

Brantbridge

Dec 1st 1894

Dear Father,

Influence

bill coming for 127
Byg. Wages P.M. 20 bush wages
cotton & bush Swain plan
cotton. Please let
me have bill sales
of rent cotton as soon as
you can as I wish to
settle for rent over rent.

Have drawn sight Exp
on you in favor of Rev. J. W.
Mount minus for \$40⁵⁰/₁₀₀

Has been very cold since
you left.

Love to all yours as from
Elio.

OLD DOMINION STEAMSHIP CO.

THROUGH FREIGHT LINE

BETWEEN

TAR RIVER LANDINGS, N. C.

AND

NORFOLK, BALTIMORE, NEW YORK, PHILADELPHIA, PROVIDENCE, BOSTON, &c.

OLD DOMINION STEAMSHIP CO.

BALTIMORE STEAM PACKET CO.

MERCHANTS' & MINERS' TRANS. CO.

AND CONNECTIONS FOR ALL POINTS NORTH, EAST AND WEST.

Carried Dec 18

1894

Received from

Elias Carr & Son

By the OLD DOMINION STEAMSHIP COMPANY the property described below in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to the said destination, if on its line, or its portion of the through route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, in consideration of the rate of freight hereinafter named, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

CONDITIONS.

1. No carrier or party in possession of all or any of the property herein described, shall be liable for any loss thereof or damage thereto by causes beyond its control; or by floods or by fire from any cause or wheresoever occurring; or by quarantine, riots, strikes or stoppage of labor; or by leakage, breakage, chafing, loss in weight, changes in weather, heat, frost wet or decay; or for country damage on cotton; or from any cause if it be necessary or is usual to carry such property upon open cars.

2. No carrier is bound to carry said property by any particular train or vessel, or in time for any particular market, or otherwise than with as reasonable despatch as its general business will permit. Every carrier shall have the right, in case of necessity, to forward said property by any railroad or route between the point of shipment and the point to which the rate is given.

3. No carrier shall be liable for loss or damage not occurring on its own road or its portion of the through route, nor after said property is ready for delivery to the next carrier or to consignee. The amount of any loss or damage for which any carrier becomes liable shall be computed at the value of the property at the place and time of shipment under this bill of lading, unless a lower value has been agreed upon or is determined by the classification upon which the rate is based, in either of which events such lower value shall be the maximum price to govern such computation. Claims for loss or damage must be made in writing to the agent at point of delivery promptly after arrival of the property, and if delayed for more than thirty days after the delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event.

4. All property shall be subject to necessary cooage and baling at owner's cost. Each carrier over whose route Cotton is to be carried hereunder, shall have the privilege, at its own cost, of compressing the same for greater convenience in handling and forwarding, and shall not be held responsible for unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is an elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered, and placed with other grain of same kind, without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder. No carrier shall be liable for differences in weights or for shrinkage of any grain or seeds carried in bulk.

5. Property not removed by the person or party entitled to receive it within twenty-four hours after its arrival at destination, may be kept in the car, depot or place of delivery of the carrier, at the sole risk of the owner of such property, or may be, at the option of the carrier, removed and otherwise stored at the owner's risk and cost and there held subject to lien for all freight and other charges. The delivering carrier may make a reasonable charge per day for the detention of any car and for use of track after the car has been held forty-eight hours for unloading, and may add such charge to all other charges hereunder, and hold said property subject to a lien therefor. Property destined to or taken from a station at which there is no regularly appointed agent, shall be entirely at risk of owner when unloaded from cars, or until loaded into cars; and when received from or delivered on private or other sidings, shall be at owner's risk until the cars are attached to, and after they are detached from, trains.

6. No carrier hereunder will carry or be liable in any way for, any documents, specie or for any article of extraordinary value not specifically named in the published classifica-

tions, unless a special agreement to do so, and a stipulated value of the articles, are endorsed hereon.

7. Every party, whether principal or agent, shipping inflammable, explosive, or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

8. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading shall be void.

9. If the word "order" is written hereon immediately before or after the name of the party to whose order the property is consigned, without any condition or limitation other than the name of a party to be notified of the arrival of the property, the surrender of this bill of lading properly endorsed shall be required before the delivery of the property at destination. If any other than the aforesaid form of consignment is used herein, the said property may, at the option of the carrier, be delivered without requiring the production or surrender of this bill of lading.

10. Owner or consignee shall pay freight at the rate below stated, and all other charges accruing on said property, before delivery, and according to weights as ascertained by any carrier hereunder; and if upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped, and at the rates and under the rules provided for by published classifications.

11. If all or any part of said property is carried by water over any part of said route such water carriage shall be performed subject to the conditions, whether printed or written, contained in this bill of lading, including the condition that no carrier or party shall be liable for any loss or damage resulting from the perils of the seas, lakes or other waters, or from explosion, accident to boilers or machinery, or any latent defect in hull, machinery or appurtenances, or from collision, stranding or other accidents of navigation, delay, or from any cause if it be necessary or is usual to carry such property on deck.

The carrier shall have liberty to transfer, tranship, lighter, call at any port or ports, to tow and be towed, to assist vessels in distress, to deviate for the purpose of saving life or property, to navigate without pilots, and to load and discharge goods at any time. If property, or any portion thereof, is landed by agreement at any other place than the regular wharf, it shall be at the risk of the owner immediately upon such discharge, and any property destined to or taken from a wharf or landing at which there is no regularly appointed agent shall be entirely at risk of owner when unloaded from or until loaded into vessel.

If by quarantine a carrier is prevented from forwarding the within goods to destination he may discharge goods at the nearest convenient port, and such discharge shall be deemed a final delivery under this contract. If prevented by quarantine from landing at any port he may, at his option, return the goods to shipping point, earning freight both ways and all charges accruing of whatsoever nature.

It is agreed that if any goods are sold short of ultimate destination the portion of the through freight due each carrier for that part of the transportation which may have been completed shall be earned, with charges advanced.

Upon all the conditions, whether printed or written, herein contained, it is mutually agreed that the rate of freight from to is to be, in cents per 100 lbs. :

| IF ... TIMES, FIRST CLASS. | IF FIRST CLASS. | IF SECOND CLASS. | IF THIRD CLASS. | IF FOURTH CLASS. | IF FIFTH CLASS. | IF SIXTH CLASS. | IF SPECIAL. | |
|-------------------------------|--------------------|---------------------|--------------------|---------------------|--------------------|--------------------|-------------|-------|
| | | | | | | | CLASS. | RATE. |
| | | | | | | | | |

And advanced charges at \$.....

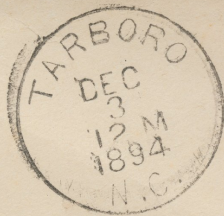
100

| MARKS, CONSIGNEES AND DESTINATION. | DESCRIPTION OF ARTICLES. | WEIGHT. SUBJECT TO CORRECTION. |
|--------------------------------------|--|-----------------------------------|
| <i>E C & S (20) B</i> | <i>Twenty Eight Bales of Cotton</i> | |
| <i>(S) (8) B</i> | <i>also one hundred & Twenty seven</i> | |
| <i>E C & S (12) Bags Peanuts</i> | <i>Bags of Peanuts</i> | |
| <i>(X) (6) " "</i> | | |
| <i>C W Grandy & Son</i> | | |
| <i>Port</i> | | |

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

W A Parvin

Agent.



Mr. Elias Carr,
Executive Mansion,
Raleigh,
N.C.

