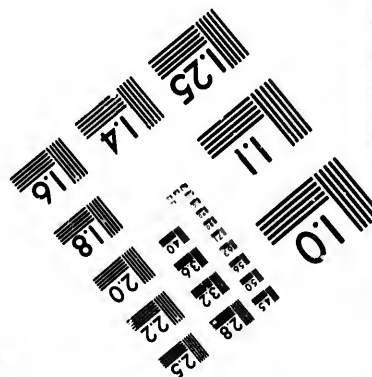
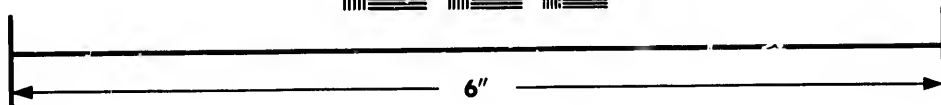
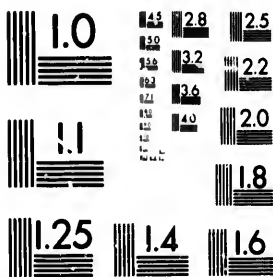


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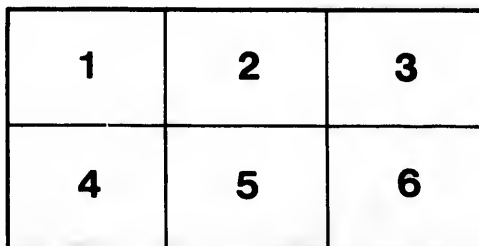
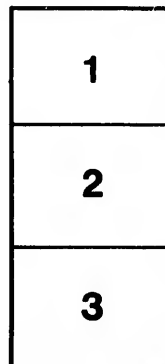
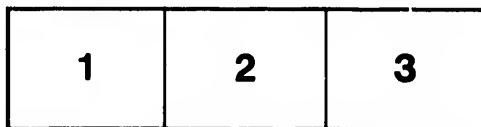
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GRAND TRUNK RAILWAY COMPANY
OF CANADA.

BOOK OF INSTRUCTIONS

TO

Freight Agents, Clerks, Checkers,

AND OTHERS.

FOR THE USE AND GUIDANCE OF EMPLOYÉS ONLY.

MAY 15th, 1882.

JOHN PORTEOUS,
General Freight Agent.

W. J. SPICER,
Superintendent.

L. J. SEARGEANT, *Lucien Merault*
La Prairie Manager *General Manager*
Collège des Jésuites

ANNÉE
Montreal:
PRINTED BY JOHN LOVELL & SON
1882.



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GENERAL NOTICES AND CONDITIONS OF CARRIAGE

APPLICABLE TO

**LIVE STOCK AND OTHER FREIGHT
RECEIVED FOR TRANSPORTATION**

ON THE LINE OF THE

Grand Trunk Railway,

*And which are all endorsed upon the Form of Consignment Notes
and Receipts used at the various Stations.*

1. IT IS AGREED AND UNDERSTOOD THAT THE GRAND TRUNK RAILWAY COMPANY OF CANADA will not be responsible for goods of any kind conveyed upon their Railway, unless receipted for by a duly authorized Agent of the Company.

2. Nor will they be responsible for the loss of or for damage done to Money in Cash, or Bills, Promissory Notes, Bills of Exchange, or Securities, Jewellery, Trinkets, Rings, Precious Stones, Gold and Silver, manufactured or unmanufactured, in any form whatsoever; nor for Plated Articles of any description; Clocks, Watches, Time-Pieces, Statuary, Marble in any form or state; Stationery, Lace, Furs, Silks, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; Writings of all kinds, Title-Deeds, Prints, Paintings, Maps, Engravings, Pictures, or Other Valuables; nor for any damage done to Marble, Crockery, Stoneware, China, Glass, Wearing Apparel, Musical Instruments, Furniture, Toys, Castings of any kind, Cast Iron Work, Stoves, Stove Furniture; nor for any Hazardous or Brittle Article in package or otherwise which shall have been delivered either to be carried for hire or otherwise. Fresh Fish, Fresh Meat, Dressed Hogs, and Poultry or any other Perishable Articles, are carried only at the Owner's risk. The Company will not carry any Boiler, Cylinder, or Machinery of any kind, unless by Special agreement, and in any and every case where such are carried it is at the Owner's risk only, and not otherwise.

3. Nor will the Company be liable for damages occasioned by delays caused by storms, accidents, overpressure of freight or unavoidable causes, or by the weather, wet, fire, heat, frost, or delay of perishable articles, or from civil commotion.

4. Nor for loss of or damage to any packages or their contents insufficiently or improperly packed, marked or directed, or containing a variety of articles liable to breakage; nor for loss or damage to cases of boots and shoes or either, or to cases containing other articles liable to peculation or fraudulent abstractions, unless such cases or packages are strapped with iron or wood, or otherwise securely protected, nor will the Company be liable for leakages of any kind, or loss of liquids arising from any cause whatsoever. Oil and molasses, also liquids in demi-johns will, under no circumstances, be carried, save at the risk of the Owners or parties by or to whom they are consigned.

5. Nor will the Company be liable for loss or damage done to goods put into return wrappers or boxes, or packages described as empties; nor for any goods left until called for, or to order, and warehoused for the convenience of the parties to whom they belong; or by or to whom they are consigned; and in all cases where not otherwise herein provided the delivery of goods shall be considered complete, and the responsibilities of the Company shall terminate when the goods are placed in the Company's shed or warehouse (if there be convenience for receiving the same), at their final destination; or when the goods shall have arrived at the place to be reached on the said Company's railway. The warehousing of all goods will be at the Owner's risk and expense; and if the Company are unable to store or warehouse goods received by them, they shall have the right to place such goods in any warehouse that may be available, at the risk and expense of the Owner of the property so stored, and all charges for storing, warehousing and conveyance, shall form an additional lien on said goods.

6. Lumber, coals, bricks, and all other goods carried by the car-load, shall be taken as delivered, and the Company's responsibility in respect thereof shall cease, upon the car in which they are carried being detached from the train at the station on the Company's line to which it is consigned, or at the station where, in the usual course of business, it leaves the Company's line.

7. The Company will not be responsible for any deficiency in weight or measure of grain in bags or in bulk; nor for loss in the

weight of pig-iron; nor for loss or deficiency in the weight, number or measure of lumber, coal, or iron of any kind, carried by the car-load; nor for shrinkage of all or any kinds of sugars, or short weights of the same unless the damage to the package can be shewn to have happened whilst in the possession of the Company; nor for any injury to grain by heating.

8. Senders of any dangerous articles will be held accountable for any damage arising therefrom, unless the contents are described as such upon the directions marked thereon; and in no case will the Company be liable for the loss of or damage to any such articles. And the Company will only undertake the carriage of *Aquafortis*, *Vitriol*, *Friction Matches*, or *Gunpowder*, on special terms to be superadded to these conditions.

9. All goods from whomsoever received, or to whomsoever belonging, shall be subject to a general lien, not only for the carriage of those 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 such claim of the Company, 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 said claims, and all freight and other charges, including the costs of sale, 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, if said claim is not paid at once, and in such case the Company need not await the expiration of the above mentioned period of six weeks.

GUN COTTON, DUALINE, DYNAMITE, NITRO GLYCERINE OR ANY OF ITS COMPOUNDS, will not, under any circumstances, be carried by the Company.

10. 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 at those stations, will be forwarded to their destination by public carrier, or otherwise, as opportunity may offer, without any claim for delay against the Company for want of opportunity to forward them; or they may, at the discretion of the Company, be suffered to remain on the Company's premises, or be placed in shed or warehouse, (if there be such convenience for receiving the same) pending communication with the Consignees, at the risk of the Owners as to

damage thereto from any cause whatsoever. But the delivery of the goods by the Company will be considered complete, and all responsibility of the said Company shall cease, when such other carriers shall have received notice that said Company are prepared to deliver to them the said goods for further conveyance; and it is expressly declared and agreed that the said Grand Trunk Railway Company shall not be responsible for any loss, misdelivery, damage or detention that may happen to goods so sent by them, if such loss, misdelivery, damage or detention occur after the said goods arrive at said stations, or places on their line nearest to the points or places which they are consigned to or beyond their said limits.

11. That all property contracted for at a through rate, or otherwise, to or from places beyond the line of the Grand Trunk Railway, 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. In case of loss or damage to any goods for which this Company or connecting lines may be liable, it is agreed that the Company or line so liable shall have the benefit of any insurance effected by, or for account of the Owner of the said goods, and the Company so liable shall be subrogated in such rights before any demand shall be made on them.

12. That no claim for damage to, loss of, or detention of, any goods for which this Company are accountable, shall be allowed, unless notice in writing, and the particulars of the claim for said loss, misdelivery, damage, or detention, are given to the station Freight Agent at or nearest to the place of delivery, within thirty-six hours after the goods in respect of which said claim is made are delivered.

13. Storage will be charged on all freight remaining in the Company's sheds or warehouses over twenty-four hours after its arrival.

14. That in all cases where goods are carried by the car-load, demurrage will be charged on every car not unloaded by the Owners or Consignees within twenty-four hours after the arrival of the car at destination, at the rate of two dollars per day, and for this the Company shall have the same lien as for freight charges.

15. That the Company shall not in any case, or under any circumstances, be liable for loss of market, nor will they be liable for claims arising from delay or detention of any train in the

course of its journey, or at any of the stations on the way, or in starting, and the Company do not undertake to load or send goods upon, or by any particular train, if there be an insufficient number of cars at any 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.

16. No less charge will be made for any single package or consignment than thirty-five cents.

17. 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 above. All live stock shall be carried by special contract only, and upon the following conditions of carriage :—

I. 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.

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

III. When FREE PASSES are given to persons in charge of animal, 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 car-load, live stock will be charged at per head.

18. The charges on live stock and other freight must be

paid before delivery; and this Company do not hold themselves accountable for the correctness of any monies charged as "back charges," by other roads, companies or individuals.

19. Lumber, lath, shingles, &c., and tan-bark, will be conveyed at the Owner's risk, and charged at lumber rates, which are exclusive of loading and unloading.

20. Vehicles, except when tightly boxed, will be taken entirely at the Owner's risk of damage from wet, fire, the weather, and all other contingencies.

21. All freight carried across the River St. Lawrence, either way, between Point Levis and the City of Quebec, between the first day of December and the first day of May, both inclusive will only be so carried at the Owner's risk and expense, which expense will be added to the freight charges, and it is expressly declared and agreed that no responsibility for goods so crossed shall rest on the Company, either while on the river or on the Quebec side of the river; all such being assumed by the Owner.

J. HICKSON,
General Manager.

GRAND TRUNK RAILWAY OFFICES,
MONTREAL, May 15th, 1882.

GENERAL INSTRUCTIONS
TO
FREIGHT AGENTS.

THE TRAFFIC DEPARTMENT is charged with the duty of arranging for, and superintending the transportation in and upon freight cars of all commodities delivered to the Company, according to the foregoing and following conditions and regulations, which are an epitome of the most important of the Company's regulations relating to the carriage of live stock and other freight, and are printed in the present form for more easy reference. They are not however intended to supersede the more detailed orders which may from time to time be issued. The Agents must make themselves, and the employées (especially new hands) under them, thoroughly acquainted with these instructions, as no excuse will be accepted for any neglect thereof; and to **plead ignorance of them will only be considered an aggravation of the offence.**

RECEIVING FREIGHT.

1. Any freight marked in the classification as "only taken when specially authorized" must not be received for transportation, without an order in writing from the General Freight Agent or his Assistants.

2. The Agents must use their best endeavors to ensure the prompt loading and unloading of cars, in order to prevent their unnecessary *detention*. At Junction stations personal effort must, by correspondence or otherwise, be persevered in, with the object of expediting the *return* of loaded and empty cars from Foreign lines; and a written report must be sent to the Car mileage department, if it has been ascertained that they have been improperly used. Car mileage *returns* and *instructions* must also have prompt attention.

3. No Agent of the Company without available supplies is authorized to agree to furnish empty cars for live stock, grain or other freight at any specified time; he must make a requisition

for them on the Car Distributor, Montreal, in the order in which the Shippers have applied for them, and when received, they must be distributed in like manner, unless otherwise instructed.

4. Perishable or other freight, which the Agents of the Company do not consider would be worth the charges *at a forced sale* at its destination, must not be received for transportation unless the charges thereon are prepaid; and, unless otherwise advised, the charges upon apples, potatoes and other perishable products, must be pre-paid, if shipped between November 1st and March 31st. Perishable freight for points beyond this Railway *via* Black Rock, Buffalo, Fort Gratiot, Rochester, Pontiac, Milwaukee Junction, Detroit Junction and Detroit, must not be accepted unless it is also released. Use Form No. 265. Freight consigned to stations where the Company have not an Agent, **MUST BE PREPAID**, and receipted for at the Owner's risk of loss or damage from any cause, from the time of the arrival or unloading at such station.

5. Freight of a dangerous or bulky nature, as specified in the *classification*, must not be received for *places* where a part of the route is by *water*, such as New York, *via* Portland, as the steamers will not carry it.

6. GUNPOWDER between local stations, when specially authorized to be carried, must only be received under the following special regulations, and the *shipping receipt* must be endorsed as follows: "If not taken delivery of by the Consignee on its arrival at _____ station, it may be stored in any *public magazine or licensed Gunpowder store* at the Consignee's risk and expense."

First. None other than COMMON BLACK Gunpowder will be transported.

Second. When being received at stations, great care must be taken to see that it is properly packed in *kegs*, the *kegs* again packed in strong *casks or boxes*, and that each package is properly addressed and marked "Gunpowder." When in full car-loads, it may be accepted without the kegs being enclosed in second packages, provided the kegs are in perfect condition. It must in all cases be loaded in perfect grain cars, the doors being securely battened up, and every precaution must be taken to prevent sparks from getting into the cars. On no pretence whatever may Gunpowder be loaded in cars with other freight, or allowed to remain in the Company's freight warehouses.

Third. A regular Gunpowder label must be put on the car, the Conductor of the freight train notified of the number, and told that it contains Gunpowder; he must have it placed at the rear of the train by which it will be conveyed, taking all necessary precautions on the journey; he must also give a receipt for the car before it leaves the station. The Agents at locomotive stations must promptly forward cars containing Gunpowder to their destination; but in case of detention, such cars must be shunted on the sidings as far as possible from the Company's buildings, or where the least damage would be done in case of accident.

Fourth. The Agents must be very particular in unloading Gunpowder from the cars, and when practicable have it delivered to the Consignee on the day it arrives; it must be carefully watched at their stations; and in case unavoidable circumstances necessitate the Gunpowder remaining over night, the Agents must, if possible, deliver it to a *public magazine or licensed Gunpowder store* in the vicinity, subject to storage charges to be paid by the Owner. If there is not a *public magazine or licensed Gunpowder store* near the station, care must be taken to see it securely placed, *away* from the Company's *buildings*; and in either case, the Agent at the forwarding station must be promptly advised that the Gunpowder is on hand, with other particulars necessary for the information and further instructions of the Shipper as to its disposal.

Fifth. The shipping papers must only be drawn to read "Gunpowder," and if the word is abbreviated by the Consignor, it must be corrected before the freight is accepted; and in waybilling, "Gunpowder" must be written in full.

The days for receiving Gunpowder at the following stations will be as under:

Portland, Me., as arranged locally.
 Sherbrooke, P.Q., Monday.
 Windsor, P.Q., Monday.
 Belœil, P.Q., Monday.
 St. Johns, P.Q., as arranged locally.
 Montreal, P.Q., Tuesday.
 Cornwall, Ont., Tuesday.
 Brockville, Ont., Wednesday.
 Kingston, Ont., Tuesday.
 Toronto, Ont., Tuesday.

Hamilton, Ont., Tuesday.
 Black Rock, N.Y., Tuesday.
 Detroit, Mich., Wednesday.

Gunpowder must not be received after 4 p.m.

Until otherwise advised, Common Black Gunpowder, when authorized to be carried, will be classified and charged for as follows :

In kegs, boxed, double 1st class book tariff rate, _

Subject to minimums as under, viz :

Over 5 and not exceeding 25 miles	\$2.00
“ 25 “ “ 50 “	2.50
“ 50 “ “ 75 “	3.50
“ 75 “ “ 100 “	4.25
“ 100 “ “ 150 “	5.00

And 50 cents extra for each additional 50 miles or part thereof.

The minimum charges may be made up of two or more consignments, when loaded in the same car for the same station.

In kegs, boxed, lots of 10,000 lbs. or over, 1st class book tariff rate.

Charges upon Gunpowder shipped in a less quantity than 10,000 lbs. must be prepaid, unless otherwise authorized by the General Freight Agent or his Assistants.

The Agents must not receive Gunpowder for transportation over other Railways, without first obtaining an order in writing from the General Freight Agent.

Nitro-Glycerine or Compounds containing Nitro-Glycerine, Dynamite, Dualine, Gun Cotton, Giant Powder, Hercules Powder, Rend Rock and like explosive compounds, must not be received or transported. The Agents must use extra vigilance in preventing these high explosives from being carried as common black Gunpowder or ordinary merchandise.

Excelsior, in bales, will be carried on the same terms and rates as Gunpowder, otherwise, it must not be accepted.

7. All Freight tendered for transportation must be properly packed in secure packages, and legibly marked with the name or distinguishing mark of the Consignee and its destination ;

freight in paper bundles must not be considered as properly packed. *Printing or wrapping paper* in bundles may be received at "Owner's risk of chafing." Liquors, oils, varnish, &c., in cans, demijohns or jugs, must be packed in kegs or boxes. When potatoes or similar freight is prohibited from being carried in bulk, and bags or sacks are used, they must be sewn up; the ends must not be left open. Marking packages of any kind with chalk or on paper labels is not sufficient for their safe transportation. The Agents must decline to receive freight until the preceding regulations are strictly complied with, unless the words "only received at the risk of the Owner, being insecurely packed," or "insufficiently marked", as the case may be, are inserted on the receipt given to the Consignor. When freight is packed in second hand boxes, barrels, &c., the *original* marks or address must be *completely erased*, unless again so consigned on the *shipping papers*.

8. All packages will be subject to a charge for *cooperage*, if such is necessary.

Cushions, harness, whips and other loose articles, not boxed, must not be received or loaded with carriages or sleighs.

All Freight liable to damage (to be loaded upon platform cars), and packages too large for box cars, must be receipted for "at the Owner's risk of weather," but this does not cancel instructions in the classification or otherwise, regarding the carriage of freight by special contract, or at the Owner's risk from any cause whatever.

9. The Agents must require the Consignor to furnish the necessary shipping papers, viz: *consignment note* (duly signed) and *receipt* on the Company's form, on which must be entered the following particulars:

a. The name and address of the Consignee.

b. The Railway station or other *place* to which the freight will be sent, and when such *place* is not upon the *line* of the Grand Trunk Railway, the Grand Trunk Railway station to which it will be sent, and (when possible) the particular *route* by which it will be forwarded to its destination. See pages 88 and 99, *r* Boston, &c., freight.

c. The number and description of each kind of package or article offered for carriage, and the various marks on each. See General Freight Agent's circular No. 642, October 26th, 1880.

10. Receipts must not be given for any freight until it is in the Company's possession, in and upon their cars or in their warehouses, unless where the *Company perform cartage*, but this does not cancel *instructions* as to flour, grain and other bulk freight (See paragraph *c*, page 20.) Before receipting for any freight, the Agent must carefully count and check each *article*, and see that it agrees in every particular with the entry on the *consignment note* signed by the Consignor, and afterwards compare it with the *receipt form* and see that they agree (the consignment on the shipping note must also be compared with the receipt form); should they not agree, the Consignor must be required to amend them. The Agents must not issue duplicate receipts or duplicate bills of lading to Shippers, unless specially authorized to do so by the General Freight Agent or his Assistants; and then the words, "duplicate—not negotiable" must be written across them. The Agents must carefully examine packages damaged, or containing articles liable to damage or pilferage, and satisfy themselves that they have not been tampered with, and further be careful to see that the following *regulations* are observed:

a. That, as far as practicable, the name of one Consignee and destination alone is given, and when the freight is consigned to account $\frac{\text{and}}{\text{or}}$ *order of an individual, bank or firm*, that the receipt reads—

"Account $\frac{\text{and}}{\text{or}}$ order of John Jones, Montreal" "account $\frac{\text{and}}{\text{or}}$ order of *Bank of*——, *Montreal*," or "account $\frac{\text{and}}{\text{or}}$ order of *Smith, James & Co., Montreal*."

Shipping bills must not be accepted with the consignment "to order" only, but they must be made out to the order of an individual, bank or firm.

It must be distinctly understood that all freight consigned to "Order" as above, with the remark "advise or notify——," must not be delivered until after the endorsed bill of lading or receipt is taken up, and cancelled as instructed in clause 76; the words "advise or notify" only being for the information of the Agent at the receiving station, in order that he may give a prompt delivery.

The Railway Companies in the United States will not receive any freight consigned merely to account $\frac{\text{and}}{\text{or}}$ order of a Shipper or bank, &c., they require in addition thereto the name of the party or firm to

be notified of its arrival, and who will take delivery at its destination.

The freight charges on local live stock consigned to *Order* must be prepaid.

b. That all articles noted in the classification or tariff at "Owner's risk" are so inserted on the *receipt*, and that the Shipper understands this condition of carriage.

c. Live stock, flour, grain, lumber ^{and} _{or} other bulk freight offered in *car-loads* or larger quantities must not be receipted for until it is loaded ⁱⁿ _{or} ^{upon} the *cars*, unless with a remark inserted:

"At the Owner's risk until empty cars are obtained, and subject to such rates as may be in force at the date of loading," but the freight must not be receipted for until it is actually in the possession of the Company.

The *receipts* must shew the car numbers ⁱⁿ _{or} ^{upon} which such car-load bulk or *Order* freight is loaded, to enable the Agent to make a proper delivery at its destination.

d. That all freight received from any *connecting railway steamer, &c.*, is receipted for as—

"Received subject to the *general conditions of carriage* endorsed on the usual receipt forms for freight issued by the Grand Trunk Railway Company."

e. That freight tendered in bad condition by any connecting railway, steamer, &c., is carefully weighed, and the *exact weight and precise condition* of the articles are inserted on the receipt. General terms such as "bad order," "loose condition," must not be used.

f. That freight loaded by the Shipper, when the quantity is unknown, such as grain in bulk or bags, live stock, lumber, &c., &c., is receipted for as "more or less," and if the cars are considered to be overloaded, "subject to extra charges for *overloading*," or if the cars are detained, "subject to \$—for demurrage."

g. That all shipments of flour to places where a part of the route is by water, are receipted for as "not accountable for weight."

h. That acids, petroleum, coal oil and oils manufactured from petroleum shipped to Montreal, are receipted for and consigned to the *Oil stores* at Tanneries Junction.

i. That a release form in duplicate (form No. 229 for shipments within the Dominion of Canada, or form No. 265 for shipments from or to the United States) is first obtained, for all Emigrants' movables, *household goods, second-hand furniture and personal effects* shipped. Trunks containing clothing or wearing apparel must not be accepted for carriage unless they form part of a car load of household goods. Musical instruments, not boxed, and sewing machines, not boxed or crated, must not be accepted. The Agents must see that each article is marked with the Owner's name or mark and its destination, and entered separately on the *shipping bill*, and that the charges are prepaid if consigned to a Grand Trunk Railway station, and if to be delivered to a connecting line, that the charges through to destination are prepaid, unless specially authorized to the contrary; otherwise the articles must *only be consigned to a Grand Trunk Railway station*.

j. The Agents must not accept the guarantee of Shippers or others instead of the prepayment of charges, where the tariff or classification calls for their prepayment, unless specially authorized by the Treasurer, General Freight Agent or his Assistants.

k. Car-load rates are only applicable on freight to be delivered to one Consignee, unless otherwise advised. The minimum rates advised in connection with other Railways do not apply on Class A freight, unless specially authorized.

11. No person except the Station Agent may sign receipts for live stock and other freight, unless duly authorized, and when so authorized, he must sign his name *in full* for the Agent. The Agents must not receipt for any freight consigned to particular depots, sidings, switches, &c., upon this or Foreign lines, unless authorized by the General Freight Agent or his Assistants, (see page 99 re A. W. Ogilvie & Co's., flour and grain). All freight for the Union Stock Yards, Chicago, must be receipted for and way-billed subject to Chicago terminal charges, unless otherwise advised. **Stamps must not be used in the signing of receipts and bills of lading.**

12. When any freight is carried at an authorized *special or through* rate to points upon or beyond the Grand Trunk system, the Agent may enter the same upon the receipt given to the Shipper, but in all such cases he *must sign* his name in ink immediately *below the rate*, particularly specifying the station to which the rate is applicable. He must be careful to guard against any

special rate being used for a different quantity, a higher class of freight, or a longer period, than authorized. The special rates issued for live stock, grain, flour or lumber, must not be used for other freight carried at live stock, grain, flour or lumber rates, unless so advised. Second-hand empties must be charged the same rates as new packages, unless they are returned to the original Shipper by the Consignee of the packages when received full from the shipping station.

13. All freight in transit through or consigned to points in the United States is subject to *Customs charges*, unless the rates are specially advised to the contrary. The Agents in quoting the rates or accepting the prepayment of charges on such freight, must insert the remark "exclusive of Customs charges" on the shipping receipt ^{and}/_{or} the acknowledgment of payment. Use form No. 149 P. Such stipulations in Foreign classifications as liquors "at one dollar per gallon valuation," &c., must be entered on the shipping papers, if the Shippers desire to avail themselves of the low rate.

a. At stations where Telephones are in operation, the Agents must not, under any circumstances, use them for the quotation of rates.

14. The consignment notes signed by the Shippers must be carefully filed away for reference, in case they should be subsequently required.

15. When a Shipper of grain in bulk requires the quantity ^{and}/_{or} quality to be described, it must be receipted for as "more or less" as to the quantity ^{and}/_{or} weight, and "said to be" as to the quality ^{and}/_{or} description, otherwise it must not be accepted for transportation. No such clause is permitted on a shipping receipt or an Ocean bill of lading, as "identity of grain to be preserved ^{and}/_{or} guaranteed." Use forms 149 and 149 P. for grain same as for live stock and other freight.

16. The Company reserve the right to discharge grain in bulk, at the expense of the Owner, into the *elevators* at Portland, Montreal, Toronto, Buffalo, Goderich, Sarnia or other points at which they may be provided, immediately on the arrival of the cars at these stations.

17. Unless authorised by the Treasurer or General Freight Agent, the Company's funds must not be advanced on any freight, excepting for such charges as are incidental to the transportation thereof, and in *no case* a greater amount than it would

be worth at a forced sale at its destination, less the Grand Trunk Railway charges. The Company's funds must not be advanced as charges on perishable freight, unless authorised by the Treasurer or General Freight Agent.

18. The Company do not agree to deliver live stock or other freight within any stated period. The Agents must be careful not to give receipts containing such a guarantee, or promise Shippers a delivery at any particular time.

19. For freight shipped to Europe, *via* Montreal, Point Levi, Portland, Boston or New York, the proper Ocean bill of lading forms must be used, according to the special instructions issued from time to time by the General Freight Agent, and the greatest possible care must be taken in making them out. All the bills of lading given for each shipment must bear the same number. The Agent must not issue an Ocean bill of lading for grain to read "inclusive of bags ^{and}/_{or} bagging," unless he is specially advised that the through rate includes bags ^{and}/_{or} bagging; any instructions which may be issued to way-bill grain to be bagged at Montreal do not authorize a through rate inclusive of bags ^{and}/_{or} bagging. The description and specific contents of the packages must not be shewn, but the bill of lading must read so many *packages of provisions*, lard, cheese, &c., and if the Consignor desires the contents described more explicitly, the words "said to contain" must invariably be used, and in the case of grain in bulk, the words "more or less," "said to be spring, white or fall wheat," as the case may be, must *always* be used in regard to the quantity, description or quality. These restrictions do not apply to the *invoices of value required by the U. S. Customs regulations*. The Agent must advise the Shipper that the Customs documents must state the exact quantity, &c., forwarded in each car, *without any qualifying remark*. In all cases the name of the Steamship Line by which the Ocean bill of lading is issued must be inserted on the way-bill accompanying the cars. Freight for Europe and the Lower Provinces, *via* Montreal, Point Levi and Portland, must not be accepted for transportation, unless it is shipped under an Ocean bill of lading for the former and a through bill of lading for the latter, without the written authority of the General Freight Agent or his Assistants. Export freight *via* Montreal, Point Levi and Portland, consigned under G. T. R. local receipts, must only shew Montreal, Point Levi or Portland, as the

case may be, as its destination. See clauses 6, 18 and 20, pages 90, 96 and 97. There is no objection to export freight under local receipts being consigned to the care of the Steamship Agents at these points, in such cases, the Shipper must arrange with the Steamship Agents or others, to draw their Ocean bills of lading and pass their Customs export entries, as this Company cannot undertake to do so. European freight for shipment, via Boston (see page 100), or via New York, must not be accepted, or Ocean bills of lading issued, without the authority of the General Freight Agent or his Assistants. The Agents at Junction stations and Toronto elevator will advise the Agent at Montreal, Point Levi or Portland, as the case may be, of the original and transhipped numbers of the cars containing freight, which is transhipped at or before they reached their stations. When an Agent is authorized to issue a local receipt for European freight, the Ocean bill of lading must not under any circumstances be issued until the said local or other receipt is surrendered, and it must then be cancelled by writing across the face—"cancelled by Ocean bill of lading number—, date—," and filed with the station copy of the Ocean bill of lading. The Agents at Junction stations must not issue an Ocean bill of lading, until they have taken up the local receipt or bill of lading issued by the connecting Railway. The Agents, when accepting from a Consignee, an Ocean bill of lading of European or other freight landed at Montreal, Point Levi or Portland, must also request him to fill up the shipping papers on the Company's forms No. 149 or 149 P., as the case may be, and enclose them to the Agent at the seaboard station, with the Ocean bill of lading and such other instructions as may be necessary. The General Freight Agent, Montreal, and Assistant General Freight Agent of the district, must keep on file a copy of each Ocean bill of lading issued by the Agents, who must promptly supply them.

20. The Agents must advise Shippers that stoves are not permitted to be used in cars containing perishable freight without a man in charge. Any passes issued in connection therewith must be made "not valid by passenger trains," unless such is authorized in writing by the General Freight Agent or his Assistants, but in no case may they be made valid by freight trains, unless when the parties are actually in charge of such freight.

21. The Agents must render the Shipper every assistance in making out the necessary papers required by the Company's

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regulations; at the same time they must, as far as practicable, have them made out in the Shipper's handwriting, so that there may be no pretence of the latter having signed the shipping papers without being fully aware of their contents.

FREIGHT LOADED BY THE COMPANY.

22. Before being loaded, all cars must be carefully examined by the Agents or their staff, to ascertain if they are in good condition and can be securely fastened. Freight liable to damage must not be loaded in cars with leaky roofs. All cars with leaky roofs or otherwise damaged must be promptly reported to the Car department for repairs. Grain and other merchandise liable to damage must not be loaded in cars which may have been improperly used, or are tainted with the smell of coal oil, &c. Vitriol and other acids must not be loaded in box cars with general merchandise. Petroleum, Gunpowder, Excelsior, and like substances of a combustible nature must not be unloaded into the Company's warehouses. All freight carried at its actual weight must be weighed before being loaded.

23. Arrangements have been made, whereby butter or other perishable freight may be iced during the summer season at Point Edward, Stratford, Don, Kingston, Brockville or Montreal. If carried under special arrangement in refrigerator cars, it will be iced at the expense of the Company, but the same, either local or export, carried at ordinary or special rates, in ventilated or ordinary cars, will only be iced when so instructed by the Shipper, and the expense thereof must be charged forward; the particulars of same must be entered on, and the re-charge way-bill must be attached to the way-bill of the freight; and should there not be a sufficient space on the face of the original way-bill, the G. T. R. Agent at the Junction station or destination, as the case may be, must be advised by letter of the additional charge. When a Shipper requires butter, &c., to be iced, he must make such a request on the consignment note, designating the point or points where he desires it to be done, and the quantity of ice to be put in the car. The Agent must note on both the outside and inside of the way-bill, "Car to be iced at.....with.... lbs. of ice," also on the shipping receipt, "Subject to charges for icing." Ocean bills of lading should read "at.....per.....and the cost of icing the car as per Ship's manifest." Perishable

freight not intended to be iced must not be loaded with similar freight ordered to be iced. The Agents at icing and other way-stations must see this strictly carried out; if they consider it necessary to ice butter not ordered to be iced, they should telegraph to the Agent at the shipping station for authority to do so, in which case, the latter must see to the collection of the icing charge. Cheese must NOT be loaded in refrigerator or other iced cars without the special WRITTEN instructions of the Shipper.

23a. Westbound perishable freight should, as far as practicable, be loaded in cars as follows:

- 1st. Coaticooke and stations to St. Lambert and Rouse's Point.
- 2nd. Quebec and stations upon the Point Levi and Three Rivers Branches.
- 3rd. Montreal and Lachine.
- 4th. Point Claire and stations to Kingston.
- 5th. Collins Bay and stations to Scarboro.
- 6th. Toronto.
- 7th. Hamilton.
- 8th. Carleton and stations to Shakespeare, including Waterloo and Galt.
- 9th. Stratford and stations north and south of Stratford.
- 10th. London.
- 11th. St. Mary's and stations to Sarnia.

Westbound bonded freight should be loaded as mentioned above to Canadian Customs Warehousing ports.

23b. All freight for the Lower Provinces *via* Danville Junction, and local points between Island Pond and Portland, or which the Shipper may order to be entered at Island Pond custom house, must not be loaded in cars way-billed to be sealed at Coaticooke.

24. Freight must not be mixed in loading; each lot must be kept separate. If freight for more than one station is loaded in a car, that to be unloaded first must be put in the car last; freight for St. Boniface, Winnipeg and points beyond must be loaded in the far ends of the cars, so that it may not be disturbed when the freight for Emerson, Dominion City, Morris or other points on this side of St. Boniface is being unloaded. See that all freight is carefully handled and loaded; that bales of cloth and articles of similar description are so placed that there may be no possibility of damage by friction or chafing. Casks or barrels containing oil, tar, molasses, syrups, liquors or other articles subject to leak-

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age must be loaded on the bilge, being up and securely blocked, and when practicable loaded in separate cars; but when placed in cars with other merchandise, put as far as possible from packages liable to damage. All freight must be checked as it is loaded ⁱⁿ or ^{upon} and unloaded from the cars. The Agents will be held responsible for any loss or damage caused by rough handling or want of care.

25. All freight for the Western United States, consigned all rail *via* Detroit Junction, or Fort Gratiot, or by rail & lake *via* Point Edward (Sarnia), must be loaded ⁱⁿ and ^{upon} separate cars. Freight for the Western United States, consigned *via* Goderich Harbour, must also be loaded in separate cars from Goderich freight, to avoid any detention by the Customs authorities. Freight from Canada for stations upon the Port Huron district and beyond, should not be loaded in cars containing freight for Canadian stations.

a. All freight for the Western United States, consigned all rail *via* Fort Gratiot (Port Huron) and the Chicago & Grand Trunk Railway, or Great Eastern Line, must not be loaded in cars containing freight for stations upon the Port Huron district or beyond, but, as far as practicable, be loaded in G. E. L. cars. Empty Com. Exp. Line cars may be so loaded if at stations, unless otherwise instructed. For present instructions as to the way-billing and labeling of cars, see Genl. Freight Agent's circulars Nos. 693, March 25th, 735, August 10th, and 778, November 7th, 1881.

b. Manitoba, British Columbia and Western United States freight must be loaded in separate cars; and such freight, when consigned to be forwarded *via* Detroit Junction, must not be loaded in cars with freight routed *via* Fort Gratiot.

26. To avoid unnecessary transshipment at Junction stations, freight for places upon the different districts should, as far as possible, be loaded in separate cars. Westbound freight for stations north and south of, or *via* Stratford, respectively, should, as far as practicable, be loaded in separate cars to avoid detention.

27. Coal oil, petroleum, or oils made from petroleum, and empty coal oil barrels must only be loaded in box cars marked "petroleum," or upon platform or in cattle cars. (Box cars other than those marked "petroleum" must *not* be used for such freight.) Cattle cars must be kept clean and never sent away (empty or loaded) in a dirty state. (See Traffic Manager's

circular 39, dated June 18th, 1879.) Box cars must be cleanly swept before being loaded.

28. To avoid the unnecessary haulage of cars, the Agents must use discretion and economise their use as much as possible, never using a car for a small lot of freight that cannot be readily unloaded after its arrival, and without inconvenient detention to the train. Machinery, &c., must not be loaded upon platform cars beyond the width of the car, and the height thereof must not exceed nine and a half feet from the floor of the car. Anything higher than this will not clear the bridges. **On no pretence whatever may articles be loaded outside, on the top of box or cattle cars.**

29. When any freight is carried at car load rates, 20,000 lbs. will be considered a car load, except as follows: Grain and other freight carried at grain rates, lumber and other freight carried at lumber rates, except bark in box cars, 24,000 lbs. Bark in box cars, 20,000 lbs. per car. Flour and oatmeal not less than 120 barrels, or if in bags, 24,000 lbs. per car. The Company's cars are built or altered to carry 15 tons, 12 tons and 10 tons of 2000 lbs. respectively, according to their construction, and are so marked on each side. Cars should therefore be loaded as marked, and the Agents must be careful to see that these authorized weights are not exceeded. Excess weight must be charged at the proportionate rate. For any freight carried exceeding authorized weights, double rates must be charged.

NOTE.—Cars containing freight for California and other points upon the Union and Central Pacific Railroads, or British Columbia must not be loaded to exceed 22,000 lbs., and for the Northern Pacific Railroad or the North West Provinces to exceed 24,000 lbs. Car-load rates on Live Stock and other freight for the Western United States beyond Chicago, Manitoba and the North West, are not applicable on freight loaded in cars exceeding 28 feet long; if longer cars are used, the excess will be subject to local rates beyond Chicago or Duluth, and must be receipted for accordingly, unless the rates are specially advised to the contrary.

FREIGHT LOADED AND UNLOADED BY OWNERS.

30. The Company reserve the right to load and unload all cars, and to charge the expense of same on the freight, when the tariff or special rates are exclusive of handling. **Unless otherwise advised, the Agents must not agree to stop any cars**

at an intermediate station, for the purpose of completing their load on a through rate.

31. When cars supplied to a Shipper are not promptly loaded, demurrage according to the Company's regulations must be enforced, and the amount to be collected must be entered on the shipping receipt and way-bill in the paid on column, unless same is prepaid.

32. The greatest possible precaution must be taken to prevent cars from being over-loaded. The tables which are annexed (page 68) will enable the Agents to estimate the weight loaded ⁱⁿ the cars; but in cases where they consider the Shipper has ^{and} ^{upon} overloaded them, they must enter on the receipt "subject to extra charges for overloading," and on the way-bill "receiving or other station (as noted below) to check weight." Track scales have been provided at Portland, Island Pond, Sherbrooke, Chaudière Junction, Montreal, Brockville, Belleville, Toronto, Stratford, Black Rock, Brantford, Goderich, Point Edward, Fort Gratiot and Detroit Junction. The Agents at track scale stations must note on the original way-bills, full particulars of any additional weight and charges to be collected, to enable the Agent at the Junction station or destination to collect them, and should there not be a sufficient space on the face of the original way-bill, the G. T. R. Agent at the Junction station or destination, as the case may be, must be advised by letter of the additional weight and charges, in addition to attaching the way-bill for the undercharge.

33. All receipts for grain and other bulk freight must shew the number and initials of the Line or Railway Company owning the cars. The Agents must not allow the cars to be loaded until the shipping papers are received, and where the freight shipped in Canada is consigned to or *via* the United States, the necessary Customs papers in addition thereto. This instruction does not apply to any cars left off at private sidings to be there loaded, in which case, the Agent must get the necessary shipping papers and make out the way-bills before the cars leave his station. The Agents must see when the cars are loaded by Shippers, that the freight is sufficiently secure to be hauled without moving or falling off, as they will be held responsible for all accidents arising from bad loading at or near their respective stations. Timber, spars, &c., too long for two cars, must not be accepted for trans-

portation without the written authority of the General Freight Agent. When authority is given to load them, the Agent must see that the freight is securely roped or chained, and if projecting too far over the end of the car, that an extra car is used and, unless otherwise advised, charged for at the same rate as if it was fully loaded. **On no pretence whatever may articles be loaded outside, on the top of box or cattle cars.**

34. All live stock must be loaded and unloaded at the expense and risk of the Owner, and should, as far as practicable, be accompanied by a man in charge, when consigned to a local station. Horses *must* always be accompanied by a man in charge. When live stock is shipped in less than a car load, the party in charge must purchase a second-class ticket, but the Agent must not advance the money and enter it as a "paid on" charge, without proper authority. When authorized to give passes to men in charge of live stock, unless otherwise advised, the Agent will only do so on the proper form. See Assistant Manager's general order No. 7, March 29th, 1882. Passes supplied to drovers and parties in charge of live stock and perishable freight, must not be issued to points upon other Railways beyond the G. T. R. Junction stations, unless specially authorized. Where the receipt is given for more than one car of live stock, the numbers of all the cars must be entered on the pass. For any one lot of 1, 2 or 3 cars belonging to one person, the Shipper will be entitled to a pass for one man; for a lot of 4, 5 or 6 cars, for two men; for 7, 8, 9 or 10 cars, for three men; for over 10 cars in one lot, for four men. Return passes must not be given unless specially authorized by the General Freight Agent or his Assistants. Hogs ^{and}/_{or} sheep must not, under any circumstances, be loaded in the same car with cattle, unless each description is partitioned off. When a Shipper half or quarter decks a car, the full rate for a double deck car must be charged, unless otherwise advised. Race horses, stallions, blood or other valuable live stock, for the purposes of transportation to or through the United States, must be declared on the consignment note and shipping receipt as not exceeding \$100.00 in value for each horse or horned animal, or \$10.00 each for sheep and hogs, otherwise they must not be accepted; if the Shipper desires to protect himself against accident for a higher value, he must do so in some other way. (See special Customs regu-

lations re imported live stock into Canada and the United States).

35. Live stock receipts must be surrendered by the Owner or man in charge, before the live stock is delivered.

36. The Agents will note, that when a Shipper consigns his live stock with the privilege of its being stopped off, for sale or other purpose, at an intermediate station, except for feeding purpose as herein advised, there will be an additional charge of \$5.00 per car. This additional charge must be added to the through rate, to cover the terminal expense, and must be way-billed in the "net freight" column, with a remark "additional charge for privilege of having the car stopped at..." When delivery is taken at an intermediate station, the Agent there must telegraph the Auditor, Montreal, stating the number of the car stopped, the station from and to, and the amount collected; and he must also write to him enclosing the original way-bill, with the receipt for the live stock given by the Agent at the forwarding station. (See clause 76.) The current rate to the station must be charged by the Agent at which the live stock is stopped, and the amount collected must be entered in the cash book "to await debit way-bill," which will be sent by instructions from the Auditor. Extra charges will not be made on United States cattle stopped off at Sarnia, Lyn or Island Pond, and hogs at Don or Island Pond, or on Canadian live stock at Don, Brockville, Point St. Charles or Island Pond, for FEEDING PURPOSES ONLY. (See clause 33, page 104, re Toronto West cattle market.) The feeding charges advanced on live-stock in transit must be paid or charged forward; in the latter case particulars must be entered on, and re-charge way-bill must be attached to, the original way-bill; and should there not be a sufficient space on the face of the original way-bill, the G. T. R. Agent at the Junction station or destination, as the case may be, must be advised by letter of the additional charge.

TRANSFERRING FREIGHT.

37. When loaded cars are left at stations for their contents to be transferred ^{into} or ^{upon} other cars, a note must be made on the way-bills (by the Agent at the transshipping station), giving the date and name of the station where such transfer is made, with the number of the car ^{into} or ^{upon} which the freight is transferred, to which

the Agent must sign his name in full. If the freight is in bad order or does not tally as way-billed, he must plainly note the difference on the way-bill, and promptly report any "shorts" or "overs" on the proper form to the General Freight Agent, Montreal. Freight over, if the destination is shewn in full, must be forwarded as addressed if for a G. T. R. station, if not, to the proper G. T. R. Junction station, and must be way-billed to the order of the General Freight Agent, until the proper way-bill is received for its delivery. If "overs" are received in a bonded car it must be so stated on the way-bill. The Agent at the receiving or Junction station must send to the General Freight Agent, Montreal, an advice note and extract of the way-bill of any freight held to his order.

38. When bonded freight in the United States, or freight in transit through Canada, has, from any cause, to be transferred on its journey, and the car seals are broken, a declaration as per form annexed to these instructions, must accompany the way-bill, stating why it was transferred. As far as practicable, such cars should be opened and the freight transferred in presence of a United States Customs Inspector, who will issue the necessary certificate. In the event of any car, passing over the Line under U. S. "Immediate Transportation Bonds," and secured with *U.S. Customs BRASS LOCKS*, becoming disabled in transit from any cause and necessitating transshipment, the locks *must not be broken or removed*; an advice must at once be telegraphed to the Assistant Superintendent of the District, who will arrange for the attendance of an American Customs Officer to remove the locks from the car in order to tranship the freight, and afterwards relock the car. *Brass locks must not be broken or interfered with*, except by a regularly appointed *U. S. Customs Officer*. Cars with bonded freight passing from one Canadian Customs Warehousing port to another, and not in transit through the United States, only require the declaration; this certificate is necessary to satisfy the Customs authorities, who may otherwise hold the cars for orders on their arrival at the Customs Warehousing port or frontier port of entry.

Form of Declaration referred to in above Clause.

I (A. B., Conductor of the G. T. R. Co.) do hereby declare that car No. (5762), laden with (400 bushels corn, or general

merchandise), in transit from (Island Pond) to (Port Huron), and sealed with car seals Nos. (156 and 157), became disabled at (Sidney), and that the said car seals were broken by me, and the— contained in the car, as described in the accompanying way-bill, transferred to car (4798) [excepting (here detail the articles), which were destroyed or burnt] and car (4798) sealed with car seals (249 and 351).

* Declared before me, (Signature.)

(Place and date.)

(Signature.)

39. At stations where freight is transhipped and at Junction stations, a transfer book must be kept in which all through way-bills of freight transhipped must be entered, shewing the date when it arrived and was forwarded, also the number of the car ^{into} or which it was transhipped, with an explanation of detention, ^{or} upon if any. See clause 74.

SEALING CARS.

40. The following regulations must be strictly observed in regard to the sealing of cars, passing from one place in the United States through Canada to another place in the United States; also the sealing of cars containing freight in bond from Canada passing through the United States for export to British territory, or for appraisement at a place beyond the U. S. frontier port; for European and other foreign freight consigned to Canada in transit through the United States; or in bond between Canadian Customs Warehousing ports.

First. All Box cars loaded with such freight must be sealed, and below are particulars of the seals now used.

a. All cars with appraised bonded freight, loaded at a United States Customs port for another United States Customs port, are sealed by the U. S. Officers with wire and lead, with brass tag attached.

b. All cars with Canadian freight for the British Provinces when passing through the United States are sealed by the U. S. Officers with wire and lead, with brass tag attached.

c. All cars with Canadian freight for Portland and Boston, or

* To be declared before a Justice of the Peace only when required by the United States Customs authorities.

for export *via* Portland or Boston, under seal from Conticooke, are sealed by the U. S. Officers with wire and lead, with brass tag attached. Any car containing perishable freight for Portland, Boston, &c., with stoves, &c., at the option of the Shipper, may be secured at Conticooke with the U. S. Consul's seal on the one side and cleated on the opposite side. The Agents must get proper shipping instructions to enable them to correctly way-bill such freight.

d. All cars loaded with domestic freight in the United States, and passing through Canada to another point in the United States, are sealed with wire and lead by the United States Officers at the frontier ports of entry.

e. All cars with bonded freight from a Canadian frontier port of entry to an interior port of entry, are secured by the Canadian Customs Officers with car locks and glass seals. The upper marks and numbers on the seals designate the stations where they are put on the cars, the lower numbers being for the Canadian Customs Officers to be governed by while the cars are in transit; except that at Point Edward, all cars with freight in bond for a Canadian port are sealed by the Canadian Customs Officers with tin and lead, the present mark being $\frac{2}{17}$.

Second. The Customs Officers of the Canadian and United States Governments keep a record of all the seal marks and numbers on both sides of the cars; their records may be compared with the Agents' books, in case of an error being made on the Customs manifest or wrong numbers being taken by the Agents.

Third. When cars are opened for transferring freight for any purpose, the numbers of the seals on them must be taken before they are broken, and the instructions in clauses 37 and 38 carried out. When any freight is transferred, the car must at once be sealed with the station seal where the transfer is made or the car is opened, and a note of the numbers of the new seals put on the car in which the freight is forwarded must be made on the way-bill and manifest, also any necessary remarks in regard to all freight found to be damaged, short, or over, when it is transferred. The car seals must not be broken at any station until a record is made of the marks and numbers of each seal, which must also be inserted at the time on the way-bill for future reference, and in case the cars are sealed with the Customs seals, the Customs Officer should be present and take the

numbers before they are broken and the car is opened, unless otherwise instructed. (See clause 38.) All cars with U.S. bonded freight should bear a Customs label.

Fourth. The seals must be kept under lock in the hands of a reliable man; and must not be so exposed that any person may have access to them; the Agents must be particular about this, as it is of the utmost importance that no person can obtain possession of them, unless duly authorized. To open locks on cars sealed with the glass seals, it will be necessary for the seal to be broken with the proper instrument for the purpose, and the small bolt under the glass pushed down until it will clear.

Fifth. The Agents must see that great care is used in preventing the locks from being broken or damaged, and that the glass seals are not unnecessarily used, as their great expense renders it necessary that the utmost caution and economy be exercised.

41. For all loaded cars passing from one station to another in Canada, or loaded cars passing between local stations upon the Portland or Port Huron districts, the common lead seal must be used. The Agents must see that the following instructions are carried out:

First. That a proper seal press is used.

Second. That the seal is properly fastened, so that it cannot fall off in transit.

Third. That the cars are not forwarded unless the impression on each seal is legible.

Fourth. That every precaution is taken to prevent the dies used for sealing from being injured. They must be kept when not in use in a secure place, and no one must have access to them except the Agent or other person whose duty it is to seal the cars.

Fifth. In case any one of the dies is destroyed, or not in condition to make the impression sufficiently legible, the Agent must at once apply for another to the General Storekeeper, Point St. Charles, and report the matter to the General Freight Agent, Montreal.

CUSTOMS REGULATIONS.

42. The Agents and others must strictly carry out the Customs regulations. The special instructions regarding the carriage of live stock between the United States and the Domi-

nion of Canada must have the most careful attention. Read carefully the regulations as to the cleansing of live stock cars, &c.

43. The names of the several stations, where the United States and Canadian Customs authorities examine freight, are given, with a list of the documents required by those Officials, in connection with the various classes of freight passing over this railway. European freight (alcoholic spirits and perishable freight excepted) *via* Point Levi and Montreal, may be forwarded in sealed cars, *via* Port Huron, to the U. S. inland Customs ports of entry, on production to the U. S. Consul at Point Levi or Montreal of the U. S. Consul's certified invoice of value, and a manifest in quadruplicate for his certificate, shewing full particulars of the contents of each car separately. Should the duplicates of the U. S. Consul's invoices of value or Consular manifests be handed to the Agent, to be forwarded to the Collector of Customs at the U. S. frontier port of entry, the U. S. Treasury regulations require that such documents be enveloped and addressed to the Collector of Customs, at the frontier port through which the freight is intended to enter the United States.

44. All Canadian freight forwarded for exportation from stations where there is a Custom house or Customs Officer, must be reported on the Canadian Customs entry outwards form No. 352. From stations where there is not a Customs Officer, the Agent must prepare and forward a Canadian Customs report outwards R. R. M. 4, form 41, signed by him on the part of the Company, one for each car, attached to the way-bill for the Canadian frontier port. The actual destination and the measurement of all grain, &c., in bushels; the net weight of wool, butter, lard, cheese, and meat of all kinds, the number of barrels of pot and pearl ash; the separate number of furs, hides, &c.; the board measurement of lumber (cubic or superficial); laths, shingles, clap-boards and staves in thousands, wood in cords; also the value per bushel, pound, gallon, barrel, thousand or cord, the name of the Shipper and its destination must be fully shewn; further, whether the freight is the produce of the Dominion, or the contrary, and for lumber, timber, &c., exported from Canada, the number of the Crown land certificate must also be shewn. *The Invoices of value should invariably be made out in the same definite manner.* Domestic freight consigned to be forwarded in transit through the United States to the Lower

Provinces, *via* Island Pond, &c., or Manitoba and the North West territory, *via* Port Huron, does not require these Customs documents.

45. On the arrival of the train at the Canadian frontier port, the Agent there must hand the Customs Officer the said outwards reports after checking them with the way-bills, and as soon as possible afterwards, make one entry outwards for the freight on said train (mentioning it by number), which he is authorized by power of attorney to pass at the Custom house. See General Freight Agent's circular 468, Feb. 4th, 1879.

46. Ontario and Quebec Shippers of domestic freight for transportation through the United States to New Brunswick, Nova Scotia, Manitoba or British Columbia, should furnish the Consignee with a certificate for the Canadian Customs entry at destination, shewing that the freight is the produce ^{and} _{or} manufacture of the Dominion. The certificate should be signed by the Collector or Chief Officer of Customs nearest to the point of shipment.

47. Shippers of lumber exported to the United States must be careful to shew the exact quantity of each quality of the same kind of lumber, whether undressed, planed or otherwise manufactured, and the separate value thereof, in or upon each car, and if different kinds of lumber are loaded in or upon the same car (which is never to be done if it can be avoided), the different kinds and qualities must be loaded separately, and so invoiced. The Invoices of clapboards should shew their length and width, undressed or otherwise, with their separate values. The Invoices of live stock exported to the United States must shew the sex, color, age and height of each animal in addition to its value.

a. When an Agent authorizes the Agent at a U.S. Consular station to take out a U.S. Consul's certified invoice of value, he must previously collect the Consular fee and 50 cts. commission charge, and authorize a re-charge of the total amount. Should cases arise where an Agent at the U.S. frontier port of entry has to request the Agent at a U. S. Consular station to procure these documents, and is unable to previously collect such amount, he must fully note particulars on the original way-bill of the freight, and attach a re-charge way-bill, to enable the Agent at the Junction station or destination to collect them.

b. In consequence of the delay to cars at the U. S. frontier ports of entry, it has been found necessary to stipulate on the Com-

pany's receipts issued for freight consigned to the United States, that a demurrage charge of two dollars per car, per day, will be made, if they are there delayed through irregularity in, or waiting the invoice of value or funds to pay duties, &c. Use form No. 149 P.

48. The Agents must not forward spirits to the United States except in accordance with the following regulations:—

All casks of distilled spirits (except arrack and sweet cordials) must contain ninety gallons; all casks of brandy must contain fifteen gallons; all brandy or other spirituous liquors in bottles must be packed in cases containing not less than twelve bottles.

49. The Agents must demand invoices of value for all freight consigned to or beyond the United States previous to the cars being supplied; each shipment of merchandise to, and for consumption in, the United States (free of duty or otherwise) must be accompanied by an invoice of value, certified by the United States Consular Officer or Commercial Agent *nearest to the place of purchase* for shipment; the invoices of value must shew the marks and numbers, the description of and quantities in each package, each car separately, also the cost of teaming, loading, &c. (see Superintendent's circular 1155, May 26th 1881), incurred after the freight is purchased, or have a remark thereon that all dutiable charges are included; all invoices of value for freight paying an "ad valorem" duty must state the time when, and the place where, it was purchased; for household goods and Emigrants' removals, the Owner must appear before the United States Consul or Commercial Agent nearest to the point of shipment, and make oath on a special form declaring his or her intention to become a permanent resident of the United States, which must accompany the way-bill of the freight; such an affidavit made before a Justice of the Peace or a Notary Public in Canada will not be accepted by the Collector of Customs at the U. S. frontier port of entry. In respect of importations of freight consigned to Order, the Company's Customs Agent at the U.S. frontier port of entry must present the original receipt or bill of lading, properly endorsed, before the Collector of Customs will permit him to make a consumption or bonded entry; if these documents are not endorsed in favor of the Customs Agent, he will also be required to produce a Customs power of attorney of the party or firm to whom the receipt or bill of lading is endorsed, unless the U. S. Consul's

certified invoice of value is drawn in his favor, in which case the Customs Agent must make the Shipper or Owner, named in the receipt or bill of lading, the Consignee on the Customs entry forms of the freight ordered to be bonded to an U. S. Inland port of entry. (See clause 10a. page 19.)

To this rule may be made the following exception, viz :—

In cases where the amount of the invoice of the total purchase is under \$97 in value, and the neglect of the Shipper to procure a Consular certificate is unintentional, or would be attended by an unreasonable delay and expense.

To avoid delay at the U.S. frontier port of entry, the Shipper should use G.T.R. printed form Nos. 88 or 159, same as for freight not requiring the U.S. Consul's certificate, with alterations as hereafter instructed, except at and *via* Portland, Maine, for which he should use form No 159 P.

Invoices of value without a United States Consul's certificate, may be accepted for freight subject to duty passing in transit *through* the United States, when so consigned on the shipping papers, as under :

1st. *Via Port Huron* (Fort Gratiot), for the Provinces of Manitoba and British Columbia, use form No. 159 altered to Port Huron, Mich., &c.

2nd. *Via Bluck Rock*, for Europe, Brazil and the West Indies, use form No. 159 altered to Buffalo, N.Y., &c.

3rd. *Via Rouse's Point*, for Europe, Brazil and the West-Indies, use form No. 159 altered to Rouse's Point, &c.

4th. *Via St. Albans*, for Europe, Brazil, West Indies, &c., use form No. 88. See page 100.

5th. *Via Island Pond* for the Lower Provinces, *via Danville Junction*, use form No. 159.

6th. *Via Portland*, for Europe, &c., use form No. 85.

7th. *Via Boston* (Portland all rail route) under seal from Coaticooke, for Europe, Brazil, West Indies, Lower Provinces, &c., use form No. 85 altered to :—"Port of Boston, Mass., consigned to _____" (*enter the name of the Consignee who will pass the entry at Boston custom house)."

8th. *Via Newport* (Sherbrooke or St. Lambert) use form No. 159 altered to Newport, &c.

All cars with live stock from Canada to be fed, &c., at Island Pond, Vt.; and fruit, cheese, &c., consigned to the Lower Provinces or Europe, &c., for which stoves are used to protect them from

the weather, require an invoice of value, form No. 159, for the Customs entry there, unless the cars are ordered to be sealed, &c., at Coaticooke. The U.S. Consul's certificates are not now required where the invoices of value shew that the freight will be exported from a seaboard port.

The invoice of value forms may be had on application to the stationery department.

All invoices of value must be forwarded as instructed, in envelope E 13, to Agents, Rouse's Point, &c., as the case may be, by first passenger train after the shipment is made; except for live stock or perishable freight, and for all freight from stations within 50 miles of the frontier port of entry through which it will be exported, in which cases the invoices of value (unless they can be forwarded by a preceding passenger train) must accompany cars, and a receipt must be taken for them from the Conductor of the train. Invoices of value for Live Stock or Emigrants' moveables to be forwarded by Settlers' trains, *via* Fort Gratiot, should, as far as practicable, be sent ahead by Passenger train, to Agent, Point Edward, to enable him to have the U. S. Customs entries prepared, and thus prevent any detention to the cars on arrival at the frontier port of entry.

NOTE.—For "Agent Fort Gratiot (Port Huron)," read, "Agent, Point Edward," because the U.S. Consul's certified and plain invoices of value will, until otherwise instructed, be there dealt with, previous to passing the entry at the U.S. custom house, Port Huron. The Agents will also notify J. Higginbottom, or whoever may be the Agent at Point Edward, of any sums deposited at their stations for the payment of duties at Port Huron. For "Agent Black Rock," read "M. Colcleugh, Agent, Fort Erie," because the U. S. Consul's certified and plain invoices of value will, until otherwise instructed, be there dealt with, previous to passing the entry at the U. S. custom house, Buffalo. The Agents will also notify him of any sums deposited at their stations on account of the payment of duties at Buffalo. For Newport, Vt., the invoices of value must be sent to Agent, Sherbrooke, unless otherwise ordered.

A separate manifest No. 268 must be made out and attached to the way-bill of each car, and it must shew the quantities in pounds, gallons, bushels or ——— as the case may be, also the value and marks of the packages in full detail, except for freight loaded in cars sealed by the U. S. Consul, or which are ordered to be sealed at Coaticooke.

Unless prevented by the U.S. Treasury regulations, etc., all importations of live stock and perishable freight, with or without parties in charge, must be entered for consumption at the first Customs port of entry, except live stock and potatoes for Portland, which may be forwarded under seal from Coaticooke, if so consigned. Advise Shippers to provide funds for the payment of duties. Live stock and perishable freight *in transit* through the United States may be bonded as heretofore, but stoves, etc., cannot be used in cars, to protect Manitoba or other bonded perishable freight, until permitted in each case separately by the Collector of Customs at the port of entry, through which the freight will enter the United States.

Sealing cars via Coaticooke.

Box cars may be forwarded *under seal* to Portland, Boston or other port of entry in the Eastern United States (perishable freight, with or without persons in charge, excepted), but cars containing perishable freight for Portland, Boston, &c., with stoves, &c., may at the option of the Shipper be secured at Coaticooke, with a U.S. Consul's seal on the one side and cleated on the opposite side. The Agents must get proper shipping instructions to enable them to correctly way-bill such freight. All freight for local points between Island Pond and Falmouth inclusive, for the Lower Provinces, *via* Danville Junction, and for Eastern points not U.S. Customs ports of entry, must be entered at Island Pond custom house.

All box cars containing freight (not perishable) for Europe, or Canadian export grain for the Portland elevator, should be sealed in Canada by a United States Consul, for which plain invoices of value are required.

Shippers of freight consigned to Portland, Boston or other port of entry in the Eastern United States, for consumption in the United States, have the privilege of consigning it for entry at Island Pond custom house, or in *sealed cars* from Coaticooke. The seals are affixed to the cars by the U. S. Consul at Coaticooke, or at the forwarding station, if preferred, provided there is a U. S. Consul there possessing the proper seals. The Shipper's instructions as to whether the cars should be sealed or otherwise must be shewn on the way-bill; also the marks and numbers of the packages with their value, for the information of Agent, Coaticooke.

Potatoes for Portland if so consigned may be forwarded in sealed cars from Coaticooke.

Where live stock importations are permitted by the U. S. Treasury regulations, they may be forwarded in sealed cars to Portland, in which case, the Shipper must enter into a special written contract, that the Company will not be held liable for damages in case of delay between Coaticooke and Portland, from any cause whatever.

The Agents at forwarding stations must make out for each car to be forwarded *under seal*, form $\frac{\text{new 1875}}{105}$ in quadruplicate, and send them to Agent, Coaticooke, in envelope E 13; they must state the quantities in pounds, gallons, bushels or ——— as the case may be, also the value and marks of the packages in full detail; the same particulars must be inserted on form No. 268 when used for freight consigned to the Lower Provinces, *via* Danville Junction; local points between Island Pond and Portland; or for freight which the Shipper may order to be entered at Island Pond for payment of duty or otherwise. The values and quantities must be for freight actually loaded in each car, and not to include any freight forwarded in other cars. “The invoices of value of freight loaded in cars not under U.S. Consular seal must be sent in envelope E 13, to Agent, Island Pond. At Morrisburg, St. Hyacinthe, Three Rivers, Sherbrooke and Coaticooke, there is a U. S. Consul or Commercial Agent, who will previously certify the invoices for freight shipped within their districts, when the value of the shipment exceeds \$97.00. The Agents at Morrisburg, Montreal, St. Hyacinthe, Sherbrooke, Coaticooke and Point Levi, will transact the Consular business of Shippers on receiving their general power of attorney to do so.” The U.S. Consul at Coaticooke is only permitted to certify invoices of value of freight shipped within his district. The Shipper must send a power of attorney to the Agent, Coaticooke, to enable him to make the export entry, when the freight is not reported for export at the custom house where it is actually shipped. The power of attorney (if general) will be good for all his shipments until it is cancelled.

Sealing cars via Port Huron.

For all box cars containing bonded freight ex vessels at Montreal and Point Levi to pass under seal, *via* Port Huron (Fort Gratiot),

the U.S. Consular manifests must be made out in quadruplicate, shewing the marks and numbers, description of, quantities in, and the value of each package, also the contents of each car separately; but only one of the forms will accompany the car, and must be attached to the way-bill; the others will be retained and distributed at the United States Consulate.

The Conductors have to appear before the Collector of Customs and make oath to all manifests, on the arrival of their trains at the U. S. frontier port of entry.

Canadian Customs Power of Attorney.

The Company's Agent at the Canadian Customs Warehousing ports requires the Shipper's Customs power of Attorney, before he will be permitted to pass a duty paid or bonded Customs entry.

United States Customs Power of Attorney.

When the United States Consul's certified invoices of value are not made out consigning the freight to either of the parties hereafter named, the Agent at the forwarding station must request the Shipper to immediately notify the Consignee to appear before the nearest Collector of Customs or Notary Public, and make out a Customs power of attorney in favor of the Company's Customs Agent at the U. S. frontier port of entry through which the freight is intended to pass, otherwise it will be there delayed for the Customs entry, unless the Consignee prefers to make his own entry and will do so on the arrival of the car. The Shipper should be advised that demurrage will be charged as stated in the shipping papers, in case of the car being delayed at the U.S. frontier port of entry. (Use form No. 149 P.) Invoices of value consigned "*Care of*" Agents at the U. S. frontier ports of entry cannot be used by them without the Consignee's Customs power of attorney.

The Hon. Secretary of the U. S. Treasury, under date of January 16th, 1882, advises that article 789 of the General Regulations is hereby amended as follows: "General or standing powers of attorney given for the transaction of custom house business by a single person, or by a corporation under seal, shall remain in force until revoked. When given by a firm, an affidavit shall be filed at the custom house where the power of attorney is filed, by a member of such firm, once a year, showing that the partnership has remained unchanged, in which case the power shall be regarded as in force for another year."

FOR	NAME	OF	COUNTY OF	STATE OF	PORT OF
PORTLAND	John Main..	Portland.....	Cumberland...	Maine	Portland.
ISLAND POND	John Reeve..	Island Pond..	Essex	Vermont....	Island Pond.
ST. ALBANS	J. S. Story,..	St. Albans....	Franklin	Vermont....	St. Albans.
ROUSE'S POINT	E.P. Hum- phrey... }	Rouse's Point..	Clinton	New York ..	Rouse's Point.
OGDENSBURG, O. & L.C.R.R. }	Frank Owen.	Ogdensburg...	St. Lawrence..	New York ..	Ogdensburg.
R.W. & O.R.R.	W. S. Jones.	do	do	do ..	do
U. & B.R.R.R.	John Shrier.	do	do	do ..	do
BUFFALO	J. S. Ham- mond... }	Buffalo.....	Erie.....	New York ..	Buffalo.
For New York Lake Erie and Western R.R. freight }					
BUFFALO	J. A. Barton.	Buffalo	Erie.....	New York ..	Buffalo.
For Merchants Despatch freight					
BUFFALO	S. S. McCrea	Buffalo	Erie.....	New York ..	Buffalo.
For all other freight <i>via</i> Buffalo					
PORT HURON	F. Granger..	Port Huron...	St. Clair.....	Michigan....	Port Huron.
NEWPORT	F. M. Sher- man..... }	Newport.....	Orleans.....	Vermont....	Newport.

Payment of U. S. duty, &c.

As far as practicable, the Shipper should insert on his invoice of value, whether the Customs Agent at the U. S. frontier port of entry will pay duties on his freight, or forward it in bond to its destination; if the former, he should be supplied with United States Treasury notes or coin of full value. Silver pieces under a dollar are not accepted for that purpose, except for the fractional part of a dollar; when the rate of duty is *ad valorem* add $2\frac{1}{2}$ p.c. to the value; use no fractional part of a dollar; for 50 cts or over add one dollar, and cancel cents under 50 cts. before computing the amount of duty. The Agents at forwarding stations will accept deposits in current funds, and advise the Agent at the U. S. frontier port of entry on the way-bill accompanying the freight, giving full particulars, that said amounts may be advanced to the Collector of Customs, as instructed by the Treasurer, see Treasurer's circulars No. 327, January 22nd, 1880, and No. 331, November 20th, 1880, and other instructions; also Auditor's circular No. 66, March 28th, 1879. The Agent at the U. S. frontier port of entry must promptly communicate with the Consignee at points not inland Customs ports of entry, when he is not previously authorized by the G.T.R. Agent to pay the duties. Cars should not be delayed.

U. S. FREE FREIGHT.

All invoices of value of freight free of duty imported into and for consumption in, or in transit through, the United States, require the U. S. Consul's certificate, same as if it was subject to the U.S. duty. Live stock imported for breeding purposes requires a U.S. Consul's certified invoice of value.

FREIGHT SENT TO U. S. FOR REPAIRS.

The Agent at the U. S. frontier port of entry will give a repair bond for the return of freight to the U.S. port of importation, on being indemnified against loss and authorized to do so on the invoice of value, otherwise the freight will be subject to a consumption or bonded transportation entry same as other U. S. importations.

U. S. FREIGHT RETURNED.

All manufactures and products of the United States, when returned to the United States under a free entry, require an invoice of value, the U.S. Collector of Customs export certificate shewing the route

and date of exportation to Canada, also the Canadian report inwards signed by the Collector at the Canadian Customs Warehousing port, authenticated by the nearest U. S. Consul or Commercial Agent.

U. S. INLAND CUSTOMS PORTS OF ENTRY.

Via Port Huron (Fort Gratiot) :

Detroit, Mich. ; Pittsburg, Penn. ; Chicago, Ill. ; Indianapolis, Ind. ; St. Louis, Mo. ; Milwaukee, Wis. ; St. Paul, Minn. ; Cleveland, O. ; Toledo, O. ; Cincinnati, O. ; Louisville, Ky. ; San Francisco, California.

Via Black Rock and Buffalo :

New York City ; Jersey City, N.J. ; Rochester, N.Y. ; Albany, N.Y. ; Cleveland, O. ; Philadelphia, Penn. ; Pittsburg, Penn. ; Baltimore, Md.

Via Prescott :

Ogdensburg, N.Y.

Via Island Pond :

Bangor, Me. ; Vanceboro, Me.

Via Portland or Island Pond as desired by the Shipper :

Portland, Me. ; Portsmouth, N.H. ; Salem, Mass. ; Boston, Mass. ; New York City.

Via Rouse's Point and St. Johns :

Albany, N.Y. ; New York City ; Philadelphia, Penn. ; Baltimore, Md.

Via St. Johns :

Portsmouth, N.H. ; Salem, Mass. ; Boston, Mass.

To prevent delay to freight shipped from a foreign port, *via* Portland, to Canadian points east of the Detroit or St. Clair Rivers, the Shipper should mail a plain invoice of value, addressed to Mr. John Main, Agent, Grand Trunk Railway, Portland, Maine, United States. For United States importations, *via* Portland, consigned to interior Customs ports of entry, the Shipper should mail as above a U.S. Consul's certified invoice of value with a stamped bill of lading attached. For U.S. importations consigned to Order, the Treasury regulations also require an endorsed (stamped) bill of lading, before the Collector of Customs will permit a consumption or bonded entry to be made. Consignees and others should be advised that these documents are required for the U. S. Customs entries at Portland.

Mr. E. P. Beach, General Agent, G.T.R., No. 285 Broadway, New York, will make the Customs entries, &c., for the importations of freight, *via* New York, under local bills of lading from Europe, &c., if furnished by the Importer with a U. S. Customs power of attorney, a U. S. Consul's certified invoice of value with an endorsed (stamped) bill of lading attached, and other instructions which he may consider necessary as to the forwarding of his freight to Canada, provided the documents are received and entry is made before the freight is sent to Warehouse by the Collector of Customs under general order.

Mr. George H. Peters, Agent, G.T.R., No. 280 Washington Street, Boston, will make the Customs entries, &c., for the importations of freight, *via* Boston, under local bills of lading from Europe, &c., if furnished by the Importer with a U. S. Customs power of attorney, a U. S. Consul's certified invoice of value with an endorsed (stamped) bill of lading attached, and other instructions which he may consider necessary as to the forwarding of his freight to Canada, Buffalo, N.Y., or the Western United States. For Canadian importations of freight, a plain invoice of value is sufficient, if the Customs entry is made on the arrival of the vessel, before the freight is ordered to Warehouse by the Collector of Customs under general order.

Canadian Imports.

The Agents at Canadian Customs Warehousing ports must not advance the Company's funds for duties, unless by the request of the Shipper or Consignee, and then not exceeding ten dollars, without a deposit or advice of same from the Agent at the receiving station, unless authorized by the Treasurer. Care should be taken not to pay duties with the Company's funds on freight liable to be left on hand after its arrival at destination.

Reports Inwards.

All Canadian Customs reports inwards for freight to be transported in bond to interior ports of entry must be made out in triplicate; they must shew the Consignee's address ^{and} marks ^{or} numbers. Leave a blank line between each entry. Freight consigned to "Order" must have a line for each mark. The Canadian Customs reports inwards of Toronto freight must be made out for each car separately.

Reports Outwards.

The Canadian Customs reports outwards, for each car separately, must be made out for export freight, and disposed of as instructed in circular No. 468, February 4th, 1879.

When the Shipper cannot conveniently appear before the Canadian Collector of Customs, in consequence of distance, as required by circular No. 468, February 4th, 1879, the Customs power of attorney should be made out in favor of the Agent at the Canadian frontier port, where the freight will be exported, viz :

GEORGE PINKHAM.....	Corticooke.....	P. Q.
B. A. GAGE.....	Stanstead.....	P. Q.
W. F. JAMES.....	Sherbrooke.....	P. Q.
WILLIAM DRUMM.....	St. Johns.....	P. Q.
F. WHITE.....	Point Levi.....	P. Q.
S. WHITTAKER.....	Montreal.....	P. Q.
EDWARD LESLIE.....	Prescott.....	Ont.
J. D. KENNEDY.....	Brockville.....	Ont.
W. J. WHILEY.....	Port Hope.....	Ont.
J. McLARIN.....	Kingston.....	Ont.
J. W. LOUD.....	Toronto.....	Ont.
M. COLLEUGH.....	Fort Erie.....	Ont.
J. L. MORTON....	Goderich.....	Ont.
J. HIGGINBOTTOM ..	Point Edward.....	Ont.

The Company are liable to a penalty of \$400 in each case of violation of this important Customs regulation.

The Shipper may also desire to make similar powers of attorney, in favor of the Agents at the above mentioned Customs Warehousing ports, to enable them to appear and declare before the United States Consul the value of their freight exported to the United States.

The Agents must be careful to have all reports and manifests properly filled up, omitting no dates, description of freight, marks, numbers or localities provided for therein.

The Agents at forwarding Junction stations must see that the necessary Customs documents are supplied for the freight before the cars leave their stations.

50. When any freight is forwarded to the Western United States, separate Customs manifests must be used for all rail, and rail & lake freight.

51. As the Customs regulations in regard to live stock and other freight are subject to alteration, the Agents must keep themselves well informed upon all orders, which may be issued from time to time.

WAY-BILLING.

52. The way-bills must be written in a plain and legible manner, and in accordance with the following instructions :

a. All freight must be way-billed according to the classification at the rates set forth in the station tariff, unless specially authorized to the contrary by the General Freight Agent or his Assistants, which authority must be filed for the inspection of the Travelling Auditor; *in such cases, the number and date of authority* must be entered on the way-bill. Freight will not be carried free, except when intended for the Company's use, or authorized by the General or Traffic Manager. (See General Manager's general order No. 226, May 28th, 1875.) When so authorized, the free freight declarations must be made out for each car separately.

b. All cars must be way-billed separately, and the way-bills numbered consecutively for each station, from first January to thirty-first December of each year.

c. The *Owners* and *numbers* of the cars ⁱⁿ _{or} ^{upon} which the freight is loaded must be shewn.

d. The name and address of the Shipper, Consignee, destination and route, *exactly* as entered on the consignment note.

e. The marks ^{and} _{or} numbers on the packages, *also* the brands of flour, &c., as entered on the consignment note. **Household goods, &c., must not be way-billed as a lot, but each article must be specified.**

f. When any freight is way-billed to a point beyond the line of the Grand Trunk Railway, the route by which it will be forwarded must be inserted; when any freight is received for as "more or less" or at "Owner's risk," it must be so shewn.

g. When there are two or more points of the same name, on ^{and} _{or} off this line, for instance, Acton, Ont., and Acton, Mass., or St. Henri near Montreal, and St. Henri near Point Levi, the Agent must ascertain from the Shipper to which Grand Trunk Railway station the freight will be sent; failing this, he must refer the matter to the Assistant General Freight Agent of his district. ▲

single letter in the spelling of a word often makes a considerable difference, for instance, St. Martin, P. Q., and Ste. Martine, P. Q., Carlton, N. B., and Carleton, N. B.

Until otherwise advised, live stock, in car loads, from Canadian stations, west of Montreal, consigned to Lachine Junction or St. Henri, or to or care of the Dominion Abattoir and Stock Yard Company (Limited), must be way-billed and labelled to St. Henri, Montreal, and the remark "for St. Henri," must be inserted on the outside of the way-bill.

The Agents and staff must see that the freight for points beyond this Railway is correctly and fully consigned, and where it will be through way-billed, the proper junction station of connecting line must be shewn.

In way-billing United States freight, the following abbreviations only may be used:

Alabama.....	Ala.	Indiana.....	Ind.
Arkansas.....	Ark.	Kentucky.....	Ky.
Connecticut.....	Conn.	Louisiana.....	La.
Delaware.....	Del.	Maine.....	Me.
District of)		Maryland.....	Md.
Columbia)	D. C.	Massachusetts.....	Mass.
Florida.....	Flor.	Michigan.....	Mich.
Georgia.....	Ga.	Minnesota.....	Minn.
Illinois.....	Ill.	Mississippi.....	Miss.
Missouri.....	Mo.	Rhode Island.....	R. I.
Nebraska.....	Neb.	South Carolina.....	S. C.
Nevada.....	Nev.	Tennessee.....	Tenn.
North Carolina.....	N. C.	Vermont.....	Vt.
New Hampshire....	N. H.	Virginia.....	Va.
New Jersey.....	N. J.	Washington)	
New York.....	N. Y.	Territory } Wash. Terr.	
Ohio.....	O.	West Virginia... West Va.	
Pennsylvania.....	Penn.	Wisconsin.....	Wis.

The names of the following States and Territories must be inserted in full:

Alaska,	Idaho,	Utah,
Arizona,	Indian Territory,	Wyoming,
California,	New Mexico,	Iowa,
Colorado,	Oregon,	Kansas,
Dakota,	Texas,	Montana.

In way-billing freight to St. Louis, Louisville, &c., the bridge toll must be deducted before pro-rating, and the amount added to the Western Company's proportion. For list of tolls see page 110.

In way-billing Canadian freight to points beyond Grand Trunk Railway stations, the Province must be inserted in full or abbreviated as follows :

British Columbia..	B. C.	Ontario.....	Ont.
Manitoba	Man.	Prince Edward	} ...P.E.I.
New Brunswick....	N. B.	Island,	
North West Territory.	N.W.T.	Quebec.....	Que.
Nova Scotia.....	N. S.		

The Agents at Junction stations will be held responsible for the proper way-billing of freight received from other Companies ; they must enter on the local way-bills the transfer numbers (owner of)

of cars in transit: (thus, ex..... car No....) where their contents have been transhipped at the Junction station, or before the cars reached there, so that the Agent at destination may deliver the freight according to the original bill of lading.

h. When several articles of the same classification are way-billed at one weight, the entries must be bracketed together. Class A freight in ordinary cars will be way-billed at 20,000 lbs. per car, and charged at the same rate in dollars as 1st class figures per 100 lbs., and the actual weight above 20,000 lbs., in furniture and other cars over 28 feet long, at a proportionate rate per 100 lbs. The minimum rates advised in connection with other Railways do not apply on Class A freight, unless specially authorized.

i. The minimum weight for a car load at car load rates is 20,000 lbs., except grain or other freight carried at grain rates, and lumber or other freight carried at lumber rates, 24,000 lbs., per car. Flour and oatmeal not less than 120 brls., or if in bags, 24,000 lbs. per car. Bark in box cars, 20,000 lbs. per car, and upon platform cars, 24,000 lbs. per car. (See clause 29 for maximum weights.)

j. All monies advanced on freight must be entered in the "paid on" column separately from the net freight, but must be included in the "total to pay" column. Charges for cooperage, cartage, commission, and wharfage, must be shewn separately, and not lumped with other amounts. In case of large consignments being

received from vessels or connecting lines, and forwarded in *separate* cars, the total amount of the "paid on charges" must not be way-billed on *one* car, but *each* car load must be charged with its proper proportion, except that the charges upon Steamship freight under through bill of lading *via* Boston, Montreal, Point Levi and Portland, will until otherwise advised be way-billed, "particulars as per manifest," as at present.

53. The way-bills with full particulars of charges must in all cases accompany the cars ⁱⁿ or ^{upon} which the freight is loaded, and freight must not be sent from a station without such way-bills, or way-bills without freight, excepting as provided in clause 71, or otherwise authorized. Memorandum or tally slips must not be used, unless so authorized.

54. Unless otherwise authorized, all charges on freight consigned to flag stations must be prepaid, and so way-billed upon and at rates to the way-billing station beyond, with a notation in ink on the inside and outside of the way-bill, "freight to be left at———." Conductors if practicable will take receipts for same, and note particulars of delivery on the way-bill (see clause 4).

55. Freight charges on live stock for local stations consigned to Order, must be prepaid and so way-billed.

56. Bonded live stock, when authorized (see special Canadian Customs regulations) or other freight for local stations must be way-billed upon the station to which it is bonded, "*In bond—care of Collector of Customs—*"; and if for a station beyond the Customs Warehousing port, the rate to destination must be charged, and the following remark inserted on the way-bill:—"To be forwarded to destination with the same charge," "paid on," and "to pay." The Agent at the Customs Warehousing port must give full particulars of the charges on the recharge way-bill, to enable the Agent at the receiving station to check its correctness. The Agents at the Customs Warehousing ports must promptly notify the Consignees, residing at a distance from their stations, of the arrival of their freight, and request them to pass their Customs entries. When consigned to points upon connecting lines in Canada, the freight must be bonded upon the first Customs Warehousing port short of its destination, via the route by which it will be forwarded, but the charges must be way-billed upon the G.T.R. Junction station shewing the port of entry to which it is bonded. A list of Customs Warehousing ports is appended.

57. When a through rate of freight is quoted from a station upon a connecting line to a station upon this Railway or a connecting line beyond, or from a station upon this Railway to a station upon a connecting line (see clause 91), through and local way-bills (fastened together) must be sent with the car containing the freight. The through way-bill must shew the several Railways' proportions, according to advised divisions; the local way-bill must shew in the net freight column the Grand Trunk Railway proportion, and all particulars which are entered on the way-bills of local freight. If the through way-bill is for a point beyond a G.T.R. Station, the local way-bill must also shew the several Railways' proportions, in addition to other particulars of local way-bills. The local way-bill must be taken to account in the station books, the through way-bill being required *en route* for the information of the Agents of the connecting Railways, in order that delivery may be made at *destination* according to contract. The Agents at G. T. R. Junction stations must make out a through way-bill for all freight carried at a through rate, if such is not received with the car. The instructions as to through way-billing, &c., to and from C. & G. T. Railway Stations are still in force.

LABELLING CARS.

58. All cars when loaded must at once be carded with the proper description of label, shewing the date, place of shipment and destination of the car; but when a car is consigned to a place reached by two or more different routes, the label must also specify the particular route by which it will be forwarded. When a car is loaded for more than one station, the Agent must see that the names of all such G. T. R. stations are inserted upon the label.

59. Beware of improper interference with cars bearing Canadian or United States Customs labels, locks or seals.

60. Perishable freight labels must not be put on the cars unless they contain perishable or other freight, which should be forwarded with the greatest possible despatch. Use special labels for Gunpowder and Steamship freight.

61. After the live stock or other freight has been unloaded, the labels must be removed from the cars and retained for further reference, in case of their being subsequently required by the Company's Solicitor or by the General Freight Agent.

UNLOADING OF AND DISCREPANCIES IN FREIGHT.

62. On the arrival of cars at their destination, the Agent, Foreman or Freight Checker must scrutinize and register their seal numbers; fill in the number of the train; the time of arrival and the name of the Conductor, in the proper place on the way-bill; and should there have been any delay in their transit, the Agent must forward full particulars to the Superintendent. Delays in transit, East of Point Edward, to Manitoba and other Western United States bonded freight will be so reported by the Agent, Point Edward.

63. The freight should then be checked out of the car, and compared with the entries on the way-bill, and if any articles way-billed are not to hand, the Agent must fill up a short report form, No. 119, taking care that all the particulars called for are correctly given, and transmit it by first train to the station from which the freight was way-billed. In like manner when any article is received for which a way-bill has not been furnished, the Agent must fill up an over report form, No. 130, taking care to give an accurate description of the freight, marks, &c., and send it by first train to the station from which the car was labelled, and afterwards see that a way-bill is duly received. The Agents must be supplied with a way-bill for all freight received over. Live stock must be checked out of the car, and all discrepancies in the way-bills reported on the same forms as other freight. "Short" and "over" reports must shew that the freight was way-billed or loaded in a bonded car, if such was the fact. A complete record must be kept at Junction stations, of the seals on both sides of the cars received from, or delivered to, other Railway Companies.

64. When an Agent is unable to clear any short or over reports, they must be sent to the General Freight Agent, Montreal, accompanied by all papers and a letter advising him what has been done in the matter, and as soon as they are cleared he must be again advised. Any short or over reports cleared between stations, must also be sent when completed to the General Freight Agent, Montreal.

65. The over reports for freight received in error, and subsequently forwarded to the proper station (see clause 37), must shew the

station at which it was originally shipped, and the Agent at the receiving station, when acknowledging its arrival, must also shew the way-bill number, car number, date and original shipping station, from which it was forwarded to his station.

66. Any perishable freight received over, when the Consignee is unknown, must not be allowed to become worthless. The Agent must dispose of it to the best advantage (but not to the Company's employés), and report full particulars to the General Freight Agent, Montreal.

EXAMINATION OF WAY-BILLS.

67. Each way-bill must be examined, as to extensions, additions and rates, and compared with the tariff or special rate advices received from the General Freight Agent or his Assistants. The Agents at receiving stations must not honor special rates unless advised by the General Freight Agent or his Assistants, except upon the Portland district, where special rates issued by the Agent at Portland may be accepted. The Agents at receiving stations must not honor special rates entered on the bills of lading or receipts issued by Foreign Companies, unless they are authorized by the General Freight Agent or his Assistants. Any discrepancies in and corrections of charges must always be noted in red ink.

68. The Agents at receiving stations must weigh the freight, in the event of their having any doubt as to the correctness of the weights as way-billed.

69. The examination and correction of way-bills must precede the making of the advice notes, or the delivery of live stock and other freight. (See Traffic Manager's circular, No. 38, June 2nd, 1879.) The Agent at the forwarding station must be advised of all discrepancies, whether in rate, calculation, weight or description of the freight, upon the same day as it is received; and any overcharges caused by clerical errors, incorrect rates, errors of calculation, addition of way-bills or wrong weights, must be adjusted between the forwarding and receiving stations, and attested by the signatures of the Agents. They will be held responsible if they omit to correct any errors upon the way-bills. Prepaid charges must also be checked, and dealt with, if incorrect, as if they were way-billed to pay.

70. If an undercharge is discovered by the Agent at the

forwarding station, he must immediately send to the Agent at the receiving station a form, No. 30, for the amount short way-billed, and if it is a "to-pay" entry, the Agent at the receiving station must take it to debit on form No. 77; if a "paid" entry, the Agent at the forwarding station must take it to debit.

a. The Agents at receiving stations discovering undercharges must make out a form, No. 30, for the amounts. Should an undercharge not be discovered in time to collect the amount before the freight is delivered, and the Consignee refuses payment, full particulars must be promptly reported to the General Freight Agent, and to the Auditor, Montreal.

b. The Agents must keep a register of both forwarded and received undercharges, and shew against each entry the number of form No. 30, debiting the amount. All monies collected on account of undercharges must be entered in the cash book at the time they are received, each item separately.

Any undercharge vouchers, which have not been received back in time to forward with the balance sheet and form No. 77 to the Audit Office, Montreal, must be sent there as soon as possible afterwards.

71. Clause 70 refers only to undercharges on freight way-billed from or to stations upon the Grand Trunk Railway proper, the Georgian Bay & Lake Erie and Michigan Air Line districts. All undercharges on freight from or to the Chicago and Grand Trunk Railway stations must be way-billed, each undercharge separately.

72. When a claim for rebate or overcharge in rate ^{and}/_{or} weight is presented, the Agent must report the rebate or overcharge on the proper form (if local, form No. 205 must be used), and send it duly certified to the General Freight Agent, Montreal, accompanied with a receipted freight advice note and an extract of the way-bill, provided they cannot be dealt with between the Agents as instructed in clause 69. In submitting a foreign overcharge voucher for collection from other Companies, care must be taken to see that the necessary papers, such as the bill of lading and receipted freight advice note accompany the voucher. (If the freight is consigned to Order, a certified copy may be sent in place of the original bill of lading. See clause 76, re retention by the Agents of the bills of lading of all freight consigned to Order.) The Agent must also take

receipts for any amount which he is authorized to allow for overcharge, and see that the overcharge papers are prepared on the proper form (on Grand Trunk through freight, form No. 375; on Great Eastern Line freight, the Great Eastern Line voucher form; and on National Despatch Line freight, the Central Vermont R.R. or N. D. Line voucher form must be used); also that a separate voucher and billing statement are prepared for each Company interested in the claim. In the case of claims to be collected from the Central Vermont R. R. and the National Despatch or Great Eastern Lines, the following numbers of vouchers and statements will be required for the Companies south of St. Johns:—

a. For the Central Vermont Railroad proper, between St. Johns, P.Q., and White River Junction, Vt.; and St. Johns, P.Q., and Bellows Falls, Vt., inclusive, one receipted voucher and a statement of the way-billing.

b. For stations upon the Northern N. H. and Concord Railroads, from Lebanon, N.H., inclusive to and including Nashua, N. H., Portsmouth, N. H., and Lawrence, Mass., two receipted vouchers and two statements of the way-billing, and made up in the following order:—

Stations between Lebanon and Concord, N.H., both inclusive, keep together.

Stations between Concord and Manchester, N.H., both inclusive, keep together.

Stations between Manchester and Portsmouth, N.H., both inclusive, keep together.

Stations between Manchester and Nashua, N.H., both inclusive, keep together.

Stations between Manchester, N.H., and Lawrence, Mass., both inclusive, keep together.

For stations between Nashua, N.H., and Lowell, Mass., including Lowell, three vouchers and three statements.

For stations between Nashua, N.H., and Worcester, Mass., including Worcester, three vouchers and three statements.

For stations between Lowell and Boston, Mass., including Boston, four vouchers and four statements.

For stations between Lowell and Salem, Mass., including Salem, four vouchers and four statements.

For stations upon the Cheshire, Fitchburg, and Boston Clin-

ton and Fitchburg Railroads, south of Bellows Falls, Vt., three vouchers and three statements.

For stations upon the Connecticut River and New London Northern Railroads, two vouchers and two statements.

c. When an Agent has prepared and certified an overcharge or a rebate voucher, he must note particulars of same (with G. F. A. claim number) on the way-bill or tissue of the way-bill, as the case may be, in order to prevent a double payment. In checking vouchers sent for that purpose, should the Agent find that a previous allowance has been made, he must return the voucher, uncertified, to the General Freight Agent, Montreal, giving reference to the voucher already passed, and ask for his instructions.

DELIVERY OF LIVE STOCK AND OTHER FREIGHT.

73. On the arrival of any live stock or other freight, the Consignee must be promptly advised on the proper form, and when practicable, a receipt obtained for the written notice in a book to be kept for that purpose: when a receipt cannot be obtained the reason must be so noted. All Consignees not known, or residing at a distance, must be notified by post card at their expense; they must be identified before the freight is delivered to them. (*No excuse will be accepted for any neglect in carrying out this instruction.*) The Agents when advising the arrival of freight shipped at points upon foreign railways, or handed to this Company at water frontier ports of entry, and where they have reason to believe that a through rate has been quoted, **must only shew the weight and the total amount to pay.** The delivery book must be signed in ink.

74. The Agents must not deliver a part of a consignment without first collecting the charges on the whole. The receipt of the Consignee must be taken before delivery. In the delivery of freight, such terms as "light weight," "bad order," "loose condition," &c., must not be accepted, but the exact weight and precise condition of the freight may be inserted on the receipt.

a. For all freight delivered to connecting Railways or Steamship Lines, the Agent will take receipts as follows, viz:—

For transfer freight, as if delivered direct to the Consignee.

For car load freight, if not transferred, "contents not checked, car sealed No.—South. No.—North."

75. Freight must not be delivered to a teamster without the written order of the Consignee, nor until it is carefully checked out of the freight shed with the advice note; all such orders must be carefully filed in the guard book with the way-bills. Teamsters must not be allowed to take delivery of any freight except in the presence of the Agent or staff.

A memorandum of bill of lading (not negotiable form) must be used instead of the original, when required, in case of an overcharge or shortage claim on freight consigned to Order.

When an Agent has reason to suppose that freight way-billed to his station does not belong there, he must promptly notify the Agent at the shipping or Junction station, as the case may be.

76. Too much caution cannot be exercised in delivering all freight consigned to the order of an individual, bank or firm. It must not be delivered until the original bill of lading or shipping receipt, *properly endorsed* by said person, bank or firm, is taken up. Immediately after the delivery has been made, the Agent must write on the face of the bill of lading or shipping receipt "*cancelled by delivery to.....*" and file it in the guard book with the way-bill.

77. The bills of lading or shipping receipts issued by the Company's United States and Canadian connections for grain, flour, oat meal, feed, provisions and other freight, shipped in car loads, if consigned to parties direct, must be produced for the receiving Agent's inspection, and cancelled before the delivery of the freight. (Duplicate bills of lading may be accepted upon the Consignee's written guarantee to produce the originals.) It is desirable that they should be retained by the Company, in the same way as the bills of lading or shipping receipts of freight consigned to Order. Should the Consignee insist upon keeping them, the Agent must write across the face "*cancelled by delivery to.....*" and may then return them. *It must be distinctly understood that this instruction does not apply to any freight consigned to the order of an individual, bank, or firm.* Ocean bills of lading should in all cases be collected previous to the delivery of the freight. Care should be taken to compare all foreign bills of lading with the inwards way-bills, and in case of an undercharge the difference must be collected.

78. The Agents, before delivering lumber, staves or any other freight loaded by the Owner, must satisfy themselves that the

quantity shipped corresponds with the way-bill, and that the charges are correctly way-billed.

79. Petroleum, or oils made from petroleum, kerosene, coal oil, naphtha, benzole, gunpowder, and any like substances of a combustible nature, Excelsior, must not be unloaded or received into the Company's warehouses; the Consignee must be notified to remove such freight without delay. Keep it away from the Company's buildings.

80. Every exertion must be made to induce the Consignees to take delivery of their freight within twenty-four hours after its arrival, as the Company require the prompt payment of their charges, and all their warehouse room for the daily movement of freight. If any freight is refused by a Consignee, the Agent must endeavor to obtain his refusal and reasons therefor in writing, and promptly notify the General Freight Agent, Montreal.

In case of U.S. freight, in car loads, remaining on hand forty-eight hours owing to the Consignee being unknown, or residing at a distance from the receiving station, the Agent at the shipping station must be advised of full particulars, and requested to obtain a proper address, also to give instructions as to its disposal; further, should such information not be received within seven days after its arrival, the fact must be reported, and all papers thereon sent, to the General Freight Agent, Montreal.

STORAGE CHARGES.

81. Freight will be stored free for the first twenty-four hours after the advice of its arrival; if not then taken away, the charge for storage will be, for the second twenty-four hours:—

First Class freight, 2c. per 100 lbs.,

Second Class do., 2c. do.

Third Class do., 1c. do.

Fourth Class freight, 1c. per 100 lbs.,

Flour, 2c. per barrel; or in bags 1c. per 100 lbs.,

Grain, 1c. per 100 lbs.,

and for class freight an additional one cent per hundred pounds; flour, one cent per barrel, or if in bags half a cent per 100 lbs; and grain half a cent per 100 lbs., for each twenty-four hours, or part thereof afterwards up to seven days. After that time, for every week or part of a week, first class, 2c.; second, 2c.; third, 1c.;

fourth, 1c. per 100 lbs.; flour, 2c. per barrel, or if in bags, 1c. per 100 lbs; grain 1c. per 100 lbs. Lumber (unloaded) a uniform charge of \$2.00 per car per week, exclusive of the unloading charge. Vehicles, reaping and threshing machines each 25c. to 50c. weekly, according to the space occupied.

DEMURRAGE.

82. Demurrage must be collected on all cars not unloaded within forty-eight hours after their arrival, at the rate of two dollars per car, per day, unless otherwise authorized.

83. Demurrage at the rate of two dollars per car, per day, must be collected or charged forward, when the cars are delayed by the Shipper beyond twenty-four hours after he has engaged to load them. The amount of such demurrage must be entered in the paid on or advanced charges column, on the receipt given to the Consignor and the way-bill of the freight, unless collected or otherwise authorized.

CLAIM REPORTS.

84. The Agents must not acknowledge liability or promise payment of any claim for loss or damage to freight, unless authorized by the Company's Solicitor, the Treasurer or General Freight Agent, Montreal.

Immediately after a claim being made for the loss of or damage to freight, a claim report (form No. 365) must be filled up and sent to the General Freight Agent, Montreal, with a copy of the way-bill and all other papers relating thereto. The Agent must certify the account attached to the freight claim report, after he has seen the original invoice of value, or otherwise satisfied himself that it is correct; he must keep a record of the claim report, and note the claim number and particulars opposite the entry on the way-bill or tissue of the way-bill, as the case may be, in order to provide against a duplicate claim being afterwards presented and paid. The greatest possible care must be taken to see that all the information required by the freight claim report is correctly given, and that no delay occurs in forwarding full particulars to the General Freight Agent, Montreal.

UNCLAIMED FREIGHT.

85. When any freight (other than perishable) has remained ten days unclaimed after the Consignee has been advised, the Agent must so notify the Agent at the forwarding station, who must ascertain the wishes of the Shipper in respect to the matter, and communicate them to the Agent at the receiving station. In case of any freight being refused, or consigned to parties who are not known in the vicinity, the Agent must promptly advise the Agent at the forwarding station, and ask him to obtain a better address or the Shipper's instructions as to its disposal, also report full particulars to the General Freight Agent, Montreal. Should the Agent at the forwarding station be unable to give a better address or obtain any instructions, the freight, after 45 days from date of its arrival, must be way-billed as unclaimed freight, with a debit of the freight and advanced charges, consigned to the General Freight Agent at

Portland—From stations upon the Island Pond district.

Montreal—From stations in Canada east of Collins Bay.

Toronto —From stations in Canada west of Kingston, and from stations upon the Georgian Bay and Lake Erie district.

Detroit — From stations upon the Port Huron and Michigan Air Line districts.

A report must also be forwarded to the General Freight Agent, Montreal, accompanied with an extract of the way-bill by which the freight was originally received, and a copy of the way-bill consigning it to the Unclaimed freight department, with all the correspondence relating thereto. Any perishable freight unclaimed must be sold to the best advantage before it becomes worthless (but not to the Company's employés), and an account of sale together with full particulars (copy of the way-bill, &c.), must be promptly forwarded to the General Freight Agent, Montreal. The proceeds of sale, less charges, must be entered in the station cash book to the credit of Compensation Account, each consignment separately. Bonded freight (unclaimed) must not be so dealt with unless permitted by the Collector of Customs.

86. In tracing missing or delayed freight for points beyond the

Grand Trunk Railway, the Agents at Junction stations must promptly reply to enquiries made as to its disposal at their stations, in addition to requesting the Agents of connecting lines to trace it through to destination and reply as to its delivery, which further information must be sent, on receipt, to the General Freight Agent, Montreal, or other Officer or Agent, who applied for the information.

All tracers for lost freight must receive prompt and careful attention. The Agents must thoroughly examine their sheds and definitely ascertain whether or not the freight is in their possession.

87. Freight refused must not be returned to the sending station until the Consignee has given a receipt for it, paid the charges thereon, and re-consigned it on the Company's form; should he refuse to give a receipt, &c., the Agent must report the circumstance to the General Freight Agent, Montreal. When a Shipper or Owner orders any freight, unclaimed or otherwise, to be returned before its delivery at destination, the Agent must collect the original shipping receipt, and take a new consignment note for the freight, he must also make a copy of same for, and send it to, the General Freight Agent, Montreal, to whom he must promptly report full particulars, and advise the Agent at the receiving station to hold the freight to the order of the General Freight Agent.

88. All bonded freight, unclaimed or refused, is ultimately ordered by the Collector of Customs to the Customs unclaimed warehouse. In order to secure to the Company the payment of all uncollected charges thereon, the Customs regulations require a previous declaration of the amount of such charges. The Agents are therefore instructed to give the necessary information in the form prescribed by the Customs authorities, in order that the Company's freight and other charges may be obtained. Should this instruction not be observed, any amount lost to the Company will be debited to the station in fault. If an Agent has any reason to suppose that bonded freight, whether refused, unclaimed or otherwise, is in bad condition, a competent person must accompany it to the examining warehouse for the purpose of seeing such packages opened, and taking note on behalf of the Company of their condition and of any articles damaged or deficient. Full particulars must be reported to the General Freight Agent, Montreal.

FREIGHT BOOKS.

89. The several books and forms of the freight department must be kept clean, and entered up daily in a legible manner, care being taken to give fully the particulars therein called for.

90. The station books must not be accessible to any person, except to the employes of the Company duly authorized to examine them.

GENERAL INSTRUCTIONS.

91. All Agents who may be authorized to quote special rates, for the transportation of live stock and other freight, for points beyond the Company's system, must strictly adhere to the instructions issued by the General Freight Agent. The freight tariffs and classifications of foreign Companies, which are only furnished for the information of Shippers, must be carefully read and understood before naming rates. Any special local or through rates, quoted to the Agents or others by the General Freight Agent or his Assistants, must be accepted before the freight is shipped; otherwise they will not be binding upon the Company, unless otherwise advised. **The divisions of through rates, or the G. T. R. proportion of same, must not under any circumstances be given to the public. See clause 73.**

a. Where there is any doubt as to the proper rate, &c., the matter must be promptly referred to the General Freight Agent or his Assistants, who will supply the desired information.

b. All foreign tariffs and classifications must be carried out to the letter, and the Agents must govern themselves accordingly.

c. California Fast Freight Line; Chicago & North Western Revised Joint; Chicago, Milwaukee & St. Paul Revised Joint; Middle and Western States; St. Paul, Minneapolis & Manitoba Railway and Northern Pacific Railroad; Official East-bound; West-bound; and other classifications differ in many particulars from those in force in Canada, both east-bound and west-bound.

d. All losses to the Company arising from inattention to these instructions will be charged to the Agent in fault. The Agents must not depute the quoting of foreign rates to their staff. If necessary, station Clerks will be specially authorized to do so.

e. The Agents at receiving stations must not quote any special rates, advised to their stations for their information or the checking of the way-bills, unless such are given to a specific date, or

they are authorized to do so by the General Freight Agent or his Assistants, as the rates are subject to cancellation without notice.

f. For Emigrants' movables, potatoes and other freight requiring the prepayment of charges, separate receipts of the payment must be given for the proportions East and West of Detroit Junction, Chicago and other C. & G. T. Railway Junction stations, as the case may be, and for other Companies' proportions (C. & G. T. Railway excepted), the receipts must only be given "on account," as the Company will not guarantee their correctness; unless the through rates are specially authorized by the General Freight Agent or his Assistants. See clause 13, page 22, re Customs charges.

92. On no account may "Order" freight receipts or bills of lading by sailing vessel be given for freight consigned to the Lower Provinces or to points beyond the sea, *via* Montreal, Point Levi, Portland and other seaboard ports; for instance, to Richibucto, via Point du Chene; or to Rio Janeiro, *via* Halifax. When such freight is consigned to the order of an individual, bank or firm, the receipt must only be drawn to Montreal or other seaboard port. If necessary, the words "for Richibucto," or other point of destination, may be entered on the receipt after Montreal or other seaboard port; but the freight must at these points be dealt with as instructed in clause 76. Any special arrangements made in connection with Steamship Companies or sailing vessels will be duly advised. **On no pretence whatever may an Agent guarantee that the freight will reach its destination, or promise an Ocean shipment from the sea-board, within a certain time.**

92a. Warehouses must never be left open unless an employé is present.

92b. The Agents must retain copies of all their letters and telegrams for future reference.

93. The Consignee ^{and}/_{or} destination ^{and}/_{or} route of any freight must not be changed in transit without the authority of the General Freight Agent, unless an error has been made by the staff at the shipping or Junction station, in which case, unless otherwise advised, a corrected way-bill must be made out, and the original way-bill of the car must be cleared by overcharge, &c. This instruction does not cancel the authority given to the Portland Agent (see page 91), nor clause 36 with regard to live stock, full particulars of the latter must be reported to the General

Freight Agent, Montreal. In case of an accident to live stock or other freight in transit, the Agent at the nearest station must see that it is protected and telegraph the facts to the Superintendent, he must also promptly report by letter full particulars to the General Freight Agent, Montreal, but he must not order the sale of animals killed or injured in an accident. He must notify the Owner or person in charge of them, that the Company will not assume any liability for such loss or damage.

When loaded cars in transit are left off at a station short of their destination and are not taken forward within two days afterwards, the Agent will report full particulars to the Assistant Superintendent of his district. Cars with perishable freight should be so reported unless they are moved the same day.

94. The Agents must not indiscriminately depute to Clerks, Checkers or others, the duty of signing receipts for freight, but on all occasions when possible they must sign such documents themselves. They must not insert on the shipping receipts any special clause, without the authority of the General Freight Agent or his Assistants, and where such clause is authorized, it must be initialed before the receipt is issued. They must also by constant supervision satisfy themselves that the freight received or delivered is properly tallied on the consignment notes and way-bills. Correspondence, manuscript tariffs, special rates or other papers sent to the Agents for their information or to report on, are the private property of the Company, and must not be shewn to the public, unless so authorized.

95. On the 15th of June and the 15th of December of each year, the Agents must report to the General Freight Agent, Montreal, full particulars of any amounts outstanding on their books, which they are unable to clear.

96. It is the duty of Agents to secure all the freight they can for the Company, not only from the immediate vicinity of their stations but from all places tributary thereto, and carefully watch that freight is not diverted by any other route. Should they find that the Company are losing freight, they must immediately communicate with the Assistant General Freight Agent of their district, submitting all particulars, and stating what in their opinion is necessary to retain it, or to obtain an increase of freight for their stations.

a. In cases of omission or neglect to carry out these instructions, and in consequence of which the Company may be mulcted in damages for delays in transit or otherwise, such must be reported as soon as ascertained, to the General Freight Agent, Montreal, to be dealt with.

97. Manuscript tariffs, special rates and instructions issued by the General Freight Agent, or special rates by his Assistants, supersede the book tariff.

SEIZURE OF GOODS, &c., IN THE COMPANY'S CUSTODY OR ON THE COMPANY'S PREMISES.

98. The Agents must, when goods are attempted to be seized under execution, warrant, or attachment, forbid the seizure. If the Officer asks the Agent to retain the goods for him, the Agent will refuse; if the Officer wishes to leave the goods on the Company's premises, he Agent will give him notice that if he does so, the goods will be forwarded; if the Officer attempts to remove the goods, the Agent will give him to understand that the Company and the parties owning them, will hold him responsible for his so doing. The Agent will obtain from the Officer the particulars of the authority under which he makes the seizure. If after this notification the Officer leaves the goods on the Company's premises, without some one in charge for him, the Agent will forward them in the usual course. In all cases the Agent will clearly and distinctly give the Officer notice, that he will not act for him nor aid him in any way whatever, and whatever the Officer does, he does at his own peril. The Agent will at once send full particulars of the seizure to the Treasurer, and to the General Freight Agent, Montreal. When a Shipper or Owner gives notice to hold goods or return them owing to insolvency of the Consignee, the Agent must retain them, and immediately telegraph full particulars to the Treasurer, and to the General Freight Agent, Montreal, and wait further orders. If the property is in the hands of Cartage Agents for delivery, an effort must be made to have it returned to the station; if in transit to another station, the Agent there must be telegraphed to hold it to the order of the General Freight Agent, and when any legal document, having reference to property in the Company's possession, is served upon the Company, the hour and date must be noted thereon in *red ink*, and it must then be sent to

the General Freight Agent, Montreal. In all cases of seizure (Province of Quebec excepted), the Agent will at once telegraph full particulars to the Company's Solicitor—Mr. John Bell, Belleville—in order that no time may be lost in obtaining legal advice.

TABLES OF ESTIMATED WEIGHTS, &c., TO BE USED
BY AGENTS FOR WAY-BILLING PURPOSES WHEN
NOT CONVENIENT TO WEIGH FREIGHT.

For the convenience and guidance of the Agents, the following tables are appended:—

1. List of estimated weights of various descriptions of freight to be used when it is not convenient to weigh it.
2. List of sterling rates converted into Canadian currency at the regular rates of exchange.
3. List of stations in Canada upon which freight may be bonded.
4. List of stations upon the lines of railway in Canada, &c., connecting with the Grand Trunk Railway.

Alcohol, per barrel.....	420 lbs.
Ale, Beer and Porter, per barrel.....	330 "
Do do per half barrel.....	175 "
Do do per quarter barrel.....	100 "
Do do per $\frac{1}{8}$ barrel.....	75 "
Apples, dried, per bushel.....	24 "
Do do in brls., per brl.....	212 "
Do do in brls., Canada pressed, per brl.	300 "
Do green, per bushel.....	56 "
Do do per barrel.....	160 "
Barley, per bushel.....	48 "
Beans, per bushel.....	60 "
Beans, per barrel.....	260 "
Beef, per barrel.....	320 "
Do per tierce.....	480 "
Bran, per bushel.....	20 "
Brick, common, each.....	4 "
Brick, fire, each.....	6 $\frac{1}{2}$ "
Buckwheat, per bushel.....	52 "
Cheese, per box.....	70 "

Cider, per barrel.....	375 lbs.
Clover Seed, per bushel.....	60 "
Coal, per bushel.....	80 "
Coke, do	40 "
Corn, shelled, per bushel.....	56 "
Corn, in ear, do	70 "
Corn Meal, do	48 "
Do per barrel.....	200 "
Eggs, packed in Bran, per barrel.....	160 "
Do do Oats, do	200 "
Fish, Cod, per barrel.....	230 "
Fish, Herrings, &c., per barrel.....	300 "
Do per $\frac{1}{2}$ do	160 "
Do per $\frac{1}{4}$ do	80 "
Do per kit	40 "
Flax Seed, per bushel.....	56 "
Flour, per barrel.....	200 "
Grass Seed, per bushel, Clover.....	60 "
Do do Hungarian.....	45 "
Do do Timothy.....	45 "
Do do Millet.....	45 "
Gravel, per cubic yard.....	3500 "
Hemp Seed, per bushel.....	44 "
High Wines, per barrel	420 "
Ice, per cubic foot.....	62 $\frac{1}{2}$ "
Lime, per bushel.....	80 "
Malt, per bushel.....	38 "
Molasses, per barrel.....	520 "
Nails, per keg	107 "
Oats, per bushel.....	34 "
Oil, Petroleum, and Oils manufactured from Petroleum, per barrel	400 "
Oil, other than above, per barrel.....	380 "
Onions, per bushel.....	56 "
Onions, per barrel	170 "
Peaches, dried, per bushel.....	33 "
Peas, do	60 "
Peas, per barrel.....	240 "
Pork, per barrel.....	320 "
Potatoes, per barrel, common.....	175 "

Potatoes, per bushel, common.....	60 lbs.
Do do sweet.....	65 "
Rosin, per barrel.....	280 "
Rye, " bushel.....	56 "
Salt, fine, do	56 "
Do per barrel.....	300 "
Do " sack.....	200 "
Salt, coarse, per barrel.....	350 "
Do per sack.....	200 "
Stone, dressed, per cubic foot.....	160 "
Do undressed, per cubic yard.....	4000 "
Tar, per barrel.....	400 "
Tobacco, per hhd.....	1600 "
Turnips, per bushel.....	56 "
Vinegar, per barrel.....	375 "
Water Lime, per barrel.....	300 "
Wheat, per bushel.....	60 "
Whiskey, per barrel.....	460 "

LUMBER.—7,000 feet of fully seasoned lumber 12 feet long, 12 inches wide and 1 inch in thickness loaded in two lengths upon a flat car and 8 feet or 8 boards in width should not exceed 3 feet 3 inches in height, but as the greater part of lumber shipped is of unequal dimensions no table can be given which would ensure accuracy. Agents must therefore carefully measure the quantity loaded, multiplying the feet in length and breadth together and the product by the height in inches, which will give the number of feet board measure in the car, and they must exercise discretion in making allowance for vacant spaces caused by the lumber being of unequal length or width.

GRAIN IN BULK.—The depth of 24,000 lbs. of grain loaded in box cars will average as follows:

	ft. in.	ft. in.	ft. in.
Box car	{ Length 29 6½	Width 8 0	Wheat, 2 1½
			Barley, 2 ¾
			Oats, 3 8½
internal	{ ft. in.	ft. in.	Wheat, 2 1
measurement.	{ Length 27 6	Width 8 7½	Barley, 2 ¾
			Oats, 3 8½

The quantity of grain in bulk in a car can always be ascertained with sufficient accuracy by multiplying the internal length and breadth of the car together, and then by the height of the grain: multiply this product by 1728 and divide by 2150: thus, 27 ft. 6 in. \times 8 ft. 7 $\frac{1}{2}$ in. \times 2 ft. 1 in. = 494 ft. 1 in. 8 pts. \times 1728 and \div 2150 = 400 nearly.

$$\begin{array}{r} 382.4 \\ \hline 46 \\ \hline 86 \end{array}$$

TABLE OF CONTENTS OF ROUND AND SQUARE
TIMBER.

ROUND TIMBER, 12 FEET LONG		SQUARE TIMBER, 20 FEET LONG.			
Diameter in inches.	Cubic Contents.	Board Measure.	Dimensions.		Cubic Contents.
			8 in. by	15 in. by	
10	6 6 7	Feet.	8	18	57. 6. 0
11	7 11. 1	...	9	16	79. 10 4
12	9 5. 0	...	10	16	83. 0. 8
13	11 0. 0	48	11	16	89. 0. 0
14	12 10. 0	61	11	16	83. 4. 0
15	14 8. 0	75	11	16	86. 5. 0
16	16 9. 2	91	10	17	90. 0. 0
17	18 11. 1	108	9	17	86. 9. 8
18	21 2 7 8	127	9	17	94. 3. 4
19	23 7. 8	147	10	17	93. 9. 0
20	26 2. 6	169	10	18	97. 2. 8
21	28 10. 6	192	10	18	93 10. 8
22	31 8. 3	217	11	18	97. 6. 0
23	34 7. 8	243	11	18	101. 1 4
24	37 8. 7	271	11	19	104. 8. 8
25	40 11. 1	301	11	19	108. 0. 0
26	44 3 2	331	14	19	112. 6. 0
27	47 8. 9	363	12	19	
28	51 4. 0	397	12	20	
29	54 7. 9	432	12	20	
30	58 11. 2	469	13	20	
31	62 11. 1	507	13	21	
32	67 0. 8	547	13	21	
33	71 8 8	588	13	21	
34	75 9 8	631	13	22	
35	80 2. 6	675	14	22	
36	84 10. 8	721	14	22	
37	89 7. 8	768	14	22	
38	94 6. 7	817	14	23	
39	99 9. 2	867	15	23	
40	110. 0	919	15	23	
		972	17	24	

The number of feet in any piece of round timber, of greater length, can be found by the "Rule of Three":—thus, for a log of round timber, 16 feet long and 30 inches in diameter, the number of feet board measure will be:

As 12 : 16 :: 507 : 676—the number of feet required.

$$\begin{array}{r}
 16 \\
 \hline
 3042 \\
 507 \\
 \hline
 12 \overline{)8112} \\
 \hline
 676 \\
 \hline
 \end{array}$$

The cubic contents of any piece of square timber of greater length can be found in the same manner, but if the lateral dimensions are greater, multiply the two measurements together and find the nearest measurement given above, which is an aliquot part thereof, and proceed by "Rule of Three." *Proof*—Find the cubic contents of a piece of square timber, 30 feet long, 26 by 28 inches square.

26 × 28 = 728; then taking the cubic contents say of 12 by 14 in above table 23 ft. 4 in.

As 12 × 14 = $\frac{168}{21} : \frac{728}{91}$:: 23. 4. 0 : 101. 1. 4 as given in above table.

Ft. in. pts. Ft. in. pts.

$$10 \times 9 + 1 = 91$$

$$\begin{array}{r}
 233. 4. 0 \\
 9 \\
 \hline
 2100. 0. 0 \\
 23. 4. 0 \\
 \hline
 21 \overline{)2123. 4. 0} \\
 \hline
 101. 1. 4 \\
 \hline
 \end{array}$$

Ft. Ft. Ft. in. pts. Ft. in. pts.

Then as 20 : 30 :: 101. 1. 4 : 151. 8. 0 the cubic contents required.

For tapering square and round timber find the dimensions at each end, and in the centre, and add them together, dividing the total by three, which will give the average or mean dimensions.

ARE

0	0	0	0	0	0
1	1	1	1	1	1
2	2	2	2	2	2
3	3	3	3	3	3
4	4	4	4	4	4
5	5	5	5	5	5
6	6	6	6	6	6
7	7	7	7	7	7
8	8	8	8	8	8
9	9	9	9	9	9
10	10	10	10	10	10
11	11	11	11	11	11
12	12	12	12	12	12
13	13	13	13	13	13
14	14	14	14	14	14
15	15	15	15	15	15
16	16	16	16	16	16
17	17	17	17	17	17
18	18	18	18	18	18
19	19	19	19	19	19
20	20	20	20	20	20
21	21	21	21	21	21
22	22	22	22	22	22
23	23	23	23	23	23
24	24	24	24	24	24
25	25	25	25	25	25
26	26	26	26	26	26
27	27	27	27	27	27
28	28	28	28	28	28
29	29	29	29	29	29
30	30	30	30	30	30
31	31	31	31	31	31
32	32	32	32	32	32
33	33	33	33	33	33
34	34	34	34	34	34
35	35	35	35	35	35
36	36	36	36	36	36
37	37	37	37	37	37
38	38	38	38	38	38
39	39	39	39	39	39
40	40	40	40	40	40

STERLING EXCHANGE TABLE AT 8 PER CENT. ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
d.	\$ c.	£	\$ c.	£	\$ c.
$\frac{1}{2}$	0 01	16	76 80	63	302 40
1	0 02	17	81 60	64	307 20
2	0 04	18	86 40	65	312 00
3	0 06	19	91 20	66	316 80
4	0 08	20	96 00	67	321 60
5	0 10	21	100 80	68	326 40
6	0 12	22	105 60	69	331 20
7	0 14	23	110 40	70	336 00
8	0 16	24	115 20	71	340 80
9	0 18	25	120 00	72	345 60
10	0 20	26	124 80	73	350 40
11	0 22	27	129 60	74	355 20
s.		28	134 40	75	360 00
1	0 24	29	139 20	76	364 80
2	0 48	30	144 00	77	369 60
3	0 72	31	148 80	78	374 40
4	0 96	32	153 60	79	379 20
5	1 20	33	158 40	80	384 00
6	1 44	34	163 20	81	388 80
7	1 68	35	168 00	82	393 60
8	1 92	36	172 80	83	398 40
9	2 16	37	177 60	84	403 20
10	2 40	38	182 40	85	408 00
11	2 64	39	187 20	86	412 80
12	2 88	40	192 00	87	417 60
13	3 12	41	196 80	88	422 40
14	3 36	42	201 60	89	427 20
15	3 60	43	206 40	90	432 00
16	3 84	44	211 20	91	436 80
17	4 08	45	216 00	92	441 60
18	4 32	46	220 80	93	446 40
19	4 56	47	225 60	94	451 20
£		48	230 40	95	456 00
1	4 80	49	235 20	96	460 80
2	9 60	50	240 00	97	465 60
3	14 40	51	244 80	98	470 40
4	19 20	52	249 60	99	475 20
5	24 00	53	254 40	100	480 00
6	28 80	54	259 20	200	960 00
7	33 60	55	264 00	300	1440 00
8	38 40	56	268 80	400	1920 00
9	43 20	57	273 60	500	2400 00
10	48 00	58	278 40	600	2880 00
11	52 80	59	283 20	700	3360 00
12	57 60	60	288 00	800	3840 00
13	62 40	61	292 80	900	4320 00
14	67 20	62	297 60	1000	4800 00
15	72 00				

STERLING EXCHANGE TABLE AT 9 PER CENT. ADVANCE.

Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
5 c.	d.	\$ c.	£	\$ c.	£	\$ c.
02 40	1	0 01	16	77 51	64	310 04
07 20	1	0 02	17	82 36	65	314 89
12 00	2	0 04	18	87 20	66	319 73
16 80	3	0 06	19	92 04	67	324 58
21 60	4	0 08	20	96 89	68	329 42
26 40	5	0 10	21	101 73	69	334 27
31 20	6	0 12	22	106 58	70	339 11
36 00	7	0 14	23	111 42	71	343 96
40 80	8	0 16	24	116 27	72	348 80
45 60	9	0 18	25	121 11	73	353 64
50 40	10	0 20	26	125 96	74	358 49
55 20	11	0 22	27	130 80	75	363 33
60 00	s.		28	135 64	76	368 18
64 80	1	0 24	29	140 49	77	373 02
69 60	2	0 48	30	145 33	78	377 87
74 40	3	0 73	31	150 18	79	382 71
79 20	4	0 97	32	155 02	80	387 56
84 00	5	1 21	33	159 87	81	392 40
88 80	6	1 45	34	164 71	82	397 24
93 60	7	1 70	35	169 56	83	402 09
98 40	8	1 94	36	174 40	84	406 93
103 20	9	2 18	37	179 24	85	411 78
108 00	10	2 42	38	184 09	86	416 62
112 80	11	2 66	39	188 93	87	421 47
117 60	12	2 91	40	193 78	88	426 31
122 40	13	3 15	41	198 62	89	431 16
127 20	14	3 39	42	203 47	90	436 00
132 00	15	3 63	43	208 31	91	440 84
136 80	16	3 88	44	213 16	92	445 69
141 60	17	4 12	45	218 00	93	450 53
146 40	18	4 36	46	222 84	94	455 38
151 20	19	4 60	47	227 69	95	460 22
156 00	£		48	232 53	96	465 07
160 80	1	4 84	49	237 38	97	469 91
165 60	2	9 69	50	242 22	98	474 76
170 40	3	14 53	51	247 07	99	479 60
175 20	4	19 38	52	251 91	100	484 44
180 00	5	24 22	53	256 76	200	968 89
184 80	6	29 07	54	261 60	300	1453 33
189 60	7	33 91	55	266 44	400	1937 78
194 40	8	38 76	56	271 29	500	2422 22
199 20	9	43 60	57	276 13	600	2906 67
204 00	10	48 44	58	280 98	700	3391 11
208 80	11	53 29	59	285 82	800	3875 56
213 60	12	58 13	60	290 67	900	4360 00
218 40	13	62 98	61	295 51	1000	4844 44
223 20	14	67 82	62	300 36		
228 00	15	72 67	63	305 20		

STERLING EXCHANGE TABLE AT 9½ PER CENT.
ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
<i>d.</i>	<i>§ c.</i>	<i>£</i>	<i>§ c.</i>	<i>£</i>	<i>§ c.</i>
1	0 01	16	77 87	63	306 60
2	0 02	17	82 73	64	311 47
3	0 04	18	87 60	65	316 33
4	0 06	19	92 47	66	321 20
5	0 08	20	97 33	67	326 07
6	0 10	21	102 20	68	330 93
7	0 12	22	107 07	69	335 80
8	0 14	23	111 93	70	340 67
9	0 16	24	116 80	71	345 53
10	0 18	25	121 67	72	350 40
11	0 20	26	126 53	73	355 27
	0 22	27	131 40	74	360 13
<i>s.</i>		28	136 27	75	365 00
1	0 24	29	141 13	76	369 87
2	0 49	30	146 00	77	374 73
3	0 73	31	150 87	78	379 60
4	0 97	32	155 73	79	384 47
5	1 22	33	160 60	80	389 33
6	1 46	34	165 47	81	394 20
7	1 70	35	170 33	82	399 07
8	1 95	36	175 20	83	403 93
9	2 19	37	180 07	84	408 80
10	2 43	38	184 93	85	413 67
11	2 68	39	189 80	86	418 53
12	2 92	40	194 67	87	423 40
13	3 16	41	199 53	88	428 27
14	3 41	42	204 40	89	433 13
15	3 65	43	209 27	90	438 00
16	3 89	44	214 13	91	442 87
17	4 14	45	219 00	92	447 73
18	4 38	46	223 87	93	452 60
19	4 62	47	228 73	94	457 47
£1	4 87	48	233 60	95	462 33
2	9 73	49	238 47	96	467 20
3	14 60	50	243 33	97	472 07
4	19 47	51	248 20	98	476 93
5	24 33	52	253 07	99	481 80
6	29 20	53	257 93	100	486 67
7	34 07	54	262 80	200	973 34
8	38 93	55	267 67	300	1460 09
9	43 80	56	272 53	400	1946 67
10	48 67	57	277 40	500	2433 33
11	53 53	58	282 27	600	2920 00
12	58 40	59	287 13	700	3406 67
13	63 27	60	292 00	800	3893 33
14	68 13	61	296 87	900	4380 00
15	73 00	62	301 73	1000	4866 67

CENT.

STERLING EXCHANGE AT 10 PER CENT. ADVANCE.

Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.	Stg.	Can. Cy.
d.	\$ c.	£	\$ c.	£	\$ c.	£	\$ c.
1	0.01	2	9.78	38	185.78	74	361.78
2	0.02	3	14.67	39	190.67	75	366.67
3	0.04	4	19.56	40	195.56	76	371.56
4	0.06	5	24.44	41	200.44	77	376.44
5	0.08	6	29.33	42	205.33	78	381.33
6	0.10	7	34.22	43	210.22	79	386.22
7	0.12	8	39.11	44	215.11	80	391.11
8	0.14	9	44.00	45	220.00	81	396.00
9	0.16	10	48.89	46	224.89	82	400.89
10	0.18	11	53.78	47	229.78	83	405.78
11	0.20	12	58.67	48	234.67	84	410.67
	0.22	13	63.56	49	239.56	85	415.56
		14	68.44	50	244.44	86	420.44
		15	73.33	51	249.33	87	425.33
s.	0.24	16	78.22	52	254.22	88	430.22
1	0.49	17	83.11	53	259.11	89	435.11
2	0.73	18	88.00	54	264.00	90	440.00
3	0.98	19	92.89	55	268.89	91	444.89
4	1.22	20	97.78	56	273.78	92	449.78
5	1.47	21	102.67	57	278.67	93	454.67
6	1.71	22	107.56	58	283.56	94	459.56
7	1.96	23	112.44	59	288.44	95	464.44
8	2.20	24	117.33	60	293.33	96	469.33
9	2.44	25	122.22	61	298.22	97	474.22
10	2.69	26	127.11	62	303.11	98	479.11
11	2.93	27	132.00	63	308.00	99	484.00
12	3.18	28	136.89	64	312.89	100	488.89
13	3.42	29	141.78	65	317.78	200	977.78
14	3.67	30	146.67	66	322.67	300	1466.67
15	3.91	31	151.56	67	327.56	400	1955.56
16	4.16	32	156.44	68	332.44	500	2444.44
17	4.40	33	161.33	69	337.33	600	2933.33
18	4.64	34	166.22	70	342.22	700	3422.22
19		35	171.11	71	347.11	800	3911.11
£		36	176.00	72	352.00	900	4400.00
1	4.89	37	180.89	73	356.89	1000	4888.89

Rates in Sterling per ton of 2240 lbs. converted into Canadian Currency per 100 lbs. at 9½ per cent. advance.

Sterling per ton.	Can. Cy. per 100 lbs.	Sterling per ton.	Can. Cy. per 100 lbs.
<i>s. d.</i>	<i>cts. Adrds.</i>	<i>s. d.</i>	<i>¢ cts. Adrds.</i>
10 0	10.84	72 6	78.75
12 6	13.57	75 0	81.47
15 0	16.29	77 6	84.19
17 6	19.01	80 0	86.92
20 0	21.74	82 6	89.64
22 6	24.46	85 0	92.36
25 0	27.18	87 6	95.04
27 6	29.86	90 0	97.76
30 0	32.59	92 6	1.00.49
32 6	35.31	95 0	1.03.21
35 0	38.03	97 6	1.05.93
37 6	40.75	100 0	1.08.61
40 0	43.43	102 6	1.11.33
42 6	46.16	105 0	1.14.06
45 0	48.88	107 6	1.16.74
47 6	51.56	110 0	1.19.46
50 0	54.28	112 6	1.22.18
52 6	57.00	115 0	1.24.91
55 0	59.73	117 6	1.27.63
57 6	62.45	120 0	1.30.36
60 0	65.17	122 6	1.33.03
62 6	67.90	125 0	1.35.80
65 0	70.62	127 6	1.38.48
67 6	73.30	130 0	1.41.12
70 0	76.02		

ian Cur-

Cy.
0 lbs.

s. Ahrds.

75
.47
19
.92
.64
.36
.04
.76
.49
.21
.93
.61
.33
.06
.74
.46
.18
91
63
36
03
80
48
12

RATES IN STERLING PER QUARTER OF 480 LBS. CONVERTED INTO CANADIAN CURRENCY PER BUSHEL OF 60 LBS. AND CENTAL OF 100 LBS. AT 94 PER CENT. ADVANCE.

Sterling rates per 480 lbs.	Canadian Currency.		Sterling rates per 480 lbs.	Canadian Currency.		Sterling rates per 480 lbs.	Canadian Currency.	
	Per 60 lbs.	Per 100 lbs.		Per 60 lbs.	Per 100 lbs.		Per 60 lbs.	Per 100 lbs.
	<i>cts. Ahrds.</i>	<i>cts. Ahrds.</i>		<i>cts. Ahrds.</i>	<i>cts. Ahrds.</i>		<i>cts. Ahrds.</i>	<i>cts. Ahrds.</i>
5 0	15.25	25.41	9 9	29.63	49.38	13 3	40.25	67.08
5 6	16.75	27.91	10 0	30.38	50.63	13 6	41.00	68.33
6 0	18.25	30.41	10 3	31.13	51.88	13 9	41.75	69.58
6 6	19.75	32.91	10 6	31.88	53.13	14 0	42.63	71.05
7 0	21.25	35.41	10 9	32.63	54.38	14 3	43.38	72.30
7 6	22.75	37.91	11 0	33.50	55.83	14 6	44.13	73.55
7 9	23.50	39.17	11 3	34.25	57.08	14 9	44.88	74.80
8 0	24.38	40.63	11 6	35.00	58.26	15 0	45.63	76.05
8 3	25.13	41.88	11 9	35.75	59.58	15 3	46.38	77.30
8 6	25.88	43.13	12 0	36.50	60.83	15 6	47.13	78.55
8 9	26.63	44.38	12 3	37.25	62.08	15 9	47.88	79.80
9 0	27.38	45.63	12 6	38.00	63.33	16 0	48.63	81.05
9 3	28.13	46.86	12 9	38.75	64.58	16 3	49.38	82.30
9 6	28.88	48.13	13 0	39.50	65.83	16 6	50.13	83.55

TABLE of sterling rates on grain per quarter of 480 lbs., and busuel of 60 lbs., with the equivalent rates for other quantities and descriptions of freight in Canadian currency and sterling, according to weight, at $\frac{1}{2}$ per cent. advance.

Sterling rates on grain.		EQUIVALENT TO THE FOLLOWING RATES:—						
Per Quarter 480 lbs.	Per Bushel 60 lbs.	FLOUR, per barrel 216 lbs.	OATS, per bushel 34 lbs.	Per Ton of 2240 lbs.		Per 100 lbs.	Per Cubic Ton of 40 feet.	
				Sterling.	Cy.			
£ s. d.	s. d.	cts. hds.	cts. hds.	£ s. d.	* cts.	cts. hds.	£ s. d.	
4.0	6	43 65	6.80	18.8	4.54	20.27	15.5	
4.4	7	47 25	7.37	1.0.3	4.92	21 96	16.8	
4.8	7	50.85	7.93	1.1.9	5.29	23 61	18.0	
5.0	7½	54.90	8.50	1.3.4	5.68	25 41	19.2	
5.4	8	58.50	9.07	1.4.11	6.06	27.05	1.0.6	
5.8	8½	62.10	9.63	1.6.6	6.45	28.80	1.1.10	
6.0	9	65.70	10.20	1.8.0	6.82	30.41	1.3.1	
6.4	9½	69.30	10.77	1.9.7	7.20	32.14	1.4.4	
6.8	10	72.90	11.33	1.11.1½	7.58	33.84	1.5.8	
7.0	10½	76.50	11.90	1.12.8	7.95	35.41	1.6.11	
7.4	11	80.10	12.47	1.14.3	8.34	37.27	1.8.3	
7.8	11½	83.70	13.03	1.15.9	8.70	38.83	1.9.7	
8.0	1.0	87.75	13.60	1.17.4	9.09	40.63	1.10.10	
8.4	1.0½	91.35	14.17	1.18.11	9.47	42.27	1.12.1	
8.8	1.1	94.95	14.73	2.0.5	9.83	43.88	1.13.4	
9.0	1.1½	\$ 98.55	15.30	2.2.0	10.22	45.63	1.14.8	
9.4	1.2	1.02.15	15.87	2.3.7	10.61	47.32	1.15.11	
9.8	1.2½	1.05.75	16.43	2.5.1	10.97	48.97	1.17.2	
10.0	1.3	1.09.35	17.00	2.6.8	11.35	50.63	1.18.6	
10.4	1.3½	1.12.95	17.57	2.8.3	11.74	52.41	1.19.9	
10.8	1.4	1.16.55	18.13	2.9.9	12.10	54.01	2.1.0	
11.0	1.4½	1.20.60	18.70	2.11.4	12.49	55.83	2.2.4	
11.4	1.5	1.24.20	19.27	2.12.11	12.87	57.45	2.3.7	
11.8	1.5½	1.27.80	19.83	2.14.5	13.24	59.10	2.4.10	
12.0	1.6	1.31.40	20.40	2.16.0	13.62	60.83	2.5.2	
12.4	1.6½	1.35.00	20.97	2.17.7	14.01	62.54	2.6.5	
12.8	1.7	1.38.60	21.53	2.19.1	14.37	64.16	2.8.9	
13.0	1.7½	1.42.20	22.10	3.0.8	14.76	65.83	2.10.0	
13.4	1.8	1.45.80	22.67	3.2.3	15.15	67.63	2.11.3	
13.8	1.8½	1.49.40	23.23	3.3.9	15.51	69.24	2.12.7	
14.0	1.9	1.53.45	23.80	3.5.4	15.90	71.05	2.13.10	
14.4	1.9½	1.57.05	24.37	3.6.11	16.28	72.67	2.15.2	
14.8	1.10	1.60.65	24.93	3.8.5	16.65	74.38	2.16.5	
15.0	1.10½	1.64.25	25.50	3.10.0	17.03	76.16	2.17.8	
15.4	1.11	1.67.85	26.07	3.11.7	17.42	77.77	2.19.0	
15.8	1.11½	1.71.45	26.63	3.13.1	17.78	79.87	3.0.3	
16.0	2.0	1.75.05	27.77	3.14.8	18.17	81.05	3.1.7	
16.8	2.1	1.82.25	28.90	3.17.9	18.92	84.46	3.4.1	
17.4	2.2	1.89.90	30.08	4.0.11	19.69	87.90	3.6.8	
18.0	2.3	1.97.10	31.17	4.4.0	20.44	91.25	3.9.3	
18.8	2.4	2.05.20	32.30	4.7.1	21.19	94.60	3.11.10	
19.4	2.5	2.11.50	33.43	4.10.3	21.96	\$ 98.13	3.14.5	
1.0.0	2.6	2.19.15	34.57	4.13.4	22.72	1.01.45	3.17.0	

REMARKS.—N.B.—This table shows the proportion between the rates on grain and equal rates on other freight according to weight, and the rate per cubic ton, 5 bushels grain being estimated to measure 6 feet 6 inches: thus, if 8s. per 480 lbs. were quoted on grain, it is equivalent to a rate of 13.60c. per bushel on oats; or grain at that rate is carried at 37s. 4d. per gross ton, and 30s. 10d. per cubic ton, or a barrel of flour which is carried at the same rate by rail as grain, is charged by ocean vessels (see following table) where the rate for wheat is 8s. per quarter, 6s. being 3½c. per brl. more than an equivalent rate by weight.

TABLE OF EQUIVALENT RATES IN STERLING BASED UPON MEASUREMENT, AT 94 PER CENT. ADVANCE.

GRAIN, Per Quarter.		FLOUR, per barrel.		PORK, per barrel.		BEEF, per tierce.		BOXED MEATS, per ton (2240 lbs.)	
Wheat.	Corn.	Barley.	Oats.	s. d.	s. d.	s. d.	s. d.	£ s. d.	£ s. d.
3. 8	3. 8	3. 5	3. 5	2. 6	3. 1	4. 3	18. 8	15. 5	
4. 0	4. 0	3. 5	3. 5	2. 8	3. 1	4. 8	1. 0	16. 8	
4. 4	4. 2	3. 9	3. 7	2. 9	3. 5	4. 11	1. 0	18. 0	
4. 6	4. 3	3. 11	3. 9	2. 9	3. 5	5. 1	1. 2	19. 2	
4. 8	4. 3	4. 1	4. 0	2. 11	3. 7	5. 6	1. 3	1. 0	
5. 0	4. 8	4. 5	4. 4	3. 1	3. 10	6. 0	1. 3	1. 10	
5. 4	5. 0	4. 9	4. 4	3. 4	4. 2	6. 1	1. 4	1. 3	
5. 6	5. 2	4. 11	4. 5	3. 5	4. 3	6. 2	1. 5	1. 4	
5. 8	5. 3	4. 6	4. 6	3. 6	4. 4	6. 7	1. 5	1. 5	
6. 0	5. 6	5. 0	4. 9	3. 9	4. 8	7. 2	1. 8	1. 8	
6. 6	6. 1	5. 2	5. 2	4. 1	5. 1	7. 4	1. 10	1. 10	
6. 9	6. 3	5. 8	5. 4	4. 2	5. 3	7. 7	1. 11	1. 12	
7. 0	6. 5	6. 0	5. 6	4. 4	5. 5	8. 0	1. 12	1. 13	
7. 4	6. 9	6. 4	5. 9	4. 7	5. 8	8. 2	1. 14	1. 14	
7. 6	7. 0	6. 5	5. 11	4. 8	5. 10	8. 2	1. 14	1. 15	
7. 9	7. 2	6. 8	6. 1	4. 10	6. 1	8. 6	1. 15	1. 17	
8. 0	7. 4	6. 10	6. 4	5. 0	6. 3	8. 9	1. 16	1. 18	
8. 4	7. 8	7. 2	6. 6	5. 2	6. 5	9. 0	1. 17	1. 19	
8. 6	7. 10	7. 4	6. 8	5. 3	6. 7	9. 2	1. 18	1. 20	
8. 9	8. 0	7. 6	6. 10	5. 5	6. 9	9. 6	2. 0	1. 12	
9. 0	8. 4	7. 10	7. 2	5. 7	6. 11	9. 10	2. 3	1. 13	
9. 4	8. 6	8. 2	7. 6	5. 10	7. 3	10. 2	2. 3	1. 14	
9. 6	8. 10	8. 3	7. 8	5. 11	7. 5	10. 5	2. 4	1. 15	
9. 8	9. 0	8. 5	7. 9	6. 1	7. 7	10. 7	2. 5	1. 17	
10. 0	9. 4	8. 10	8. 0	6. 3	7. 10	11. 0	2. 6	1. 18	

N. B.—Higher quotations can be determined by these proportions, thus: wheat at 16s. sterling per quarter, would give 10s. per brl. on flour, and 12s. 6d. per barrel on pork.

ESTIMATED MEASUREMENTS.

Barrel Flour.....	6 feet 6 inches.
Quarter Wheat.....	10 " 5 "
Karrel Pork.....	7 " 5 "
Tierce Beef.....	10 " 8 "
Barrel Pot. Ashes.....	13 " 0 "
Boxed Meats.....	12 " 6 "
Bale compressed Cotton.....	32 " 6 "

This table and the previous table of equivalent rates are given to enable Agents to answer any questions in regard to ocean rates which may be asked by the public. The quotations of rates by the several lines of Ocean Steamships will be furnished to Agents by the General Freight Agent, and will vary from the above, according to the quantity of the various classes of freight offering for shipment, but in ordinary cases they will be based upon the table of measurement rates.

business according to the rate per ton, and rate by the rate equivalent

TABLE SHEWING THE RATES PER BUSHEL ON GRAIN FROM
1 TO 50 CENTS PER 100 LBS.

Cents per 100.	Wheat at 60 lbs. Per Bushel.	Corn at 56 lbs. Per Bushel.	Barley at 48 lbs. Per Bushel.	Oats at 34 lbs. Per Bushel.
	Cts. Hdrds.	Cts. Hdrds.	Cts. Hdrds.	Cts. Hdrds.
1	.60	.56	.48	.34
2	1.20	1.12	.96	.68
3	1.80	1.68	1.44	1.02
4	2.40	2.24	1.92	1.36
5	3.00	2.80	2.40	1.70
6	3.60	3.36	2.88	2.04
7	4.20	3.92	3.36	2.38
8	4.80	4.48	3.84	2.72
9	5.40	5.04	4.32	3.06
10	6.00	5.60	4.80	3.40
11	6.60	6.16	5.28	3.74
12	7.20	6.72	5.76	4.08
13	7.80	7.28	6.24	4.42
14	8.40	7.84	6.72	4.76
15	9.00	8.40	7.20	5.10
16	9.60	8.96	7.68	5.44
17	10.20	9.52	8.16	5.78
18	10.80	10.08	8.64	6.12
19	11.40	10.64	9.12	6.46
20	12.00	11.20	9.60	6.80
21	12.60	11.76	10.08	7.14
22	13.20	12.32	10.56	7.48
23	13.80	12.88	11.04	7.82
24	14.40	13.44	11.52	8.16
25	15.00	14.00	12.00	8.50
26	15.60	14.56	12.48	8.84
27	16.20	15.12	12.96	9.18
28	16.80	15.68	13.44	9.52
29	17.40	16.24	13.92	9.86
30	18.00	16.80	14.40	10.20
31	18.60	17.36	14.88	10.54
32	19.20	17.92	15.36	10.88
33	19.80	18.48	15.84	11.22
34	20.40	19.04	16.32	11.56
35	21.00	19.60	16.80	11.90
36	21.60	20.16	17.28	12.24
37	22.20	20.72	17.76	12.58
38	22.80	21.28	18.24	12.92
39	23.40	21.84	18.72	13.26
40	24.00	22.40	19.20	13.60
41	24.60	22.96	19.68	13.94
42	25.20	23.52	20.16	14.28
43	25.80	24.08	20.64	14.62
44	26.40	24.64	21.12	14.96
45	27.00	25.20	21.60	15.30
46	27.60	25.76	22.08	15.64
47	28.20	26.32	22.56	15.98
48	28.80	26.88	23.04	16.32
49	29.40	27.44	23.52	16.66
50	30.00	28.00	24.00	17.00

**EQUIVALENT RATE PER 100 LBS. FOR GRAIN FROM 2 CENTS
TO 30 CENTS PER BUSHEL.**

Hdhrs.	Grain, Cts. per Bushel.	Wheat. Per 100 lbs.	Corn. Per 100 Lbs.	Barley. Per 100 Lbs.	Oats. Per 100 Lbs.
		Cts. Hdhrs.	Cts. Hdhrs.	Cts. Hdhrs.	Cts. Hdhrs.
	2	3.34	3.57	4.17	5.88
	2½	4.17	4.47	5.21	7.35
	3	5.00	5.36	6.25	8.82
	3½	5.83	6.25	7.29	10.29
	4	6.67	7.14	8.33	11.76
	4½	7.50	8.03	9.37	13.23
	5	8.34	8.93	10.41	14.70
	5½	9.17	9.82	11.46	16.16
	6	10.00	10.71	12.50	17.64
	6½	10.83	11.60	13.54	19.11
	7	11.67	12.50	14.58	20.59
	7½	12.50	13.39	15.62	22.06
	8	13.34	14.28	16.67	23.53
	8½	14.17	15.18	17.71	25.00
	9	15.00	16.06	18.75	26.47
	9½	15.83	16.96	19.79	27.94
	10	16.67	17.86	20.83	29.41
	10½	17.50	18.75	21.87	30.88
	11	18.34	19.64	22.91	32.35
	11½	19.17	20.53	23.96	33.82
	12	20.00	21.42	25.00	35.29
	12½	20.83	22.32	26.04	36.76
	13	21.67	22.21	27.08	38.23
	13½	22.50	24.10	28.12	39.70
	14	23.34	25.00	28.16	41.16
	14½	24.17	25.89	30.20	42.64
	15	25.00	26.78	31.25	44.11
	15½	25.83	27.67	32.29	45.59
	16	26.67	28.57	33.33	47.06
	16½	27.50	29.46	34.37	48.53
	17	28.34	30.35	35.41	50.00
	17½	29.17	31.25	36.46	51.47
	18	30.00	32.14	37.50	52.94
	18½	30.83	33.03	38.54	54.41
	19	31.67	33.93	39.58	55.88
	19½	32.50	34.82	40.62	57.35
	20	33.34	35.71	41.67	58.82
	20½	34.17	36.60	42.71	60.29
	21	35.00	37.50	43.75	61.76
	21½	35.83	38.39	44.79	63.23
	22	36.67	39.28	45.83	64.70
	22½	37.50	40.18	46.87	66.16
	23	38.34	41.07	47.91	67.64
	23½	39.17	41.96	48.96	69.11
	24	40.00	42.86	50.00	70.59
	24½	40.83	43.75	51.04	72.06
	25	41.67	44.64	52.08	73.53
	25½	42.50	45.53	53.12	75.00
	26	43.34	46.42	54.16	76.47
	26½	44.17	47.32	55.20	77.94
	27	45.00	48.21	56.25	79.41
	27½	45.83	49.10	57.29	80.88
	28	46.67	50.00	58.33	82.35
	28½	47.50	50.89	59.37	83.82
	29	48.34	51.78	60.41	85.29
	29½	49.17	52.67	61.46	86.76
	30	50.00	53.57	62.50	88.23

Rates in sterling per ton of 2,240 lbs. and equivalent rates per 100 lbs., with and without primage, at 8 per cent. advance.

Per Ton 2,240 lbs. Sterling, equal to (in cents gold) per 100 lbs.

Per Ton.		Per 100 lbs.		Per Ton.		Per 100 lbs.	
Shillings and Pence.	Cents Gold.	Without Primage.	With 5 p. c. Primage added.	Shillings and Pence.	Cents Gold.	Without Primage.	With 5 p. c. Primage added.
s. d.	\$ c.	c. hds.	c. hds.	s. d.	\$ c.	c. hds.	c. hds.
3	6	27	28	27 6	6 60	29 47	30 94
6	12	54	56	28 0	6 72	30 00	31 50
9	18	80	84	29 0	6 96	31 08	32 63
1 0	24	1 08	1 13	30 0	7 20	32 15	33 75
5 0	1 20	5 36	5 62	31 0	7 44	33 22	34 88
6 0	1 44	6 44	6 75	32 0	7 68	34 29	36 00
7 0	1 68	7 51	7 88	32 6	7 80	34 82	36 56
8 0	1 92	8 58	9 00	33 0	7 92	35 36	37 13
9 0	2 16	9 65	10 13	34 0	8 16	36 44	38 25
10 0	2 40	10 72	11 25	35 0	8 40	37 50	39 38
11 0	2 64	11 79	12 38	36 0	8 64	38 58	40 50
12 0	2 88	12 86	13 50	37 0	8 88	39 65	41 63
12 6	3 00	13 40	14 06	37 6	9 00	40 18	42 19
13 0	3 12	13 94	14 63	38 0	9 12	40 72	42 75
14 0	3 36	15 00	15 75	39 0	9 36	41 79	43 88
15 0	3 60	16 08	16 88	40 0	9 60	42 86	45 00
16 0	3 84	17 15	18 00	41 0	9 84	43 93	46 13
17 0	4 08	18 22	19 13	42 0	10 08	45 00	47 25
17 6	4 20	18 75	19 69	42 6	10 20	45 53	47 81
18 0	4 32	19 29	20 25	43 0	10 32	46 08	48 38
19 0	4 56	20 36	21 38	44 0	10 56	47 15	49 50
20 0	4 80	21 44	22 50	45 0	10 80	48 22	50 63
21 0	5 04	22 50	23 63	46 0	11 04	49 29	51 75
22 0	5 28	23 58	24 75	47 0	11 28	50 36	52 88
22 6	5 40	24 11	25 31	47 6	11 40	50 89	53 44
23 0	5 52	24 65	25 88	48 0	11 52	51 44	54 00
24 0	5 76	25 72	27 00	48 6	11 76	52 50	55 13
25 0	6 00	26 79	28 13	50 0	12 00	53 58	56 25
26 0	6 24	27 86	29 25	51 0	12 24	54 65	57 38
27 0	6 48	28 94	30 38	52 0	12 48	55 72	58 50

Continued.

Rates sterling per Ton of 2,240 lbs. and equivalent rates per 100 lbs., with and without primage, at 8 per cent. advance.

Per ton 2,240 lbs. Sterling, equal to (in cents gold) per 100 lbs.

Per Ton.		Per 100 lbs.		Per Ton.		Per 100 lbs.	
Shillings and Pence.	Cents Gold.	Without Primage.	With 5 p. c. Primage added.	Shillings and Pence.	Cents Gold.	Without Primage.	With 5 p. c. Primage added.
s. d.	\$ c.	c. hds.	c. hds.	s. d.	\$ c.	c. hds.	c. hds.
52 6	12 60	56 25	56 25	77 0	18 48	82 50	86 63
53 0	12 72	56 79	59 63	77 6	18 60	83 03	87 19
54 0	12 96	57 86	60 75	78 0	18 72	83 57	87 76
55 0	13 20	58 92	61 88	79 0	18 96	84 65	88 88
56 0	13 44	60 00	63 00	80 0	19 20	85 72	90 06
57 0	13 68	61 08	64 13	81 0	19 44	86 79	91 13
57 6	13 80	61 63	64 69	82 0	19 68	87 86	92 25
58 0	13 92	62 15	65 25	82 6	19 80	88 40	92 81
59 0	14 16	63 22	66 38	83 0	19 92	88 93	93 38
60 0	14 40	64 27	67 50	84 0	20 16	90 00	94 50
61 0	14 64	65 36	68 63	85 0	20 40	91 07	95 62
62 0	14 88	66 43	69 75	86 0	20 64	92 14	96 75
62 6	15 00	66 96	70 31	87 0	20 88	93 21	97 87
63 0	15 12	67 56	70 88	87 6	21 00	93 75	98 43
64 0	15 36	68 58	72 00	88 0	21 12	94 28	99 00
65 0	15 60	69 65	73 13	89 0	21 36	95 35	100 12
66 0	15 84	70 72	74 25	90 0	21 60	96 42	101 26
67 0	16 08	71 79	75 38	91 0	21 84	97 49	102 38
67 6	16 20	72 32	75 94	92 0	22 08	98 56	103 51
68 0	16 32	72 86	76 50	92 6	22 20	99 10	104 07
69 0	16 56	73 93	77 63	93 0	22 32	99 63	104 65
70 0	16 80	75 00	78 75	94 0	22 56	100 70	105 76
71 0	17 04	76 08	79 88	95 0	22 80	101 77	106 88
72 0	17 28	77 14	81 00	96 0	23 04	102 84	108 00
72 6	17 40	77 67	81 56	97 0	23 28	103 91	109 13
73 0	17 52	78 22	82 13	97 6	23 40	104 45	109 69
74 0	17 76	79 29	83 25	98 0	23 52	105 00	110 25
75 0	18 00	80 36	84 38	99 0	23 76	106 05	111 38
76 0	18 24	81 43	85 51	100 0	24 00	107 13	112 50

Rates in pence, sterling, and cents, gold, per bushel; and equivalent rate, in cents, gold, per 100 lbs., at 8 per cent. advance with and without primage.

WHEAT per bushel (50 lbs.)

Pence per bushel.	Equal to in cents.	Per 100 lbs. Cents, Gold.		Pence per bushel.	Equal to in cents.	Per 100 lbs. Cents, Gold.		Pence per bushel.	Equal to in cents.	Per 100 lbs. Cents, Gold.	
		Without Primage.	With 6 per cent. Primage added.			Without Primage.	With 6 per cent. Primage added.			Without Primage.	With 6 per cent. Primage added.
D. 1	1 1/2	C. 83	C. 87	D. 5	C. 10	C. 16 66	C. 17 50	D. 10 1/2	C. 21	C. 35 00	C. 36 75
1 1/4	1 3/4	1 66	1 75	5 1/2	11	18 32	19 25	11	22	36 66	38 50
1 3/8	1 7/8	2 50	2 63	6	12	20 00	21 00	11 1/2	23	38 33	40 25
1 1/2	2	3 33	3 50	6 1/2	13	21 66	22 75	12	24	40 00	42 00
1 5/8	2 1/8	5 00	5 25	7	14	23 33	24 50	12 1/2	25	41 66	43 75
2	2 1/4	6 67	7 00	7 1/2	15	25 00	26 25	13	26	43 33	45 50
2 1/4	2 5/8	8 33	8 75	8	16	26 66	28 00	13 1/2	27	45 00	47 25
2 1/2	3	10 00	10 50	8 1/2	17	28 33	29 75	14	28	46 66	49 00
2 3/4	3 1/4	11 66	12 25	9	18	30 00	31 50	14 1/2	29	48 33	50 75
3	3 1/2	13 33	14 00	9 1/2	19	31 66	33 25	15	30	50 00	52 50
3 1/4	3 3/4	15 00	15 75	10	20	33 33	35 00	15 1/2	31	51 66	54 25
D. 4 1/4	4 1/2	C. 53 33	C. 56 00	D. 16	C. 32	C. 53 33	C. 56 00	D. 16 1/2	C. 33	C. 55 00	C. 57 75
4 1/2	4 3/4	55 00	57 50	16 1/4	34	56 66	59 50	17	35	58 33	61 25
4 3/4	5	60 00	63 00	17 1/4	36	60 00	63 00	18	37	61 66	64 75
4 1/2	5 1/4	61 66	64 75	18 1/4	38	63 33	66 50	18 1/2	39	65 00	68 25
4 3/4	5 1/2	66 66	70 00	19 1/4	40	66 66	70 00	20	40	66 66	70 00

In above calculations the Pound Sterling is taken at \$4.80 Gold value.

RATES flour per barrel, in shillings and pence, sterling, and equivalent rate in cents, gold, with and without primage, also per Ton of 2,240 lbs., at 8 per cent. advance.

FLOUR.

S. D.	Shillings and Pence, per Barrel.		Equal to in cents, Gold, per barrel.		Equal to per ton, 10 barrels, to 2,240 lbs.		Shillings and Pence, per Barrel.	Equal to in cents, Gold, per barrel.		Equal to per ton, 10 barrels, to 2,240 lbs.	
	Without Primage.	With 5 per cent. Primage added.	Without Primage.	With 5 per cent. Primage added.	Without Primage.	With 5 per cent. Primage added.		Without Primage.	With 5 per cent. Primage added.	Without Primage.	With 5 per cent. Primage added.
2	06	6 30	2 6	2 7½	5 9	1 38	144 90	57 6	60 4½		
6	12	12 60	5 0	5 3	6 0	1 44	151 20	60 0	63 0		
9	18	18 90	7 6	7 10½	6 3	1 50	157 50	62 6	65 7½		
1 0	24	25 20	10 0	10 6	6 6	1 56	168 30	65 0	68 3		
2 0	48	50 40	20 0	21 0	6 9	1 62	170 10	67 6	70 10½		
2 3	54	56 70	22 6	23 7½	7 0	1 68	176 40	70 0	73 6		
2 6	60	63 00	25 0	26 3	7 3	1 74	182 70	72 6	76 1½		
2 9	66	69 30	27 6	28 10½	7 6	1 80	189 00	75 0	78 9		
3 0	72	75 60	30 0	31 6	7 9	1 86	195 30	77 6	81 4½		
3 3	78	81 90	32 6	34 1½	8 0	1 92	201 60	80 0	84 0		
3 6	84	88 20	35 0	36 9	8 3	1 98	207 90	82 6	86 7½		
3 9	90	94 50	37 6	39 4½	8 6	2 04	214 20	85 0	89 3		
4 0	96	100 80	40 0	42 0	8 9	2 10	220 50	87 6	91 10½		
4 3	1 02	107 10	42 6	44 7½	9 0	2 16	226 80	90 0	94 6		
4 6	1 08	113 40	45 0	47 3	9 3	2 22	233 10	92 6	97 1½		
4 9	1 14	119 70	47 6	49 10½	9 6	2 28	239 40	95 0	99 9		
5 0	1 20	126 00	50 0	52 6	9 9	2 34	245 70	97 6	102 4½		
5 3	1 26	132 30	52 6	55 1½	10 0	2 40	252 00	100 0	105 0		
5 6	1 32	138 60	55 0	57 9							

Estimated weight, 200 lbs; actual weight, 216 lbs.

In above calculations the Pound Sterling is taken at \$4.80 Gold value.

51 66 54 25
31
15 1/2
33 33 35 00
20
10
10
10

CONDITIONS REFERRED TO IN NOTE AT HEAD
OF TARIFFS OF JUNE 1ST, 1874.

1. HALIFAX, N.S.—Rates and previous instructions are cancelled. See current tariff *via* Intercolonial Railway.
2. ST. JOHN, N.B.—Rates and previous instructions are cancelled. See current tariff *via* Intercolonial Railway. The letters N.B. must be inserted after St. John to distinguish it from St. Johns, P.Q., or St. John's, N. F.
3. NEW YORK.—By steamer from Portland.

Way-bill freight, upon New York, *via* Portland, at the through rate from stations west of Wenlock, and east of Montreal, unless otherwise consigned. These steamers will not carry bulky or dangerous freight of any description. Live stock, Gunpowder or other Explosives, Lumber, Grain in bulk, Heavy Machinery, Large Castings, Hay, Straw, Excelsior, Sisal Hemp, Corn Brooms, Varnish, Spirits of Turpentine, Burning Fluid, Coal Oil, or freight of like descriptions must not be forwarded by this route. The Agent must, as far as practicable, get the Shipper to state on the shipping papers the route by which the freight will be sent. All through rates on Canadian freight include marine insurance. All freight to or from Canada is subject to the U. S. Customs regulations. See note 6 for west bound, and note 11 for east-bound, freight.

4. BOSTON, STEAM.—By steamer from Portland. *Through rates must not be quoted to Boston from stations between Island Pond and Portland.* Way-bill such freight upon Portland at the tariff rates. All through rates to and from stations west of Island Pond include marine insurance.

Bulky or dangerous freight as per note 3 must not be sent by this route; but forwarded *all rail*, when not contrary to the instructions issued from time to time.

All freight passing between Canada and Boston, *via* Portland, is subject to the United States Customs regulations. See note 6 for west-bound, and notes 11 and 12 for east-bound, freight. It is desirable that the Shipper should specify on the shipping papers the particular route by

which Boston package freight will be forwarded, but when the route is not so designated, it must be way-billed upon Boston, Steam, or all Rail, *via* Portland, from stations in the Dominion, East of Carleton; but if such freight is shipped from stations west of Toronto, it must be forwarded *via* St. Johns (See page 100), unless it is otherwise consigned, or the Agents are otherwise instructed.

5. BOSTON, ALL RAIL.—*via* Portland.

The special rates advised to Boston do not include delivery of freight at East Boston, unless so instructed.

Boston freight consigned *via* National Despatch, N.D. or G. E. Line, must not be forwarded *via* Portland. See page 90.

Live stock and other freight for East Boston (proper), Salem, Mass., and Portsmouth, N. H., shipped in Canada, unless otherwise consigned, must be forwarded *via* Eastern Railroad, and for Lowell and Lawrence, Mass., *via* Boston and Maine R.R. from Portland.

Through rates all rail must not be quoted from stations east of Island Pond without special authority; such freight must be way-billed upon Portland at the local tariff.

The Agents west of Island Pond must way-bill live stock (if permitted by the Customs regulations), and other freight through to Boston, *via* Portland, and make out a local way-bill upon Portland for the G.T.R. proportion. Both way-bills must be securely fastened together.

The all-rail rates to Boston, *via* Portland, are liable to frequent alteration, but from Canadian points they should never be higher than *via* St. Johns. The Agents must therefore be careful to keep themselves thoroughly conversant with the special orders and tariffs, issued from time to time by the General Freight Agent, and the tariffs or special rates issued by his Assistants.

All freight passing between Canada and Boston, *via* Portland, is subject to the United States Customs regulations. See note 5 for west-bound, and notes 11 and 12 for east-bound, freight. It is desirable that the Shipper should specify on the shipping papers, the particular route by which Boston bulk freight will be forwarded, but when the route is not so designated, it must be way-billed

all rail, *via* Portland, from Stations East of Carlton; but if such freight is shipped from stations west of Toronto, it must be forwarded *via* St. Johns (see page 100), unless it is otherwise consigned, or the Agents are otherwise instructed.

The Boston & Maine R.R. cars must not be loaded for stations upon the Eastern R.R., *via* Portland; the Central Vermont R.R., *via* St. Johns; or the Passumpsic R.R., *via* Sherbrooke or St. Lambert.

The Eastern R.R. cars must not be loaded for stations upon the Boston & Maine R.R., *via* Portland; the Central Vermont R.R., *via* St. Johns; or the Passumpsic R.R., *via* Sherbrooke or St. Lambert.

The National Despatch, Central Vermont Railroad, Great Eastern and Commercial Express Lines' cars must not be used for Boston freight, consigned *via* Portland.

6. PORTLAND.—Terminus of the Grand Trunk Railway; connects with the Boston and Maine, the Eastern, and the Portland & Rochester Railroads for Boston, New York, &c. Steamers sail in connection with the Grand Trunk Railway for New York and Boston, and from 1st Dec. to 30th April for Liverpool and other European ports. Ocean bills of lading must only be issued in accordance with the special instructions advised each season by the General Freight Agent, Montreal.

All freight from or for any vessel passing over the Grand Trunk Railway west of Island Pond and under arrangement, is free of wharfage; freight for the Island Pond district is subject to 25c. per ton wharfage charge.

Portland Elevator.—Charges: Grain, 1 ct. per bushel for first 10 days, and $\frac{1}{4}$ ct. per bushel for each additional 10 days or part thereof.

The Agents must not accept grain for the Portland Elevator, unless they are specially authorized.

All freight for European steamships and vessels must be way-billed, and the way-bills numbered, separately from other freight.

All Canadian freight forwarded to Portland is subject to the U.S. Customs regulations. See notes 11 and 12.

The following Customs regulations govern west-bound freight from Portland:—

When any freight is shipped *via* this route from Europe to the Lower Provinces to points in the Provinces of Quebec and Ontario, the Shipper must forward to Agent, Grand Trunk Railway, Portland, a plain invoice of value, with bill of lading drawn consigned to "Agent, Grand Trunk Railway, Portland, to be forwarded to——." The freight will then be forwarded in bond, the Agent, Portland, preparing the United States entries and manifests on the proper forms required by the United States Customs authorities, also the Canadian Customs reports inwards (see page 47), forwarding same to Agent, Island Pond, to be there handed to the Canadian Customs Officers. If such freight is only from Boston, New York or Portland, the bill of lading will not be required, only the invoice of value and Canadian Customs reports as before mentioned.

When any freight is imported at Portland from Europe, &c., for places in the Western or Middle United States, the Agent, Portland, must be furnished by the Shipper with a United States Consul's certified invoice of value, and stamped bill of lading drawn consigned to "Agent, Grand Trunk Railway, Portland, to be forwarded to———." For cars containing such freight, the Agent, Portland, will furnish the Canadian transit reports in triplicate, to be sent to Agent, Island Pond; also the United States transit manifests, in triplicate, for each car separately, one form properly filled up being attached to the way-bill, and the others given to the United States Customs Officers. A special manifest of such freight, corresponding with the bond and entry, must also be furnished to the United States Customs, which, after being signed by the proper Officer, will accompany each consignment for the whole or portion of the contents of each car separately, as bonded. For Western United States domestic freight shipped from New York, Boston or Portland, the United States manifests and Canadian transit reports only are required.

Agents upon the Island Pond district will deliver Portland, &c., consignments in transit, on the receipt of a written advice from the Agent, Portland, that he has collected the endorsed local receipt or bill of lading, or has seen it con-



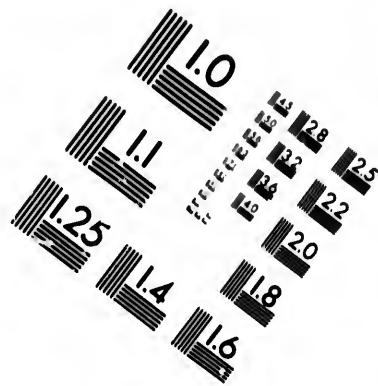
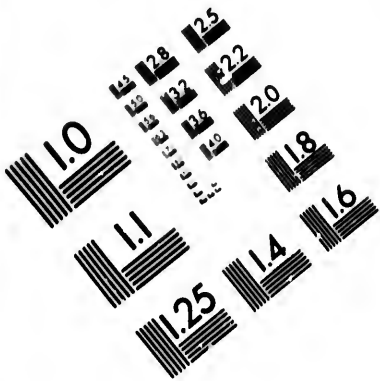
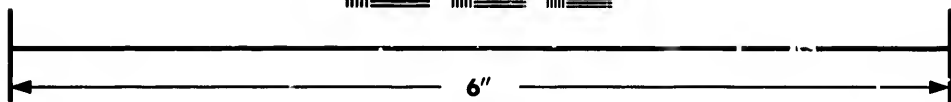
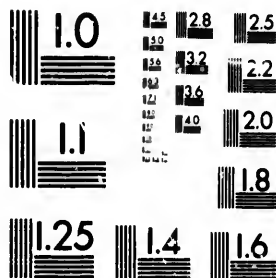


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1.5 2.0
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21.0 26.0
26.0 32.0
32.0 40.0
40.0 50.0
50.0 63.0
63.0 80.0
80.0 100.0

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signing the freight to the Consignee direct. In either case he must notify the Agent of the rate of freight and advanced charges on the bill of lading, also the name of place where the Agent and Line or Company by whom issued. He must also advise the Agent whether or not the charges have been collected at Portland, and, if not, request him to authorize a re-charge of same from Portland or other station to which the charges are debited. The Portland Agent will in all such cases keep the Order bill of lading for his file, and, where the freight is consigned to the parties direct, endorse on such bill of lading what has been done, also keep a record of same with the Consignee's instructions for future reference.

7. YARMOUTH JUNCTION.—Connects with the Maine Central Railroad.

8. DANVILLE JUNCTION.—Connects with the Maine Central Railroad.

Freight may be sent all rail to St. John, &c., New Brunswick, *via* this route. For rates, &c., see tariffs.

All freight consigned *via* this route to St. John, N.B., must only be receipted for to "Carleton, for St. John, N.B." The Railways east of Danville Junction will ferry between Carleton and St. John, N.B., free of charge, the teams used for the cartage of St. John, N.B., freight passing over the G. T. R. system in Canada. An invoice of value of Canadian freight (form No. 159), consigned to Mr. John Reeve, Agent, Island Pond (or whoever may be the Agent there), must be sent to the Agent, Island Pond, also a manifest form (No. 268) securely attached to the way-bill. These are the only Customs documents required.

9. MECHANIC FALLS.—Connects with the Rumford Falls and Buckfield Railroad.

9a. SOUTH PARIS.—Junction of the Norway branch line.

10. GROVETON JUNCTION.—Connects with the Boston, Concord & Montreal and White Mountains Railroad.

11. ISLAND POND.—United States frontier port of entry.

All freight is subject to the United States Customs regulations, as follows:

For freight passing westward from Portland and places east of Portland, see note 6, Portland.

Live stock is also subject to special Customs regulations, but when it is permitted to be shipped requires invoices of value, reports and manifests, on the same forms as other freight.

All freight shipped from stations between Portland and Island Pond for Canada, or passing through Canada for the Western or Middle United States, is subject to the same Customs regulations as if it was shipped from Portland; the Agent at the shipping station making out the necessary United States manifests, in triplicate, and for each car separately, sending them to Agent, Island Pond, to be handed to the United States Customs Officer; also the Canadian Customs transit reports, in triplicate, sending them under cover to Agent, Island Pond.

For all freight passing eastward from places in the Western or Middle United States to places in the Eastern United States, the Agent at the U. S. Western frontier port of entry will make out the United States manifests, in triplicate, and for each car separately, to be given to the United States Customs Officer, one form to be signed by him and afterwards attached to the way-bill; and the Agent at the Canadian Western frontier port of entry will make out the Canadian Customs transit reports, in triplicate, to be given to the Canadian Customs Officer at the frontier port of entry in Canada. The Customs Officer should return one of these forms to the Agent, to be attached to the way-bill, and forward another form under cover to Officer H. M. Customs, Island Pond. If the freight for the Eastern United States is in bond, a special manifest of such merchandise must also accompany the car, and should be signed by the U. S. Customs Officer.

For all freight exported from Canada, *via* Coaticooke, for consumption in the United States, the Shipper must be required to give explicit directions on the shipping papers, as to whether the duties will be paid or the freight bonded at Island Pond, or the cars sent forward under seal from Coati-

cooke, and these directions must be entered on the way-bill. A manifest form (No. 263) must be securely attached to the way-bill, for all freight loaded in cars not ordered to be sealed at Coaticooke.

If the duties are ordered to be paid at Island Pond, the U.S. Consul's certified invoice of value must be sent to the Agent, Island Pond; and the Shipper must provide the necessary funds. *The invoice should be made out consigned to Mr. John Reeve, Agent, Grand Trunk Railway Island Pond, to be by him entered and forwarded to —*

12. COATICOOKE.—Frontier bonded port of entry in Canada. See note 11. All freight is subject to the Canadian Customs regulations, as follows:

If Portland or Boston freight is shipped in cars under U.S. Consular seal from Coaticooke, the invoices of value must be sent in envelope E 13, to Agent, Portland. Use form No. 159 P. for Portland, otherwise the *Shipper should advise the Consignee* to send to Messrs. Jno. Main and J. C. Furnival, Portland, Maine, jointly and severally, his general Customs power of attorney; also his instructions to bond the freight or pay the U. S. duties on it at Portland Custom House, unless he desires to pass his own entries. In case of the bills of lading or receipts being drawn to Order, they must be duly endorsed for the Customs entry, unless the U. S. Consul's certified invoice of value consigns the freight to Agent, Portland. All inward manifests, ^{New 1875.} _{Form No. 105} in quadruplicate, must be sent, in envelope E. 13, by first passenger train to Agent, Coaticooke, unless otherwise instructed.

All invoices of value for freight, consigned to and *via* Boston or East Boston, should be made out in favor of the Consignee who will make the entries at Boston custom house.

When any freight is shipped from places in Canada to Europe, *via* Portland; or grain for Portland elevator and export; a plain invoice of value form (No. 85) must be made out as consigned, and sent in envelope E. 13, to Agent, Portland; and four inward manifests, ^{New 1875.} _{Form No. 105} must be made out and sent in envelope E 13 to Agent, Coaticooke.

N.B. All invoices of value for the certificate of the U. S. Consul, if within his district, must be enclosed in an envelope E. 13 to Agent, Coaticooke, and the number of the train and date by which they are sent registered. No excuse will be accepted for any delay to cars on account of the non-arrival of invoices of value.

It is imperative, in all cases where freight is sent from Canada into the United States, either for consumption or in transit through, that a manifest form (No. 268) should be securely attached to the way-bill, unless the cars are way-billed to be sealed at Coaticooke.

For all freight passing westward through Canada to the United States, the U.S. transit reports, in triplicate, and for each car separately; and if for consumption in Canada, the reports inward, in triplicate, are required by the Canadian Customs Officer, which must be made out at the sending stations, and forwarded under cover to Agent, Island Pond.

For freight exported from Canada to the United States a report outwards, for each car separately, must be made out as instructed by circular No. 468, February 4th, 1879.

At stations east of Lennoxville, where there is not a U.S. Consul or Commercial Agent, the invoices of value for freight exported from Canada for consumption in the United States may be sent with the Shipper's power of attorney to, and in favor of, the Company's Agent (full name), Coaticooke, who will take out the U. S. Consul's certified invoices of value. The U. S. Consul at Coaticooke will not certify invoices of value of freight shipped from stations west of Waterville.

See special Canadian Customs regulations as to the importations, &c., of live stock.

13. LENNOXVILLE.—Connects with the International Railway. For list of stations, see end of book.
14. SHERBROOKE.—Connects with the Passumpsic R. R. and the Quebec Central Railway. For list of stations, see end of book.

All freight passing through Canada from the Western and Middle United States to the New England United States,

via Sherbrooke, is subject to the same Customs regulations at Newport, Vt., as at Island Pond (see note 11); Stanstead, P. Q., being the Canadian frontier Customs Warehousing port.

5. RICHMOND.—Junction of the Point Levi and Three Rivers branches.
16. ARTHABASKA.—Junction of the Three Rivers branch.
17. CHAUDIERE JUNCTION.—Connects with the Intercolonial Railway.
All live stock and other freight must be way-billed through from G.T.R. stations to stations upon the Intercolonial Railway, at the advised rates and divisions. For list of stations, see current tariff.
18. POINT LEVI.—Terminus of the Grand Trunk Railway, opposite Quebec. Connects with European steamships from 1st May to 30th November. Ocean bills of lading, when specially authorized, must be made out according to the instructions and rates issued each season by the General Freight Agent, or the rates issued by the Assistant General Freight Agent of the district. Quebec live stock, timber, lumber, hay, grain and mill feed (in bulk) and bulky or hazardous freight, must only be receipted for to Point Levi.
All rates with these exceptions include delivery on the Quebec side during the season of navigation, and such freight may be receipted for to Quebec during winter, the same as in summer, at the Owner's risk of ferriage, but the ferry charge must be added as instructed by the General Freight Agent, Montreal.
- 18a. QUEBEC.—Frontier bonded port for west-bound European, &c., freight.
All live stock is subject to special Canadian Customs regulations; freight may be forwarded in bond to advised Canadian Customs Warehousing ports, and to the United States Customs ports of entry, but for the latter, the Shipper must furnish an United States Consul's certified invoice of value and stamped bill of lading, made out consigned to Agent, Grand Trunk Railway, at the port of entry

where it will enter the United States. After the live stock is permitted by the Customs authorities to be forwarded, it is subject to the same Customs regulations as other freight for Canada, and for the Western United States unless prevented by the U.S. Treasury regulations.

The manifests and way-bills of Quebec freight are prepared by the Agent at Point Levi.

18b. ACTONVALE.—Connects with the Sorel and Waterloo branch of the South Eastern Railway. For list of stations, see end of book.

18c. ST. HYACINTHE or ST. ROSALIE.—Connects with the Lake Champlain and St. Lawrence Junction Railway, operated by the South Eastern Railway. For list of stations, see end of book.

19 ST. LAMBERT.—Connects with the Montreal, Portland & Boston Railway, operated by the South Eastern Railway, and with the Montreal and Sorel Railway. For list of stations, see end of book. (S. E. R.)

All freight passing through Canada from the Western and Middle United States to the New England United States, *via* St. Lambert, is subject to the same Customs regulations at Richford, Vt. as at Island Pond (see note 11), Abercorn P.Q. being the Canadian frontier bonded port. At Richford, Vt., the cars are sealed and manifested in bond by the South Eastern Railway Company for North Troy, Vt. and beyond.

The National Despatch or C. V. R. R. cars must not be loaded for points *via* St. Lambert or from Canadian stations *via* Rouse's Point.

20. MONTREAL. — Frontier bonded port for west-bound European &c. freight.

All live stock is subject to special Canadian Customs regulations. Freight may be forwarded in bond to advised Canadian Customs Warehousing ports, also to the U. S. Customs ports of entry, but for the latter, the Shipper must furnish a United States Consul's certified invoice of value and stamped bill of lading, made out

consigned to Agent, Grand Trunk Railway, at the port of entry where it will enter the United States.

After the live stock is permitted by the Customs authorities to be forwarded, it is subject to the same Customs regulations as other freight for Canada, and for the Western United States, unless it is prevented by the U. S. Treasury regulations.

Connects with European steamships from 1st. May to 30th November. The ocean bills of lading must be made out according to the special instructions and rates, issued from time to time by the General Freight Agent, or rates issued by the Assistant General Freight Agent of the district. The rates on general merchandize include collection and delivery. All other freight will be loaded and unloaded at Point St. Charles, unless otherwise instructed. Flour, oatmeal, and grain in bags, will be delivered to the Montreal Warehousing Company's stores, subject to their charges as follows; unloading cars and storage for 48 hours, 1c. per brl., or bags 1c. per 100 lbs.; storage ten days, 2c. per brl., or bags 2cts. per 100 lbs.; the first month, 4c. per brl., or bags 3c. per 100 lbs.; each succeeding month, 3c. per brl., or bags 2c. per 100 lbs. Delivery to craft, 1c. per brl., or bags 1c. per 100 lbs.; upending or repiling, $\frac{1}{2}$ c. per brl. Grain in bulk will be delivered to the Montreal Warehousing Company's elevator, and subject to their charges as follows: unloading cars, receiving and holding 10 days, 1c. per bushel; bagging and sewing, $1\frac{1}{2}$ c. per 2 bushel bag; cartage to harbor, 35 cts. per 2,000 lbs.; wharfage, $7\frac{1}{2}$ c. per 2,000 lbs. *Subject to change without notice. All grain is subject to a charge of 30c. per car for inspection.*

Acids, petroleum, coal oil, and oils manufactured from petroleum, for Montreal, must be consigned by the Shipper to the "Oil stores" at Tanneries Junction, and receipted for accordingly.

Bonded freight will be sent by the Collector of Customs to the Queen's Warehouse, unless the Customs entries are passed within 14 days after its arrival.

The Agents must not issue receipts for flour, grain, lumber (or other freight which the Company does not cart) to Montreal, to be delivered at any particular wharf,

siding or switch, unless otherwise specially instructed in each case by the General Freight Agent or his Assistants. (A. W. Ogilvie & Co's flour and grain shipments to their siding excepted.)

Cars containing European freight under ocean bills of lading, and freight for the Gulf or River St. Lawrence ports, *via* Montreal, must be *labelled*, and the *way-bills endorsed on the back thereof*, for Montreal wharf. The destination of such freight and the steamship line or vessel must, as far as practicable, be shewn, as transfer (hazardous articles excepted) should be made direct ex cars on Montreal wharf, and not through warehouse.

Freight in car loads, consigned to Hochelaga and other points upon the Q. M. O. & O. Railway, will be transferred on the Montreal wharf during the summer season, and by teams from Point St. Charles during the winter season; the rates to Montreal must be quoted exclusive of transfer charges, unless otherwise advised.

21. ST. JOHNS, P.Q.—Frontier bonded port of entry in Canada from Vermont and New York, U. S.

Connects with the Central Vermont Railroad.

Through rates may be quoted "all rail" from the Company's stations West of Norton Mills (Montreal and Champlain district excepted), to stations upon the Central Vermont Railroad and its connections, a list of which will be supplied by the General Freight Agent or his Assistants. They are subject to frequent changes and the Agents must govern themselves accordingly. This freight must be way-billed *through* to the point to which the rate has been quoted, the G. T. R. proportion, as per advised percentage divisions, being way-billed upon St. Johns. As far as practicable, the Agents must use N. D., G. E. L. or C. V. R. R. cars for this route. The South Eastern Railway, the Commercial Express Line, the Boston and Maine R. R., or the Eastern R. R., cars must not be used for this route.

Any shipping papers reading *via* National Despatch, N.D. or G.E. Line, denote this route.

Until otherwise advised, South Boston freight consigned

via St. Johns may be way-billed upon Boston, for South Boston; when a through rate to South Boston is quoted, the Agent will deduct before prorating, \$6.00 per car of not less than 20,000 lbs. and proportionally above 20,000 lbs., for the haulage from Boston to South Boston, and add same to the proportion east of St. Johns.

Until otherwise advised, East Boston live-stock and other freight, consigned *via* St. Johns, must be way-billed to East Boston. When a rate is quoted through to East Boston, *via* St. Johns, the Agent will deduct before prorating, \$6.00 per car on live stock, and \$5.00 per car of not less than 20,000 lbs. on other freight, and proportionally if exceeding 20,000 lbs., for the haulage from Boston to East Boston, and add same to the proportion east of St. Johns. Live stock for Boston, East Boston, and South Boston, *via* St. Johns, must also be consigned and forwarded *via* Bellows Falls, Vt.; and so noted on the outside and inside of the way-bill. Freight for the Shawmut Elevator, or Constitution Wharf, Boston; for the Hoosac Dock & Elevator Company, Boston; for the Leyland Line of Steamships, Boston; or for Thayer & Lincoln, Agents, Boston; must also be way-billed and forwarded *via* St. Johns, and Bellows Falls, Vt. The Boston *via* Portland tariffs or special rates do not apply *via* St. Johns, unless so advised.

All freight is subject to the same Canadian Customs regulations as at Coaticooke (See note 12), the reports being sent to Agent, St. Johns, P.Q.

All freight passing through Canada from the Western and Middle United States to the New England States, *via* St. Johns, P. Q., is subject to the same Customs regulations at St. Albans, as at Island Pond. See note 11.

All freight exported from Canada and for consumption in the United States requires a U. S. Consul's certified invoice of value, and its heading should read same as form No. 88. A plain invoice of value, form No. 88, will suffice for freight sent to Boston for export to the Lower Provinces, &c., if it shews the foreign or other port to which, and the steamship line or vessel by which, the freight will be shipped: if not so shewn, the freight will be treated as if it was for consumption or warehouse. All invoices must be

made out consigned to J. S. Story, St. Albans—(or whoever may be the Central Vermont R.R. Customs Agent) and forwarded, in envelope E 13, to the Customs Agent, St. Albans.

If the duties are ordered to be paid on the freight at St. Albans, a note to that effect must be made on the invoice of value, and the Shipper must provide the necessary funds to do so.

See special Customs regulations as to live stock. When a shipment is authorized by the Customs authorities, it requires an invoice of value, reports and manifests, on the same forms as other freight.

22. ROUSE'S POINT.—Connects with the Delaware & Hudson Canal Company's Railroad, and the Ogdensburgh & Lake Champlain Railroad. Frontier port of entry, State of New York.

The D. & H. C. Co.'s cars must not be loaded for G. T. R. stations, (except upon their return journey), or for points upon connecting Railways other than *via* Rouse's Point.

All freight is subject to United States Customs regulations same as at Island Pond. See note 11.

The invoices of value for freight shipped *via* this route to the United States, should be made out consigned to E. P. Humphrey, Rouse's Point, N. Y.

23. PROVINCE LINE.—Connects with the Ogdensburgh and Lake Champlain Railroad, for freight to and from Canada only.

24. PRESCOTT.—Connects with the St. Lawrence and Ottawa Railway, operated by the Canadian Pacific Railway, and by ferry across the River St. Lawrence for Ogdensburgh, N. Y. For list of stations upon the St. Lawrence and Ottawa Railway, see end of book.

The Canadian Pacific Railway Company charge for hauling Ogdensburgh, N. Y., and other freight between Prescott and Prescott wharf, 4 cents per 100 lbs., or \$4.00 per car of 20,000 lbs.

The Ferry Company charge for carrying freight between Prescott Wharf and Ogdensburgh, N. Y., as follows, viz :

SUMMER :		WINTER :	
Flour,	\$4 per 120 brls. or per car of 24,000 lbs.	\$5.	per 120 brls. or per car of 24,000 lbs.
Grain & Feed	\$5. " "	\$5.	" " "
Live Stock	\$5. " "	\$5.	" " "
Lumber	\$4. " of 20,000 lbs.	\$4.	" of 20,000 lbs.
Other Mdse.	\$5. " "	\$5.	" "
Freight in bulk in a less quantity than 10,000 lbs, 5c. per 100 lbs.			

25. **BROCKVILLE.** Connects with the Eastern Division of the Canadian Pacific Railway. For list of stations, see end of book.
26. **KINGSTON.**—Connects with the Kingston and Pembroke Railway. For list of stations, see end of book.
Also with steamer to Cape Vincent, U.S. during season of navigation.
- 26a. **DESERONTO JUNCTION.**—Connects with the Bay of Quinte Railway for Deseronto.
27. **BELLEVILLE.**—Connects with the Grand Junction Railway. For list of stations, see end of book.
28. **TRENTON.**—Connects with the Prince Edward County Railway. For list of stations, see end of book.
20. **COBOURG.**—Connects with the Cobourg, Peterboro' and Marmora Railway. For list of stations, see end of book.
30. **PORT HOPE.**—Connects with the Midland, and the Whitby, Port Perry & Lindsay Railways. Also for points upon the Victoria Railway, north of Lindsay, from stations east of Bowmanville. For list of stations, see end of book.
Also with steamer to Charlotte, N. Y. during season of navigation.
31. **WHITBY.**—Connects with the Midland, and the Whitby, Port Perry & Lindsay Railways. Also for points upon the Victoria Railway, north of Lindsay, from stations west of Newcastle. For list of stations, see end of book.
32. **SCARBORO JUNCTION.**—Connects with the Toronto and Nipissing Railway. For list of stations, see end of book.

33. TORONTO.—Connects with the Great Western, the Toronto, Grey and Bruce, the Northern and North Western, the Credit Valley; and the Toronto & Nipissing Railways. For lists of stations, see end of book.

All freight received by water at Toronto from the United States is subject to the same Customs regulations as at Portland. See note 6.

All unconsigned freight received from stations east of Toronto for *non-competitive* stations upon the Toronto, Grey and Bruce, the Great Western and Credit Valley Railways, will be exchanged at Toronto, unless otherwise instructed.

Bonded freight will be sent by the Collector of Customs to the Queen's Warehouse, unless the Customs entries are passed within 14 days after its arrival.

The rates on general merchandise include collection and delivery.

All flour and grain in bulk will be discharged into the Company's elevator at the following charges.

Grain, summer, from May 16th to November 30th, first 30 days, 1c. per bushel; over 30 to 60 days, 1½c. per bushel; each subsequent month or part of a month, ¼c. per bushel.

Grain, winter, from December 1st to 15th May, first 30 days 1c. per bushel; over 30 to 60 days, 1½c. per bushel; over 60 to 90 days, 2½c. per bushel.

Flour, summer and winter, 30 days, 2c. per barrel; 30 to 60 days, 3c. per barrel; 60 to 90 days, 4c. per barrel; over 90 days, 5c. per barrel.

Grain bagged, ½c. per bushel if tied; 1c. per bushel if sewn. Re-elevating grain, ¼c. per bushel. Flour cooperage, actual cost but not less than 1c. per barrel.

Any freight shipped over the Company's wharf will be subject to 50c. per ton wharfage, except flour, which will be 5c. per barrel.

Toronto haulage charges :

From the G. T. R. elevator to the Union station or Bay street, \$2 per car; to East of Bay street and the T. & N. Ry station, \$3 per car; to East of the T. & N. Ry station and Dow, \$5 per car. The T. G. & B. Ry. Co. charge \$2. per car, for switching from Queen Street to the Queen's wharf,

which includes all grain shipped by the G. T. Ry. from the T. G. & B. Ry. elevator.

The Agents must not issue receipts for any flour, grain, lumber, (or other freight which the Company does not cart) consigned to Toronto, to be delivered at any point on the Esplanade, or any particular siding or switch at the Union station, unless specially instructed in each case by the General Freight Agent or his Assistants.

For square timber and staves consigned to Toronto for shipment by water, see special tariff.

All live stock from stations west of Toronto consigned to points east thereof, if way-billed with the privilege of stopping off at the Toronto West Cattle Market for feeding or other purpose, must be charged \$5 per car additional to cover the terminal expense, which must be way-billed in the net freight column with the remark,—“Additional charge for stopping off car at Toronto West Cattle Market.”

34. WESTON.—Connects with the Toronto, Grey and Bruce Railway. For list of stations, see end of book.
- 34a. GEORGETOWN.—Connects with the Northern and North Western Railway. For list of stations, see end of book.
35. GUELPH.—Connects with the Wellington, Grey and Bruce branch of the Great Western Railway. See clause 33, page 103. For list of stations, see end of book. The rates on general merchandise include collection and delivery.
36. BERLIN.—Junction of the Galt and Waterloo branch lines.
37. STRATFORD.—Junction of the Buffalo & Goderich, and the Georgian Bay & Lake Erie, districts.
 - a. HAWTREY JUNCTION.—Connects with the Canada Southern Railway. For list of stations, see end of book.
 - b. WOODSTOCK.—Connects with the Great Western and Credit Valley Railways. See clause 33, page 103.
38. MOUNT FOREST.—Connects with the Toronto, Grey and Bruce Railway. See clause 33, page 103.
39. ST. MARY'S.—Junction of the London branch line.

40. LONDON. — The rates on general merchandise include collection and delivery in London. Connects with the Great Western Railway. See clause 33, page 103.

41. POINT EDWARD (SARNIA). — Frontier bonded port of entry in Canada from the Western United States. Connects during the season of navigation with the Grand Trunk Railway lines of steamers for Chicago, Milwaukee and Cleveland (for rates of freight apply to the General Freight Agent); with steamers for Lake Superior, Duluth &c., (for particulars apply each season to the General Freight Agent). Freight is subject to the same Canadian Customs regulations as at Coaticook; see note 12. The Canadian reports inwards or transit reports in triplicate for eastbound freight, and the reports outwards for westbound freight, must be sent to Agent, Point Edward.

See special Canadian Customs regulations as to the importations &c. of live stock.

42. FORT GRATIOT (PORT HURON). — Frontier port of entry for the Western, North Western and South Western United States. Freight for British Columbia, Manitoba and North West territory in the Dominion of Canada passes in transit through the United States, *via* Port Huron.

Connects with the Chicago and Grand Trunk Railway. For list of stations, see end of book. See special tariff for east-bound freight. All live stock (when shipment is permitted) and other freight to and from points upon the C. & G. T. R. must be through way-billed, according to the through tariffs and divisions in force at the date of shipment. Connects with the Port Huron & North Western R.R. For list of stations, see end of book.

All freight is subject to the same United States Customs regulations as at Island Pond and Portland. See notes 6 and 11.

For eastbound freight in transit through Canada, consigned to the Middle or Eastern United States, the manifests, in triplicate, and for each car separately, must be prepared by Agent, Fort Gratiot (Port Huron).

For freight exported from Canada or Europe, for consumption in the United States, a U. S. Consul's certified

invoice of value (latter with stamped bill of lading attached, drawn to Agent, Grand Trunk Railway), must be furnished consigned to Frank Granger, *Customs Agent, Port Huron* (or whoever may be the Customs Agent at Port Huron), otherwise the Consignee must furnish him with a Customs power of attorney.

All U. S. Consul's certified and plain invoices of value of Canadian freight, European and other foreign freight landed at Point Levi or Montreal, (not forwarded under Consular seal) to be entered at the Port Huron custom house, must be sent under cover to Agent, Point Edward, with any directions considered necessary as to the bonding of the freight or the payment of U. S. duties upon it.

43. RIDGEWAY.—Connects with the Michigan Air Line district, and the St. Clair branch of the Canada Southern Railway.

All live stock and other freight to and from points upon the Michigan Air Line district must be through way-billed, according to the through tariffs and divisions in force at the date of shipment. All freight for points upon the Detroit and Bay City Railroad west of Rochester, and the Detroit, Grand Haven and Milwaukee Railway west of Pontiac, Michigan, must be way-billed upon Rochester and Pontiac respectively, unless otherwise consigned. For list of stations, see end of book.

See Detroit special tariff and advised divisions for east bound freight.

43a. MILWAUKEE JUNCTION.—Connects with the Detroit, Grand Haven and Milwaukee Railway.

44. DETROIT JUNCTION.—Connects with the Michigan Central Railroad; the Lake Shore and Michigan Southern Railway; the Detroit, Lansing and Northern Railroad; the Canada Southern; the Flint and Père Marquette; and the Wabash, St. Louis & Pacific Railways.

The cars of the Michigan Central R. R. must not be loaded for points upon the Chicago and Grand Trunk Railway, *via* Fort Gratiot, or *other* Railways *via* Ridgeway, and Milwaukee or Detroit Junctions. The cars of the Cincinnati, Hamilton and Dayton R. R., or the Lake Shore and

Michigan Southern Railway, must not be loaded to points upon the Chicago and Grand Trunk Railway, *via* Fort Gratiot; the Detroit, Grand Haven and Milwaukee Railway, *via* Ridgeway, or Milwaukee Junction, or the Michigan Central R. R., and Wabash, St. Louis and Pacific Railway, *via* Detroit Junction.

The cars of the Wabash, St. Louis and Pacific Railway must not be loaded (Westbound) except for G. T. R. main line stations and W., St. L. & P. Railway points, *via* Detroit Junction.

The cars of the Chicago, Milwaukee and St. Paul Railway must not be loaded for points upon the Chicago and North Western, and Chicago, Rock Island and Pacific Railways *via* Detroit Junction, or Fort Gratiot.

The cars of the Chicago and North Western R'y. must not be loaded for points upon the Chicago, Rock Island and Pacific, or Chicago, Milwaukee and St. Paul Railways, *via* Detroit Junction, or Fort Gratiot.

The cars of the Chicago, Rock Island and Pacific Railway must not be loaded for points upon the Chicago and North Western, and Chicago, Milwaukee and St. Paul Railways, *via* Detroit Junction, or Fort Gratiot.

All live stock and other freight to and from Chicago and points west of Detroit, must be way-billed according to the Chicago or other through tariffs and divisions, in force at the date of shipment.

See Detroit special tariff for east-bound freight.

45. DETROIT. — Terminus of the Grand Trunk Railway. See special tariff for east-bound freight.

46. BUFFALO.—Frontier port of entry in the United States. See note 46a, Black Rock.

All live stock is subject to special Customs regulations.

All live stock must be way-billed upon Black Rock, except for delivery at Erie Street or River Street, Buffalo.

All freight for shipment beyond Buffalo and for the undermentioned points, must be way-billed upon Black Rock, viz :

EAST BUFFALO,

EXCHANGE STREET, BUFFALO.

OHIO STREET, “

FERRY STREET, “

NIAGARA ELEVATOR, “

All other Buffalo freight must be way-billed upon Buffalo.

Grain in bulk will be delivered to the elevator, and a charge of 1c. per bushel made for elevating and storage first 10 days; for second 10 days, $\frac{1}{2}$ c. per bushel, and every further 10 days or part thereof $\frac{1}{4}$ c. per bushel additional for storage. *Subject to change without notice.*

All freight is subject to the United States Customs regulations same as at Island Pond and Portland. See notes 11 and 6.

For any freight exported from Canada for consumption in the United States, if consigned beyond Buffalo, a U. S. Consul's certified invoice of value should be made out, consigned to either of the Customs Agents, Buffalo, &c., as instructed in the Customs regulations. The Shipper should furnish these Agents with the necessary instructions regarding paying duties on the freight or forwarding it in bond, and which should in all cases be entered on the way-bill. If the duties are ordered to be paid, the Shipper must furnish the necessary funds. The Consignee's Customs power of attorney must also be furnished to the Customs Agent, Buffalo, if he is not declared as the Consignee on the invoice of value.

46a. **BLACK ROCK.**—Connects with the New York Central & Hudson River Railroad; and the New York, Lake Erie & Western Railroad. All live stock and other freight consigned to points in the United States, *via* N. Y. C. & H. R. R.R. and N. Y. L. E. & W. R. R. or their connections must be way-billed upon Black Rock.

47. **FORT ERIE.**—Frontier bonded port in Canada. Connects with the Niagara division of the Canada Southern Railway. For list of stations, see end of book.

All Freight is subject to the same Canadian Customs

regulations as at Coaticooke—see note 12—the reports outwards, the reports inwards and transit reports being sent to Agent, Fort Erie.

See special Canadian Customs regulations as to the importations &c. of live stock.

48. PORT COLBORNE.—Connects with the Welland Railway. For list of stations, see end of book.
- 48a. CANFIELD.—Connects with the Canada Southern Railway. For list of stations, see end of book.
49. CALEDONIA.—Connects with the Northern and North Western Railway. For list of stations, see end of book.
50. BRANTFORD.—The rates on general merchandise include collection and delivery.
51. PARIS.—Connects with the Great Western Railway. See clause 33 page 103. For list of stations, see end of book.
- 51a. DRUMBO.—Connects with the Credit Valley Railway. See clause 33 page 103. For list of stations, see end of book.
52. GODERICH.—Connects with steamers for Ports on Lakes Huron, Superior and Michigan during the season of navigation. For rates &c. apply to the General Freight Agent or his Assistants.
53. HAMILTON.—All rates are quoted, *via* the Northern and North Western Railway and Caledonia, to stations upon the Buffalo and Goderich district, stations upon the Georgian Bay and Lake Erie district, and G.T.R. stations west of Stratford; and *via* the Northern and North Western Railway and Georgetown, to stations east of Stratford. All freight for Hamilton must be sent as designated above, unless otherwise consigned. The rates on general merchandise include collection and delivery, and the freight must be way-billed direct upon Hamilton.

ST. LOUIS BRIDGE AND TUNNEL RAILROAD.

SCHEDULE OF RATES.

For Car Loads.—If Loaded or delivered on track at Union Depot ;
or to East or West connecting lines :

Agricultural Implements*, Beer and Ale in barrels or boxes, Buggies*, Carriages*, Cabbages, Caskets, Earthenware, Furniture*, Household Goods and Movers' Effects, Light Castings, Light Wagons*, Machinery*, Plate Glass (O. R.), Stoves, Stove Fixtures and Tropical Fruits, Whisky and Highwines	\$6.00 per car.
Apples, Bar and other Iron (except R. R. and Scrap), Bones, Boneblack, Bark, Coal Oil in tanks or barrels, Castor Beans, Cooperage, Cord Wood, Crucibles, Draintile, Flax Seed, Hay (O. R.), Hemp and Flax, Heavy Castings, Ice, Live Stock, Lumber, Marble, Nails, Onions, Potatoes, Retorts, Sewer Pipe, Shingles, Soda Ash, Stone	\$5.00 per car.
Brick, Bullion, Clay, Cement, Jute, Lime, Ore (Zinc or Iron), Plaster, Plasterers' Hair, Pig Iron, Pig Lead, R. R. and Scrap Iron, Sand, Salt and Spelter	\$4.00 per car.
Coal. —Bituminous 1½ cents per bushel, but no car to be less than	\$4.00
Coal. —Anthracite 40 cents per ton, but not less than...	\$5.00 per car.
Coke	\$4.00 per car.
Grain. —In bulk or sacks, loaded or delivered on track at Union Depot	\$5.00 per car.
Grain. —In transit.....	2 cents per 100 lbs.
Flour. —To or from Union Depot, in barrels, at 4 cents (lbs.) per barrel ; in sacks	2 cents per 100
Bran, Mill Stuff, Green Hides, Provisions, Oil Cake and Fertilizers, Tobacco in hogsheads or boxes, to or from Union Depot.....	2 cents per 100 (lbs.)
Dry Hides , to and from Union Depot, 4 cts. per 100, lbs. but not less than.....	\$4.00 per car.
Cotton and Wool. See general merchandise.	
Powder , in transit	\$10.00 per car.
No No Powder received at Union Depot for city delivery.	
No All other Articles in car lots, to or from Union Depot, not enumerated or classified..	\$5.00 per car.

St. LOUIS BRIDGE & TUNNEL RAILROAD—Continued.

RAILWAY EQUIPMENTS.

Box Cars	as freight.....	\$3.00
Flat Cars.....	"	2.50
Baggage and Mail Cars.....	"	5.00
Passenger Cars or Sleepers	"	6.00
Locomotives and tenders, narrow gauge, as freight.....		10.00
Locomotives, tank or switching,	"	12.00
Locomotives and tenders, standard gauge,	"	15.00

GENERAL MERCHANDISE.

All Classes of Merchandise, Westbound, to St. Louis proper.....5 cts. per 100 lbs.

All Classes of Merchandise, East-bound, from St. Louis proper.....4 cts. per 100 lbs.

All Classes of Merchandise going through St. Louis, to or from points beyond, East or West-bound, if way-billed in car-loads from point of shipment.....3 cts. per 100 lbs.

Package Freight in less than car loads, going through St. Louis, East or West-bound.....5 cts. per 100 lbs.

The above rates on pound freight include all charges for city delivery within the limits established by the St. Louis Transfer Company, and to all connecting lines.

EXCEPTIONS.

Baskets, Buggies and Carriages, (boxed), Empty Fish Kits, Tubs and Pails, Feathers, Willow Ware, Sieves and similar extra bulky and light articles, in car loads, estimated at 20,000 lbs. to the car, delivered..5 cts. per 100 lbs.

Do do in quantities less than car loads to Union Depot.....5 cts. per 100 lbs
Store door drayage extra.

Engines, Steam Boilers, and extra large and heavy articles, at special rates to or from East St. Louis.

Railroad Agents will please observe that in quoting rates to St. Louis proper, the pound rate, specified under head of "General Merchandise," should be added as an arbitrary to the East St. Louis rate in all cases where the contract provides for delivery at the consignee's door,

If the contract provides for delivery at the St. Louis Union Depot, the CAR RATE only need be added.

Agents will please be particular in noting the EXCEPTIONS, which will be strictly adhered to.

If, in any billing of freight to St. Louis, the proper Bridge Toll, as per above schedule, is not allowed, the deficiency will be collected from the consignee before delivery. For any reduction of rates special authority must be obtained. Agents will avoid shipper's claims for overcharges by observing this rule.

Demurrage will be charged on all cars not unloaded within forty-eight hours after being placed on track ready for consignees.

* **Extra large Cars** of Agricultural Implements, Buggies, Carriages, Furniture, Light Wagons, and Machinery—\$1.00 additional.

LOUISVILLE BRIDGE TOLLS.

ARTICLES.	QUANTITIES.	To and From	
		Lou. City Depot.	L. & N. Depot.
Cement, Lime, Plaster, Salt, Stucco, cars loads.....	per barrel,	\$ 0.04	\$ 0.05
Coal Oil, car loads.....	per barrel,	.08	.10
Flour and Meal, 10 barrels and over.....	per barrel,	.64	.66
Headings, Staves, Stave Blocks, Lath, Shingles, Lumber, Logs, Hoop-poles, Tan-bark, Lime, Sand, Stone, Pig Lead, Water, Gas and Sewer Pipe, Tile, Brick, Ice, Grain, Mill Feed, Oil Cake, 20,000 pounds and over.....	per 100 lbs.	.02	.02
Beef, Pork, Lard, Tallow, Meat in bulk, Green Hides, Pigs Feet, Fertilizers, Flax Seed, Cotton Seed, Cotton Seed Meal, Cotton Seed Oil, Tobacco, Cotton, Turpentine, Rosin, Potatoes, Apples.....	per 100 lbs.	.03	.05
All kinds of Freight not herein mentioned.....	per 100 lbs.	.04	.05
Ore, Old and New Railroad Iron, 2,240 pounds to the ton.....	per ton,	.40	.60
Pig Iron, 2,268 pounds to the ton.....	per ton,	.40	.60
Hay and Straw.....	per car,	4.00	6.00
Coal and Coke.....	per car,	3.00	4.00
Live Stock.....	per car,	4.00	4.00
Oil Tanks.....	per car,	5.00	5.00
Passenger Cars, all kinds.....	per car,	20.00	20.00
Passenger Cars, all kinds, on their own trucks.....	per car,	15.00	15.00
Box, Stock, Flat and Coal Cars.....	per car,	10.00	10.00
Box, Stock, Flat and Coal Cars, on their own trucks.....	per car,	8.00	8.00
Locomotives with Tender.....	each,	35.00	35.00
Locomotives with Tender on their own trucks.....	each,	25.00	25.00

For the present Through Rates on Freights from Seaboard Cities by Fast Freight Lines should be made to store doors as heretofore. On this freight please add to the above rates at Louisville City Depot three (3) cents per hundred pounds for drayage at Louisville.

In billing freight to Louisville, note the arbitrary for Bridge Toll in rate column, but do not extend amount.

BRIDGE TARIFF FOR LOUISIANA, KANSAS CITY, MO., AND ATCHISON, KAN.

ARTICLES.	RATES.
Merchandise.....	5 cents per 100 lbs.
CAR LOAD SHIPMENT.	
<i>(When in shipments less than car load, will be charged under the head of Merchandise)</i>	
Beef and Pork Product, Butter and Eggs, Bar Iron, Flax, Grain and Grass Seeds, Hides, Hemp, Meal in bulk, Nails, Iron Castings, Oil Cake, Potatoes and other vegetables, Pig Lead, Tobacco in hhd's., Tow, Rags pressed in bales.....	34 cents per 100 lbs. 5 cents per 100 lbs.
Wool, Cotton.....	50 cents p r ton.
Railroad Iron, Car Wheels.....	8 cents per bbl.
Salt in bbls.....	6 cents per bbl.
Lime and Cement.....	7 cents per bbl.
Flour.....	12 cents per bbl.
Coal Oil.....	\$6.00 per car.
Agricultural Implements, Doors and Blinds, Coal Oil in Tank Cars, Emigrant Outfits, Ear henware, Furniture, Household Goods, Live Poultry, Marble, Machinery, Roofing Slate, Stoves and Stove Castings, S ^h rubbery, Stoneware, Sash, Trees, Wagons, Wagon Material, Wheelbarrows, Woodenware, Wooden Pumps.....	\$5.00 per car.
Anthracite and Pittsburg Coal and Coke, Bridge Material (iron or wood), Hoops, Hoop Poles, Live Stock, Lumber, Lath, Posts, Shingles, Staves and Heading, Telegraph Poles.....	\$4.00 per car.
Bones, Brick, Barrels (empty), Clay, Coal Tar, Hay, Iron Ore, Iron (Pig and Scrap), Lime in bulk, Sand, Straw.....	\$4.00 each. 3.00 each. 5.00 each. 6.00 each. 15.00 each.
RAILWAY EQUIPMENT.	
Freight Cars, as freight.....	
Flat Cars, as freight.....	
Baggage, Express and Mail, as freight.....	
Passenger and Sleeping Coaches, as freight.....	
Locomotive Engines, as freight.....	

Articles not specified above will be classed with analogous articles.

Articles not specified above will be classed with analogous articles. 15.00 each.

MISSISSIPPI RIVER BRIDGE TOLLS.

ARTICLES.

MERCHANDISE—	RATES.
Westbound to Burlington, Keokuk, Hannibal or Quincy	5 Cents per 10 ⁰ lbs.
Eastbound — From Burlington, Keokuk or Hannibal proper	4 " " " "
From West of Burlington, Keokuk, Quincy or Hannibal, in car loads from point of shipment	3 " " " "
From West of Burlington, Keokuk, Quincy or Hannibal, in less than car loads	5 " " " "
CAR LOAD SHIPMENTS.	
(When in shipments less than Car Load, will be charged under the Head of Merchandise.)	
Grain, Bran, Mill Stuffs, Meal in Bulk, Green Hides, Provisional, Beef and Hog Product, Oil Cake, Fertilizers, Tobacco in Hhds. or Boxes	2 " " " "
Flour in Barrels or Sacks	2 " " " "
Bones, Boneblack, Bark, Drain Tile, Flax, Flax Seed, Hemp	2½ " " " "
Wool	3 " " " "
Butter and Eggs, Grass Seeds, Iron Castings, Nails, Potatoes and other Vegetables, Pig Lead, Starch, Tow, Rags pressed in bales	4 " " " "
Dry Hides	4 " " " "
Cotton	5 " " " "
Lime, in Bbls	4 " " " "
Salt or Cement	4 " " " "
Coal Oil	8 " " " "
Bullion, Ore (Zinc or Iron), Pig Iron, Scrap Iron, Pig Lead	12 " " " "
Bar and other Iron (except R. R., Pig and Scrap)	21 " " " "
Railroad Iron, Car Wheels	50 " " " "
Agricultural Implements, Broom Corn, Coal Oil in Tank Cars, Doors and Blinds, Embram Outfits, Earthenware, Furniture, House-	3 Cts. per 100 lbs., but
hold Goods, Live Poultry, Marble, Machinery, Roofing Slates, Stoves and Stove Castings, Strubbery, Stoneware, Sash, Trees,	not less than \$6.00
Wagons, Wagon Material, Woodenware, Wooden Pumps, Wheelbarrows	per Car.
Anthracite and Pittsburg Coal and Coke, Bridge Material (iron or wood), Hoops, Hoop Poles, Staves and Heading, Telegraph	2½ Cts. per 10 ⁰ lbs., but
Poles, Wooden Pipe	not less than \$5 per Car.
Live Stock, Lumber, Lath, Posts, Siding(s)	\$5.00 per Car.
Brick, Barrels (empty), Clay, Coal Tar, Hay, Lime in bulk, Sand, Straw	\$4.00 per Car.
Coal (Illinois), Ice, Stone, Wood (Fire)	\$3.00 " "
RAILWAY EQUIPMENT.	
Freight Cars, As Freight	\$2.00 each.
Way or Caboose Cars, " "	\$2.00 " "
Baggage, Express and Mail, " "	\$1.00 " "
Passenger and Sleeping Coaches, " "	\$3.00 " "
Locomotive Engines, " "	\$15.00 " "

Articles not specified above will be classed with analogous articles.

CUSTOMS WAREHOUSING PORTS

IN THE
PROVINCE OF ONTARIO.

STATION.	RAILWAY.
Amherstburg.....	Canada Southern.
Barrie.....	Northern and N. W. R.
Belleville.....	Grand Trunk.
Berlin.....	"
Bowmanville (in Darlington).....	"
Brampton.....	"
Brantford.....	"
Brockville.....	"
Cardinal.....	"
Chatham.....	Great Western.
Clifton.....	"
Clinton.....	Grand Trunk.
Cobourg.....	"
Colborne (Port Colborne).....	"
Colborne—in Cranville, Co. N ^o thumbri'd	"
Collingwood.....	Northern and N. W. R.
Coruwall.....	Grand Trunk.
Deseronto.....	Bay of Quinte Ry.
Dover (Port Dover).....	Grand Trunk.
Dundas.....	Great Western.
Dunnville.....	Grand Trunk.
Fort Erie.....	"
Galt.....	"
Gananoque.....	"
Goderich.....	"
Guelph.....	"
Hamilton.....	"
Hope (Port Hope).....	"
Ingersoll.....	Gt. West. also Cr. Val.
Kincardine.....	Great Western.
Kingston.....	Grand Trunk.
Lindsay.....	Midland & W. P. P. & L.

PROVINCE OF ONTARIO.

STATION	RAILWAY.
London.....	Grand Trunk.
Matilda (Iroquois).....	"
Morrisburg.....	"
Napanee.....	"
Newcastle.....	"
Niagara.....	Gt. West. also Can. So.
Oakville.....	Great Western.
Oshawa.....	Grand Trunk.
Ottawa.....	Canadian Pacific.
Owen Sound.....	T. G. & B.
Paris.....	Grand Trunk.
Pembroke.....	Canadian Pacific.
Peterboro.....	Midland & W. P. P. & L.
Pictou.....	P. E. Co.
Port Credit.....	Great Western.
Prescott.....	Grand Trunk.
Queenston.....	Canada Southern.
Sarnia (Point Edward).....	Grand Trunk.
Simcoe.....	"
St. Mary's.....	"
St. Catharines.....	Gt. West. also Welland.
St. Thomas.....	Gt. West. also Can. So.
Stratford.....	Grand Trunk.
Toronto.....	"
Trenton.....	"
Walkerton.....	Great Western.
Whitby.....	Grand Trunk.
Windsor.....	Great Western.
Woodstock.....	Grand Trunk.

PROVINCE OF QUEBEC.

STATION.	RAILWAY.
Coaticook.....	Grand Trunk.
Montreal.....	"
Quebec and for Point Levi.....	"
Richmond.....	"
Rimouski.....	Intercolonial.
St. Armand.....	Central Vermont.
St. Johns.....	Grand Trunk.
St. Hyacinthe.....	"
Sherbrooke.....	"
Sorel.....	South Eastern.
Stanstead.....	Passumpsic.
Three Rivers (Doucet's Landing).....	Grand Trunk.

PROVINCE OF NEW BRUNSWICK.

STATION.	RAILWAY.
Bathurst.....	Intercolonial.
Campbellton	"
Chatham	"
Dalhousie.....	"
Dorchester.....	"
Fredericton	N. B. & C.
Moncton.....	Intercolonial.
McAdam Junction.....	E. & N. A.
Newcastle.....	Intercolonial.
Sackville.....	"
Shediac.....	"
St. Andrews.....	N. B. & C.
St. John.....	Intercolonial.
St. Stephen.....	N. B. & C.
Sussex.....	Intercolonial.
Woodstock.....	N. B. & C.

PROVINCE OF NOVA SCOTIA

STATION.	RAILWAY.
Amherst.....	Intercolonial.
Annapolis.....	W. & A.
Antigonish.....	Halifax & C. B.
Bridgetown	W. & A.
Halifax.....	Intercolonial.
Kentville.....	W. & A.
Londonderry.....	Intercolonial.
Pictou.....	"
Truro.....	"
Windsor.....	W. & A.

LIST OF STATIONS UPON THE GRAND TRUNK AND
CONNECTING RAILWAYS.

Abbotsford, P.Q.,	L. C. & St. L.	Ashton, P. E. I.,	P. E. I.
Abercorn, P.Q.,	S. E.	*Assametquaghan, P. Q.,	I. C. R.
*Acadiaville, N. B.,	I. C. R.	Aston, P.Q.,	G. T.
Actonville, P.Q.,	G. T.	Atherley, Ont.,	M. W. P. P. & L.
Acton West, Ont.,	G. T.	Atherley, Ont.,	N. & N. W.
Ada, Mich.,	D. G. H. & M.	Athol, N. S.,	I. C. R.
*Adam's Cor., Mch.,	P. H. & N. W.	Attica, Mich.,	C. & G. T.
*Afton, N. S.,	H. & C. B.	Attercliffe, Ont.,	C. S.
Agincourt, Ont.,	T. & N.	*Auburn, Ont.,	C. Val.
Agincourt, Ont.,	Mid R.	Auburn, Me.,	G. T.
Ailsa Craig, Ont.,	G. T.	Auburn, Mich.,	G. T.
Ainsworth, Ind.,	C. & G. T.	Aulac, N.B.,	I. C. R.
*Air Line Crossing, Ont.,	C. S.	Aultsville, Ont.,	G. T.
Alberton, P. E. I.,	P. E. I.	Aurora, Ont.,	N. & N. W.
*Allanburg, Ont.,	Welland.	*Austin, Man.,	C. Pac.
*Allanburg Jct., Ont.,	G. W.	Avening, Ont.,	N. & N. W.
*Allanburg Jct., Ont.,	Welland.	Avondale, N.S.,	H. & C. B.
Allandale, Ont.,	N. & N. W.	Ayers Flats, P.Q.,	Pass.
Alliston, Ont.,	N. & N. W.	Aylesford, N. S.,	W. & A.
Alma, Ont.,	G. W.	Aylmer, Ont.,	G. W.
*Alma, Ont.,	M. W. P. P. & L.	Aylmer, P.Q.,	Q. M. O. & O.
*Almonte, Ont.,	C. Pac.	Aylmer Road, Ont.,	C. S.
Alsfeldt, Ont.,	G. T.	Avonport, N.S.,	W. & A.
Alton, Ont.,	C. Val.	Ayr, Ont.,	C. Val.
Alton, Ont.,	T. G. & B.	Baden, Ont.,	G. T.
Alvinston, Ont.,	C. S.	*Bairds, Ont.,	G. W.
Amadore, Mich.,	P. H. & N. W.	*Baldwin, Ont.,	T. & N.
*Amaranth, Ont.,	T. G. & B.	Baldwins, P. E. I.,	P. E. I.
Amber Brook, P.Q.,	C. V.	Ballantynes, Ont.,	G. T.
Amherst, N. B.,	I. C. R.	Ballentrae, Ont.,	T. & N.
Amherstburg, Ont.,	C. S.	*Ballentrae, Ont.,	Mid. R.
Amque, P. Q.,	I. C. R.	*Ballsville, Ont.,	N. & N. W.
Anagancee, N. B.,	I. C. R.	*Balmers, Mich.,	P. H. & N. W.
Anderson, Mich.,	P. H. & W.	*Baltimore, Ont.,	C. P. & M.
Angeline, P.Q.,	C. V.	Bancroft, Mich.,	C. & G. T.
Angus, Ont.,	N. & N. W.	*Bancroft, Me.,	E. & N. A.
Annapolis, N. S.,	W. & A.	Bangor, Me.,	E. & N. A.
Antigonish, N. S.,	H. & C. B.	Baptiste Creek, Ont.,	G. W.
Apohaqui, N. B.,	I. C. R.	*Barbara Weit, P. E. I.,	P. E. I.
Appin, Ont.,	G. W.	Barber Dam, N. B.,	N. B. & C.
*Appleton, Ont.,	C. Pac.	Barnaby River, N. B.,	I. C. R.
Argyle, Ont.,	T. & N.	Barnet, Vt.,	Pass.
*Argyle, Ont.,	Mid. R.	*Barney's River, N.S.,	H. & C. B.
Armada, Mich.,	G. T.	Barrie, Ont.,	N. & N. W.
*Arnaud, Man.,	C. Pac.	*Bartibogue, N. B.,	I. C. R.
*Arnott, Ont.,	T. G. & B.	Bartletts, N. B.,	N. B. & C.
Arnprior, Ont.,	C. Pac.	Barton, Vt.,	Pass.
Arthabaska, P.Q.,	G. T.	Barton Landg., Vt.,	Pass.
Arthur, Ont.,	T. G. & B.	Basin Mills, Me.,	E. & N. A.
*Ascot, P.Q.,	Q. C.	Bathurst, N. B.,	I. C. R.
Ashton, Ont.,	C. Pac.	Batteaux, Ont.,	N. & N. W.

*Flag stations; all charges must be prepaid.

Battle Creek, Mich.,	C. & G. T.	Black Point, N. B.,	I. C. R.
*Basin, P.Q.,	Q. C.	Black Rock, N.Y.,	G. T.
Batiscan, P.Q.,	Q. M. O. & O.	Blackweil, Ont.,	G. T.
*Battery Hill, N. S.,	I. C. R.	Blair, Ont.,	G. T.
Bay City, Mich.,	D. S. & B. C.	*Blandford, Ont.,	C. Val.
Bayfield Road N. S.,	H. & C. B.	*Bloomfield, P.E.I.,	P. E. I.
Beachville, Ont.,	C. Val.	Bloomfield, Ont.,	P. E. C.
Beachville, Ont.,	G. W.	Bloomfield, N.B.,	I. C. R.
Beamsville, Ont.,	G. W.	Blue Island, Ill.,	C. & G. T.
*Bear River, P.E.I.,	P. E. I.	Blue Vale, Ont.,	G. W.
Beauce Junct., P. Q.,	Q. C.	Blythe, Ont.,	G. W.
Beausejour, Man.,	C. Pac.	Bolton, Ont.,	T. G. & B.
Beaver Brook, N. B.,	I. C. R.	*Bolton Forest, P. Q.,	C. V.
Beaverton, Ont.,	M. W. P. P. & L.	Bothwell, Ont.,	G. W.
*Beckwith, Ont.,	C. Pac.	*Boundary Creek, N. B.	I. C. R.
*Bedford, P.E.I.,	P. E. I.	Bowmanville, Ont.,	G. T.
*Bedford, P.Q.,	L. C. & St. L.	Bradalbaue, P.E.I.,	P. E. I.
Bedford, Ont.,	K. & P.	*Bradens, Ont.,	C. P. & M.
Bedford, N. S.,	I. C. R.	Bradford, Vt.	Pass.
Beeton, Ont.,	N. & N. W.	Bradford, Ont.,	N. & N. W.
Belair, P.Q.,	Q. M. O. & O.	*Brae, P.E.I.,	P. E. I.
Belgrave, Ont.,	G. W.	*Braeside, Ont.,	C. Pac.
Bellamys, Ont.,	C. Pac.	Brampton, Ont.,	G. T.
Belledune, N. B.,	I. C. R.	Branchton, Ont.,	G. W.
Belle River, Ont.,	G. W.	*Brandon, Man.,	C. Pac.
Belleville, Ont.,	G. T.	*Brandy Creek, Ont.,	G. T.
Bellevue, Mich.,	C. & G. T.	Brantford, Ont.,	G. T.
Bells, Ont.,	C. Pac.	Brecon, Ont.,	G. W.
Bells Corners, Ont.,	C. Pac.	Brechin, Ont.,	M. W. P. P. & L.
Belmont, Ont.,	C. Val.	*Brentwood, Ont.,	N. & N. W.
*Belmont, P.Q.,	Q. M. O. & O.	Breslan, Ont.,	G. T.
Belmont, N. B.,	I. C. R.	Bridgetown, N. S.,	W. & A.
Belœil, P.Q.,	G. T.	Briery Brook, N.S.,	H. & C. B.
Benton, N. B.,	N. B. & C.	*Brigden, Ont.,	C. S.
Berkeley, Ont.,	T. G. & B.	Brigham, P.Q.,	S. E.
Berlin, Ont.,	G. T.	Bright, Ont.,	G. T.
Berlin, Mich.,	D. G. H. & M.	Brighton, Ont.,	G. T.
Berlin Falls, N.H.,	G. T.	*Britannia, Ont.,	C. Pac.
Berry's Mills, N. B.,	I. C. R.	Britannia Mills, P.Q.,	G. T.
Berthier Jct., P.Q.,	Q. M. O. & O.	*Britton, Ont.,	G. T.
Berthierville, P.Q.,	Q. M. O. & O.	Brockville, Ont.,	G. T.
Bertie, Ont.,	G. T.	Brockway Cen., Mh.,	P. H. & N. W.
Berwick, N.S.	W. & A.	Brome Corner, P.Q.,	S. E.
Bethany, Ont.,	M. W. P. P. & L.	Brompton Falls, P.Q.,	G. T.
Bethel, Me.,	G. T.	Bronté, Ont.,	G. W.
Bie, P. Q.,	I. C. R.	*Brookfield, Ont.,	C. S.
Birchton, P.Q.,	Intl.	Brookfield, N. S.	I. C. R.
Birdsalls, Ont.,	G. Jct.	Brooklin, Ont.,	M. W. P. P. & L.
*Bird's Hill, Man.,	C. Pac.	*Brookville, N. B.,	I. C. R.
Birmingham, Mch.,	D. G. H. & M.	Brosseau's, P.Q.,	G. T.
Bismarck, Ont.,	C. S.	Broughton, P.Q.,	Q. C.
Black Creek, Ont.,	C. S.	Brown's City, Mich.,	P. H. & N. W.
Black Lake, P.Q.,	Q. C.	Brownsville, Ont.,	C. S.

* Flag stations; all charges must be prepaid.

I. C. R.	Brucefield, Ont.,	G. W.	Cardinal, Ont.,	G. T.
G. T.	*Brudenell, P.E.I.,	P. E. I.	Carghill, Ont.,	G. W.
G. T.	*Brunner Ont.,	G. T.	Carleton, N.B.,	St. J. & M.
C. Val.	Brunswick, Ont.,	M. W. P.P. & L.	Carleton Place, Ont.,	C. Pac.
P. E. I.	Brussels, Ont.,	G. W.	Carlton, N.B.,	I. C. R.
P. E. O.	Bryant's Pond, Me.,	G. T.	Carlton, Ont.,	G. T.
I. C. R.	Buckingham, P.Q.,	Q. M. O. & O.	Caro, Mich.,	D. S. & B. C.
& G. T.	Bucenia Vista, Mich.,	D. S. & B. C.	Carsonville, Mich.,	P. H. & N. W.
G. W.	Buffalo, N.Y.,	G. T.	Carpenter's, Mich.,	D. S. & B. C.
G. W.	*Bulstrode, P.Q.,	G. T.	Carrying Place, Ont.	P. E. O.
G. & B.	*Bulwer, P.Q.,	Intl.	Cassopolis, Mich.,	C. & G. T.
C. V.	Burford, Ont.,	G. W.	*Castle Brook, P.Q.,	C. V.
G. W.	Burgessville, Ont.,	G. T.	*Castleford, Ont.,	C. Pac.
I. C. R.	Burlington, Ont.,	G. W.	Causapsca, P.Q.,	I. C. R.
G. T.	Burlington, Ont.,	N. & N. W.	Cayuga, Ont.,	G. W.
P. E. I.	*Burnside, Man.,	G. Pac.	Cedar Hall, P.Q.,	I. C. R.
P. & M.	Bury or Robinson, P.Q.,	Intl.	*Cemetery, P.E.I.,	P. E. I.
Pass.	Buxton, Ont.,	C. S.	Centralia, Ont.,	G. W.
N. W.			*Centre Line, Mich.,	D. S. & B. C.
P. E. I.	*Caban Ronde, P.Q.,	Q. M. O. & O.	*Centreville, Ont.,	N. & N. W.
C. Pac.	Cacouna, P.Q.,	I. C. R.	*Chalk River, Ont.,	C. Pac.
G. T.	Cainsville, Ont.,	G. T.	*Chamberlains, Mich.,	C. & G. T.
G. W.	Caledon East, Ont.,	N. & N. W.	*Chambly Basin, P.Q.,	S. E.
C. Pac.	Caledonia, Ont.,	G. T.	Chambly Canton, P.Q.,	S. E.
G. T.	Calhoun, N.B.,	I. C. R.	Chamcook, N.B.,	N. B. & O.
G. T.	Calumet, P.Q.,	Q. M. O. & O.	Champlain, P.Q.,	Q. M. O. & O.
G. W.	Cambray, Ont.,	M. W. P.P. & L.	Charing Cross, Ont.,	C. S.
P. & L.	Cambridge, N.S.,	W. & A.	Charleston, Ont.,	T. G. & B.
N. W.	*Cameron, Ont.,	Vic.	Charlo, N.B.,	I. C. R.
G. T.	*Cameron, Ont.,	Mid. R.	Charlotte, Mich.,	C. & G. T.
& A. B.	Camlachie, Ont.,	G. T.	Charlottetown, P.E.I.	P. E. I.
C. S.	*Campbell, N.B.,	I. C. R.	*Chater, Man.,	C. Pac.
S. E.	Campbellford, Ont.,	G. Junction	Chatham, Ont.,	G. W.
G. T.	*Campbell's Cross, Ont.,	C. Val.	Chatham Jct., N.B.,	I. C. R.
G. T.	*Campbellville, Ont.,	C. Val.	Chatsworth, Ont.,	T. G. & B.
C. Pac.	Campbellton, N.B.,	I. C. R.	Chaudiere Jct., Ont.,	St. L. & O.
G. T.	Canaan, N.B.,	I. C. R.	Chaudiere Jct., P.Q.,	G. T.
G. T.	*Canada South. Crsg., Ont.,	G. W.	Cheltenham, Ont.,	N. & N. W.
G. T.	Canada Southr. Jct., Ont.,	G. T.	Cheltenham, Ont.,	C. Val.
G. T.	(Hawtrej Jct.,)		Chesley, Ont.,	G. T.
& N.W.	*Canada South. Jct., Ont.,	G. W.	Chesterfield, Mich.,	G. T.
S. E.	*Can. South. Ry. J., Ont.,	Welld.	Chicago, Ill.,	C. & G. T.
G. T.	*Canifton, Ont.,	G. Junction.	Chicago Jct., Mich.,	C. & G. T.
G. W.	Canfield, Ont.,	G. T.	Chippewa, Ont.,	C. S.
C. S.	Canfield Junction, Ont.,	G. W.	Church's Falls, Ont.,	C. Val.
I. C. R.	Cannington, Ont.,	T. & N.	Churchville, Ont.,	C. Val.
P. & L.	Cannington, Ont.,	Mid. R.	Clandeboye, Ont.,	G. W.
C. R.	Canterbury, N.B.,	N. B. & C.	*Clarendon, N.B.,	St. J. & M.
G. T.	Japac, Mich.,	C. & G. T.	*Clark's, Ont.,	C. Pac.
Q. C.	*Cape Porcupine, N.S.,	H. & C. B.	*Clark's, Vt.,	Pass.
& N.W.	Capleton, P.Q.,	Pass.	Clarkston, Mich.,	D.G., H. & M.
C. S.	Cap St. Ignace, P.Q.,	I. C. R.	*Cleary's, Ont.,	C. Pac.
	Cardigan, P.E.I.,	P. E. I.	Clifford, Mich.,	P. H. & N. W.

Flag stations ; all charges must be prepaid.

Clifford, Ont.,	G. W.	Craigvale, Ont.,	N. & N. W.
Clifton, Ont.,	G. W.	*Crapo, Mich.,	O. & G. T.
Climax, Mich.,	C. & G. T.	Creemore, Ont.,	N. & N. W.
Clinton, Ont.,	G. T.	*Crookston, Ont.,	G. Jct.
*Clyde, P.E.I.,	P. E. I.	*Crossentic, Me.,	E. & N. A.
Coal Branch, N.B.,	I. C. R.	Cross Lake, Man.,	C. Pac.
Coaticooke, P.Q.,	G. T.	Croswell, Mich.,	P. H. & N. W.
Cohden, Ont.,	C. Pac.	Crums Point, Ind.,	C. & G. T.
Coboconk, Ont.,	T. & N.	Cumberland, Me.,	G. T.
Coboconk, Ont.,	Mid. R.	*Currie, Ont.,	G. T.
Cobourg, Ont.,	G. T.		
Colborne, Ont.,	G. T.	Dalhousie, N.B.,	I. C. R.
*Colchester, Ont.,	C. S.	Danby, P.Q.,	G. T.
Coldbrook, N.B.,	I. C. R.	Danforth, Me.,	E. & N. A.
*Coldbrook, N.B.,	W. & A.	Danville, P.Q.,	G. T.
Coldwater, Ont.,	M. & W.P.P. & L.	Danville Jct., Me.,	G. T.
*Coleraine, P.Q.,	Q. C.	Darling Road Sdg., Ont.,	G. W.
Collingwood, Ont.,	N. & N. W.	*Darwin, Man.,	C. Pac.
*Collins Bay, Ont.,	G. T.	*Davenport, Ont.,	N. & N. W.
Columbiaville, Mh.,	D. S. & B. C.	Davisburg, Mich.,	D. G. H. & M.
Colville, P.E.I.,	P. E. I.	Davison, Mich.,	C. & G. T.
Colville Ldg., Man.,	C. Pac.	Deans, (or Cayuga), Ont.	C. S.
Collwell, Ont.,	N. & N. W.	Debec Jct., N.B.,	N. B. & C.
Comber, Ont.,	C. S.	Debert, N.S.,	I. C. R.
Compton, P.Q.,	G. T.	D. & B. C. Jct., Mich.,	C. & G. T.
Consecon, Ont.,	P. E. C.	Deception, Man.,	C. Pac.
*Conway, P.M.I.,	P. E. I.	Deckerville, Mich.,	P. H. & N. W.
*Cooks, Ont.,	G. T.	Deer Lake, N.B.,	N. B. & C.
*Cooks Brook, N.B.,	I. C. R.	*Delaware, Ont.,	C. S.
Cookshire, P.Q.,	Intl.	Delhi, Ont.,	G. W.
Cookstown, Ont.,	N. & N. W.	Denmark Jct., Mh.,	D. S. & B. C.
Cooksville, Ont.,	C. Val.	Derby, N.B.,	I. C. R.
Cooley Road, Mch.,	P. H. & N. W.	*Deschambault, P.Q.,	Q. M. O. & O.
Coopersville, Mch.,	D. G. H. & M.	*Deschene Mills, P.Q.,	Q. M. O. & O.
Copetown, Ont.,	G. W.	Deseronto Jct., Ont.,	G. T.
Cork, N.B.,	St. J. & M.	Deseronto, Ont.,	B. of Q. R.
Cornell, Ont.,	C. S.	Des Rivieres, P.Q.,	C. V.
Corinth, Ont.,	G. W.	Detroit, Mich.,	G. T.
Cornwall, Ont.,	G. T.	Detroit Jct., Mich.,	G. T.
Corwith Ill.,	C. & G. T.	*De Winton, Man.,	C. Pac.
*Corson's Crossing, Ont.,	Mid. R.	*Dillonton, P.Q.,	C. V.
Corson's Sdg., Ont.,	T. & N.	Diltz, Ont.,	G. W.
Corunna, Mich.,	D. G. H. & M.	D'Israeli, P.Q.,	Q. C.
Costigan, Me.,	E. & N. A.	*Dixie, Ont.,	C. Val.
Coteau Ldg., P.Q.,	G. T.	Doak, N.B.,	Fdton.
*Couchiching, Ont.,	M.W.P.P. & L.	*Doherty's Platform, N.,	
County Line, P.E.I.,	P. E. I.	Dominion City, Man.,	C. Pac.
Courtland, Ont.,	G. W.	Don, Ont.,	G. T.
Courtwright, Ont.,	C. S.	Doon, Ont.,	G. T.
Coventry, Vt.,	Pass.	Dorchester, Ont.,	G. W.
Cowansville, P.Q.,	S. E.	Dorchester, N.B.,	I. C. R.
Craigleith, Ont.,	N. & N. W.	*Dorchester Road, N.B.,	I. C. R.
Craig's Road, P.Q.,	G. T.	Doucet's Ldg., P.Q.,	G. T.

* Flag stations; all charges must be prepaid.

N. W.	Douglas, Ont.	C. Val.	Flora, Ont.	C. Val.
G. T.	Douglass, P.E.I.	P. E. I.	Ely, Vt.,	Pass.
N. W.	Downing, Mich.,	P. H. & N.W.	Emerson, Man.,	C. Pac.
G. Jct.	Drayton, Ont.,	G. W.	Emmet, Mich.,	C. & G. T.
N. A.	Drayton Plains, Mh.,	D.G.H.&M.	Empire Road, Me.,	G. T.
D. Pac.	Drew, Ont.,	G. T.	Enfield,	I. C. R.
N. W.	Drumbo, Ont.,	G. T.	Enfield, Me.,	E. & N. A.
G. T.	Drummondville, P.Q.	S. E.	*Enniskillen, N.B.,	St. J. & M.
G. T.	Dublin, Ont.,	G. T.	Erin, Ont.,	C. Val.
G. T.	Dudswell, P.Q.	Q. C.	Ernestown, Ont.,	G. T.
	*Dufferin Mine, Ont.,	Mid. R.	Essex Centre, Ont.,	C. S.
C. R.	Duffield, Mich.,	C. & G. T.	Ethel, Ont.,	G. W.
G. T.	*Du Frost, Man.,	C. Pac.	*Etobicoke, Ont.,	G. W.
N. A.	Dumbarton, N.B.,	N. B. & O.	Everett, Ont.,	N. & N. W.
G. T.	*Dumfries, Ont.,	C. Val.	Exeter, Ont.,	G. W.
G. T.	Dumfries, Ont.,	G. W.		
G. W.	Dundalk, Ont.,	T. G. & B.	*Fairfield, Ont.,	C. Pac.
D. Pac.	Dundas, Ont.,	G. W.	Fairlee, Vt.,	Passc.
N. W.	Dundee, P.E.I.,	P. E. I.	Fairville, N.B.,	St. J. & M.
I. & M.	*Dunkeld, Ont.,	G. W.	*Falmouth, N.S.,	W. & A.
G. T.	*Dunsinane, N.B.,	I. C. R.	Falmouth, Me.,	G. T.
C. S.	Dunroon, Ont.,	N. & N. W.	*Farnder, P.Q.,	S. E.
B. & C.	Dunville, Ont.,	G. T.	Farnham, P.Q.,	L. C. & St. L.
C. R.	Durand, Mich.,	C. & G. T.	*Farran's Point, P.Q.,	G. T.
G. T.	Durham, Ont.,	G. T.	Farr's Mich.,	P. H. & N. W.
C. Pac.	*Dutcher's Platform, N.B.,	I. C. R.	*Fells, Ont.,	Mid. R.
N. W.	Dutton, Ont.,	C. S.	Fenelon Falls, Ont.,	Mid. R.
B. & C.	*Dysart, Ont.,	Vic.	Fenton, Mich.,	D. G. H. & M.
C. S.	*Dysart, Ont.,	Mid. R.	Fergus, Ont.,	C. Val.
			Fergus, Ont.,	G. W.
G. B. C.	Eagle Rock, N.B.,	St. J. & M.	Ferris, N.B.,	I. C. R.
I. C. R.	East Farnham, P.Q.,	S. E.	Ferrysburg, Mich.,	D. G. H. & M.
O. & O.	East Richford, Vt.,	S. E.	*Fesserton, Ont.,	M. W. P. P. & L.
O. & O.	East Saginaw, Mh.,	D.S. & B. C.	Fisher's Grant, N.B.,	I. C. R.
G. T.	East Templeton, P.Q.,	Q.M.O. & O.	Five Lakes, Mich.,	D. S. & B. C.
of Q. R.	Eastwood, Ont.,	G. W.	Flesherton, Ont.,	T. G. & B.
C. V.	Eaton, Me.,	E. & N. A.	Fletcher, Ont.,	C. S.
G. T.	Edgars, Ont.,	C.S.	Flint, Mich.,	C. & G. T.
G. T.	Edmonton, Ont.,	C. Val.	*Folleigh Lake, N.B.,	I. C. R.
C. Pac.	Edwardsburg, Mich.,	C. & G. T.	Fordwich, Ont.,	T. G. & B.
C. V.	Eel River,	I. C. R.	Forest, Me.,	E. & N. A.
G. W.	*Ekfrid, Ont.,	G. W.	*Forks of Credit, Ont.,	C. Val.
Q. U.	*Ekfrid, Ont.,	C. S.	Forrest, Ont.,	G. T.
D. Val.	Elba, Mich.,	C. & G. T.	Fort Erie, Ont.,	G. T.
Fdton.	*Eldon, Ont.,	Mid. R.	Fort Gratiot, Mich.,	G. T.
	*Eldorado, Ont.,	Mid. R.	*Foster, P.Q.,	S. E.
J. Pac.	Elgin Road,	I. C. R.	*Four Corners, Ont.,	P. E. C.
G. T.	*Elliesslie, P.E.I.,	P. E. I.	*Four Mile House, N.B.,	I. C. R.
G. T.	*Elmsdale, P.E.I.,	P. E. I.	Fowler, Mich.,	D. G. H. & M.
G. W.	Elmsdale, N.S.	I. C. R.	*Foxboro, Ont.,	G. Jct
I. C. R.	Elmvale, Ont.,	N. & N. W.	*Foxmead, Ont.,	Mid. R.
C. R.	Elmwood, Ont.,	G. T.	Franklin, Ont.,	M. W. P. P. & E
G. T.	Flora, Ont.,	G. W.	Franktown, Ont.,	C. Pac

* Flag stations ; all charges must be prepaid.

Fraser, Mich.,	G. T.	*Governm't Road, Ont.,	C. Pac.
Fraserville, Ont.,	M. W. P. P. & L.	Governors Road, Ont.,	G. W.
Fredericksburg, Ont.,	G. T.	Gowan, Ont.,	N. & N. W.
*Fredericton, P. E. I.,	P. E. I.	Gowanstown, Ont.,	G. W.
Fredericton, N. B.,	Fdtn.	*Gowanstown, Ont.,	G. T.
Fredericton Jct., N. B.,	Fdtn.	Grafton, Ont.,	G. T.
Fredericton Jct., N. B., E. & N. A.		Grahams, Ont.,	C. Pac.
Fredericton Jct., N. B., St. J. & M.		Granby, P. Q.,	C. V.
*Freetown, P. E. I.	P. E. I.	Grand Bay, N. B.,	St. J. & M.
*Frenchman's Bay, Ont.,	G. T.	Grand Ligne, P. Q.,	G. T.
*French River, N. S.,	H. & C. B.	Grande Piles, P. Q.,	Q. M. O. & O.
		Grand Haven, Mh.,	D. G. H. & M.
*Gad's Hill, Ont.,	G. T.	*Grand Lake, N. S.,	I. C. R.
Gaines, Mich.,	D. G. H. & M.	Grand Pré, N. S.,	W. & A.
Galt, Ont.,	G. T.	Grand Rapids, Mh.,	D. G. H. & M.
*Gamebridge, Ont.,	M. W. P. P. & L.	Grand Trunk, Jct.,	C. & G. T.
Gananoque, Ont.,	G. T.	G. R. & I. Junct.,	D. G. H. & M.
*Garafruxa, Ont.,	C. Val.	Grangers, Ind.,	C. & G. T.
*Garnett, Ont.,	N. & N. W.	Grant Centre, Mh.,	P. H. & N. W.
Garden Hill, Ont.,	M. W. P. P. & L.	Granton, Ont.,	G. T.
Garthby, P. Q.,	Q. C.	*Grass Hill, Ont.,	Mid. R.
*Gasperaux, N. B.,	St. J. & M.	Gratiot Center, Mh.,	P. H. & N. W.
Gatineau, P. Q.,	Q. M. O. & O.	Gravenhurst, Ont.,	N. & N. W.
Gensin, N. B.,	Fdtn.	Great Works, Mc.,	E. & N. A.
Georgetown, P. E. I.,	P. E. I.	Green's Corn., Mich.,	P. H. & N. W.
Georgetown, Ont.,	G. T.	Greenbush, Me.,	E. & N. A.
*Gibson, Ont.,	G. T.	Greenville, N. S.,	I. C. R.
Gilead, Me.,	G. T.	Greenville, N. B.,	N. B. & C.
*Gilford, Ont.,	N. & N. W.	Greenwood, Ont.,	G. T.
*Girroirs, N. S.,	H. & C. B.	Grenville, P. Q.,	Q. M. O. & O.
*Gladstone, Ont.,	G. T.	Grimby, Ont.,	G. W.
*Glanford, Ont.,	N. & N. W.	Gronlines, P. Q.	Q. M. O. & O.
Glanworth, Ont.,	G. W.	Groveton, N. H.,	G. T.
Glencairn, Ont.,	N. & N. W.	Groveton, Junct., N. H.,	G. T.
Glencoe, Ont.,	G. W.	Guelph, Ont.,	G. T.
*Glenfalloch, N. S.,	H. & C. B.		
Glenarry, N. S.,	I. C. R.	Hagersville, Ont.,	N. & N. W.
Glen Huron, Ont.,	N. & N. W.	Hagersville, Junct., Ont.,	C. S.
Glen Sutton, P. Q.,	S. E.	Haleys, Ont.,	C. Pac.
Glenvale, Ont.,	K. & P.	Halifax, N. S.,	I. C. R.
Glen Williams, Ont.,	N. & N. W.	Haliburton, Ont.,	Mid. R.
*Gloucester, Ont.,	St. L. & O.	*Halls, Ont.,	Mid. R.
*Gobles, Ont.,	G. W.	*Hamanne, P. Q.,	L. & K.
Goderich, Ont.,	G. T.	Hamburg, Ont.,	G. T.
Goldstone, Ont.,	G. W.	Hamilton, Mich.,	C. & G. T.
*Gonar, Man.,	C. Pac.	Hamilton, Ont.,	G. T.
*Goodison's, Mich.,	D. S. & B. C.	*Hamm, Ont.,	C. P. & M.
Goodwood, Ont.,	T. N.	Hampton, N. B.,	I. C. R.
*Gordon Summit, N. S.,	I. C. R.	Hanlan, Man.,	C. Pac.
Gorham, N. H.,	G. T.	Hanover, Ont.,	G. T.
Gorrie, Ont.,	T. G. & B.	Hantsport, N. S.,	W. & A.
Gould, P. Q.,	Intl.	Harbour au Bouche N. S.,	H. & C. B.
*Goulds, Ont.,	Mid. R.	Harley, Ont.,	G. W.

* Flag stations; all charges must be prepaid.

C. Pac.	Harmony, P.E.I.,	P. E. I.	Index, Mich.,	P. H. & N. W.
G. W.	Harper's, P.E.I.,	P. E. I.	*Indian Lake, Mich.,	C. & G. T.
N. W.	Harpurhey, Ont.,	G. T.	Ingersoll, Ont.,	C. Val.
G. W.	*Harristsville, Ont.,	C. Val.	Ingersoll, Ont.,	G. W.
G. T.	Harrisburg, Ont.,	G. W.	Ingoldsby, Ont.,	Mid. R.
G. T.	Harriston, Ont.,	G. T.	Ingolf, Man.,	C. Pac.
C. Pac.	Harrowsmith, Ont.,	K. & P.	Innerkip, Ont.,	C. Val.
C. V.	Hartington, Ont.,	K. & P.	*Inwood, Ont.,	C. S.
J. & M.	Harvey, N.B.,	St. J. & M.	Irish Creek, Ont.,	C. Pac.
G. T.	*Harwich, Ont.,	C. S.	Iroquois, Ont.,	G. T.
O. & O.	Harwood, Ont.,	C. P. & M.	Island Pond, Vt.,	G. T.
H. & M.	Haskells, Ind.,	C. & G. T.	Isle Verte, P.Q.,	I. C. R.
I. C. R.	Hastings, Ont.,	G. J.	*Islington, Ont.,	C. Val.
V. & A.	*Hatchley, Ont.,	G. W.	Iona, Ont.,	C. S.
H. & M.	Hawkstone, Ont.,	N. & N. W.	Ionia, Mich.,	D. G. H. & M.
& G. T.	*Hawtrey, Ont.,	G. T.	*Ivanhoe, Ont.,	G. J.
H. & M.	Heatherton, N.S.,	H. & C. B.		
& G. T.	*Hematite Mine, Ont.,	Mid. R.	Jackson's Point, Ont.,	T. & N.
& G. T.	Hemmingford, P.Q.,	G. T.	Jacquet River, N.B.,	I. C. R.
N. W.	*Hendrie, Ont.,	N. & N. W.	*James River, N.S.,	H. & C. B.
G. T.	Henfryn, Ont.,	G. W.	Jarvis, Ont.,	G. W.
Mid. R.	Hensall, Ont.,	G. W.	Jarvis, Ont.,	N. & N. W.
& N. W.	Henseler, Ont.,	G. W.	*Jeddo, Mich.,	P. H. & N. W.
N. W.	Hewitt's, N.B.,	N. B. & C.	Jelly's, Ont.,	C. Pac.
& N. A.	*Highbluff, Man.,	C. Pac.	*Jeannette's Creek, Ont.,	G. W.
& N. W.	Highgate, Ont.,	C. S.	*Johnson, N.S.,	I. C. R.
I. C. R.	*High Point, Ont.,	Mid. R.	Johnson's, P.Q.,	G. T.
B. & O.	*Hillier, Ont.,	P. E. C.	*Johnville, P.Q.,	Intnl.
G. T.	Hillsburg, Ont.,	C. Val.	Joliet Crossing, Ind.,	C. & G. T.
O. & O.	Hinchinbrooke, Ont.,	K. & P.	Joliette, P.Q.,	Q. M. O. & O.
G. W.	Hoads, Ont.,	G. Jct.	*Jones, N.B.,	I. C. R.
O. & O.	Hochelega, P.Q.,	Q. M. O. & O.	Jordan, Ont.	G. W.
G. T.	Hodgdon, N.B.,	N. B. & C.		
G. T.	Holland Ldg., Ont.,	N. & N. W.	Kalmar, Man.,	C. Pac.
G. T.	*Holloway, Ont.,	G. Jct.	Keene, Ont.,	G. J.
N. W.	Holly, Mich.,	D. G. H. & M.	Keewatin, Man.,	C. Pac.
C. S.	Holstein, Ont.,	G. T.	Kemptville, Ont.,	St. L. & O.
C. Pac.	Hopewell, N.S.,	I. C. R.	Kenilworth, Ont.,	T. G. & B.
I. C. R.	Horton Ldg., N.S.,	W. & A.	Kensington, P.E.I.,	P. E. I.
Mid. R.	Hoyt, N.B.,	St. J. & M.	*Kent Rv. Junction, N.B.,	I. C. R.
Mid. R.	Houlton, N.B.,	N. B. & C.	Kentville, N.S.,	W. & A.
L. & K.	*Hughes, P.Q.,	G. T.	Kerwood, Ont.,	G. W.
G. T.	Hull, P.Q.,	Q. M. O. & O.	*Kildare, P.E.I.,	P. E. I.
G. T.	*Humberstone, Ont.,	Welland.	Kimball's, Ont.,	C. S.
G. T.	*Humberstone, Ont.,	G. W.	Kincardine, Ont.,	G. W.
G. T.	*Humber Summit, Ont.,	T. G. & B.	King, Ont.,	N. & N. W.
P. & M.	*Humphreys Mill, N.B.,	I. C. R.	Kingman, Me.,	E. & N. A.
C. R.	Hunter River, P.E.I.,	P. E. I.	Kingsbury, Ind.,	C. & G. T.
J. Pac.	Hunter's Creek, Mb.,	D.S. & B.C.	Kingsey, P.Q.,	G. T.
G. T.	*Hyde Park, Ont.,	G. W.	Kingsleys, Mich.,	P. H. & N. W.
& A.			Kingsmill, Ont.,	C. S.
& C.B.	Ilderton, Ont.,	G. W.	Kingston, Ont.,	G. T.
G. W.	Imlay City, Mich.,	C. & G. T.	Kingston, N.S.,	W. & A.

* Flag stations; all charges must be prepaid.

Kinmount, Ont.,	Mid. R.	L'Islet, P.Q.,	I. C. R.
Klippen, Ont.,	G. W.	Listowell, Ont.,	G. T.
Kirkfield, Ont.,	T. & N.	Little Metis, P.Q.,	I. C. R.
Kleinburg, Ont.,	T. G. & B.	Little Tracadie, N.S.,	H. & C. B.
Knowlton, P. Q.,	S. E.	Locke's Mills, Me.,	G. T.
Komoka, Ont.,	G. W.	Londesborough, Ont.,	G. W.
		London, Ont.,	G. T.
Lac à la Tortue, P.Q.,	Q.M.O & O	Londonderry, N.S.,	I. C. R.
Lacadie, P.Q.,	G. T.	*Longford, Ont.,	N. & N. W.
Lachevrotière, P.Q.,	Q.M.O. & O.	Longueuil, P.Q.,	S. E.
Lachine, P.Q.,	G. T.	Longwood, Ont.,	G. W.
*Lachine Bank, P.Q.,	G. T.	Lorette, P.Q.,	Q. M. O. & O.
Lachute, P.Q.,	Q. M. O. & O.	Lorneville Jct., Ont.,	Mid. R.
Lacelle, P.Q.,	G. T.	*Louisville, P.Q.,	Q. M. O. & O.
*Lake, Vt.,	G. T.	*Lowell, Mich.,	D. G. H. & M.
Lakefield, Ont.,	M. W. P. P. & L.	Lucan, Ont.,	G. T.
Lake Megantic, P.Q.,	Intnl.	Lucknow, Ont.,	G. W.
*Lakeside, N.B.,	I. C. R.	Lyn, Ont.,	G. T.
Lake Weedon, P.Q.,	Q. O.	Lynden, Ont.,	G. W.
*Lambert Lake, Me.,	E. & N. A.	Lyndou, Vt.,	Pass.
Lambton, Ont.,	C. Val.	Lyndonville, Vt.,	Pass.
Lanark, N.S.,	I. C. R.	*Lynn Valley, Ont.,	G. T.
Lancaster, Ont.,	G. T.	Lyster, P.Q.,	G. T.
L'Ange-à-Gile P.Q.,	I. C. R.		
L'Ange Garn, P.Q.,	Q.M.O. & O.	Maccan, N.S.,	I. C. R.
L'Ange Garn., P.Q.,	L.C.&St.L	Mackies, Ont.,	C. Pao.
Lanoraie Jct, P.Q.,	Q. M. O. & O.	Madoc, Ont.,	G. J.
Lansdowne, Ont.,	G. T.	Magaguadavic, N.B.,	St. J. & M.
Lansing, Mich.,	O. & G. T.	Magog, P.Q.,	C. V.
Lapeer, Mich.,	C. & G. T.	Maitland, Ont.,	G. T.
Laprairie, P.Q.,	G. T.	Mallorytown, Ont.,	G. T.
L'Asp'tion Rr., P.Q.,	Q.M.O. & O.	Malton, Ont.,	G. T.
*Laurel, Ont.,	T. G. & B.	Manchester, Ont.,	M. W.P.P. & L.
Lavalle's Corner, P.Q.,	S. E.	Mandaumin, Ont.,	G. W.
La Vallée Road, P.Q.,	Q.M.O. & O.	Manilla, Ont.,	M. W. P. P. & L.
Lawrence, N.B.,	N. B. & C.	*Manilla Crossing, Ont.,	T. & N.
Lawrence, Ont.,	G. W.	Manotick, Ont.,	St. L. & O.
Lawrencetown, N.S.,	W. & A.	Mansonville, P.Q.,	S. E.
Lefroy, Ont.,	N. & N. W.	Marcellus, Mich.,	C. & G. T.
Lennoxville, P.Q.,	G. T.	Markdale, Ont.,	T. G. & B.
L'Épiphanie, P.Q.,	Q. M. O. & O.	Markham, Ont.,	T. & N.
Lethbridge, Ont.,	N. & N. W.	Marie, P.E.I.	P. E. I.
Lewiston, Me.,	G. T.	Marieville, P.Q.,	S. E.
Lewiston Jct., Me.,	G. T.	Mariposa, Ont.,	M. W. P. P. & L.
*Lewisville, Ont.,	G. W.	*Marlett, Mich.,	P. H. & N. W.
Libbey's Mills, P.Q.,	Pass.	Marlett Jct., Mich.,	P. H. & N. W.
Limehouse, Ont.,	G. T.	*Marsden, P.Q.,	Intnl.
Lincoln, Me.,	E. & N. A.	*Marsh Hill, Ont.,	T. & N.
Lincoln Centre, Me.,	E. & N. A.	*Marshville, Ont.,	G. W.
Linden, Mich.,	D. G. H. & M.	*Marshy Hope, N.S.,	H. & C. B.
Lindsay, Ont.,	M. W. P. P. & L.	Maskinonge, P.Q.,	Q. M. O. & O.
Lisgar, P.Q.,	G. T.	Massawippi, P.Q.,	Pass.
Lisle, Ont.,	N. & N. W.	Mattawamkeag, Me.,	E. & N. A.

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C. R.	Maxwell, N.B.,	N. B. & C.	Minden Station, Ont.,	Mid. R.
G. T.	Maynard, Ind.,	C. & G. T.	*Miscouche, P.E.I.,	P. E. I.
C. R.	Mayville, Mich.,	P. H. & N. W.	Mishawaka, Mich.,	C. & G. T.
C. B.	McAdam, N.B.,	St. J. & M.	Mississippi, Ont.,	K. & P.
G. T.	McAdam Jct., N.B.,	E. & N. A.	Mitchell, Ont.,	G. T.
G. W.	McAdam Jct., N.B.,	N. B. & C.	*Moffats, N.B.,	I. C. R.
G. T.	*McGilvray, Ont.,	G. W.	*Moir Lake, Ont.,	G. J.
C. R.	McGregor, Man.,	C. Pac.	*Moir's Mills,	I. C. R.
N. W.	McIndoes, Vt.,	Pass.	Moncton, N.B.,	I. C. R.
S. E.	McLeod's Csg., P.Q.,	Intul.	Monmouth, Man.,	U. Pac.
G. W.	*McManus, N.B.,	I. C. R.	Mono Road, Ont.,	T. G. & B.
& O.	*McRae, Ont.,	C. Val.	Montebello, P.Q.,	Q. M. O. & O.
Mid. R.	Meadowbrook, N.B.,	I. C. R.	Montreal, P.Q.,	G. T.
& O.	Meadow Lea, Man.,	C. Pac.	Montrose, P.E.I.,	P. E. I.
& M.	Meadows, N.B.,	N. B. & C.	Moorefield, Ont.,	G. W.
G. T.	Meadowvale, Ont.,	C. Val.	Mocre's Mills, N.B.,	N. B. & C.
G. W.	Meaford, Ont.,	N. & N. W.	*Moor's Lake, Ont.,	C. Pac.
G. T.	Mechanic Falls, Me.,	G. T.	Morden Road, N.S.,	W. & A.
G. W.	*Melbourne, Ont.,	C. S.	Morell, P.E.I.,	P. E. I.
Pass.	*Melville, Ont.,	C. Val.	Morrice, Mich.,	C. & G. T.
Pass.	Melvins, Mich.,	P. H. & N. W.	Morrisburg, Ont.,	G. T.
G. T.	Memramcook, N.B.,	I. C. R.	Morrison, N.B.,	Fdn.
G. T.	*Merigomish,	H. & C. B.	Mosborough, Ont.,	G. T.
C. R.	Merritton, Ont.,	Welland.	*Moulton, Ont.	G. W.
D. Pac.	Merritton Junction, Ont.,	G. W.	Mount Albert, Ont.,	T. & N.
G. J.	Metamora, Mich.,	D. S. & B. C.	Mount Brydges, Ont.,	G. W.
& M.	Metapediac, N.B.,	I. C. R.	Mount Clemens, Mich.,	G. T.
C. V.	Methot's Mills, P.Q.,	G. T.	Mount Forest, Ont.,	G. T.
G. T.	Middlemiss, Ont.,	G. W.	*Mount Pleasant, Ont.,	G. W.
G. T.	Middleton, N.S.,	W. & A.	Mount Stewart Jct., P.E.I.,	P.E.I.
G. T.	Midland, Ont.,	M. W. P. P. & L.	-Mount Vernon, Ont.,	G. W.
G. T.	Milan, N. H.,	G. T.	Muir, Mich.,	D. G. H. & M.
P. & L.	Mildmay, Ont.,	G. W.	Muirkirk, Ont.,	C. S.
G. W.	Mile End, P.Q.,	Q. M. O. & O.	*Mungers, Mich.,	D. S. & B. C.
P. & L.	Milford, Me.,	E. & N. A.	Murphy's Mills, N.S.,	H. & C. B.
T. & N.	Milford, N.S.,	I. C. R.	Murvale, Ont.,	K. & P.
& O.	Millbank, Ont.,	G. T.	Muskoka Wharf, Ont.,	N. & N. W.
S. E.	Millbrook, Ont.,	M. W. P. P. & L.	*Myle's Ry. Jct., Ont.,	Mid. R.
G. T.	*Mill Creek, Ind.,	C. & G. T.	*Myrtle, Ont.,	M. W. P. P. & L.
& B.	Mille Roche, Ont.,	G. T.	Mystic, P.Q.,	L. C. & St. L.
T. & N.	*Millikens, Ont.,	T. & N.	Nappan, N.S.,	I. C. R.
P. E. I.	Millington, Mich.,	D. S. & B. C.	Napanee, Ont.,	G. T.
S. E.	*Mill River, P.E.I.,	P. E. I.	*Nassau Mills, Ont.,	M. W. P. P. & L.
P. & L.	Mill Stream, N.B.,	I. C. R.	Nash Creek, N.B.,	I. C. R.
N. W.	*Mill Stream P'fm., N.B.,	I. C. R.	Nauwigewauk, N.B.,	I. C. R.
& N. W.	Milton, Ont.,	N. & N. W.	Nelles Corners, Ont.,	G. W.
Intul.	Milton, Ont.,	C. Val.	*Nerepis, N.B.,	St. J. & M.
T. & N.	*Milton, P.E.I.,	P. E. I.	Neustadt, Ont.,	G. T.
G. W.	Milverton, Ont.,	G. T.	New Annan, P.E.I.	P. E. I.
& C. B.	Milwaukee Jct., Mich.,	G. T.	Newberry, Vt.,	Pass.
J. & O.	*Mimico, Ont.,	G. W.	Newbury, Ont.,	G. W.
Pass.	Minessing, Ont.,	N. & N. W.	Newcastle, Ont.,	G. T.
N. A.	Minden, Mich.,	P. H. & N. W.		

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Newcastle, N.B.,	I. C. R.	O'Leary, P.E.I.,	P. E. I.
New Glasgow, N.S.,	I. C. R.	Olivet, Mich.,	C. & G. T.
New Gloucester, Me.,	G. T.	Omamee, Ont.,	M. W. P. P. & L.
New Haven, Mich.,	G. T.	Onondaga, Ont.,	G. T.
New Lowell, Ont.,	N. & N. W.	*Ops, Ont.,	M. W. P. P. & L.
New Market, Ont.,	N. & N. W.	Orangeville, Ont.,	T. G. & B.
New Mills, N.B.,	I. C. R.	Orangeville, Ont.,	C. Val.
Newport, Vt.,	Pass.	*Orford Lake, P.Q.,	C. V.
Newport, Vt.,	S. E.	Orillia, Ont.,	N. & N. W.
Newport Centre, Vt.,	S. E.	Orillia, Ont.,	M. W. P. P. & L.
Newry, Ont.,	G. W.	Orion, Mich.,	D. S. & B. C.
Newtonville, Ont.,	G. T.	*Oro, Ont.,	K. & P.
*New Sarnun, Ont.,	G. W.	Oro, Ont.,	N. & N. W.
New Zealand, P.E.I.,	P. E. I.	Orono, Me.,	E. & N. A.
Niagara, Ont.,	C. S.	Osgoode, Ont.,	St L. & O.
Niagara Falls, Ont.,	C. S.	Oshawa, Ont.,	G. T.
Niagara Falls, Ont.,	G. W.	*Ossawa, Man.,	C. Pac.
*Niagara Jct., Ont.,	C. S.	Ostersund, Man.,	C. Pac.
*Nicado Pkfm., N.B.,	I. C. R.	Ottawa, Ont.,	C. Pac.
Nichols, Mich.,	C. & G. T.	Ottawa, Ont.,	Q. M. O. & O.
Nixon, Ont.,	G. W.	Ottawa, Ont.,	St L. & O.
Niverville, Man.,	C. Pac.	*Otterburn, Mich.,	C. & G. T.
Norris, Mich.,	D. S. & B. C.	Otterburn, Man.,	C. Pac.
Norrisville, Vt.,	Pass.	Otter Lake, Mich.,	D. S. & B. C.
*Northam, P.E.I.,	P. E. I.	Otterville, Ont.,	G. T.
*North Hastings Jct., Ont.,	G. Jet.	Owen Sound, Ont.,	T. G. & B.
North Hatley, P.Q.,	Pass.	Owasso, Mich.,	D. G. H. & M.
*N. Nation Mills, P.Q.,	Q. M. O. & O.	Owassa Jct.,	D. G. H. & M.
North Stratford, N.H.,	G. T.	Ovid, Mich.,	D. G. H. & M.
North Street, Mich.,	P. H. & N. W.	*Oxford, Ont.,	St L. & O.
North Thetford, Vt.,	Pass.	Oxford, N.S.,	I. C. R.
North Troy, Vt.,	S. E.	Oxford, Me.,	G. T.
North Wiltshire, P.E.I.	P. E. I.	Oxford Mich.,	D. S. & B. C.
North Yarmouth, Me.,	G. T.		
Norton, N.B.,	I. C. R.	*Pack's Mills, Mich.,	P. H. & N. W.
Norton Mills, Vt.,	G. T.	*Pagés, Ont.,	T. G. & B.
Norval, Ont.,	G. T.	Païnsec Jct., N.B.,	I. C. R.
Norway, Me.,	G. T.	Paisley, Ont.,	G. W.
Norwich, Vt.,	Pass.	Pakenham, Ont.,	C. Pac.
Norwich, Ont.,	G. T.	Palgrave, Ont.,	N. & N. W.
N-Dame du Portage, P.Q.,	I.C.R.	*Palms, Mich.,	P. H. & N. W.
*Nottawa, Ont.,	N. & N. W.	Palmerston, Ont.,	G. T.
Nunica, Mich.,	D. G. H. & M.	Papineauville, P.Q.,	Q. M. O. & O.
		*Paradise, N.S.,	W. & A.
*Oakfield, N.S.,	I. C. R.	Parham, Ont.,	K. & P.
Oakville, Ont.,	G. W.	Paris, Ont.,	G. T.
*Oakwood, Ont.,	M. W. P. P. & L.	*Parkdale, Ont.,	G. W.
*Odlem, Mich.,	P. H. & N. W.	Parkdale, Ont.,	C. Val.
Oldtown, Me.,	E. & N. A.	Park Hill, Ont.,	G. T.
Oil City, Ont.,	C. S.	Passadumkeag, Me.,	E. & N. A.
Olamon, Me.,	E. & N. A.	Passekeag, N.B.,	I. C. R.
Olden, Ont.,	K. & P.	Passumpsic, Vt.,	Pass.
Old Fort, Ont.,	M. W. P. P. & L.	*Pattons Sidg., Ont.,	G. W.

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•Paynes, Ont.,	G. W.	Pt. D. & L. H. Jct., Ont.,	C. S.
•Pembroke, Ont.,	C. Pac.	Port Elgin, Ont.,	G. W.
•Peau, Mich.,	C. & G. T.	Port Hill, P.E.I.,	P. E. I.
•Penetanguishene, Ont.,	N. & N.W.	Port Hope, Ont.,	G. T.
•Penobscot, N.B.,	I. C. R.	Port Huron, Mich.,	C. & G. T.
•Perry, Mich.,	C. & G. T.	Portland, Me.,	G. T.
•Perry, Ont.,	C. S.	Portneuf, P.Q.,	Q. M. O. & O.
•Perrytown, Ont.,	M. W. P. P. & L.	Port Perry, Ont.,	W. P. P. & L.
•Perth, Ont.,	C. Pac.	Port Robinson, Ont.,	Welland
•Perth, P.E.I.,	P. E. I.	Port Stanley, Ont.,	G. W.
•Peterboro, Ont.,	G. J.	Port Union, Ont.,	G. T.
•Peterboro, Ont.,	M. W. P. P. & L.	Port Williams, N.S.,	W. & A.
•Petersburg, Ont.,	G. T.	Potterville, Mich.,	C. & G. T.
•Petewawa, Ont.,	C. Pac.	Pownal, Me.,	G. T.
•Petrolia, Ont.,	G. W.	•Pratts, Ont.,	G. W.
•Petrolia, Ont.,	C. S.	Prescott, Ont.,	G. T.
•Petrolia Junct., Ont.,	G. W.	•Preston, Ont.,	G. W.
•Petitcodiac, N.B.,	I. C. R.	Prince Albert, M. W. P. P. & L.	
•Petit Roche, P.Q.,	I. C. R.	Princeton, Ont.,	G. W.
•Pewamo, Mich.,	D. G. H. & M.	•Princeville, Ont.,	T. G. & B.
•Phelpston, Ont.,	N. & N. W.	•Prince William, N.B.,	St. J. & M.
•Pickering, Ont.,	G. T.	•Proton, Ont.,	T. G. & B.
•Picton, Ont.,	P. E. O.	•Province Line, P.Q.,	G. T.
•Picton, N.S.,	I. C. R.	•Putnamville, Ont.,	C. Val.
•Picton Ldg., N.S.,	I. C. R.		
•Piedmont, N.S.,	H. & C. B.	•Quays, Ont.,	M. W. P. P. & L.
•Piermont, N.H.	Pass.	Quebec, P.Q.,	G. T. R.
•Pike Falls, Ont.,	C. Pac.	•Queenston, Ont.,	C. S.
•Pine Lake, Mich.,	C. & G. T.	•Quispamsis, N.B.,	I. C. R.
•Pinkerton, Ont.,	G. W.		
•Pisquid, P.E.I.,	P. E. I.	•Ratho, Ont.,	G. T.
•Plumweseep, N.B.,	I. C. R.	•Rat Portage, Man.,	C. Pac.
•Point Alexander, Ont.,	C. Pac.	Ravenshoe, Ont.,	T. & N.
•Point au Chene P.Q.,	Q.M.O. & O.	Reaboro, Ont.,	M. W. P. P. & L.
•Point du Chene N.B.,	I. C. R.	Redesdale, Ind.,	C. & G. T.
•Pointe Claire, P.Q.,	G. T.	Red Pine, N.B.,	I. C. R.
•Pointe du Lac, P.Q.,	Q.M.O. & O.	Reese, Mich.,	D. S. & B. O.
•Point Edward, Ont.,	G. T.	Renfrew, Ont.,	C. Pac.
•Point Levl, P.Q.,	G. T.	•Rennie, Man.,	C. Pac.
•Pollet River, N.B.,	I. C. R.	•Renton Ripley, Ont.,	G. W.
•Polly Bog, N.B.,	I. C. R.	•Rattles, Ont.,	Mid. R.
•Pompanoasuc, Ct.,	Pass.	Richby, P.Q.,	G. T.
•Pomquet, N.S.,	H. & C. B.	Richelieu, P.Q.,	S. E.
•Pontiac, Mich.,	G. T.	Richford, Vt.,	S. E.
•Poplar Heights, Man.,	C. Pac.	•Richmond, N.S.,	I. C. R.
•Portage, P.E.I.,	P. E. I.	Richmond, P.Q.,	G. T.
•Portage la Prairie, Man.,	C. Pac.	Richmond Hill, Ont.,	N. & N. W.
•Portage Road, Ont.,	T. & N.	•Ridgewood, Ont.,	G. T.
•Port Colborne, Ont.,	G. T.	Ridgetown, Ont.,	C. S.
•Port Credit, Ont.,	G. W.	Ridgeway, Mich.,	G. T.
•Port Dalhousie, Ont.,	Welland	•Rimouski, P.Q.,	I. C. R.
•Port Dover, Ont.,	N. & N. W.	River Beaudette, P.Q.,	G. T.
•Port Dover, Ont.,	G. T.		

* Flag stations; all charges must be prepaid.

Riverdale (formerly Sligo), Ont.,	N. & N. W.	Scotstown, P.Q.,	Intnl.
Riverdale, Ont.,	C. Val.	Scott P.Q.,	Q. O.
Riversdale, N.S.,	I. C. R.	Scotts, Mich.,	C. & G. T.
•Riverside, N.B.,	I. C. R.	Seaforth, Ont.,	G. T.
River Phillip, N.S.,	I. C. R.	Seagrave, Ont.,	M. W. P. P. & L.
Riviere du Loup P.Q.,	I. C. R.	Sebringville, Ont.,	G. T.
Rivière Ouelle, P.Q.,	I. C. R.	Sedley, Ind.,	C. & G. T.
•Robertson, P.Q.,	Q. C.	•Selkirk, P.E.I.,	P. E. I.
Robinson or Bury, P.Q.,	Intnl.	Selkirk, Man.,	C. Pac.
Rochester, Mich.,	G. T.	Severn, Ont.,	N. & N. W.
•Rockford, Ont.,	T. G. & B.	Sewell, Man.,	C. Pac.
Rockland, P.Q.,	Q. M. O. & O.	Shaftsbury, Mich.,	C. & G. T.
Rockland, N.B.,	I. C. R.	Shakespeare, Ont.,	G. T.
•Rockwood, Ont.,	G. T.	Shannonville, Ont.,	G. T.
Rodney, Ont.,	C. S.	Sharbot Lake, Ont.,	K. & P.
Roix Road, N.B.,	N. B. & C.	Shedden, Ont.,	C. S.
Rolling Dam, N.B.,	N. B. & C.	Shediac, N.B.,	I. C. R.
Romeo, Mich.,	G. T.	•Shelby, Mich.,	G. T.
•Ropers, Mich.,	C. & G. T.	Shelburne, Ont.,	T. G. & B.
Rothsay, N.B.,	I. C. R.	Shelburne, N.H.,	G. T.
Roundhill, N.S.,	W. & A.	Shelly, Man.,	C. Pac.
Rouse's Point, N.Y.,	G. T.	Shepardsville, Mh.,	D. G. H. & M.
Roxton Falls, P.Q.,	S. E.	Sherbrooke, P.Q.,	G. T.
Royal Oak, Mich.,	D. G. H. & M.	Shubenacadie, N.S.,	I. C. R.
Royalty Jct., P.E.I.,	P. E. I.	Sidney, Man.,	C. Pac.
•Russell, Ont.,	C. Pac.	•Silver Creek, Ont.,	M. W. P. P. & L.
Rusegonish, N.B.,	Fdtn.	Simcoe, Ont.,	G. W.
Ryegate, Vt.,	Pass.	Simcoe, Ont.,	G. T.
Rymal, Ont.,	N. & N. W.	Skeads, Ont.,	C. Pac.
Sackville, N.B.,	I. C. R.	Smith's Creek, Mich.,	G. T.
Saginaw City, Mh.,	D. S. & B. C.	Smith's Falls, Ont.,	C. Pac.
Salamanca, N.B.,	Fdtn.	Smith's Mills, P.Q.,	Pass.
Salisbury Jct., N.B.,	I. C. R.	•Snedden's, Ont.,	C. Pac.
Salmonville, Ont.,	N. & N. W.	Somerset, P.Q.,	G. T.
•Salt Springs, N.S.,	I. C. R.	•Sonya, Ont.,	M. W. P. P. & L.
Sauborn, Mich.,	C. & G. T.	Sorel, P.Q.,	S. E.
Sand Beach, Mich.,	P. H. & N. W.	Souris, P.E.I.,	P. E. I.
Sand Point, Ont.,	C. Pac.	Southampton, Ont.,	G. W.
Saranac, Mich.,	D. G. H. & M.	South Barton, Vt.,	Pass.
•Satterthwaite, Ont.,	M. W. P. P. & L.	•South Bay, N.B.,	St. J. & M.
S'taux Recollets, P.Q.,	Q. M. O. & O.	South Bend, Ind.,	C. & G. T.
Saubourm's S'dg, Ont.,	St. L. & O.	South Branch, N.B.,	St. J. & M.
•Saurin, Ont.,	N. & N. W.	South Durham, P.Q.,	G. T.
•Savage's Mills, P.Q.,	S. E.	South Lawn, Ill.,	C. & G. T.
•Saxony, Ont.,	G. T.	•South Lincoln, Me.,	E. & N. A.
Sayabec, P.Q.,	I. C. R.	South Newbury, Vt.,	Pass.
•Scanlon's, Ont.,	N. & N. W.	South Paris, Me.,	G. T.
Scarboro Jct., Ont.,	G. T.	South River, N.S.,	H. & C. B.
Schaw, Ont.,	C. Val.	South Roxton, P.Q.,	S. E.
•Schepeler, Ont.,	M. W. P. P. & L.	•South Stukely, P.Q.,	C. V.
Schoolcraft, Mich.,	C. & G. T.	•South Winn, Me.,	E. & N. A.
		•Southwold, Ont.,	C. S.
		Spencerville, Ont.,	St. L. & O.

*Flag stations ; all charges must be prepaid.

Intnl.	Springfield, Ont.,	C. S.	St. Augustin, P.Q.,	Q.M.O. & O.
Q.O.	Springfield, Ont.,	C. Val.	St. Barthelemi, P.Q.,	Q.M.O. & O.
G. T.	Springford, Ont.,	G. W.	St. Bazile, P.Q.,	Q. M. O. & O.
G. T.	Spring Hill, P.Q.,	Intnl.	St. Boniface, Man.,	C. Pac.
& L.	Spring Hill, N.S.,	I. C. R.	St. Bridget, P.Q.,	S. E.
G. T.	Spring Lake, Mh.,	D. G. H. & M.	St. Brigitte, P.Q.,	C. V.
G. T.	Stanbridge, P.Q.,	L. C. & St. L.	St. Bruno, P.Q.,	G. T.
E. I.	Stanbridge, P.Q.,	C. V.	St. Catherines, Ont.,	G. W.
Pac.	Stanford, P.Q.,	G. T.	St. Catherines, Ont.,	Welland
N. W.	Stanstead, P.Q.,	Pass.	St. Celestin, P.Q.,	G. T.
P. Pac.	Stanstead Junction, P.Q.,	Pass.	St. Charles, P.Q.,	I. C. R.
G. T.	Stark, N.H.,	G. T.	St. Clair Jct., Ont.,	C. S.
G. T.	Stark Water, N.H.,	G. T.	St. Constant, P.Q., M. & C.J. (G.T.)	
G. T.	Stayner, Ont.,	N. & N. W.	St. Croix, N.B.,	St. J. & M.
K. & P.	Stephens, Mich.,	D. S. & B. C.	St. Cuthbert, P.Q.,	Q. M. O. & O.
C. S.	Stellarton Junction, N.S.,	I. C. R.	St. David, Ont.,	G. W.
O. R.	Stewarton, Ont.,	N. & N. W.	St. David, P. Q.,	S. E.
G. T.	Stevensville, Ont.,	G. W.	St. Dominique, P.Q.,	G. T.
J. & B.	Stevensville, Ont.,	C. S.	St. Fabien, "	I. C. R.
G. T.	Stewiacke, N.S.,	I. C. R.	St. Flavie, "	I. C. R.
C. Pac.	Stillwell, Ind.,	C. & G. T.	St. François, "	I. C. R.
H. & M.	Stinson's Creek, Ont.,	P. E. C.	St. Frederic, P.Q.,	Q. C.
G. T.	Stirling, Ont.,	G. Jct.	St. George, Ont.,	G. W.
I. O. R.	Sultsville, Ont.,	C. Pac.	St. Germain, P.Q.,	S. H.
J. Pac.	Stonewall, Man.,	C. Pac.	St. Gervais, P.Q.,	L. & K.
P. & L.	Stony Creek, Ont.,	G. W.	St. Gregoire, P.Q.,	G. T.
G. W.	Stony Mountain, Man.,	C. Pac.	St. Guillaume, P.Q.,	S. E.
G. T.	Stony Point, Ont.,	G. W.	St. Guillaume, P.Q., L. C. & St. L.	
C. Pac.	Story's, Ont.,	C. Pac.	St. Helene, P.Q.,	I. C. R.
G. T.	Stottsville, P.Q.,	G. T.	St. Henedine, P.Q.,	L. & K.
C. Pac.	Stouffville, Ont.,	T. & N.	St. Henri, P.Q.,	I. C. R.
Pass.	Straits of Oanso, N.S.,	H. & C. B.	St. Henri de Masch, Q.M.O. & O.	
C. Pac.	Stratford, Ont.,	G. T.	St. Henri Village, P.Q.,	L. & K.
G. T.	Stratford Hollow, N.H.,	G. T.	St. Henri Jct., P.Q.,	L. & K.
P. & L.	Strathallan, Ont.,	G. T.	St. Hermas, P.Q.,	Q. M. O. & O.
S. E.	Strathroy, Ont.,	G. W.	St. Hilaire, P.Q.,	G. T.
P. E. I.	Streetsville, Ont.,	C. Val.	St. Hubert, P.Q.,	G. T.
G. W.	Sturgeon Bay, Ont.,	M.W.P.P.&L.	St. Hugues, P.Q.,	L. C. & St. L.
Pass.	St. Agapit, P.Q.,	G.T.	St. Hyacinthe, P.Q.,	G. T.
J. & M.	St. Alexandre, P.Q.,	I. C. R.	St. Isidore, P.Q.,	G. T.
& G. T.	St. Alexandre, P.Q.,	C. V.	St. Janvier, P.Q.,	Q.M.O. & O.
J. & M.	St. Anaclet, P.Q.,	I. C. R.	St. Jean Chrysost., P.Q.,	I. C. R.
G. T.	St. André, P.Q.,	I. C. R.	St. Jeanne de Nvl., P.Q.,	Q.M.&O.
& G. T.	St. Andrews, N.B.,	N. B. & C.	(Pont Rouge)	
& N. A.	St. Angèle, P.Q.,	S. E.	St. Jean Port Joli, P.Q.,	I. C. R.
Pass.	St. Anne, P.Q.,	I. C. R.	St. Jerome, P.Q.,	Q. M. O. & O.
G. T.	St. Anne de la Parade, P.Q.,	G. T.	St. John, N.B.,	St. J. & M.
& C. B.		Q. M. O. & O.	St. John N.B.,	I. C. R.
S. E.		N. & N. W.	St. Johns, Mich.,	D. G. H. & M.
C. V.	St. Annes, Ont.,	G. T.	St. Johns, P.Q.,	G. T.
& N. A.	St. Anselme, P.Q.,	L. & K.	St. Johnsbury, Vt.,	Pass.
C. S.	St. Armand, P.Q.,	C. V.	St. Johnsbury Centre, Vt.,	Pass.
L. & O.	St. Arsène, P.Q.,	I. C. R.	St. Joseph, P.Q.,	Q. C.

* Flag stations; all charges must be prepaid.

St. Julie, P.Q.,	G. T.	*Sutton, N.B.,	St J. & M.
St. Lambert, P.Q.	G. T.	Sutton, Ont.,	T. & N.
St. Liboire, P.Q.,	G. T.	Sutton Flat, P.Q.,	S. H.
*St. Luce, P.Q.,	I. C. R.	Sutton Jct., P.Q.,	S. E.
St. Madeleine, P.Q.,	G. T.	Sweetsburg, P. Q.,	S. H.
St. Martin, P.Q., M. & C.J., (G.T.)	(G.T.)	*Sydney, Ont.,	G. T.
St. Martin, P.Q., Q. M. O. & O.	Q. M. O. & O.		
St. Martin Jct., P.Q., Q. M.O. & O.	Q. M.O. & O.	*Tartague, P.Q.,	I. C. R.
St. Mary, P.Q.,	L. & K.	Tavistock, Ont.,	G. T.
S. Mary's, Ont.	G. T.	Tavistock, O., (G.B.&L.E.)	G. T.
St. Maurice, P.Q., Q. M. O. & O.	Q. M. O. & O.	*Taylor, Ont.,	C. S.
*St. Michel, P.Q.,	I. C. R.	*Taylors Road, N.S.,	H. & C. B.
*St. Michel, P.Q.,	G. T.	Tecumseh, Ont.,	G. W.
*St. Nicholas, P.E.I.,	P. E. I.	Telford, Man.,	C. Pac.
*St. Norbert, Man.,	C. Pac.	Terrebonne, P.Q., Q. M. O. & O.	Q. M. O. & O.
*St. Octave, P.Q.,	I. C. R.	Teeswater, Ont.,	T. G. & B.
St. Paschal, P.Q.,	I. C. R.	*Thames River, Ont.,	G. W.
St. Paul's, Ont.,	G. T.	Thamesville, Ont.,	G. W.
St. Peters, P.E.I.,	P. E. I.	Thedford, Ont.,	G. T.
St. Philippe, P.Q., Q. M. O. & O.	Q. M. O. & O.	Thetford, Vt.,	Pass.
St. Philippe de Neri, P.Q., I.C.R.	I.C.R.	Thetford Mines, P.Q.,	Q. C.
St. Pie, P.Q.,	L. C. & St. L.	Thomas, Mich.,	D. S. & B. O.
St. Pierre, P.Q.,	I. C. R.	Thomson, N.S.,	I. C. R.
St. Regis, P.Q.,	G. T.	*Thompsonville, Ont.,	N. & N. W.
St. Rémi, P.Q.,	G. T.	Thornbury, Ont.,	N. & N. W.
*St. Robert, P.Q.,	S. E.	Thorndale, Ont.,	G. T.
St. Roch, P.Q.,	I. C. R.	Thornhill, Ont.,	N. & N. W.
*St. Rosalie, P.Q.,	G. T.	Thornton, Ont.,	N. & N. W.
Ste. Rose, P.Q., Q. M. O. & O.	Q. M. O. & O.	Thornton, Jct., Ill,	C. & G. T.
St. Scholastique, P.Q., Q.M.O. & O.	Q.M.O. & O.	Thorold, Ont.,	Welland.
St. Simon, P.Q.,	I. C. R.	Three Rivers, P.Q., Q. M. O. & O.	Q. M. O. & O.
St. Simon, P.Q.,	L. C. & St. L.	Three Tree Creek, N.B.,	Fdn.
St. Stephen, N.S.,	N. B. & C.	Thurso, P.Q.,	Q. M. O. & O.
St. Thérèse, P.Q., Q. M. O. & O.	Q. M. O. & O.	Tignish, P.E.I.,	P. E. I.
St. Thomas, Ont.,	G. W.	Tilbury, Ont.,	C. S.
St. Thomas, Ont.,	C. S.	Tilsonburg, Ont.,	G. W.
St. Thomas, Ont.,	C. Val.	Tilsonburg Jct., Ont.,	C. S.
St. Thomas, P.Q.,	I. C. R.	*Tioga, Ont.,	N. & N. W.
*St. Tite, P.Q.,	Q. M. O. & O.	Tomah, Me.,	E. & N. A.
St. Valier, P.Q.,	I. C. R.	Toronto, Ont.,	G. T.
St. Vincent, Minn.,	C. Pac.	Torryburn, N.B.,	I. C. R.
St. Vincent de P., P.Q., Q.M.O. & O.	Q.M.O. & O.	Tottenham, Ont.,	N. & N. W.
Summerside, P. E. I.	P. E. I.	Townsend, Ont.,	C. S.
Sumnerstown, Ont.,	G. T.	*Tracadie, P.E.I.,	P. E. I.
*Summit, Vt.,	G. T.	*Tracadie, N.S.,	H. & C. B.
*Summit, Ont.,	C. P. & M.	*Tracy, N.B.,	St J. & M.
*Summit, Ont.,	W. P. P. & L.	*Trafalgar, Ont.,	C. Val.
*Summit, Ont.,	Mid.	Trenton, Ont.,	G. T.
*Supers, Ont.,	G. W.	Tring, P.Q.,	Q. C.
Sunderland, Ont.,	T. & N.	Trois Pistoles, P.Q.,	I. C. R.
Suspension Bridge, Ont.,	G. W.	*Trois Saumons,	I. C. R.
Suspension Bridge, Ont.,	C. S.	Truro, N.S.	I. C. R.
Sussex, N.B.,	I. C. R.	*Turner's, Ont.,	G. W.

*Flag stations; all charges must be prepaid.

& M.	Tyendinaga, Ont.,	G. T.	Waterloo, P.Q.,	S. E.
& N.	Tyndall, Man.,	C. Pac.	Waterloo, P.Q.,	C. V.
S. R.			Waterloo, Ont.,	G. T.
S. E.	Union, P.E.I.,	P. E. I.	Waterville, P.Q.,	G. T.
S. H.	Union, N.S.,	I. C. R.	Waterville, N.S.,	W. & A.
G. T.	Union Mills, Ind.,	C. & G. T.	Watford, Ont.,	G. W.
	Unionville, Ont.,	T. & N.	Watrousville, Mich.,	D. S. & B. C.
C. R.	Upton, P.Q.,	G. T.	Watt Jct, N.B.,	N. B. & C.
G. T.	Utica, Mich.,	D. S. & B. C.	Waubashene, Ont.,	M.W.P.P.&L.
G. T.	Uthoff, Ont.,	M. W. P. P. & L.	Waubuno, Ont.,	G. W.
C. S.	Utopia, Ont.,	N. & N.W.	Waweig, N.B.,	N. B. & C.
C. B.	Uxtergrove, Ont.,	M.W.P.P. & L.	Webster, Me.,	E. & N. A.
G. W.	Uxbridge, Ont.,	T. & N.	Weedon, P.Q.,	Q. C.
D. Pac.			*Weldon, Ont.,	C. S.
& O.	Valley, N.S.,	I. O. R.	Welford, N.B.,	I. C. R.
& B.	Valparaiso, Ind.,	C. & G. T.	Welland, Ont.,	Welland.
G. W.	Vanceboro, Me.,	E. & N. A.	*Welland Jct., Ont.,	Welland.
G. W.	Vanceboro, N.B.,	St J. & M.	Welland Jct., Ont.,	C. S.
G. T.	Vassar, Mich.,	D. S. & B. C.	Wellandport, Ont.,	C. S.
Pass.	Vaudreuil, P.Q.,	G. T.	Wellington, Ont.,	P. E. C.
Q. C.	Veazie, Me.,	E. & N. A.	Wellington, N.S.,	I. C. R.
B. C.	*Veenfliets, Mich.,	D. S. & B. C.	Wellington, P.E.I.,	P. E. I.
O. R.	Vernon, Mich.,	D. G. H. & M.	Wellsboro, Ind.,	C. & G. T.
N. W.	Verona, Ont.,	K. & P.	Well's River, Vt.,	Pass.
N. W.	Verselles, P.Q.,	C. V.	Welsford, N.B.,	St. J. & M.
G. T.	Vicksburg, Mich.,	C. & G. T.	*Welsli's, Ont.,	C. Pac.
N. W.	Victoria, N.B.,	Fdtn.	*Wenlock, Vt.,	G. T.
N. W.	*Victoria, Ont.,	N. & N. W.	Wentworth, N.S.,	I. C. R.
& G. T.	Vict. Hbr, Ont.,	M. W.P. P. & L.	West Bethel, Me.,	G. T.
elland.	Victoria Road, Ont.,	T. & N.	West Brome, P.Q.,	S. E.
O. & O.	Villa Nova, Ont.,	C. S.	West Burke, Vt.,	Pass.
Fdtn.	Vivian, Ont.,	T. & N.	*Westbury, P.Q.,	Q. C.
O. & O.	*Vosburg, Ont.,	G. W.	*West Chester, N.S.,	I. C. R.
P. E. I.			West Farnham, P.Q.,	S. E.
C. S.	*Waba Nurseries, Ont.,	C. Pac.	West Farnham, P.Q.,	C. V.
G. W.	Wahjamega, Mich.,	D. S. & B. C.	*Westfield, N.B.,	St. J. & M.
C. S.	Wakelee, Mich.,	C. & G. T.	*West Huntingdon, Ont.,	G. Jet.
& N. W.	*Wainfleet, Ont.,	G. T.	West Milan, N.H.,	G. T.
& N. A.	Waldemar, Ont.,	T. G. & B.	Westminster, Ont.,	G. W.
G. T.	Wales, Ont.,	G. T.	Weston, Ont.,	G. T.
I. C. R.	Walker's, Ont.,	C. S.	Weston's, Ont.,	C. Pac.
N. W.	*Walker's Cutting, P.Q.,	G. T.	West Paris, Me.,	G. T.
C. S.	Walkerton, Ont.,	G. W.	West River, N.S.,	I. C. R.
P. E. I.	*Wanstead, Ont.,	G. W.	West Shefford, P.Q.,	C. V.
& C. B.	Warden, P.Q.,	S. E.	Whitby, Ont.,	G. T.
J. & M.	Warren, Mich.,	D. S. & B. C.	Whitechurch, Ont.,	G. W.
C. Val.	Warwick, P.Q.,	G. T.	Whitemouth, Man.,	C. Pac.
G. T.	Washago, Ont.,	N. & N. W.	White River Jct, Vt.,	Pass.
Q. C.	*Washington, Mich.,	G. T.	*White's, Ont.,	G. W.
I. C. R.	Wassiss, N.B.,	Fdtn.	Wick, Ont.,	T. & N.
I. C. R.	Waterdown, Ont.,	G. W.	Wickham, P.Q.,	S. E.
I. C. R.	Waterford, Ont.,	C. S.	Wickham, N.B.,	N. B. & C.
G. W.	Waterford, Mich.,	D. G. H. & M.	*Wilbur Road, Mh.,	P. H. & N. W.

* Flag stations; all charges must be prepaid.

Wilderness, Me.,	E. & N. A.	Woodstock, Ont.,	G. T.
Williamsford, Ont.,	T. G. & B.	Woodville, Ont.,	M. W. P.P. & L.
Windmot, N.S.	W. & A.	Woodville, Ont.,	T. & N.
Windham, Ont.,	C. S.	Wroxeter, Ont.,	T. G. & B.
Windsor, N.S.,	W. & A.	Wyevale, Ont.,	N. & N. W.
Windsor, P.Q.,	G. T.	Wylde's Cove, N.S.,	H. & C. B.
Windsor, Ont.,	G. W.	Wyoming, Ont.,	G. W.
Windsor Jct., N.S.,	I. C. R.	*Wyttopitlock, Me.,	E. & N. A.
Wingham, Ont.,	G. W.	Yamaehiches, P.Q.,	Q. M. O. & O.
Wingham Road, Ont.,	T. G. & B.	Yanaska, P.Q.,	S. E.
Winn, Me.,	E. & N. A.	*Yarmouth, Ont.,	G. W.
Winnipeg, Man.,	C. Pac.	Yarmouth, Me.,	G. T.
Winona, Ont.,	G. W.	Yarmouth Junction, Me.,	G. T.
*Winsloc, P.E.I.,	P. E. I.	*York, P. E. I.,	P. E. I.
*Wolford, Ont.,	C. Pac.	Yorks, Mead.,	P. H. & N. W.
Wolfville, N.S.,	W. & A.	*Zephyr, Ont.,	T. & N.
*Wolverton, Ont.,	C. Val.	Zimmerman, Ont.,	N. & N. W.
Woodbridge, Ont.,	T. G. & B.		
Woodslee, Ont.,	C. S.		
Woodstock, N.B.,	N. B. & C.		

G. T.
P.P. & L.
T. & N.
F. G. & B.
& N. W.
& C. B.
G. W.
& N. A.

I. O. & O.
S. E.
G. W.
G. T.
G. T.
P. E. I.
& N. W.

T. & N.
& N. W.

