

2. **Duty to Unload**—For the purposes of paragraph 1 it shall be deemed to be the duty of the owner or consignee to unload goods in the following cases:

- (a) Wherever it is specifically provided “owners to unload” or words to that effect; and
- (b) Where goods, irrespective of classification, are put off at a station or siding where there is no Stationmaster in charge; or placed in a private siding; and
- (c) In all cases where goods are charged at other than the following rates, viz:
 - (i) The classified and local rates for goods of Classes C, D, and G and such rates when increased or decreased by a percentage or other variation.
 - (ii) The classified E rate plus 25 percent or 50 percent.
 - (iii) The small-lots scale (section 71).
 - (iv) The small-lots scale for timber (section 75, paragraph 2).
 - (v) Fresh fruit, etc., charged under the provisions of section 85.
 - (vi) The classified P rate plus 25 percent or 50 percent.

3. **Shipping Traffic**—(a) Except as otherwise provided, the following charges will be enforced on goods consigned to a port and held in railway wagons awaiting shipment:

For the day of arrival and day of shipment no charge will be made. For additional days, 72c per tonne weight and 74c for each tarpaulin per day or part of a day will be charged (except as provided in subparagraph (b) hereof).

(b) When vessels are delayed through stress of weather and the shipping company notifies the circumstances to the Stationmaster or Goods Manager at the port concerned the charges, as prescribed by subparagraph (a), may be reduced as under:

Actual Time for which Charges are Payable	Charges May be Reduced by
One day	50 percent.
Two to five days	One day.
Six to nine days	Two days.
Ten days or over	Three days.

(c) The minimum charge under this paragraph will be \$3.18 per four-wheeled wagon per day or part of a day excluding the charge for tarpaulins.

(d) In no case shall the charge based in accordance with subparagraphs (a) and (b) hereof exceed the charge for demurrage as prescribed by paragraph 1 of this section.

4. **Department May Unload**—The department reserves to itself the right of unloading such wagons at any time after the expiration of the aforesaid 8 hours at the sole risk and expense of the owner or consignee, when the goods will be stacked and stored in the most convenient place for the department, and remain on hand at the sole risk and expense of the owner or consignee, as the case may be.

5. **Wagon Not Used, etc.**—Demurrage at the rates specified in paragraph 1 of this section will also be charged on every wagon ordered and not loaded, or improperly loaded, or loaded and not ready for dispatch within 8 working hours from the time such wagon is made available for loading in pursuance of such order.

6. **Working Hours**—For the purpose of calculating demurrage charges, “working hours” shall be deemed to be from 8 a.m. to 5 p.m. Monday to Friday inclusive. The following days will not be counted when calculating demurrage charges:

- Saturdays.
- Sundays.
- 2 January.

Other days on which goods sheds are closed, including Anniversary Day, or the day observed in lieu thereof, in each province.

7. **Liability**—Goods (except shipping traffic) which it is the duty of the owner or the consignee to unload, on hand, awaiting delivery, will be held at owner’s risk after 8 working hours from the time when the wagon is available for unloading. Shipping traffic, whether at ship’s side or held in layby sidings awaiting placing to ship’s side, will be held at owner’s risk after the day following the day of arrival of the wagon.

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