per large car.	
" " " " 4,000 " per small car.	
Dry Red Pine and other Dry Hardwood, 5,000 " per large car.	
" " " " 3,000 " per small car.	
Green Hardwood..... 3,000 " per large car.	
" " " " 2,000 " per small car.	

When these measurements are exceeded, a corresponding increase will be made in the charges.

Agents will collect double rates on cars loaded above their carrying capacity.

RATES OF STORAGE.

	First 24 hours after arrival of Freight.	Each subsequent week or part thereof.
First Class	Free.....	4 cents per 100 pounds.
Second Class.....	Free.....	3 cents per 100 pounds.
Third Class.....	Free.....	2 cents per 100 pounds.
Pig Iron, Coal, Bricks, Stone, etc.....	Free.....	20 cents per ton.
Flour, Salt, Cement, Plaster, etc.....	Free.....	3 cents per bag or barrel.
Grain, in bags	Free.....	2 cents per bag.
Vehicles.....	Free.....	50 cents each.
Threshing and Reaping Machines, and bulky articles of this description.....	Free.....	25c. to 50c. according to size.

ARTICLES WHICH MUST BE PREPAID.

Apples, in bags, boxes, or baskets.	Melons, fresh
Apples, in barrels, from Nov. 1, to March 20.	Matton.
Beans, green.	Oysters, in shell
Beef, fresh.	Peaches, not dried.
Berries, not dried.	Pears, not dried.
Bulbs and Roots.	Peas, green.
Clams, in shell.	Pine Apples.
Currants, not dried.	Plums, not dried.
Fish, fresh	Potatoes, from Nov. 1 to March 20.
Ernit, not dried.	Poultry, dressed.
Furniture, old.	Quinees.
Gane.	Roots, other than esculent.
Garden Roots, from Nov. 1 to March 20.	Shrubbery.
Grapes.	Trees.
Grave Stones, lettered.	Turnips, from Nov. 1 to March 20.
Household Goods.	Veal, fresh.
Ice.	Venison.
Marble, lettered.	

TORONTO, GREY AND BRUCE RAILWAY.

Local Freight Tariff between way Stations.—To be applied where no separate Tariff is given.

RATES FOR DISTANCES.	Merchandise.					Special Rates.													
	Per 100 lbs.	1st Class.	Per 100 lbs.	2d Class.	Per 100 lbs.	3d Class.	Per 100 lbs.	4th Class.	Small each.	Flour and Meal in bags of 100 lbs. Per 100 lbs.	All kinds of Grain and Mill Stuff in car loads. Per 100 lbs.	Lumber per car load.		Live Stock, Cattle, Sheep, and Hogs.		Class A. Per car load of 6 tons.	Class A. Per car load of 10 tons.		
												Small car.	Large car.	Per small car.	Per large car.				
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	%	c.	%	c.	Dollars.	%	c.	Dollars.
Not exceeding 10 miles.	12	10	8	6	25	10	5	5	00	8	00	5	00	8	00	7	20	12	00
Over 10 not over 15.	14	12	9	7	25	12	6	5	00	8	75	5	00	8	00	8	40	14	00
" 15 "	16	13	10	8	25	12	6	5	20	9	10	5	50	9	00	9	60	16	00
" 20 "	18	15	11	9	25	14	7	5	60	9	80	6	00	10	00	10	80	18	00
" 25 "	20	17	13	10	25	14	7	6	00	10	50	6	50	11	60	12	00	20	00
" 30 "	22	18	14	11	25	16	8	6	20	10	85	7	00	12	00	13	20	22	00
" 35 "	23	19	15	11	25	18	9	6	40	11	20	7	50	13	00	13	20	23	00
" 40 "	24	20	15	12	25	20	10	7	00	12	25	7	50	13	00	14	40	24	00
" 45 "	25	20	15	12	25	22	11	7	60	13	30	8	50	15	00	14	40	25	00
" 50 "	26	21	16	13	26	22	11	8	10	14	15	9	00	16	00	15	60	26	00
" 55 "	27	22	17	13	27	24	12	8	60	15	00	9	00	16	00	15	60	27	00
" 60 "	28	23	18	14	28	24	12	9	00	15	75	9	50	17	00	16	80	28	00
" 65 "	29	23	18	14	29	26	13	9	40	16	50	10	50	19	00	16	80	29	00
" 70 "	30	24	19	15	30	27	13	9	60	16	85	11	00	20	00	18	00	30	00
" 75 "	31	25	19	15	31	28	14	9	80	17	15	11	00	20	00	18	00	31	00
" 80 "	32	25	20	16	32	29	15	9	90	17	35	11	50	21	00	19	20	32	00
" 85 "	33	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00
" 90 "	34	28	21	17	34	32	16	10	00	17	75	12	50	23	00	20	40	34	00
" 95 "	35	29	22	18	35	34	17	10	50	18	00	13	00	24	00	21	60	35	00
" 100 "	36	29	23	18	36	34	17	11	00	19	00	13	50	25	00	21	60	36	00
" 105 "	37	30	23	18	37	34	17	11	00	19	00	14	00	26	00	21	60	37	00
" 110 "	38	31	25	19	38	36	18	11	50	20	00	14	00	26	00	22	80	38	00
" 115 "	39	32	25	20	39	38	19	12	00	21	00	14	50	27	00	24	00	39	00
" 120 "	40	33	26	21	40	40	20	12	00	22	00	15	00	28	00	25	20	40	00
" 125 "	41	34	26	21	41	40	20	12	50	22	50	15	50	29	00	25	20	41	00
" 130 "	42	34	27	21	42	40	20	13	00	23	00	16	00	30	00	25	20	42	00
" 135 "	43	35	28	22	43	42	21	13	00	23	00	16	00	30	00	26	40	43	00
" 140 "	44	35	28	22	44	42	21	13	50	24	00	16	50	31	00	26	40	44	00
" 145 "	45	36	28	23	45	44	22	13	50	24	00	16	50	31	00	27	60	45	00
" 150 "	46	37	29	23	46	44	22	14	00	24	50	17	00	32	00	27	60	46	00
" 155 "	47	38	30	24	47	46	23	14	00	24	50	17	00	32	00	28	80	47	00
" 160 "	48	39	30	24	48	46	23	14	50	25	50	18	00	34	00	28	80	48	00
" 165 "	49	40	31	25	49	48	24	14	50	25	50	18	00	34	00	30	00	49	00
" 170 "	50	40	31	25	50	48	24	15	00	26	50	19	00	36	00	30	00	50	00
" 175 "	51	41	31	26	51	50	25	15	00	26	50	19	00	36	00	31	20	51	00
" 180 "	52	42	33	26	52	50	25	15	50	27	00	20	00	38	00	31	20	52	00
" 185 "	53	43	34	27	53	52	26	15	50	27	00	21	00	40	00	32	40	53	00
" 190 "	54	44	35	27	54	52	26	16	00	28	00	21	00	40	00	32	40	54	00
" 195 "	55	45	36	28	55	52	26	16	00	28	00	21	00	40	00	33	60	55	00

Separate Tariffs are issued to and from Toronto, Orangeville, Mount Forest and Owen Sound.

SMALLS.—When the charge for single consignments from separate shippers does not amount to more by weight than the figures specified in the Tariff under the head of "smalls," those rates must be charged.

TORONTO, GREY AND BRUCE RAILWAY.

Local Freight Tariff, to and from Toronto Station.

no separate

%	Class A. Per car load of 6 tons.		Dollars.
	¢.	Dollars.	
7	20	12	00
8	40	14	00
9	60	16	00
10	80	18	00
12	00	20	00
13	20	22	00
13	20	23	00
14	40	24	00
14	40	25	00
15	60	26	00
15	60	27	00
16	80	28	00
16	80	29	00
18	00	30	00
18	00	31	00
19	20	32	00
20	40	33	00
20	40	34	00
21	60	35	00
21	60	36	00
21	60	37	00
22	80	33	00
24	00	39	00
25	20	40	00
25	20	41	00
25	20	42	00
26	40	43	00
26	40	44	00
27	60	45	00
28	80	46	00
28	80	47	00
28	80	48	00
30	00	49	00
30	00	50	00
31	20	51	00
31	20	52	00
32	40	53	00
32	40	54	00
33	60	55	00

BETWEEN TORONTO AND	Merchandise.					Special Rates.														
	1st Class.		2d Class.		4th Class.	Steads each.	Flour and Meal in lots of 100 lbs. Per 100 lbs.	All kinds of Grain and Mill Stuff in car loads. Per 100 lbs.	Lumber per car load.		Live Stock, Cattle, Sheep, and Hogs.		Class A. Per car load of 6 tons.							
	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Small car.				Large car.	Per small car.	Per large car.	Per car load of 6 tons	Class A Per car load of 10 tons							
	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.	¢.					
Weston Junction.....	10	8	7	5	25	10	6	5	66	8	60	5	60	8	60	6	00	16	00	
Woodbridge.....	14	11	9	7	12 5	12	5	5	20	9	10	5	50	9	60	8	40	14	00	
Kleinburg.....	16	13	11	8	25	11	7	7	1	8	60	6	60	10	60	9	60	16	00	
Bolton.....	18	15	12	9	25	14	7	7	6	60	10	50	6	50	11	60	10	80	18	00
Mono Road.....	20	17	13	10	25	16	8	6	20	10	85	7	60	12	60	12	00	20	00	
Charleston.....	24	20	16	12	25	20	10	7	00	12	25	7	50	13	60	11	40	24	00	
Alton.....	24	20	16	12	25	20	10	7	00	14	00	7	50	13	60	11	40	24	00	
Orangeville.....	24	20	16	12	25	22	11	7	60	14	00	8	50	15	60	14	40	21	00	
Orangeville Junction.....	26	21	16	13	26	22	11	8	10	14	15	9	60	16	60	15	60	26	00	
Amaranth.....	27	22	17	13	27	21	12	8	60	15	00	9	60	16	00	15	60	27	00	
Waldemar.....	27	22	17	13	27	21	12	8	60	15	60	9	60	16	00	15	60	27	00	
Luther.....	28	23	18	14	28	24	12	9	60	15	75	9	50	17	60	16	80	28	00	
Arthur.....	30	24	19	15	30	27	13	9	60	16	85	11	00	20	60	18	00	30	00	
Kenilworth.....	31	25	19	15	31	28	11	9	80	17	15	11	00	20	60	18	00	31	00	
Mount Forest.....	33	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00	
Harriston.....	34	28	21	17	34	32	16	10	00	17	75	12	50	23	00	20	40	34	00	
Lisadel.....	36	29	23	18	36	34	17	11	00	19	00	13	50	25	00	21	60	36	00	
Gonie & Wroxeter.....	37	30	23	18	37	34	17	11	00	19	60	14	00	26	00	21	60	37	00	
Sheburne.....	28	23	18	14	28	24	12	9	60	15	75	9	50	17	00	16	80	28	00	
Dundalk.....	31	25	19	15	31	28	14	9	80	17	15	11	00	20	60	18	00	31	00	
Proton.....	32	25	20	16	32	29	15	9	90	17	35	11	50	21	00	19	20	32	00	
Flesherton and Priceville.....	33	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00	
Markdale.....	34	28	21	17	34	32	16	10	00	17	75	12	50	23	00	20	40	34	00	
Berkeley.....	35	29	22	18	35	31	17	10	50	18	00	13	00	24	00	21	60	35	00	
Williamsford.....	37	30	23	18	37	34	17	11	00	19	00	14	00	26	00	21	60	37	00	
Chatsworth.....	37	30	23	18	37	34	17	11	00	19	00	14	00	26	00	21	60	37	00	
Rockford.....	38	31	25	19	38	36	18	11	50	20	00	14	00	26	00	22	80	38	00	
Owen Sound.....	40	32	25	20	40	40	20	12	00	22	00	15	00	28	00	24	00	40	00	

SMALLS.—When the charge for single consignments from separate shippers does not amount to more by weight than the figures specified in the Tariff under the head of "smalls," those rates must be charged.

and Owen

ers does not
of "smalls,"

TORONTO, GREY AND BRUCE RAILWAY.

Cordwood Tariff from all Stations to Toronto.

STATIONS.	Green.		Dry.	
	Per Short Car (weight not to exceed 6 tons.)	Per Long Car (weight not to exceed 10 " tons.)	Per Short Car (not to exceed 4 cords.)	Per Long Car (not to exceed 6 cords.)
	\$, c.	\$, c.	\$, c.	\$, c.
Weston Junction.....	1 50	2 50	1 20	1 80
Woodbridge.....	2 70	4 50	2 00	3 00
Kleinburg.....	3 30	5 50	2 60	3 90
Bolton.....	4 20	7 00	3 20	4 80
Mono Road.....	4 80	8 00	4 00	6 00
Charleston.....	6 30	10 50	5 00	7 50
Alton.....	6 60	11 00	5 40	8 10
Orangeville.....	7 50	12 50	6 00	9 00
Orangeville Junction.....	8 10	13 50	6 40	9 60
Amaranth.....	8 40	14 00	6 60	9 90
Waldemar.....	8 70	14 50	6 80	10 20
Luther.....	9 30	15 50	7 20	10 80
Arthur.....	11 10	18 50	8 40	12 60
Kenilworth.....	12 00	20 00	9 00	13 50
Mount Forest.....	13 20	22 00	9 80	14 70
.....
Harriston.....	14 40	24 00	10 60	15 90
Lisadel.....	15 60	26 00	11 40	17 10
Gorrie & Wroxeter.....	16 20	27 00	11 80	17 70
.....
.....
.....
.....
.....
Shelburne.....	9 90	16 50	7 60	11 40
Dundalk.....	11 40	19 00	8 60	12 90
Proton.....	12 00	20 00	9 20	13 80
Flesherton and Priceville.....	12 90	21 50	9 80	14 70
Markdale.....	14 10	23 50	10 40	15 60
Berkeley.....	14 70	24 50	10 80	16 20
Williamsford.....	15 90	26 50	11 60	17 40
Chatsworth.....	16 50	27 50	12 00	18 00
Rockford.....	17 10	28 50	12 40	18 60
Owen Sound.....	18 30	30 50	13 20	19 80

Cordwood will only be carried at owner's risk at the above rates, which are exclusive of loading and unloading: if not cut at least 10 months, will be classed and rated as green wood, but this will not relieve Consignors and Consignees of responsibility for accidents and damage to cars or other property caused by overloading, and double Lumber rates will be charged in such cases.

Green Cordwood will only be carried at owner's risk by weight which can be ascertained by weighing half a cord upon the Company's scale.

Traders will be charged for the use of racks and stakes when these are furnished by the Company.

The following measurements will be observed in loading:—

	dry cordwood.
Long Flat Car	28' 8" long, 8' 0" wide, 3' 4" deep.
Short Flat Car	16' 0" long, 8' 0" wide, 4' 0" deep.
Nos. 101 to 150 inclusive, }	
Short Flat Car	16' 8" " 8' 0" " 3' 10" "
Nos. 261 to 300. " }	

Conductor. Give positive instructions not to lift cars when these weights or measurements are in any way exceeded. Demurrage will be charged on all cars not loaded within six working hours after arrival at point of shipment at the following rates, viz. :—Long Cars, \$4; Short Cars, \$2, for every six working hours or portion thereof. Cars not unloaded within six working hours after arrival at destination will be unloaded by the Company at Consignee's expense. Cordwood must be immediately removed from the Company's premises after being unloaded, or it will be subject to the storage charge of 25 cents per cord during first week or portion thereof after the first twenty-four hours, and 50 cents per cord per week thereafter.

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4. Shippers will be responsible for all damages done to the Company's fences, gates, &c., by themselves, agents, or servants, and all loss and cost arising therefrom will be surcharged upon the Timber.
5. Shippers before piling Timber, &c., between stations, must first ascertain from the General Superintendent whether the place is convenient for the Company to load from, and under no circumstances will Timber be removed if placed on a grade opposite a curve or in a gully. Timber placed between stations will be charged as if from next station beyond.
6. The loading of Timber will be limited as follows:

White Pine,	450	cubic	feet,	per	large	car.
Red	400	"	"	"	"	"
Elm	350	"	"	"	"	"
Oak	300	"	"	"	"	"
7. Timber will be measured before being loaded on the cars, and freight charged on the actual cubic contents, and the Company reserve the right to hold any part lot of Timber that may be in the Bay at Toronto, until all arrears of freight and other charges are paid in full.
8. The delivery of the Timber, Masts, Spars and Yards shall be considered complete when deposited in the Bay, and of Rafting Stuff, &c., when unloaded on the Company's wharf.
9. Boomage will be charged at the rate of 50c. per 1000 feet on all Timber, and 10c. for each Mast, Yard or Spar floated within the booms; but it is to be distinctly understood that the Company will undertake no risk from any cause whatever after the freight has been discharged from the cars.
10. The term "Rafting Stuff" shall only be applied to Floats, Toggles, Withes, and Traverses—Withes to be put up in bundles that can be easily handled.
11. Freight charges to be paid monthly, not later than the 10th of the following month, after which date interest will be charged.
12. Timber, &c., not placed and piled in accordance with the foregoing conditions will be subject to an extra charge for any additional expense incurred.

.....187....

To the Toronto, Grey and Bruce Railway Company.

The undersigned hereby agrees to the Tariff Regulations and Conditions of the Toronto, Grey and Bruce Railway Company for the conveyance of Square Timber, &c., to Toronto.

.....
 WITNESS.

*10000
 7 2/3*

TORONTO, GREY AND BRUCE RAILWAY.

Wharfage Tariff, Queen's Wharf, Toronto.

Apples per bbl.....	\$0 05	Iron, Pig, per ton of 2240 lbs.	\$0 30
Ashes Pot & Pearl, per bbl or Cask...	0 10	Iron, Railroad, exclusive of labor, per ton of 2240 lbs.....	0 30
Barley, per bushel	0 02	Iron, Railroad storage per month.....	0 25
Brick, per 1000.....	0 56	Lumber, per 1000 ft. B. M.....	0 25
Butter, per firkin.....	0 03	Lime, Plaster, per bbl.....	0 05
Calves, each.....	0 04	Meal, per bbl. including storage and shipping.....	0 05
Calves, in carcass, each.....	0 05	Oats, per bushel.....	0 02
Cattle, horned, each.....	0 13	Oysters, per bbl.....	0 05
Carriages, one horse.....	0 25	Pitch Tar, per bbl.....	0 05
Carriages, two horse.....	0 40	Plaster Lime, per bbl.....	0 05
Carts, one horse.....	0 25	Pork, per bbl.....	0 08
Carts, two horse.....	0 40	Potatoes, per bbl.....	0 05
Castings, iron, per ton of 2000 lbs.....	0 70	Resin, per bbl.....	0 05
Cider, per bbl.....	0 08	Salt, per bbl.....	0 05
Coal, per ton of 2000 lbs.....	0 12½	Sheep, each.....	0 04
Cordwood, per cord.....	0 20	Sheep in carcass, each.....	0 05
Corn, Indian, per bushel.....	0 02	Sleighs, one horse.....	0 25
Dry Goods, per ton of 2000 lbs.....	0 50	Sleighs, two horse.....	0 40
Fish, per bbl.....	0 15	Stone, per toise.....	1 00
Flour, per bbl., including storage and shipping.....	0 05	Tallow, per bbl.....	0 05
Furniture, per single cartload.....	0 25	Tar, Pitch, per bbl.....	0 05
Furniture, per double cartload.....	0 40	Waggons, one horse.....	0 25
Groceries, per ton of 2000 lbs.....	0 50	Waggons, two horse.....	0 40
Hardware, per ton of 2000 lbs.....	0 50	Wheat, per bushel, including storage and shipping.....	0 02
Hay, per ton of 2000 lbs.....	0 50	Whiskey, per bbl.....	0 08
Hogs, each.....	0 04		
Hogs in carcass, each.....	0 05		
Horses, each.....	0 13		
Iron, castings, per ton of 2000 lbs.....	0 70		

TORONTO, GREY AND BRUCE RAILWAY.

Local Freight Tariff, to and from Mount Forest Station.

		Merchandise.				Special Rates.															
		1st Class.		2nd Class.		3rd Class.		4th Class.		Small each.		Flour and Meal in lots of 100 bbls. Per bbl.									
		Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	All kinds of Grain and Mill Stuffs in car loads Per 100 lbs.		Lumber per Car load.		Live Stock, Cattle, Sheep and Hogs.		Class A.		Class A.	
		Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Per small car.	Per large car.	Per small car.	Per large car.	Dollars.	Per car load of 6 tons.	Dollars.	Per car load of 10 tons.	
Z.	F.	Dollars.																			
BETWEEN MOUNT FOREST AND																					
4	4	24	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00	
3	3	20	25	19	15	31	28	14	9	80	17	15	11	00	20	00	18	00	31	00	
3	3	20	22	19	15	30	27	13	9	60	16	85	11	00	20	00	18	00	30	00	
2	2	00	22	18	14	30	26	13	9	40	16	50	10	50	19	00	16	80	29	00	
0	0	80	20	18	14	28	24	12	9	00	15	75	9	50	17	00	16	80	28	00	
9	9	60	18	16	13	26	22	11	8	10	14	15	9	00	16	00	15	60	26	00	
7	7	20	12	15	12	25	22	10	7	60	13	30	8	50	15	00	14	40	25	00	
7	7	20	12	15	12	25	20	10	7	00	12	25	7	50	13	00	14	40	24	00	
7	7	20	12	15	11	25	18	9	6	40	11	20	7	50	13	00	13	20	23	00	
7	7	20	12	14	11	25	16	8	6	20	10	85	7	00	12	00	13	20	22	00	
7	7	20	12	14	11	25	16	8	6	20	10	85	7	00	12	00	13	20	22	00	
7	7	20	12	13	10	25	14	7	6	00	10	50	6	50	11	00	12	00	20	00	
7	7	20	12	13	10	25	14	7	6	00	10	50	6	50	11	00	12	00	20	00	
8	8	40	14	9	7	25	12	6	5	00	8	75	5	00	8	00	8	40	14	00	
0	0	80	18	8	6	25	10	5	5	00	8	00	5	00	8	00	7	20	12	00	
2	2	00	20	8	6	25	10	5	5	00	8	00	5	00	8	00	7	20	12	00	
3	3	20	23	8	6	25	10	5	5	00	8	00	5	00	8	00	7	20	12	00	
4	4	40	25	8	6	25	10	5	5	00	8	00	5	00	8	00	7	20	12	00	
5	5	60	26	8	6	25	12	6	5	20	9	10	5	50	9	00	9	60	16	00	
5	5	60	27	9	9	25	14	7	5	60	9	80	6	00	10	00	10	80	18	00	
9	9	60	16	15	11	9	25	14	7	7	7	30	8	50	15	00	14	40	25	00	
2	2	00	20	17	13	27	24	12	8	60	15	00	9	00	16	00	15	60	27	00	
3	3	20	22	18	14	28	24	12	9	00	15	75	9	50	17	00	16	80	28	00	
3	3	20	23	18	14	29	26	13	9	40	16	50	10	50	19	00	16	80	29	00	
4	4	40	24	19	15	30	27	13	9	60	16	85	11	00	20	00	18	00	30	00	
4	4	40	25	19	15	31	28	14	9	80	17	15	11	00	20	00	18	00	31	00	
5	5	60	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00	
5	5	60	27	21	17	34	32	16	10	00	17	75	12	50	23	00	20	40	34	00	
6	6	80	28	22	18	35	34	17	10	50	18	00	13	00	24	00	21	60	35	00	
8	8	00	30	23	18	36	34	17	11	00	19	00	13	50	25	00	21	60	36	00	

SMALLS.—When the charge for single consignments from separate shippers does not amount to more by weight than the figures specified in the Tariff under the head of "Smalls," those rates must be charged.

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TORONTO, GREY AND BRUCE RAILWAY.

Local Freight Tariff to and from Owen Sound Station.

BETWEEN OWEN SOUND AND	Merchandise.				Special Rates.														
	Per 100 lbs.	1st Class	2d Class	Per 100 lbs.	Per 100 lbs.	Per 100 lbs.	4th Class	Smalls each.	Flour and Meal in lots of 100 bbls. Per bbl.	All kinds of Grain and Mill Stalk in car loads. Per 100 lbs.	Lumber per car load.		Live Stock, Cattle, Sheep, and Hogs.		Class A Per car load of 5 tons.	Class A Per car load of 10 tons.			
		Per 100 lbs.	Per 100 lbs.								Per 100 lbs.	Small car.	Large car.	Per small car.			Per large car.		
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	¢	c.	¢	c.	Dollars.	¢	c.	Dollars.	
Toronto	40	32	25	20	40	40	20	12	00	22	00	15	00	23	00	24	00	40	00
Weston Junction	38	31	25	19	38	36	18	11	50	23	00	14	00	26	00	22	80	38	00
Woodbridge	36	29	23	18	36	34	17	11	00	19	00	13	50	25	00	21	60	36	00
Kleinburg	35	29	22	18	35	34	17	11	00	19	00	13	00	24	00	21	60	35	00
Bolton	34	28	21	17	34	32	16	10	50	18	00	12	50	23	00	20	40	34	00
Mono Road	33	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00
Charleston	31	25	19	15	31	28	14	9	90	17	35	11	00	20	00	18	00	31	00
Alton	31	25	19	15	31	28	14	9	80	17	15	11	00	20	00	18	00	31	00
Orangeville	30	24	19	15	30	27	13	9	60	16	85	11	00	20	00	18	00	30	00
Orangeville Junction	29	23	18	14	29	26	13	9	40	16	50	10	50	19	00	16	80	29	00
Amaranth	30	24	19	15	30	27	13	9	60	16	85	11	00	20	00	18	00	30	00
Waldmar	30	24	19	15	30	27	13	9	80	17	15	11	00	20	00	18	00	30	00
Luther	31	25	19	15	31	28	14	9	80	17	15	11	00	20	00	18	00	31	00
Arthur	33	27	21	17	33	30	15	10	00	17	50	12	00	22	00	20	40	33	00
Kenilworth	34	28	21	17	34	32	16	10	50	18	00	12	50	23	00	20	40	34	00
Mount Forest	36	29	23	18	36	34	17	11	00	19	00	13	50	25	00	21	60	36	00
Harriston	38	31	25	19	38	36	18	11	50	20	00	13	00	26	00	22	80	38	00
Lisadel	39	32	26	20	39	38	19	12	00	21	00	14	50	27	00	24	00	39	00
Gorrie and Wroxeter	40	33	26	21	40	40	20	12	50	22	00	15	00	28	00	25	20	40	00
Shelburne	27	22	17	13	27	24	12	8	60	15	00	9	00	16	00	15	60	27	00
Dundalk	24	20	15	12	25	20	10	7	60	13	30	7	50	13	00	14	40	24	00
Proton	23	19	15	11	25	18	9	7	00	12	25	7	50	13	00	13	20	23	00
Flesherton and Priceville	22	18	14	11	25	16	8	6	40	11	20	7	00	12	00	13	20	22	00
Markdale	20	17	13	10	25	14	7	6	00	10	50	6	50	11	00	12	00	20	00
Berkeley	18	15	11	9	25	14	7	5	60	9	80	6	00	10	00	10	80	18	00
Williamsford	14	12	9	7	25	12	6	5	20	9	10	5	00	8	00	8	40	14	00
Chatsworth	14	12	9	7	25	12	6	5	00	8	75	5	00	8	00	8	40	14	00
Rockford	12	10	8	6	25	10	5	5	00	8	00	5	00	8	00	7	20	12	00

SMALLS.—When the charge for single consignments from separate shippers does not amount to more by weight than the figures specified in the Tariff under the head of "Smalls," those rates must be charged.

Per car load of 6 tons.	Class A.	Per car load of 10 tons.	Class A.
¢.	Dollars.	¢.	Dollars.
4 00	40 00		
12 80	38 00		
1 60	36 00		
1 60	35 00		
0 40	34 00		
0 40	33 00		
3 00	31 00		
3 00	31 00		
3 00	30 00		
3 80	29 00		
3 00	30 00		
3 00	30 00		
3 00	31 00		
4 00	33 00		
4 00	34 00		
6 00	36 00		
...	...		
8 00	38 00		
00	39 00		
20	40 00		
...	...		
...	...		
60	27 00		
40	24 00		
20	23 00		
20	22 00		
00	20 00		
80	18 00		
40	14 00		
40	14 00		
20	12 00		
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S. & B. R.

PRICE TABLE,

B72.

WESTERN DIVISION.

Bruce Extension.

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11 1/4	16 1/4	21 1/4	28	33 1/2	41 1/2	44 1/2	49 1/2	57 1/2
10 1/2	16 1/2	21 1/2	28 1/2	33 1/2	41 1/2	44 1/2	49 1/2	57 1/2
5 1/2	11 1/2	17 1/2	25 1/2	28 1/2	33 1/2	41 1/2	49 1/2	57 1/2
6 1/2	11 1/2	17 1/2	25 1/2	28 1/2	33 1/2	41 1/2	49 1/2	57 1/2
5 1/2	11 1/2	17 1/2	25 1/2	28 1/2	33 1/2	41 1/2	49 1/2	57 1/2
13 1/2	18 1/2	23 1/2	30 1/2	38 1/2	46 1/2	54 1/2	62 1/2	70 1/2
5 1/2	11 1/2	17 1/2	25 1/2	28 1/2	33 1/2	41 1/2	49 1/2	57 1/2
8 1/2	13 1/2	19 1/2	26 1/2	33 1/2	40 1/2	47 1/2	54 1/2	61 1/2
7 1/2	12 1/2	18 1/2	25 1/2	32 1/2	39 1/2	46 1/2	53 1/2	60 1/2
15 1/2	20 1/2	25 1/2	32 1/2	40 1/2	48 1/2	56 1/2	64 1/2	72 1/2
5	10	15	22 1/2	27 1/2	33 1/2	40 1/2	47 1/2	54 1/2
8	13	18	26 1/2	33 1/2	40 1/2	47 1/2	54 1/2	61 1/2

est Junction--an addition of

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STATIONS.

STATIONS.	Toronto.		Weston Junction.		Woodbridge.		Kleinburg.		Bolton.		Mono Road.		Charleston.		Alton.		Orangeville.		Orangeville Junction.		Amaranth.		Waldemar.		Luther.		Arthur.		Kenilworth.		Mount Forest Junction.	
Toronto.....																																
Weston Junction.....	9																															
Woodbridge.....	16½	7½																														
Kleinburg.....	21½	12½																														
Bolton.....	26½	17½	5																													
Mono Road.....	32½	23½	16	5																												
Charleston.....	41	32	24½	11	5																											
Alton.....	44½	35½	28	23	18	6																										
Orangeville.....	49	40	32½	27½	22½	8½																										
Orangeville Junction.....	52½	43½	36	31	26	11½																										
Amaranth.....	56	47	39½	34½	29½	15	11½	7	3½																							
Waldemar.....	58½	49½	42	37	32	17½	14	9½	6	2½																						
Luther.....	61	52	44½	39½	34½	20	16½	12	8½	5																						
Arthur.....	72	63	55½	50½	45½	39½	31	27½	23	19½	16	13	11	8																		
Kenilworth.....	79	70	62½	57½	52½	46½	38	34½	30	26½	23	20½	18	14	7																	
Mount Forest Junction.....	86	77	69½	64½	59½	53½	45	41½	37	33½	30	27	25	21	15																	
Mount Forest.....	87	78	70½	65½	60½	54½	46	42½	38	34½	31	28	26	22	16																	
Harriston.....	90	81	73½	68½	63½	57½	49	45½	41	37½	34	31½	29	18	11	4																
Lisadel.....	94½	85½	78	73	68	62	53½	50	45½	42	38½	36	33½	22½	15½	8½																
Gorrie & Wroxeter.....	103	94	86½	81½	76½	70½	62	58½	54	50½	47	44½	42	31	24	17																
<i>Seasonally</i>	108	99	91½	86½	81½	75½	67	63½	59	55½	52	49½	47	36	29	22																
Sheburne.....	64½	55½	48½	43½	38½	32½	23½	20½	15½	12½	15½	18½	20½	31½	38½	45½																
Dundalk.....	76	67	59½	54½	49½	43½	35	31½	27	23½	27	29½	32	43	50	57																
Proton.....	81	72	64½	59½	54½	48½	40	36½	32	28½	32	34½	37	48	55	62																
Flesherton & Priceville.....	86½	77½	70	65	60	54	45½	42	37½	34	37½	40	42½	53½	60½	67½																
Markdale.....	92½	83½	76½	71½	66½	60½	51½	48½	43½	40½	43½	46½	48½	59½	66½	73½																
Berkeley.....	98	89	81½	76½	71½	65½	57	53½	49	45½	49	51½	54	65	72	79																
Williamsford.....	106½	97½	90	85	80	74	65½	62	57½	54	57½	60	62½	73½	80½	87½																
Chatsworth.....	109	100	92½	87½	82½	76½	68	64½	60	56½	60	62½	65	76	83	90																
Rockford.....	114	105	97½	92½	87½	81½	73	69½	65	61½	65	67½	70	81	88	95																
Owen Sound.....	122	113	105½	100½	95½	89½	81	77½	73	69½	73	75½	78	89	96	103																

NOTE :---The distance given to all Stations on the Bruce Extension is in miles. ½ miles must be made to obtain the distance via Mount Forest.

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T. G. & B. R.

DISTANCE TABLE,

1872.

Waldemar.	Luther.	Arthur.	Kenilworth.	Mount Forest Junction.	Mount Forest.	Harriston.	Lisadel.	Gorrie & Wroxeter.	Shelburne.	Dundalk.	Proton.	Flesherton & Pricville.	Markdale.	Berkeley.	Williamsford.	Chatsworth.	Rockford.
2 1/2	11	7	7	1	5	4 1/2	8 1/2	5	11 1/2	5	5 1/2	6 1/2	5 1/2	8 1/2	12	5	8
13 1/2	18	14	8	4	9 1/2	13 1/2	13 1/2	10 1/2	16 1/2	10 1/2	11 1/2	11 1/2	13 1/2	11 1/2	7 1/2	13	13
20 1/2	25	21	15 1/2	8 1/2	18	20 1/2	20 1/2	15 1/2	21 1/2	16 1/2	17 1/2	20 1/2	16 1/2	16 1/2	15 1/2	15	15
27 1/2	26	28 1/2	22 1/2	17 1/2	23	27 1/2	27 1/2	22 1/2	28 1/2	21 1/2	25 1/2	27 1/2	21 1/2	21 1/2	18 1/2	18 1/2	18 1/2
28 1/2	33 1/2	31	24	22 1/2	28 1/2	33 1/2	33 1/2	28 1/2	33 1/2	30 1/2	28 1/2	33 1/2	30 1/2	33 1/2	27 1/2	27 1/2	27 1/2
31 1/2	42 1/2	36	29	29 1/2	33 1/2	42 1/2	42 1/2	37 1/2	41 1/2	38 1/2	33 1/2	41 1/2	38 1/2	44 1/2	38 1/2	38 1/2	38 1/2
36 1/2	47	48 1/2	36	36 1/2	44 1/2	49 1/2	49 1/2	44 1/2	48 1/2	44 1/2	41 1/2	48 1/2	44 1/2	49 1/2	49 1/2	49 1/2	49 1/2
44 1/2	47	53 1/2	48 1/2	45 1/2	51 1/2	54 1/2	54 1/2	49 1/2	53 1/2	50 1/2	47 1/2	53 1/2	50 1/2	53 1/2	53 1/2	53 1/2	53 1/2
49 1/2	54	59 1/2	55 1/2	52 1/2	56 1/2	62 1/2	62 1/2	57 1/2	61 1/2	58 1/2	55 1/2	61 1/2	58 1/2	61 1/2	61 1/2	61 1/2	61 1/2
54 1/2	62 1/2	65 1/2	60 1/2	57 1/2	63 1/2	67 1/2	67 1/2	62 1/2	66 1/2	63 1/2	60 1/2	66 1/2	63 1/2	66 1/2	66 1/2	66 1/2	66 1/2
60 1/2	68 1/2	73 1/2	66 1/2	63 1/2	68 1/2	74 1/2	74 1/2	69 1/2	73 1/2	70 1/2	67 1/2	73 1/2	70 1/2	73 1/2	73 1/2	73 1/2	73 1/2
65 1/2	73 1/2	78 1/2	72 1/2	69 1/2	74 1/2	77 1/2	77 1/2	72 1/2	76 1/2	73 1/2	70 1/2	76 1/2	73 1/2	76 1/2	76 1/2	76 1/2	76 1/2
70 1/2	78 1/2	81 1/2	77 1/2	74 1/2	79 1/2	83 1/2	83 1/2	78 1/2	82 1/2	79 1/2	76 1/2	82 1/2	79 1/2	82 1/2	82 1/2	82 1/2	82 1/2
75 1/2	81 1/2	83 1/2	80 1/2	77 1/2	80 1/2	84 1/2	84 1/2	79 1/2	84 1/2	81 1/2	78 1/2	84 1/2	81 1/2	84 1/2	84 1/2	84 1/2	84 1/2
78 1/2	89 1/2	88 1/2	83 1/2	80 1/2	83 1/2	87 1/2	87 1/2	82 1/2	89 1/2	86 1/2	83 1/2	89 1/2	86 1/2	89 1/2	89 1/2	89 1/2	89 1/2
		96 1/2	90 1/2	87 1/2	90 1/2	96 1/2	96 1/2	91 1/2	101 1/2	98 1/2	95 1/2	101 1/2	98 1/2	101 1/2	101 1/2	101 1/2	101 1/2
			103 1/2	96 1/2	99 1/2	104 1/2	104 1/2	99 1/2	109 1/2	107 1/2	104 1/2	109 1/2	107 1/2	109 1/2	109 1/2	109 1/2	109 1/2
			104 1/2	107 1/2	111 1/2	120 1/2	120 1/2	115 1/2	125 1/2	122 1/2	119 1/2	125 1/2	122 1/2	125 1/2	125 1/2	125 1/2	125 1/2
									57 1/2	46 1/2	41 1/2	35 1/2	29 1/2	24 1/2	15 1/2	13 1/2	8 1/2

to Bruce Extension is measured via Mount Forest Junction--an addition of
 distance via Mount Forest Station.

