

← EMPIRE LINE →

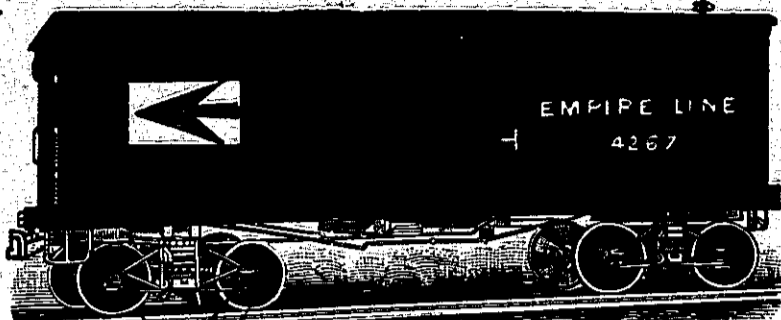
FAST FREIGHT LINE, OWNED AND OPERATED BY THE PENNSYLVANIA RAILROAD COMPANY, VIA THE PHILADELPHIA & ERIE RAILROAD DIVISION AND ITS CONNECTIONS WESTWARD AND EASTWARD.

The ← EMPIRE LINE → controls the Cars of its Line, and is the authorized FAST FREIGHT LINE on the PHILADELPHIA & ERIE RAILROAD DIVISION, PENNSYLVANIA RAILROAD, over which and its connections it passes between the East and West.

GEO. M. BALL, Manager,
Philadelphia, Pa.

L. G. KIES, Western Superintendent,
Cleveland, O.

EMPIRE LINE AGENCIES AT:—			
ALLENTOWN, Pa.	EASTON, Pa.		
ATCHISON, Kan.	EMPORIUM, Pa.		
BALTIMORE, Md.	ERIE, Pa.		
BROOKLYN, N. Y.	EVANSVILLE, Ind.		
BUFFALO, N. Y.	FORT WAYNE, Ind.		
BURLINGTON, Ia.	HARRISBURG, Pa.		
CHICAGO, Ill.	INDIANAPOLIS, Ind.		
CLEVELAND, Ohio.	IRVINGTON, Pa.		
CORRY, Pa.	KANSAS CITY, Mo.		
COUNCIL BLUFFS, Ia.	LAFAYETTE, Ind.		
DETROIT, Mich.	LANCASTER, Pa.		



EMPIRE LINE AGENCIES AT:—			
LEAVENWORTH, Kan.	PHILADELPHIA, Pa.		
LOCK HAVEN, Pa.	ST. JOSEPH, Mo.		
MILTON, Pa.	ST. LOUIS, Mo.		
MILWAUKEE, Wis.	ST. PAUL, Minn.		
MINNEAPOLIS, Minn.	SUNBURY, Pa.		
NEWARK, N. J.	TOLEDO, Ohio.		
NEW YORK, N. Y.	WARREN, Pa.		
OIL CITY, Pa.	WILKESBARRE, Pa.		
OLEAN, N. Y.	WILLIAMSPORT, Pa.		
OMAHA, Neb.	YORK, Pa.		
PEORIA, Ill.			

Freight destined to a Station at which there is no Agent, must be prepaid, released and consigned direct to a consignee resident at destination. The Company's responsibility for such Freight ceases when the car containing it has been placed on the siding at destination.

THIS BILL OF LADING is From *Chicago* to *Mayville*
The Rate of FREIGHT Through is *42/100* per 100 Lbs. per Barrel

Any package containing articles of more than one class will be charged at the tariff rate for the highest classed article contained therein. No single package or small lot of freight of one class classified first-class or lower, will be taken at less than 100 lbs. at the class to which it belongs, or, if classified higher than first-class, at less than 100 lbs. at first-class rate; and in no case will the charge for a single consignment be less than 25 cents.

This Receipt to be presented without alteration or erasure.

Received, at *Chicago* *Sept 19 1895* of *Delford Clarke*

The following Packages (contents unknown) in apparent good order:

MARKS.

W. Souger } *One Case Books*
Mayville }
N.Y. }
Mayville }
N.Y. }

To be transported by the Empire Line, and the Steamboats, Railroad Companies, and Forwarding Lines with which it connects, to *Mayville*

UPON THE FOLLOWING CONDITIONS:

It being expressly understood and agreed that the Empire Line reserves the right to forward said goods by any railroad line between point of shipment and destination, in consideration of issuing a Through Bill of Lading and guaranteeing through rate.
That THIRTY THOUSAND POUNDS (30,000 lbs.) being the maximum weight per car that this line is willing to carry (except in cars marked with a greater capacity), any excess over that weight on any car may be unloaded at the Shipper's expense.

"This Bill of Lading is NOT NEGOTIABLE unless the word 'ORDER' without any condition or limitation, other than the name of the party to be notified of the arrival of the property at its destination, is written hereon immediately before or after the name of the party to whose order the property is consigned, and that when the word 'ORDER' is so written, this Bill of Lading shall be negotiable and must be surrendered before the delivery of the property."

That the said Empire Line, and the Steamboats, Railroad Companies, and Forwarding Lines with which it connects, and which receive said property, shall not be liable for any loss or damage, however occurring, enumerated below, viz:—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 Acid, or articles packed in Glass, Stoves and Stove Furniture, Castings, Hollow Ware, Machinery, Carriages, Furniture, Musical Instruments of any kind, packages of Eggs, or for rust of Iron and of Iron Articles, nor for injury to or by the hidden contents of packages, nor for loss in weight or otherwise of Grain and Coffee in bags, or Rice in tierces; for loss or damage to any article carried, from the effects of heat or cold, by wet, dirt, fire, or loss of weight, or for condition of baling on Hay, Hemp or Cotton; nor for loss caused by the rubbing or chafing of goods in bales; nor for the loss of Nuts in bags, or of Lemons or Oranges in boxes, unless covered with canvas; nor for the loss or damage of any kind on any article whose bulk requires it to be 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 transshipment, or at depots or 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. They shall not be responsible for loss of or injury to Pictures, Plated Ware or Statuary, however occurring, unless received under special authority from the Manager or Western Superintendent of the Empire Line, at a specified value, and at such an extra price for transportation as he may accept for the Line in compensation for the extra risk. The said Line will not knowingly transport, on any terms, Nitro-Glycerine, Gunpowder, Fireworks, Friction Matches, Gold or Silver Ware, Coin or Bullion, Jewels or Watches. All goods or property under this Bill of Lading will be subject, at its owner's cost, to a necessary cooperage or baling, and is to be transported to the depots of the Companies or landings of the Steamboats or Forwarding Lines at the point received to for delivery.

IT IS FURTHER AGREED, that unless this Bill of Lading, properly endorsed, be delivered to the Agent of the Empire Line at destination on or before the arrival there of the hereinabove described property, the said Line is authorized to deliver the said property to the consignee, or to the party to whose care it is by this Bill of Lading consigned; and after such delivery, the said Line shall be no longer responsible for or on account of this Bill of Lading, or for or on account of any assignment or transfer thereof.

IT IS FURTHER AGREED, that the Empire Line, 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 rate 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 Line's scales. The goods transported shall be subject to a lien, and may also be retained, for all arrearages of freight due on other goods by the same consignee or owners.

IT IS FURTHER STIPULATED AND AGREED, that in case of any 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 loss, detriment or damage, when the goods are forwarded by the route over which they were directed by consignor, 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. If destined beyond the point received to, the same may be entrusted or delivered in the cars of this Line or otherwise, to any other Railroad or Transportation Company or Agent; and such Railroad, Transportation Company or Agent so selected, shall be regarded exclusively as the AGENT of the owner or consignee, and shall be entitled to the benefit of the conditions and provisions of this, and of such Bill of Lading as they may deliver therefor; and the Empire Line shall not be, in any event, responsible for the negligence or non-performance of any such Company or Agent, nor shall such Company or Agent be liable for any loss or injury, except upon its or their respective routes, and while such merchandise is in their respective custody.

AND IT IS FURTHER AGREED that, in the event of the loss of any property for which responsibility attaches under this Bill of Lading to the carriers, the value or cost of the same at the time and point of shipment is to govern the settlement, except the value of the articles has been agreed upon with the shipper, or is determined by the classification upon which the rates are based.

IT IS FURTHER AGREED, that all weights furnished by shippers are subject to correction.
THIS CONTRACT is executed and accomplished, and the liability of the Companies as common carriers thereunder terminates on the arrival of the goods or property at the station or depot of delivery (and the Companies will be liable as warehousemen only thereafter), and unless removed by the consignee from the stations or depots of delivery within twenty-four hours of their said arrival, they may be removed and stored by the Companies at the owner's expense and risk.

NOTICE.—In accepting this Bill of Lading, the Shipper or other Agent of the owner of the property carried, expressly accepts and agrees to all its stipulations, exceptions and conditions.

Jos. Lockton Agent.