New Haven, March 24th, 1876

Sir,

The Agent 21st March, due, says, that the goods called for on the enclosed Bill of Lading, cannot be prepared to point of destination, owing to the same not being a shipping point, and furthermore after the goods leave Chicago, Ill., they are liable to go over several routes, where rates are arbitrary, leaving it impossible to fix any rate.

I am Very Respectfully Yours,

Smedley Bros. & Co.

[Signature]
Merchants Despatch Transportation Company
FAST FREIGHT LINE.
From NEW YORK, BOSTON, ALBANY, AND ALL NEW ENGLAND POINTS,
TO THE WEST, NORTHWEST AND SOUTHWEST,
IN CARS OWNED AND CONTROLLED BY THE COMPANY.

W. G. GEAGEN, Agent.
235 Broadway, NEW YORK.
C. DeKAT TOWNSIND, Agent.
No. 1 Court St., cor. Washington, BOSTON.
J. W. SKINNER, Agent.
Cor. Jackson & Spencer Sts., ALBANY, N. Y.

OTIS KIMBALL, Jr., New England Agent, BOSTON.
W. F. STAUNTON, Secretary, NEW YORK.
O. B. SKINNER, Gen't Manager, CLEVELAND, Ohio.

Delivered in New York at our DEPOT,
St. John's Park, Platform 2, Varick St.
Slow Freq.; Pier 5—East River.
N.B. at 233 St. and 11th Avenue.

Contents and Value of Packages Unknown.

MARKS.

Sam Smith
Black Butter Students
Wyoming Tex.

2 Cases 1 Noble

New York, April 24th, 1876

Received from T. Smedley & Co.
in apparent good order (except as noted,) the following packages, marked as in the margin, viz:

To be forwarded by the following lines:

-- Ch. Depot only, or
they paying freight and charges for the same. If:

1st Class. 1 3/4 times 1st Class.
2d Class. 3/4 times 1st Class.
3d Class. 1/2 times 1st Class.
4th Class. 1/4 times 1st Class.
5th Class. 1/16 times 1st Class.

WEIGHT SUBJECT TO CORRECTION.

The terms and Classification as below, and to DIFFERENCE IN CLASSIFICATIONS adopted by Western Roads, and to the Government Tax.

CONDITIONS.

All articles entered on this Bill of Lading shall be subject to and governed by the latest Tariff Classification as published by this line and in force at the date hereof, and to the rates properly belonging to such Classification; and the rates, as written, in above, shall only apply to such goods as are included in the class-opposite or against which the rate is so written.

Articles enumerated in such Classification, as subject to more than first class rates, shall be subject to one-and-a-half, twice, three times or four times, as the case may be, the first class rates written herein.

The Company will not hold itself liable for the safe carriage or custody of any articles of freight, unless recorded for by an authorized Agent; and no Agent of the line is authorized to receive, or agree to transport any freight which is not thus recorded for.

The Company will not hold itself liable at all for injury to any article of freight, during the course of transportation, occasioned by the weather, accidental delays or natural tendency to decay, nor for any loss arising from leakage, improper packing, insufficient precaution or stopping.

Freight and Insurance will be charged upon the actual weight of property at point of shipment, and no deduction will be allowed for leakage or shrinkage in transit.

In the event of the loss of any property for which this Company may be responsible under this Bill of Lading, the value or cost of the same at the point and time of shipment is to govern the settlement for the same. And in case of loss or damage of any of the goods named in this Bill of Lading, for which this Company may be liable, it is agreed that they may have the benefit of any insurance effected by order of the owner of said goods.

Carriages and Slipknots, Eggs, Furniture, Looking Glasses, Glass and Cutlery Ware, Machinery, Mineral Oil, Piano-forte, Stoves and Castings, Sweet Potatoes, Wheat and Marbles, and all sorts of glass or earthenware, and fish, will only be taken at the owner's risk of Transit or injury during the course of transportation, loading and unloading, unless specially agreed to the contrary. Gunpowder, Firearms, Matches and like combustibles will not be received on any terms; and all persons procuring the reception of such freight by fraud or concealment, will be held responsible for any damage which may arise from it while in the custody of the Company.

No claim will be allowed for deficiency or damage on packages if received for in "good order" at the point to which they are contracted for this bill. No single piece or package will be taken for less than $1.00.

All articles of freight, on arrival at place of destination, are at the risk and expense of the owner.

For Classification, see other side.

W. H. STARR
Agent.
### Merchants Despatch Transportation Company’s Classification

#### Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article
- Article

#### Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class
- Class

#### Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount
- Amount

#### Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate
- Rate

---

**Special Class**

- SPECIAL
- SPECIAL

---

**Subject to Difference in Classification adopted by Western Roads.**

*This Company will NOT RECEIVE for TRANSPORTATION PERISHABLE ARTICLES, EXCEPT AT OWNER’S RISK, and the Freight must be prepaid to Place of Destination.*
Starin's New Haven Transport'n Line.

In direct connection with the N. Y. C. & H. R. R. R. at New York, and with the NEW HAVEN & DERBY Railroad, at New Haven.

New Haven, March 27, 1876

Received from Frederick Bros. Co.

apparently in good order, contents and value unknown, the following goods, viz:

2 Cases Under

to be transported by the boats of this Line to New York, and there delivered in like order and condition on payment of freight thereof, dangers of seas, rivers, waters, fire, elements, frost, steam navigation, railroad transportation, war, pirates, collision, breakage, leakage, delays, accidents to machinery or boilers, railroad accidents, and all other accidents excepted, and subject to the exceptions and conditions, to which claims hereon endorsed, and which form a part of this contract. It being understood that in case of any loss, detriment or damage done to or sustained by any of the property herein received for, during such transportation, whereby any legal liability shall be incurred, that company shall alone be held answerable therefore in whose actual custody the same may be at the time of the happening of such loss, detriment or damage.

Agent for the above Line, severally and not jointly.
It is mutually agreed as a part of the terms and conditions of the with
in contract, that the Boat carrying the within mentioned goods shall
have the liberty to tow and assist vessels in distress or otherwise, and
to sail with or without pilot, and that all liability on the part of this
Line shall cease upon the delivery of the goods at the wharf at the end
of its route and that all liability on the part of the latter Company shall
cease upon the delivery of the goods at the end of its route.

That no package whatever, if lost, injured or stolen, shall be deemed
of any greater value than One Hundred Dollars, unless specifically
receipted for at a greater valuation, and the additional freight upon
it paid.

That this Line shall in no case be liable for any delay in the transpor
tation of said goods, unless the same shall be caused by gross negli
gence.

That the conditions and the exceptions and the exemptions from
liability made by this instrument shall operate as well in favor of the
said Line as of the other Companies becoming carriers of the said goods
to their ultimate destination while in course of transportation by them
respectively, and that the said goods after being received by either of
the Companies within mentioned shall be subject to the rules and reg
ulations adopted by them respectively in regard to freight.

That Looking-glass Plates, Glass, Farthen and Glassware, Furniture,
Stoves, Hay, Hemp, Cotton, Castings, Marble, Agricultural Implements
Carriages, Musical Implements, Machinery, Live Animals, Liquids in
Glass. Eggs and all fragile articles, will be taken at the owners risk of
breakage, damage or injury. No allowance will be made for deficiency
of Lemons, Oranges or other fruit, unless the packages are in perfect
shipping order; if casks, barrels or kegs, to be head-lined, if boxes or
or baskets, to be securely covered with canvas: nor for loss of Hats,
Caps, Boots, Shoes, or Straw Goods, unless the cases are properly strap
ned when Shipped; nor for damage or loss of perishable articles by heat,
cold, accidents or delays; nor for leakage of Liquors or Liquids of any
kind, or of Sugars, or Molasses or Lard, or Oil. nor for rust on iron or
other metals. Specie, drafts, bankbills, and all other things of great in
trinsic or representative value, will only be taken on a representation
of their value, and by special agreement in writing, describing the same

That the Line will not hold itself liable for the safe carriage or custo
dy of any articles of freight, unless receipted for by an authorized agent
and no agent of the Line is authorized to receive or agree to transport
any freight which is not thus receipted for.

That Gunpowder, Friction matches, and other combustibles, will
not be received on any terms; and all persons procuring the reception of
such freight by fraud or concealment, will be held responsible for any
damage which may arise from it while in the custody of the Company.

That goods received at the wharf after the Boat of the day is loaded
or after her complement of freight has been received, or after her de
parture, shall be at the entire risk of the owner, until actually loaded
on board of the succeeding Boat.