I. APPLICATION

The following provisions shall apply to all transportation of goods by for-
hire highways carriers licensed under the Motor Vehicle Transport Act
(Canada R.S.C. 1970 M-14) or under provincial statutes with the exception of
the transportation of:

a) used household goods
b) livestock
c) bus parcel express shipments
d) the personal luggage of bus passengers
e) such other commodities as may be specified by provincial law.

II. BILL OF LADING

1. A Bill of Lading shall be completed as provided herein for each shipment.
2. On each article covered by the Bill of Lading, there shall be plainly
   marked by the consignor, the name of the consignee and the destination
   thereof. This requirement does not apply in cases where the shipment is
   from one consignor to one consignee and constitutes a truckload shipment.
3. The Bill of Lading shall be signed in full (not initialed) by the
   consignor and by the carrier as an acceptance of all terms and conditions contained
   therein.
4. At the option of the carrier a waybill may be prepared by the carrier and
   the waybill shall bear the same number or other positive means of
   identification as the original Bill of Lading. Under no circumstances shall the
   waybill replace the original Bill of Lading.

III CONDITIONS OF CARRIAGE

1. Liability of Carrier
   The carrier of the goods herein described is liable for any loss or damage to
   goods accepted by him or his agents except as hereinafter provided.
2. Liability of Originating and Delivering Carriers
   Where a shipment is accepted for carriage by more than one carrier, the
   carrier issuing the Bill of Lading (hereinafter called the originating carrier)
   and the carrier who assumes responsibility for delivery to the consignee
   (hereinafter called the delivering carrier), in addition to any other liability
   hereunder, are liable for any loss of or damage to the goods while they are
   in the custody of any other carrier to whom the goods are to have been
delivered and from which liability the other carrier is not relieved.
3. Recovery from Connecting Carrier
   The originating carrier or the delivering carrier, as the case may be, is
   entitled to recover from any other carrier to whom the goods are or have
   been delivered the amount of the loss or damage that the originating carrier
   or delivering carrier, as the case may be, may be required to pay hereunder
   resulting from loss or damage to the goods while they were in the custody
   of such other carrier. When shipments are interlined between carriers,
   settlement of concealed damage claims shall be prorated on the basis of
   revenues received.
4. Remedy by Consignor or Consignee
   Nothing in articles 2 or 3 deprives a consignor or consignee of any rights he
   may have against any carrier.
5. Exceptions from Liability
   The carrier shall not be liable for loss, damage or delay to any of the goods
   described in the Bill of Lading caused by an Act of God, the Queen's or
   public enemies, riots, strikes, a defective or inherent vice in the goods, the act
   or default of the consignor, owner or consignee, authority of law, quarantine
   or differences in weights of grain, seed, or other commodities caused by
   natural shrinkage.
6. Delays
   No carrier is bound to transport the goods by any particular vehicle or in
   time for any particular market or otherwise than with due dispatch, unless
   by agreement specifically endorsed on the Bill of Lading and signed by the
   parties thereto.
7. Routing by Carrier
   In case of physical necessity where the carrier forwards the goods by a
   conveyance that is not a licenced for-hire vehicle the liability of the carrier is
   the same as though the entire carriage were by licenced for-hire vehicle.
8. Stoppage in Transit
   Where the goods are stopped and held in transit at the request of the party
   entitled to so request the goods are held at the risk of that party.
9. Valuation
   Subject to article 10, the amount of any loss or damage for which the carrier
   is liable, whether or not the loss or damage results from negligence, shall be
   computed on the basis of:
   a) the value of the goods at the place and time of shipment including the
      freight charges if paid, or
   b) where a value lower than that referred to in paragraph (a) has been
      represented in writing by the consignor or has been agreed upon, such
      lower value shall be the maximum liability.
10. Maximum liability
    The amount of any loss or damage computed under paragraph (a) or (b) of
    article 9, shall not exceed $2.00 per pound ($4.41 per kilogram) computed
    on the total weight

of the shipment unless a higher value is declared on the face of the Bill of
Lading by the consignor.

11. Consignor's Risk
   Where it is agreed that the goods are carried at the risk of the consignor of
   the goods, such agreement covers only such risks as are necessary incidental
   to transportation and the agreement shall relieve the carrier from liability for any
   loss or damage or delay which may result from any negligent act or omission of the
   carrier, his agents or employees and the burden of proving absence from negligence shall be on the carrier.

12. Notice of Claim
   a) No carrier is liable for loss, damage or delay to any goods carried under
      the Bill of Lading unless notice thereof, setting out particulars for the
      origin, destination and date of shipment of the goods and the estimated
      amount claimed in respect of such loss, damage or delay is given in
      writing to the originating carrier or the delivering carrier within sixty (60)
      days after the delivery of the goods, or, in the case of failure to make
      delivery, within nine (9) months from the date of shipment.
   b) the final statement of the claim must be filed within nine (9) months from
      the date of shipment together with a copy of the paid freight bill.

13. Articles of Extraordinary Value
   No carrier is bound to carry any documents, species or any articles of
   extraordinary value unless by a special agreement to do so. If such goods are
   carried without a special agreement and the nature of the goods is not
   disclosed hereon, the carrier, shall not be liable for any loss or damage in
   excess of the maximum liability stipulated in article 10 above.

14. Freight Charges
   a) If required by the carrier the freight and all other lawful charges accruing
      on the goods shall be paid before delivery, and if upon inspection it is
      ascertained that the goods shipped are not those described in the Bill of
      Lading the freight charges must be paid upon the goods actually shipped
      with any additional charges lawfully payable thereon.
   b) Should the consignor fail to indicate that a shipment is to be prepaid, or
      fail to indicate how the shipment is to move prepaid it will automatically move
      on a cash basis.

15. Dangerous Goods
   Every person, whether as principal or agent, shipping explosives or
dangerous goods without previous full disclosure to the carrier as required
by law, shall indemnify the carrier against a loss, damage or delay caused
thereby, and such goods may be warehoused at the consignor's risk and
expense.

16. Undelivered Goods
   a) Where through no fault of the carrier, the goods cannot be delivered, the
      carrier shall immediately give notice to the consignor and consignee that
      delivery has not been made and shall request disposal instructions.
   b) Pending receipt of such disposal instructions,
      i) The goods may be stored in the warehouse of the carrier, subject to a
         reasonable charge for shortage or
      ii) Provided that the carrier has notified the consignor of his intention the
         goods may be removed to, and stored in, a public or licensed
         warehouse, at the expense of the consignor, without liability on the
         part of the carrier, and subject to a lien for all freight and other lawful
         charges, including a reasonable charge for storage.

17. Return of Goods
   Where notice has been given by the carrier pursuant to article 16a, and no
   disposal instructions have been received within 10 days from the date of such
   notice, the carrier may return to the consignor, at the consignor's expense, all
   undelivered shipments for which such notice has been given.

18. Alterations
   Subject to article 19, any limitation on the carrier's liability on the Bill of
   Lading, and any alteration or addition or erasure in the Bill of Lading shall be
   signed or initialled by the consignor or his agent and the originating carrier
   or his agent and unless so acknowledged shall be without effect.

19. Weights
   It shall be the responsibility of the consignor to show correct shipping
   weights of the shipment on the Bill of Lading. Where the actual weight of
   the shipment does not agree with the weight shown on the Bill of Lading,
   the weight shown thereon is subject to correction by the carrier.

20. C.O.D. Shipment
   a) A carrier shall not deliver a C.O.D. shipment unless payment is received
      in full.
   b) The charge for collecting and remitting the amount of C.O.D. dues for
      C.O.D. shipments must be collected from the consignee unless the
      consignor has otherwise so indicated and instructed on the Bill of
      Lading.
   c) A carrier shall remit all C.O.D. monies separate from other revenues and
      funds of his business in a separate trust fund or account.
   d) A carrier shall include as a separate item in his schedule of rates the
      charges for collecting and remitting money paid by consignees.