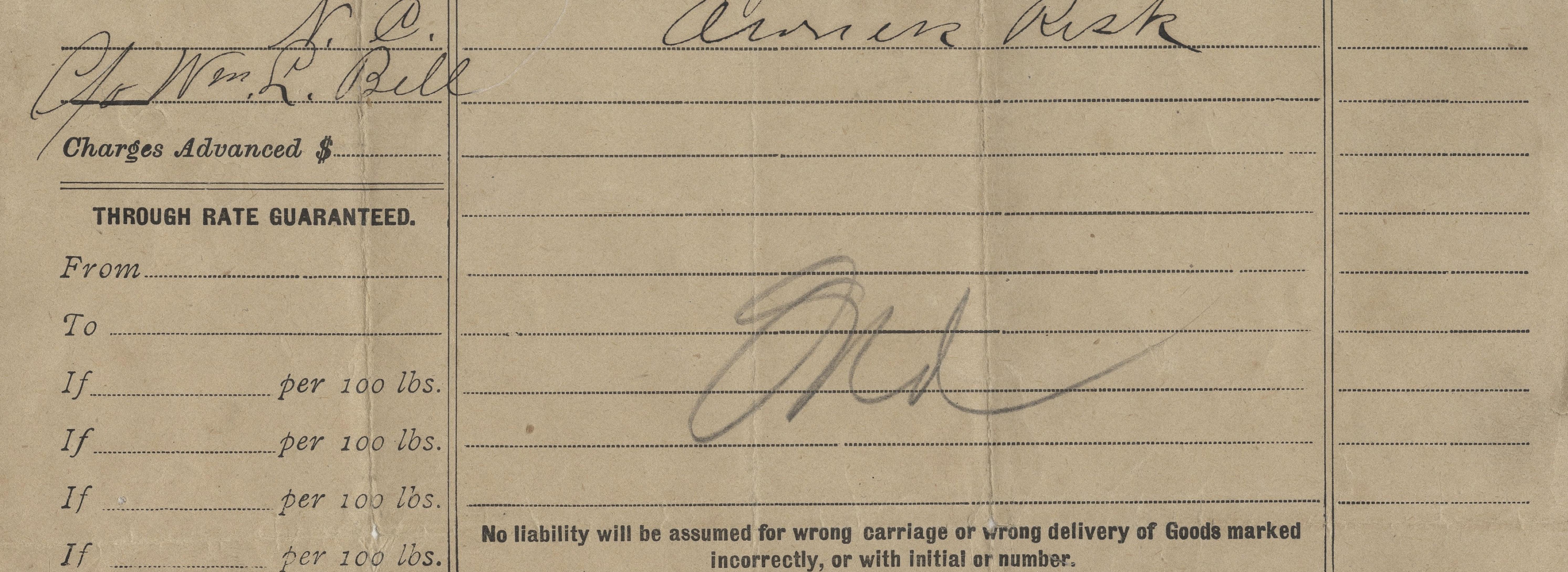
Form 17. (Revised Nov. 8, 1890., (DUPLICATE) Contract No. The following packages (contents and value unknown), in apparent good order: WEIGHT. No. of Packages stated fully **Description of Articles, Consignee and DestInation.** MARKS. in writing and figures. Subject to correction.



Consigned and marked as in the margin, to be transported over the lines of this Company's railroad to their destined station, if on this Company's railroad, or if des-tined to a point beyond this Company's railroad, then to the Company's freight station at its terminus, and delivered in like good order to the consignee or owner at said station, or to such company or carrier, if same are to be forwarded beyond said station, whose line may be considered a part of the route to the place of destination of said goods or packages; it being distinctly understood that the responsibility of this Company as a common carrier shall cease at station where the said packages are delivered to such owner, consignee, or carrier; but it guarantees that the rate of freight for the transportation of said packages shall not exceed the rate stated in the margin and charges advanced by this Company. It is further agreed, that said packages are received and are to be carried, delivered, and forwarded by said Company

THE FOLLOWING CONDITIONS:

That the said LOUISVILLE & NASHVILLE RAILROAD CO., and the Steamboats, Railroad Companies and Forwarding Lines with which it connects, and which receive said property, shall not be liable for leakage of Oils or any kind of Liquids; breakage of any kind of Glass, Earthen or Queensware; the injury or breakage of Looking-glasses, Glass Show Cases. Picture Frames, Carboys of Acids, or articles packed in Glass; Stoves and Stove Furniture, Castings, Hollowware, Machinery, Carriages, Furniture, Musical Instruments of any kind, Packages of Eggs, or for rust of Iron and of Iron Articles; nor for injury to the hidden contents of packages; nor for loss in weight or otherwise of Grain and Coffee in Bags, or Rice in Tierces; or for loss or damage to any article carried from the effects of heat or cold, by wet, dirt, fire, or loss in weight; nor for condition of Bailing on Hay, Hemp, or Cotton; nor for loss of Nuts in Bags, or of Lemons or Oranges in Boxes unless covered with canvas; nor for loss or damage of any kind on any article whose bulk requires it to be carried, or which is usually or by agreement carried on open cars; nor for damage to perishable property of any kind occasioned by delays from any cause or by changes of weather; nor for loss or damage on any article of property whatever, by fire or other casualty while in transit, or while in depots or places of reception, or in depots or places of trans shipment, or at depots or at landings at point of delivery; nor for loss or damage by FIRE, collision, or the dangers of navigation while on seas, rivers, lakes or canals. All goods or property under this Bill of Lading will be subject, at its owner's cost, to the necessary cooperage or bailing, and is to be transported to the depots of the companies or landings of the Steamboats or Forwarding Lines at the point receipted to, for delivery.

IT IS FURTHER AGREED that the LOUISVILLE & NISHVILLE RAILROAD CO., and the Steamboats, Railroads, and Forwarding Lines with which it connects, shall NOT be held accountable for any damage or deficiency in packages after the same shall have been receipted for in good order by consignees or their agents at, or by the next carrier beyond, the point to which this Bill of Lading contracts. Consignees are to pay freight at rates above mentioned, and charges upon the goods or merchandise in lots, or parts of lots, as they may be delivered to them, and upon the weight as ascertained by the Company's scales. The goods transported shall be subject to a lien, and may also be detained for all arrearages of freight due on other goods by the same consignee or owners.

IT IS FURTHER STIPULATED AND AGREED, that the LOUISVILLE & NASHVILLE RAILROAD CO., and the Steamboats, Railroad Companies and Forwarding Lines with which it connects, shall have the privilege of compressing all shipments of Cotton at its own expense and risk, but shall not be held responsible for unavoidable delays that may occur in procuring the same to be compressed. IT IS FURTHER STIPULATED AND AGREED that in case of any delay, loss, detriment, or damage done to, or sustained by, any of the property herein receipted for during such transportation, whereby any legal liability or responsibility shall or may be incurred, that Company alone shall be held answerable therefor in whose actual custody the same may be at the time of the happening of such delay, loss, detriment, or damage; and the Carrier so liable shall have the full benefit of any insurance that may have been effected upon, or on account of, said goods. AND IT IS FURTHER AGREED, that the amount of the loss, or damage so accruing, so far as it shall fall upon the Carriers above described, shall be computed at the value of cost of the said goods or property at the place and time of shipment under this Bill of Lading. THIS CONTRACT is executed and accomplished, and the liability of the Companies as Common Carriers thereunder terminates, as to the forwarding carriers respectively, on delivery to the next connecting carriers respectively; and as to the delivering carrier on the arrival of the goods or property at the station or depots of delivery (and the delivering company shall be liable as a warehouseman only thereafter), and it is hereby distinctly agreed and understood that the consignee or consignees shall promptly receive and take away goods or freight herein receipted for as soon as same is ready for delivery, and in event the consignee fails to receive and remove said freight within twenty-four hours after it is ready for delivery, consignee or consignees and consignees are consignees. each and every day that the said freight remains in said car after the expiration of the twenty four hours allowed for unloading, the same being the amount agreed on as liquidated and reasonable damage for the detention of such car per day; and for the amount thus accruing, it is contracted and agreed that the delivering carrier shall have a lien on the freight in addition to the carrier common law lien for freight charges and advances, and may detain said freight, or any part thereof, for this payment as well as for other charges and advances.

NOTICE.-In accepting this Bill of Lading, the Shipper of the property carried expressly accepts and agrees to all its stipulations, exceptions and conditions, and in case of claim for loss, damage or overcharge, it is to be presented without alteration or erasure.

Bills/of Kading, all of this tenor and date, one of which IN WITNESS WHEREOF, the Agent hath affirmed to. being accomplished, the others to stand void.

thereof, return this Bill of Lading to the General Fr light Office of the Company, with all Freight Bills paid the Company delivering the freight attached, for settlement. And Claims for loss or damage must be presented to the delivering line within 36 hours after the arrival of the Freight.

Agent-