

FREIGHT RECEIVED DAILY, AT PIER NO. 1, NORTH WHARVES

—BY—

CLYDE'S PHILADELPHIA AND PORTSMOUTH S. S. LINE,

WM. P. CLYDE & CO., Gen'l Agents.

D. D. C. MINK, General Freight Agent.

SAILING DAYS, TUESDAY, THURSDAY AND SATURDAY, AT NOON

SHIP SOUTH
BY THE

ATLANTIC COAST LINE
THE
FAST FREIGHT ROUTE

F. B. PRICE, Agent, No. 33 South Third Street, Philadelphia.

F. M. DUNHAM, Soliciting Agent.

W. A. PEARCE, New Eng. Agent, 228 Washington St., Boston.

F. M. IRONMONGER, Agent, No. 229 Broadway, N. Y.

GEO. R. NEEDHAM, Agent, No. 233 East German St., Baltimore.

W. W. DAVIES, South-Eastern Agent, Jacksonville, Fla.

O. V. SMITH, General Claim Agent, Portsmouth, Va.

SOL HAAS, Traffic Manager, Richmond, Va.

T. E. EMERSON, General Freight Agent, Wilmington, N. C.

The Associated Railways of Virginia and the Carolinas.

ATLANTIC COAST LINE.**Bill of Lading**

Rates from Philadelphia to

Weights, Rates, and Classification subject to correction.
Subject to difference in Classification of connecting
carriers.

	If 1st Class.	If 2d Class.	If 3d Class.	If 4th Class.	If 5th Class.	If 6th Class.	If Special	Charges Advanced
Cts. per 100 lbs.					41	32		\$

Philadelphia, 188

Received by Philadelphia & Portsmouth S. S. Line, (The Clyde S. S. Co.) of **PENN IRON ROOF. & CORR. CO., LTD.** MCH. 16 1891
under the contract hereinafter contained, the property mentioned below, marked and numbered as per margin,
in apparent good order and condition (contents and value unknown), viz.:

MARKS AND NUMBERS:

54

Tarboro

J.L.

2 Boxes Iron Roof.
1 Box Nail
2 Bales Shoa Strips

Consigned to **Elias Casson** at **Tarboro**
to be transported by Steamship appointed to sail

or by any other or succeeding steamer or vessel, whether belonging to said corporation, or to any other owner, to the port of **Portsmouth, Va.** and there to be delivered to connecting carrier, and so on by one connecting carrier to another, until they reach the station or wharf nearest the ultimate destination. If their ultimate destination be beyond the point for which rates are named, they may, by the connecting carrier nearest to such ultimate destination, be delivered to any other carrier, to be transported to such ultimate point; and the carrier so selected shall be regarded exclusively as the agent of the owner or consignee.

Each carrier without waiving the privileges, limitations and exemptions prescribed by Acts of Congress, shall be bound (subject to the limitations and exceptions contained in this contract) to deliver said goods in the same order and condition as that in which it received them; and the ultimate carrier to deliver them at its station or wharf or such other place as may be agreed upon by consignee and carrier to the consignee or his assigns, as in this contract provided, he or they paying freight and charges thereon, and average if any. It is mutually agreed that the liability of each carrier as to goods destined beyond its own route shall be terminated by proper delivery of them to the next succeeding carrier.

The carrier shall have liberty to transfer the goods to and transport them by lighters, barges or any other vessel than that named, and shall have liberty to tow and assist vessels in any situation and go to or stop at any Port or Ports, on route or beyond, and to deviate, with like privilege to stop, and sail without pilots. It is agreed that the goods may be lightered, ferried or carted to the consignee or a connecting carrier, at the owner's risk.

No carrier or the property of any, shall be liable for gold, silver, precious stones or metals, jewelry, or treasure of any kind, bank notes, securities, silks, furs, laces, pictures, plate, glass, china, or statuary; unless bills of lading are signed therefor, in which their nature and value are expressed and extra freight expressed and paid for the assumption of extraordinary risk; nor for any loss or damage arising from any of the following causes, viz: fire, from any cause, on land or on water; jettison, ice, freshets, doods, weather, pirates, robbers or thieves, acts of God or of the country's enemies; riots, collisions, explosions, accidents to boilers or machinery; stranding, straining, any accident on or perils of the seas or other waters, or of steam or inland navigation; restraints of government, legal process, claims of ownership by third parties, detention or accidental delay; want of proper coöperation or mending, insufficiency of package, in strength, or otherwise, rust, dampness, loss in weight, leakage, breakage, sweat, blowing, bursting of casks or packages, from weakness or natural causes, evaporation, vermin, frost, heat, smell, contact with or proximity to other goods, natural decay or exposure to weather; or for loss or damage of any kind on goods whose bulk or nature requires them to be carried on deck or on open cars; or for the condition of packages or any deficiency in the contents thereof, if receipted for by the consignees as in good order. All liability under this bill of lading shall be estimated on the basis of the actual market value of the goods at the place and time of shipment. Explosive, inflammable or other dangerous articles, may be transported if the carrier chooses, on deck or elsewhere, and they shall in all cases, be at the owner's risk. If any such articles be secretly delivered to the carrier, the shipper shall be responsible for any damage resulting therefrom, and such articles may be destroyed by the carrier, without incurring any liability therefor. All articles named in this bill of lading are subject to charges for necessary coöperation and repairs. No liability shall exist for wrong carriage or delivery of goods marked with initials or imperfectly marked unless name and address of consignee be given in writing at time of shipment; such marking being agreed to be taken as proof of contributory negligence. All claims for damage to goods must be made, and the nature and extent thereof fully disclosed in the presence of the agent of the company having the same then in custody, before they are removed from the station or wharf. Unless written demand for damage shall be made upon the carrier liable therefor, or upon the carrier which actually delivered the goods, within ten days after delivery, all claims for damage shall be taken to have been waived, and no suit shall thereafter be maintainable to recover the same. No agent or employee shall have authority to waive such demand.

In case of detention by quarantine, obliging a discharge of the articles named in this bill of lading, all risk and liability of the carrier and its property shall cease, and the obligations under this bill of lading be deemed to have been entirely fulfilled when the articles shall have been thus discharged; and all risks and expenses incurred thereafter shall be on account of shipper, owner and consignee. The several carriers shall have a lien upon the goods specified in this bill of lading for all arrearages of freight and charges due by the same owners or consignees on other goods. In case of loss, detriment or damage to the goods, or delay in the transportation thereof, imposing any liability hereunder, the carrier in whose actual custody they were at the time of such loss, damage, detriment or delay, shall alone be responsible therefor. The receipt of any carrier for the goods shall be prima facie evidence of the condition in which he received them, in a suit against any other carrier.

In the event of the sale of any goods, because of damage or otherwise, at any point short of their ultimate destination, it is agreed that each carrier that has completed his part of the transportation shall have earned his agreed upon proportion of the through freight, and the same, with the charges advanced, shall be due and payable out of proceeds thereof, and for any distance carried, each carrier shall, on the same basis, have earned and be entitled to freight, with charges advanced, for such part of the transportation as has been accomplished.

The goods shall be received by the owner or consignee at the station or wharf of the carrier at the ultimate point of delivery, and if not taken away within twenty-four hours after their arrival, may, at the option of the delivering carrier, be sent to a warehouse, or be permitted to lie where landed; all at the expense and risk of the shipper, owner or consignee. If goods are landed by agreement between consignee and carrier at any other than the regular station or wharf of the carrier, each separate package or article immediately upon discharge shall be at the risk of the shipper, owner or consignee. If no address of a person at the ultimate point of delivery immediately entitled to such delivery be disclosed by this bill of lading, the same must be furnished by the shipper, owner or consignee in writing, to the terminal carrier before the time at which, in ordinary course of transportation the goods should arrive at such point. A failure to do this or remove the goods within twenty-four hours after their arrival, shall, in case of any subsequent loss or injury to the latter, be treated as conclusive proof of negligence on the part of the shipper, owner or consignee, which contributed to such loss or injury. Negligence shall not be presumed as against any carrier under this bill of lading, and no liability shall exist therefor without actual and affirmative proof thereof.

This bill of lading is signed for the different carriers who may be engaged in the transportation, severally, not jointly, and each of them is to be bound by and have the benefit of all the provisions thereof, as if signed by it, the shipper, owner and consignee. The acceptance of this bill of lading is an agreement on the part of the shipper, owner and consignee of the goods to be bound by all of its stipulations, exceptions and conditions, as fully as if they were all signed by such shipper, owner and consignee. This bill of lading shall have the effect of a special contract, not liable to be modified by a receipt from or act of an intermediate carrier.

In Witness Whereof, bills of lading, all of this tenor and date, have been signed, one whereof being accomplished, the others to stand void.

SHIPPER ARE REQUESTED TO READ THIS CONTRACT