

EAST INDIA (RAILWAYS)  
REPORT  
ADMINISTRATION AND WORKING OF  
INDIAN RAILWAYS  
by  
THOMAS ROBERTSON. C.V.O.

EAST INDIA (RAILWAYS).

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# REPORT

ON THE

## ADMINISTRATION AND WORKING OF INDIAN RAILWAYS.

BY

THOMAS ROBERTSON, C.V.O.,

SPECIAL COMMISSIONER FOR INDIAN RAILWAYS.

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Presented to both Houses of Parliament by Command of His Majesty.

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## ERRATA.

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- PAGE 33, paragraph 98, second line. *After " rupees," insert " annually."*
- PAGE 74, paragraph 208, ninth line. *Insert " by " after " and."*
- PAGE 81, paragraph 238, third line. *For " higher," read " heavier."*
- PAGE 82, paragraph 246, first line. *After " replaced," insert " or where new stock is being provided."*
- PAGE 102, paragraph 312, twentieth line from top of page. *Delete " that."*
- PAGE 103, paragraph 315, eighth line. *After " Indian," add " 5' 6" gauge."*
- PAGE 103, paragraph 315, ninth line. *After " the," add " 5' 6" gauge."*
- PAGE 103, paragraph 318, eighth line. *After " these," insert " latter."*

**REPORT**  
**ON THE**  
**ADMINISTRATION AND WORKING**  
**OF**  
**INDIAN RAILWAYS.**

---

**INTRODUCTORY.**

By letter under the direction of His Majesty's Secretary of State for India in Council, dated 22nd August 1901, I am asked—

- I “to enquire into and report upon the administration and working of Indian railways, whether controlled by the State or by Companies, with special reference to the system under which they should be managed in India in the future:”
- II “to report upon the feasibility of a systematic plan of railway development in India, to be worked up to by the Government over a series of years:”
- III “to advise as to the management and development of the traffic, the convenience of the public, and the improvement of the revenue:”  
and
- IV “generally to make such suggestions as you may think useful for any or all of these purposes, including the extension of branches and Light railways as feeders of the main lines.”

In order to be in a position to advise fully on the subjects referred to me I have travelled extensively over the railways in India, and have exhaustively investigated their general working and administration. In doing so, I have met the various heads of Departments, also the Government officers, with all of whom matters were fully discussed, and have likewise considered the representations made to me by the various Chambers of Commerce, Associations, and other public bodies.

3. I have also, as desired, visited the United States of America, as well as Canada. To enable me to enquire fully into the arrangements in operation on the various lines and study the methods of railway management and working in these countries, I had to cross the continent twice, and in this Report will be embodied such of their arrangements as can, in my opinion, be adopted with

**Introductory.**

advantage in India. My enquiries and studies were not confined to specific Departments only, but embraced the entire system of administration. From the time I left England in October 1901, until I return, I shall have travelled over 76,000 miles in connection with my Reference.

4. I have now the honour to submit my Report, and, as it has necessarily to cover a very wide field, the scope of the Reference being so extensive, I think it better for simplicity and brevity to classify the subjects and to deal with them under their respective heads.

5. Speaking generally, I think there can be no doubt that the present administration and working of the Indian railways cannot be regarded as at all satisfactory. But I attribute this more to the system than to any particular individual action on the part of the Railway or Government officers.

6. The revision of a large Department of the State, which has been the slow growth of years and which controls many thousands of miles of railway and many varied interests, is necessarily a problem of no small magnitude and of no little difficulty. I have, therefore, naturally approached the subject with some degree of hesitation and concern. But after long and anxious consideration, the conclusion forced on me is that root-and-branch reform alone will be productive of lasting good, and that if the development of railways in India is not to be hampered, and if they are to render that full and efficient service to the country of which they are capable, they must be permitted to be worked more as commercial enterprises than they have been in the past.

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## APPENDICES.

## Appendix A.

### Statement showing railways worked by each Railway Administration in India.

(1) No.	(2) Name of railway by which each system worked.	(3) Name of railways comprising system.	(4) Length of line worked.				(5) Total of each gauge worked by Administration.				(6) Grand total mileage of railways worked by the Administrations.	(7) Grand total mileage of each class.	
			5' 6"	3' 3 1/2"	2' 6"	2' 0"	5' 6"	3' 3 1/2"	2' 6"	2' 0"			
			WORKED BY COMPANIES.										
1	Assam-Bengal . . . .	Assam-Bengal (b) . . . . .	...	589-21	...	...	...	589-21	...	...	589-21		
2	Barsi Light . . . . .	Barsi Light (b) . . . . .	...	...	21-59	...	...	...	21-59	...	21-59		
3	Bengal and North-Western . . . . .	Bengal and North-Western (b) . . . . .	...	743-00	...	...	...	...	...	...	...		
		Tirhut (a) . . . . .	...	517-64	...	...	...	...	...	...	...	...	
		Sagauli-Raxaul (b) . . . . .	...	18-09	...	...	1,278-73	...	...	...	1,278-73		
4	Bengal Central . . . . .	Bengal Central (b) . . . . .	125-01	...	...	...	125-01	...	...	...	125-01		
5	Bengal Dooars . . . . .	Bengal Dooars (b) . . . . .	...	36-40	...	...	...	...	...	...	...		
		Bengal Dooars extensions (b) . . . . .	...	77-76	...	...	114-16	...	...	...	114-16		
6	Bengal-Nagpur . . . . .	Bengal-Nagpur (b) . . . . .	1,553-58	...	56-24	...	...	...	...	...	...		
		Parlakimedi Light (d) . . . . .	...	...	24-68	...	1,553-58	...	80-93	...	1,634-50		
7	Bombay, Baroda and Central India.	Bombay, Baroda and Central India (b) . . . . .	460-90	...	...	...	...	...	...	...	...		
		Tapti Valley (b) . . . . .	155-48	...	...	...	...	...	...	...	...		
		Nagda-Ujjain (d) . . . . .	34-32	...	...	...	...	...	...	...	...		
		Petlad-Cambay (d) . . . . .	32-42	...	...	...	...	...	...	...	...		
		Godhra-Rutlam-Nagda (a) . . . . .	141-14	...	...	...	...	...	...	...	...		
		Rajputana-Malwa (a) . . . . .	...	1,648-36	...	...	...	...	...	...	...		
		Gaekwar's Mehsana (d) . . . . .	...	92-68	...	...	...	...	...	...	...		
		Ahmedabad-Parantij (b) . . . . .	...	54-70	...	...	...	...	...	...	...		
		Palanpur-Deesa (a) and (d) . . . . .	...	17-28	...	...	...	...	...	...	...		
Carried over			824-26	1,812-97	...	...	...	...	...	3,763-20			

(a) State lines.  
(b) Company promoted.  
(d) Native States.



		Gwalior Light (d) . . . . .	...	...	...	126.14	2,673.74	...	...	126.14	2,799.88
15	Howrah-Amta . . . . .	Howrah-Amta (b) . . . . .	...	...	...	28.69	...	...	...	28.69	28.69
16	Howrah-Sheakhala . . . . .	Howrah-Sheakhala (b) . . . . .	...	...	...	19.75	...	...	...	19.75	19.75
17	Madras . . . . .	Madras (b) . . . . .	888.10	...	...	...	...	...	...	...	...
		Madras (North-East line) (a) . . . . .	497.19	...	...	...	...	...	...	...	...
		Kolar Gold-fields (d) . . . . .	9.88	...	...	...	...	...	...	...	...
		Nilgiri (b) . . . . .	...	16.90	...	...	...	...	...	...	...
		Shoranur-Cochin (d) . . . . .	...	64.83	...	...	1,395.17	81.73	...	...	1,476.90
18	Ranaghat-Krishnagar . . . . .	Ranaghat-Krishnagar (b) . . . . .	...	...	20.25	...	...	...	20.25	...	20.25
19	Rohilkund and Kumaon . . . . .	Rohilkund and Kumaon (b) . . . . .	...	58.92	...	...	...	...	...	...	...
		Lucknow-Bareilly (a) . . . . .	...	231.17	...	...	...	...	...	...	...
		Powayan Light (b) . . . . .	...	...	39.50	...	...	285.09	39.50	...	324.59
20	Southern Mahratta . . . . .	Southern Mahratta (b) . . . . .	...	1,042.04	...	...	...	...	...	...	...
		Mysore Section (Southern Mahratta) (b) . . . . .	...	296.22	...	...	...	...	...	...	...
		Guntakul-Mysore frontier (a) . . . . .	...	119.50	...	...	...	...	...	...	...
		Hindupur (Yesvantpur-Mysore frontier) (d) . . . . .	...	51.85	...	...	...	...	...	...	...
		Birur-Shimoga (d) . . . . .	...	37.92	...	...	...	...	...	...	...
		Kolhapur (d) . . . . .	...	29.27	...	...	...	...	...	...	...
		Mysore-Nanjangud (d) . . . . .	...	15.80	...	...	...	...	...	...	...
		West of India Portuguese (e) . . . . .	...	51.11	...	...	...	1,648.21	...	...	1,648.21
21	South Indian . . . . .	South Indian (e) . . . . .	...	1,148.66	...	...	...	...	...	...	...
		Tanjore District Board (Mayavaram-Mutupet) (f) . . . . .	...	71.11	...	...	...	...	...	...	...
		Karaikkal-Peralam (e) . . . . .	...	14.66	...	...	...	...	...	...	...
		Pondicherry (e) . . . . .	...	7.85	...	...	...	1,237.27	...	...	1,287.27
22	Tarakeshwar-Magra . . . . .	Tarakeshwar-Magra (b) . . . . .	...	...	31.12	...	...	...	31.12	...	31.12
		Carried over . . . . .	...	...	...	...	...	...	...	...	17,725.99

(a) State lines.  
(b) Company promoted.  
(c) Company promoted purchased by the State.

(d) Native States.  
(e) Foreign Governments.  
(f) Lines owned by Local Boards.

## Appendix A—concl'd.

### Statement showing railways worked by each Railway Administration in India—concl'd.

(1) No.	(2) Name of railway by which each system worked.	(3) Name of railways comprising system.	(4) Length of line worked.				(5) Total of each gauge worked by Administration.				(6) Grand total mileage of railways worked by the Administrations.	(7) Grand total mileage of each class.
			5' 6"	3' 3½"	2' 6"	2' 0"	5' 6"	3' 3½"	2' 6"	2' 0"		
		Brought forward	...	...	...	...	...	...	...	17,725·99		
		<b>WORKED BY COMPANIES—concl'd.</b>										
23	Tezpur-Balipara . . . . .	Tezpur-Balipara (b) . . . . .	...	...	20·10	...	...	20·10	...	20·10		
24	Thaton-Duyinzaik . . . . .	Thaton-Duyinzaik (b) . . . . .	...	...	7·76	...	...	7·76	...	7·76		
		Total worked by Companies	...	...	...	...	...	...	...	17,758·85		
		<b>WORKED BY GOVERNMENT.</b>										
25	Eastern Bengal State . . . . .	Eastern Bengal State (c) . . . . .	271·82	...	...	...	...	...	...	...		
		Eastern Bengal State (a) . . . . .	...	577·65	41·84	...	...	...	...	...		
		Brahmaputra-Sultanpur (b) . . . . .	...	59·37	...	...	...	...	...	...		
		Mymensingh-Jamalpur-Jagannathganj (b) . . . . .	...	53·37	...	...	...	...	...	...		
		Cooch Behar (d) . . . . .	...	...	93·60	...	271·82	690·39	75·44	...	1,087·65	
26	Jorhat . . . . .	Jorhat (a) . . . . .	...	...	...	30·25	...	...	...	30·25	30·25	
27	North-Western State . . . . .	North-Western State (c) . . . . .	3,077·50	...	69·95	6·18	...	...	...	...		
		Southern Punjab (b) . . . . .	423·93	...	...	...	...	...	...	...		
		Rajpura-Bhatinda (d) . . . . .	107·05	...	...	...	...	...	...	...		
		Jammu and Kashmir (Native State section) (d) . . . . .	15·92	...	...	...	...	...	...	...		
		Ludhiana-Dhuri-Jakhal (d) . . . . .	78·66	...	...	...	3,708·06	...	69·95	6·18	8,779·19	
28	Oudh and Rohilkhand State . . . . .	Oudh and Rohilkhand (a) . . . . .	1,037·53	...	...	...	...	...	...	...		
		Hardwar-Dehra (b) . . . . .	32·04	...	...	...	...	...	...	...		
		Cawnpore-Burhwal (metre-gauge link) (a) . . . . .	...	81·41	...	...	1,069·57	81·41	...	...	1,150·98	
		Total worked by Government	...	...	...	...	...	...	...	5,998·07		

		WORKED BY NATIVE STATES.										
29	Bhavnagar-Gondal-Junagad- Porbandar . . . . .	Bhavnagar-Gondal-Junagad-Porbandar (d) . . . . .	...	884-19	...	...	...	...	...	...	...	...
		Jamnagar (d) . . . . .	...	54-22	...	...	...	...	...	...	...	...
		Jetalsar-Rajkot (d) . . . . .	...	46-21	...	...	...	...	...	...	...	...
		Dhrangadra (d) . . . . .	...	20-88	...	...	...	455-45	...	...	...	455-45
30	Jodhpur-Bikaner . . . . .	Jodhpur-Bikaner (d) . . . . .	...	700-29	...	...	...	...	...	...	...	...
		Jodhpur-Hyderabad (British section) (a) . . . . .	...	123-98	...	...	...	824-27	...	...	...	824-27
31	Morvi . . . . .	Morvi (d) . . . . .	...	...	94-36	...	...	...	94-36	...	...	94-36
32	Nizam's Guaranteed State . . . . .	Nizam's Guaranteed State (b) . . . . .	930-18	...	...	...	...	...	...	...	...	...
		Bezwada extension (a) . . . . .	20-58	...	...	...	...	...	...	...	...	...
		Hyderabad-Godavari Valley (b) . . . . .	...	391-42	...	...	350-71	391-42	...	...	...	742-13
33	Udaipur-Chitor . . . . .	Udaipur-Chitor (d) . . . . .	...	67-30	...	...	...	67-30	...	...	...	67-30
		Total worked by Native States . . . . .	...	...	...	...	...	...	...	...	...	2,183-51
		GRAND TOTAL . . . . .	...	...	...	...	...	...	...	...	...	25,995-43

(a) State lines.  
(b) Company promoted.  
(c) Company promoted purchased by the State.

(d) Native States.  
(e) Foreign Governments.  
(f) Lines owned by Local Boards.

## Appendix B.

## Appendix B.

Statement showing railways in India for which the Government have no financial responsibility.

Name of railway.	Length at end of 1902.	Total of each class.
(i) Railways financed by Companies without assistance from the Government of India.	Miles.	Miles.
Barai Light . . . . .	21.59	
Bengal and North-Western (Company's section) . . . . .	743.00	
Bengal Doocars extension . . . . .	77.76	
Calcutta Port Commissioners' . . . . .	7.65	
Deoghur . . . . .	4.79	
Karaikkal-Peralam . . . . .	14.65	
Ledo and Tikak, Margherita Colliery . . . . .	11.00	
Pondicherry . . . . .	7.85	
Powayan Light . . . . .	39.50	
Rohilkund and Kumaon (Company's section) . . . . .	53.92	
Sagauli-Baksaul . . . . .	13.09	
Tarkessur . . . . .	22.23	
Tarakeshwar-Magra . . . . .	31.12	
West of India Portuguese . . . . .	51.11	
(ii) Railways financed by Companies with assistance in form of a subsidy or guarantee from Local Bodies.		1,104.26
Bengal Doocars . . . . .	36.40	
Darjeeling-Himalayan . . . . .	51.00	
Dibru-Sadiya . . . . .	77.50	
Howrah-Amta . . . . .	28.69	
Howrah-Sheakhala . . . . .	19.75	
Nilgiri . . . . .	16.90	
Ranaghat-Krishnagar . . . . .	20.25	
Tanjore District Board (Mayavaram-Mutupet) . . . . .	71.11	
Thaton-Dayinzaik . . . . .	7.76	
Tezpur-Balipara . . . . .	20.10	
(iii) Railways financed by Companies with assistance in form of a rebate.		349.46
Ahmedabad-Parantij . . . . .	54.70	
Mymensingh-Jamalpur-Jagannathganj . . . . .	53.37	
South Behar . . . . .	78.76	
Southern Punjab . . . . .	423.93	
Tapti Valley . . . . .	155.48	
		766.24
Carried over . . . . .	...	2,219.96

## Appendix B.

## Appendix B—concl'd.

Statement showing railways in India for which the Government have no financial responsibility—concl'd.

Name of railway.	Length at end of 1902.	Total of each class.
	Miles.	Miles.
Brought forward	...	2,219·96
<b>(iv) Railways financed by Native States.</b>		
Bhavnagar-Gondal-Junagad-Porbandar	334·19	
Bhopal-Itarsi (Native State section)	44·28	
Bhopal-Ujjain	118·27	
Bina-Goonn-Baran	145·59	
Birur-Shimoga	87·92	
Cooch Behar	38·60	
Dhrangadra	20·83	
Gaekwar's Dabhoi	78·80	
Gaekwar's Mehsana	92·68	
Gwalior Light	126·14	
Hindupur (Yesvantpur-Mysore Frontier)	51·35	
Hyderabad-Godavari Valley	391·42	
Jammu and Kashmir (Native State Section)	15·92	
Jamnagar	54·22	
Jetalsar-Rajkot	46·21	
Jodhpur-Bikaner	706·29	
Kolar Gold-Fields	9·88	
Kolhapur	29·27	
Ludhiana-Dhuri-Jakhal	78·66	
Morvi	94·36	
Mysore-Nanjangud	15·80	
Nagda-Ujjain	34·32	
Nizam's Guaranteed State	380·13	
Parlakimedi	24·68	
Petlad-Cambay	32·42	
Rajpipla	37·87	
Rajpura-Bhatinda	107·05	
Shoranur-Cochin	64·83	
Udaipur-Chitor	67·30	
Vijapur-Kalol-Kadi	29·44	
		3,242·17
<b>TOTAL</b>	...	<b>5,462·13</b>



## Appendix C.

**Statement showing Railways in India for which the Government have full financial responsibility.**

Name of railway.	Length at end of 1902.	Total of each class.
	Miles.	Miles.
(i) Railways owned entirely by the Government.		
Amraoti . . . . .	5·72	
Bezwada extension . . . . .	20·58	
Bhopal-Itarsi (British section) . . . . .	19·11	
Cawnpore-Burhwal (metre gauge link) . . . . .	81·41	
Eastern Bengal State . . . . .	891·31	
Godhra-Rutlam-Nagda . . . . .	141·14	
Guntakal-Mysore Frontier . . . . .	119·50	
Jodhpore-Hyderabad (British section) . . . . .	123·98	
Jorhat . . . . .	30·25	
Khamgaon . . . . .	7·89	
Lucknow-Bareilly . . . . .	231·17	
Madras (North East line) . . . . .	497·19	
North Western . . . . .	3,153·63	
Oudh and Rohilkhand State . . . . .	1,037·53	
Rajputana Malwa . . . . .	1,665·64	
Tirhut State . . . . .	517·64	
		8,537·69
(ii) Railways purchased by Government from Companies but leased to the latter to work.		
East Indian . . . . .	1,923·17	
Great Indian Peninsula . . . . .	1,547·63	
South Indian . . . . .	1,143·66	
		4,614·46
(iii) Railways promoted by Companies on the guarantee of Government.		
Assam Bengal . . . . .	589·21	
Bengal Central . . . . .	125·01	
Bengal Nagpur . . . . .	1,553·58	
Bombay, Baroda and Central India . . . . .	460·90	
Brahmaputra-Sultanpur . . . . .	59·37	
Burma . . . . .	1,259·95	
Delhi-Umballa-Kalka . . . . .	162·24	
Hardwar-Dehra . . . . .	32·04	
Indian Midland . . . . .	796·25	
Madras . . . . .	888·10	
Mysore section (Southern Mahratta) . . . . .	296·22	
Raipur-Dhamtari . . . . .	56·24	
Southern Mahratta . . . . .	1,042·04	
		7,321·51
TOTAL . . . . .	...	20,473·80

## Appendix D.

**Changes in Officers employed in the Consulting Engineer's Department during the years 1901 and 1902,**  
*(As furnished by the Director of Railway Construction with the Government of India.)*

Names of Officers employed in each Circle during the years 1901 and 1902.	Date of first appointment to the Circle.	Capacity in which employed in the Circle.	LENGTH OF EMPLOYMENT IN THE CIRCLE DURING THE YEARS 1901 AND 1902.		Remarks as to cause of removal, etc.	NUMBER OF MONTHS EMPLOYED IN THE CIRCLE DURING 1901 AND 1902.			
			From	To		Senior.	Junior.	Deputy.	Total.
<b>CALCUTTA CIRCLE.</b>									
<i>(Cadre—2 Consulting Engineers and 3 Deputies.)</i>									
Colonel W. H. White, R.E.	18th June 1894	Senior Consig. Engr.	15th Nov. 1901	10th July 1902	Went home sick . . . . .	8	...	...	8
Mr. G. V. Martyn	16th April 1899	Ditto	1st Jan. "	14th Nov. 1901	Acting for Colonel White till his return from leave.	10½	...	...	10½
" J. L. P. Hogan	2nd " 1901	Junior Consig. Engr.	2nd April "	14th Dec. "	Acting during Mr. Dallas's transfer to Lucknow.	...	8½	...	8½
" J. S. Brown	15th March 1902	Depy. Consig. Engr.	15th March 1902	12th April 1902	Brought from Rangoon to replace Mr. Dallas going on leave.	...	...	1	} 9½
		Junior Consig. Engr.	18th April "	10th July "	Removed from Junior to Senior Consulting Engineer on Colonel White falling sick.	...	3	...	
		Senior Consig. Engr.	11th July "	31st Dec. "	Still acting for Colonel White . . . . .	5½	...	...	
" J. E. Dallas	3rd April 1900	Junior Consig. Engr.	1st Jan. 1901	1st April 1901	Transferred to Lucknow to officiate for Mr. Hebbert going on leave.	...	2	...	} 7
		Ditto	14th Dec. "	18th " 1902	Went home on leave . . . . .	...	4	...	
" G. P. Rose	7th Oct 1902	Ditto	7th Oct. 1902	31st Dec. "	Still holding appointment . . . . .	...	2½	...	2½
" B. C. Dyson	Nov. 1897	Depy. Consig. Engr.	1st Jan. 1901	2nd April 1901	Transferred to North Western railway .	...	...	8	8

Appendix D.

## Appendix D—contd.

## Changes in officers employed in the Consulting Engineer's Department during the years 1901 and 1902.

Names of Officers employed in each Circle during the years 1901 and 1902.	Date of first appointment to the Circle.	Capacity in which employed in the Circle.	LENGTH OF EMPLOYMENT IN THE CIRCLE DURING THE YEARS 1901 AND 1902.		Remarks as to cause of removal, etc.	NUMBER OF MONTHS EMPLOYED IN THE CIRCLE DURING 1901 AND 1902.			
			From	To		Senior.	Junior.	Deputy.	Total.
<b>CALCUTTA CIRCLE—concl'd.</b>									
Mr. J. E. Gabbett . . . . .	25th May 1900	Depy. Consig. Engr.	1st Jan. 1901	31st Dec. 1902	Still holding appointment . . . . .	...	...	24	24
Captain B. H. Rooke, R.E. . . . .	27th March 1901	Ditto	27th March „	24th Oct. 1901	Transferred to North Western railway . . . . .	...	...	7	7
Mr. W. J. Weightman . . . . .	20th May „	Ditto	29th May „	24th Sept. „	Lent to Kashmir State for survey work . . . . .	...	...	4	4
„ J. C. Mills . . . . .	3rd Oct. „	Ditto	3rd Oct. „	10th June 1902	Transferred to Eastern Bengal State railway . . . . .	...	...	8	8
„ H. G. S. Savory . . . . .	7th April 1902	Ditto	7th April 1902	10th July „	Posted on return from leave . . . . .	...	...	8	8½
		Junior Consig. Engr.	11th July „	7th Oct. „	Acting temporarily for Mr. Brown till Mr. Rose's arrival . . . . .	...	3	...	
		Depy. Consig. Engr.	8th Oct. „	31st Dec. „	Still holding appointment . . . . .	...	...	2½	
„ W. Nathan . . . . .	1st July 1902	Ditto	1st July „	15th Sept. „	Attached temporarily—pending taking leave . . . . .	...	...	2½	2½
„ W. Chadwick . . . . .	27th Oct. „	Ditto	27th Oct. „	31st Dec. „	Since transferred to Chittagong to relieve Mr. Arundel . . . . .	...	...	2	2
<b>BOMBAY CIRCLE.</b>									
<i>(Cadre—1 Consulting Engineer and 5 Deputies.)</i>									
Mr. J. Willcocks . . . . .	3rd June 1898	Senior Consig. Engr.	1st Jan. 1901	3rd Oct. 1901	Acted for Mr. Anderson from 10th March 1901 till 3rd October 1901 and then went on leave . . . . .	9	...	...	9

" G. A. Anderson . . . . .	19th March 1898 .	Ditto .	3rd Oct. "	31st Dec. 1902 .	Permanent incumbent since March 1898, but had been on leave from 10th March 1900 to 3rd October 1901.	15	...	...	15
" E. H. S. Napier . . . . .	23rd June 1899 .	Depy. Consig. Engr. .	1st Jan. 1901	15th April 1901	Lent to Bhavnagar-Gondal-Junagad-Porbandar railway to act for Mr. Rowland.	...	...	8½	8½
" C. T. R. Scovell . . . . .	24th April "	Ditto .	1st " "	5th Aug. "	Went home on leave . . . . .	...	...	7	7
" W. H. K. Howard . . . . .	24th Dec. 1898 .	Ditto .	1st " "	Feb. 1902 .	Transferred to Railway Branch, Public Works Department Secretariat.	...	...	13	13
" C. Pratt . . . . .	16th April 1900 .	Ditto .	1st " "	31st Dec. "	Still holding appointment . . . . .	...	...	24	24
" W. R. Shaw . . . . .	26th " 1896 .	Ditto .	18th March "	3rd March "	Went on leave and will probably retire .	...	...	11½	11½
Captain R. S. Muter, R.E. . . . .	31st May 1901 .	Ditto .	31st May "	31st Dec. "	Still holding appointment.	...	...	19	19
Mr. W. A. Johns . . . . .	13th June 1902 .	Ditto .	13th June 1902	31st " "	" " " . . . . .	...	...	6½	6½
" W. J. Weightman . . . . .	14th Aug. "	Ditto .	14th Aug. "	31st " "	" " " . . . . .	...	...	4½	4½
" J. Adam . . . . .	26th April 1894 .	Ditto .	28th Oct. 1901	31st " "	" " " . . . . .	...	...	14	14
<p>NOTE.—This office is supposed to have a strength of 1 Consulting Engineer and 5 Deputies. It has, however, been impossible always to keep it up to full strength, and during 6½ months of 1901 and 6½ months of 1902 it was short of one Deputy, and during 3½ months of 1902 a second Deputy was short also.</p>									
<p>MADRAS CIRCLE.</p> <p>(Cadre—1 Consulting Engineer and 2 Deputies.)</p>									
Mr. F. J. E. Spring . . . . .	12th March 1897 .	Senior Consig. Engr. .	1st Jan. 1901	19th Sept. 1901 .	Went home on combined leave and on return posted to act for Mr. Hodson as Director of Railway Construction.	8½	...	...	8½
" E. J. Shadbolt . . . . .	14th Jan. 1902 .	Ditto .	14th Jan. 1902	31st Dec. 1902 .	Acting for Mr. Spring . . . . .	11½	...	...	11½

## Appendix D—concl'd.

## Changes in Officers employed in the Consulting Engineer's Department during the years 1901 and 1902.

Names of Officers employed in each Circle during the years 1901 and 1902.	Date of first appointment to the Circle.	Capacity in which employed in the Circle.	LENGTH OF EMPLOYMENT IN THE CIRCLE DURING THE YEARS 1901 AND 1902.		Remarks as to cause of removal, etc.	NUMBER OF MONTHS EMPLOYED IN THE CIRCLE DURING 1901 AND 1902.			
			From	To		Senior.	Junior.	Deputy.	Total.
<b>MADRAS CIRCLE—concl'd.</b>									
Mr. R. W. Egerton . . . . .	16th Nov. 1899	Depy. Consq. Engr.	1st Jan. 1901	19th Sept. 1901	Relieved Mr. Spring . . . . .	...	...	8½	} 21
		Senior Consq. Engr.	20th Sept. "	14th Jan. 1902	Acted for Mr. Spring till Mr. Shadbolt arrived.	4	...	...	
		Depy. Consq. Engr.	14th Jan. 1902	5th Oct. "	Went home on combined leave . . . . .	...	...	8½	
Lieutenant L. E. Hopkins, R.E. . . . .	17th June 1900	Ditto	1st " 1901	23rd " 1901	Transferred to Quetta-Nushki railway . . . . .	...	...	10	10
Mr. C. D. D. Wilson . . . . .	28th Nov. "	Ditto	" " "	30th April "	Went home on long leave . . . . .	...	...	4	} 5½
		Ditto	11th Nov. 1902	31st Dec. 1902	Resumed appointment on return from leave.	...	...	1½	
Captain G. R. Hearn, R.E. . . . .	30th Oct. 1901	Ditto	30th Oct. 1901	12th Nov. "	Transferred to Agra-Delhi Chord railway.	...	...	12	12
W. C. Smyth, R.E. . . . .	15th Dec. 1902	Ditto	15th Dec. 1902	31st Dec. "	Still holding appointment . . . . .	...	...	1	1
<b>LUCKNOW CIRCLE.</b>									
<i>(Cadre—1 Consulting Engineer and 3 Deputies.)</i>									
Mr. F. B. Hebbert . . . . .	15th July 1898	Senior Consq. Engr.	1st Jan. 1901	2nd May 1901	Went home on combined leave . . . . .	4	...	...	} 18
			2nd Nov. "	31st Dec. 1902	Resumed charge on return from leave and still holding appointment.	14	...	...	
" J. E. Dallas . . . . .	2nd May 1901	Ditto	2nd May "	2nd Nov. 1901	Brought from Calcutta to act during Mr. Hebbert's absence (see Calcutta Circle).	6	...	...	6

" C. H. C. Bickerton . . . . .	17th June 1897 . . . . .	Depy. Consq. Engr. . . . .	1st Jan. . . . .	" . . . . .	11th Jan. 1902 . . . . .	Went home on long leave . . . . .	...	...	12	12
" H. G. S. Savory . . . . .	24th April 1898 . . . . .	Ditto . . . . .	" " " . . . . .	" " " . . . . .	5th June 1901 . . . . .	" " " " . . . . .	...	...	5	5
" J. H. M. Smyth . . . . .	Nov. " . . . . .	Ditto . . . . .	" " " . . . . .	" " " . . . . .	4th Nov. " . . . . .	Transferred to North Western railway . . . . .	...	...	10	10
" W. A. Johns . . . . .	6th May 1901 . . . . .	Ditto . . . . .	6th May . . . . .	" . . . . .	20th Sept. " . . . . .	Appointed Engineer-in-Chief, Quetta-Nushki Railway Survey. . . . .	...	...	4½	4½
" F. W. Allum . . . . .	2nd Aug. " . . . . .	Ditto . . . . .	2nd Aug. " . . . . .	" . . . . .	31st Dec. 1902 . . . . .	Still holding appointment . . . . .	...	...	17	17
" E. H. S. Napier . . . . .	4th Nov. " . . . . .	Ditto . . . . .	4th Nov. " . . . . .	" " " . . . . .	" " " . . . . .	Joined on return from Bhavnagar-Gondal-Junagad-Porbandar railway (vide Bombay Circle). . . . .	...	...	14	14
Major C. S. Rose, R.E. . . . .	6th March 1902 . . . . .	Ditto . . . . .	6th March 1902 . . . . .	" " " . . . . .	" " " . . . . .	Still holding appointment . . . . .	...	...	10	10
<b>ASSAM CIRCLE.</b>										
<i>(Cadre—1 Consulting Engineer and 1 Deputy.)</i>										
Mr. E. W. Arundel . . . . .	1st Aug. 1900 . . . . .	Senior Consq. Engr. . . . .	1st Jan. 1901 . . . . .	" . . . . .	31st Dec. 1902 . . . . .	Has just gone home on long leave . . . . .	24	...	...	24
" W. D. Barrow . . . . .	6th June " . . . . .	Depy. Consq. Engr. . . . .	" " " . . . . .	" " " . . . . .	15th April " . . . . .	Went home on long leave . . . . .	...	...	15½	15½
" H. R. Walton . . . . .	27th Aug. 1902 . . . . .	Ditto . . . . .	27th Aug. 1902 . . . . .	" . . . . .	31st Dec. " . . . . .	Still holding appointment . . . . .	...	...	4	4
<b>BURMA CIRCLE.</b>										
<i>(Cadre—1 Consulting Engineer and 1 Deputy.)</i>										
Mr. G. V. Martyn . . . . .	12th Mar. 1897 . . . . .	Senior Consq. Engr. . . . .	24th Nov. 1901 . . . . .	" . . . . .	31st Dec. 1902 . . . . .	Still holding appointment . . . . .	13	...	...	13
" J. Brown . . . . .	7th Apl. 1899 . . . . .	Ditto . . . . .	1st Jan. " . . . . .	" . . . . .	24th Nov. 1901 . . . . .	Became Deputy on return of Mr. Martyn . . . . .	11	...	...	11
" W. Nathan . . . . .	5th Dec. 1900 . . . . .	Depy. Consq. Engr. . . . .	24th Nov. " . . . . .	" . . . . .	7th March 1902 . . . . .	Transferred to Calcutta Circle . . . . .	...	...	3	3
" W. Nathan . . . . .	5th Dec. 1900 . . . . .	Ditto . . . . .	1st Jan. " . . . . .	" . . . . .	5th Nov. 1901 . . . . .	Transferred to Bankura-Calcutta Chord Survey. . . . .	...	...	10	10
" B. Stapleton . . . . .	July 1899 . . . . .	Ditto . . . . .	8th March 1902 . . . . .	" . . . . .	17th Nov. 1902 . . . . .	Transferred to Moorshedabad branch, Eastern Bengal State railway. . . . .	...	...	8	8
" C. F. Sykes . . . . .	24th Nov. 1902 . . . . .	Ditto . . . . .	24th Nov. " . . . . .	" . . . . .	31st Dec. " . . . . .	Posted on return from leave . . . . .	...	...	1	1

## Appendix E.

**Statement showing the cost of Government control over railways under the present, and the estimated cost under the proposed, system.**

PRESENT SYSTEM.								PROPOSED SYSTEM.					
Particulars,	CONTROLLING STAFF.			AUDITING STAFF.			Grand total per mensem.	Particulars.	Superior per annum.	Clerical per annum.	Total per annum.	REMARKS.	
	Superior.	Clerical.	Total per mensem.	Superior.	Clerical.	Total per mensem.							Rs.
1	2	3	4	5	6	7	4+7						
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.	Rs.	Rs.		
Government of India . . . . .	18,377	15,895	33,772	3,952	4,619	8,571	42,343	President of Board at £6,000 a year	90,000	...	90,000	<p style="text-align: right;">Rs.</p> <p>* Arrived at as follows :—</p> <p>Assistant Secretaries . . . . . 2,000</p> <p>Office Superintendents . . . . . 2,000</p> <p>Superior clerks . . . . . 3,200</p> <p>Inferior clerks and menials . . . . . 1,200</p> <p style="text-align: right;">Total per mensem . . . . . 8,400</p>	
Madras—Consulting Engineer . . . . .	3,534	1,551	5,085	2,000	2,608	4,608	9,688	Two Commissioners at £4,000 a year each . . . . .	1,20,000	...	1,20,000		
Bombay " " . . . . .	6,483	3,410	9,893	3,850	5,413	9,263	19,156	Secretary at £2,000—£2,400 a year	33,000	1,00,800*	1,33,800		
Calcutta " " . . . . .	4,500	1,694	6,194	800	2,147	2,947	9,141	Chief Inspector at £2,400 a year .	36,000	...	36,000		
Calcutta—Junior Consulting Engineer	1,250	491	1,741	900	1,294	2,194	3,935	Six Inspectors at £1,200—£2,000 a year each . . . . .	1,44,000	14,400†	1,58,400		
Lucknow—Consulting Engineer . . . . .	5,633	1,461	7,094	1,100	1,861	2,961	10,055	Five Relieving Inspectors at £800 a year each . . . . .	60,000	...	60,000		<p style="text-align: right;">Rs.</p> <p>† Arrived at as follows :—</p> <p>Clerks . . . . . 150</p> <p>Menials . . . . . 50</p> <p style="text-align: right;">Total for each Inspector per mensem . . . . . 200</p>
Burma " " . . . . .	3,500	1,140	4,640	900	1,286	2,186	6,826	Four Auditors at £800—£1,200 a year each . . . . .	60,000	72,000†	1,32,000		
Assam " " . . . . .	2,100	678	2,778	800	1,266	2,066	4,844						
Cost of establishment per mensem . . . . .	45,377	25,820	71,197	14,302	20,489	34,791	1,05,988	Proposed cost of establishment per annum . . . . .	5,43,000	1,87,200	7,30,200		<p style="text-align: right;">Rs.</p> <p>‡ Arrived at as follows :—</p> <p>Accountants . . . . . 1,200</p> <p>Inferior clerks and menials . . . . . 800</p> <p style="text-align: right;">Total for each Auditor per mensem . . . . . 1,500</p>
Add—Exchange compensation allowance at 6½ per cent. . . . .	2,836	...	2,836	894	...	894	3,730	Present cost of establishment per annum . . . . .	7,60,908	5,55,708	13,16,616		
Total cost of establishment per mensem . . . . .	48,213	25,820	74,033	15,196	20,489	35,685	1,09,718						
Cost of establishment per annum . . . . .	5,78,556	3,09,840	8,88,396	1,82,352	2,45,868	4,28,220	13,16,616	Saving per annum . . . . .	2,17,908	3,68,508	5,86,416		

## Appendix F.

### Railway and Canal Traffic Act, 1888.

[ 51 & 52 Vict. CH. 25. ]

A. D. 1888.

#### ARRANGEMENT OF SECTIONS.

Section.

1. Short title and construction.

#### PART I.—COURT AND PROCEDURE OF RAILWAY AND CANAL COMMISSIONERS.

##### ESTABLISHMENT OF RAILWAY AND CANAL COMMISSION.

2. Establishment of new Railway and Canal Commission.
3. Appointment and tenure of office of appointed Commissioners.
4. Appointment and attendance of *ex-officio* Commissioners.
5. Sittings of Commissioners.
6. Appointment of additional Judge.
7. Provision for complaints by public authority in certain cases.

##### JURISDICTION.

8. Jurisdiction of Railway Commissioners transferred to the Commission.
9. Jurisdiction of Commissioners under special Acts.
10. Jurisdiction over tolls and rates.
11. Jurisdiction to order traffic facilities, notwithstanding agreements.
12. Power to award damages.
13. No damages where rates published under certain conditions.
14. Orders on two or more companies.
15. Amendment of §6 & §7 Vict., c. 48, s. 8, as to references to arbitration under special Act
16. Power to apportion expenses between railway company and applicants for works.

##### APPEALS.

17. Appeals on certain questions to superior court of appeal.

##### SUPPLEMENTAL.

18. General powers and enforcement of orders.
19. Costs.
20. Power to make rules.
21. Appointment of officers, clerks, etc.
22. Salaries, expenses, etc.
23. Company to which this part of this Act applies.

#### PART II.—TRAFFIC.

24. Revised classification of traffic and schedule of rates.
25. Provisions as to through traffic.
26. Powers of Commissioners as to through rates.
27. Undue preference in case of unequal tolls, rates and charges, and unequal services performed.
28. Extension of enactments as to undue preference to goods carried by sea.
29. Group rates to be chargeable by railway companies.
30. Power to dock companies and harbour boards to complain of undue preference.
31. Complaints to Board of Trade of unreasonable charges by railway companies.
32. Annual returns by railway companies to contain such statistics as the Board of Trade shall require.



## Appendix F.

Appendix F—*contd.*

A. D. 1888.	Section.
—	33. Classification table to be open for inspection. Copies to be sold.
	34. Place of publication of rates in respect of traffic at places other than stations.
	35. Power to make rules for purposes of this part of this Act.

## PART III.—CANALS.

36. Part II to extend to canal companies.
37. Application of 36 & 37 Vict., c. 48, to canals.
38. Powers of Commissioners over canal tolls, rates and charges where a railway company or its officers own or control the traffic of a canal.
39. Returns by canal companies.
40. Bye-laws of canal companies.
41. Inspection of canals.
42. Misapplication of a railway company's funds for acquisition of unauthorised interest in canal.
43. Canal companies may agree for through tolls, etc.
44. Canal companies may establish clearing system.
45. Abandonment of canal.
46. Definition of "canal company."

## PART IV.—MISCELLANEOUS.

47. Perpetuation of 36 & 37 Vict., c. 48.
48. Evidence on rating appeals.
49. Recovery and application of penalties.
50. Parties may appear in person or by counsel, etc.
51. Parliamentary agents entitled to practise before Commissioners.
52. Saving of powers conferred on Commissioners and Board of Trade.
53. Proceedings of Board of Trade.
54. Expenses of local authorities.
55. Definitions.
56. Commencement of Act.
57. Pending business.
58. Transfer of pending business from superior courts
59. Repeal and savings.

## SCHEDULE.



## CHAPTER 25.

An Act for the better regulation of Railway and Canal Traffic, and for other purposes.

[10th August 1888.]

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

1. This Act may be cited as the Railway and Canal Traffic Act, 1888.

This Act shall be construed as one with the Regulation of Railways Act, 1873, and the Acts amending it; and those Acts and this Act may be cited together as the Railway and Canal Traffic Acts, 1873 and 1888.

## Appendix F.

Appendix F—*contd.*

## PART I.—COURT AND PROCEDURE OF RAILWAY AND CANAL COMMISSIONERS. A. D. 1888.

## ESTABLISHMENT OF RAILWAY AND CANAL COMMISSION.

2. On the expiration of the provisions of the Regulation of Railways Act, 1873, with respect to the Commissioners therein mentioned, there shall be established a new Commission, styled the Railway and Canal Commission (in this Act referred to as the Commissioners), and consisting of two appointed and three *ex-officio* Commissioners; and such Commission shall be a court of record, and have an official seal, which shall be judicially noticed. The Commissioners may act notwithstanding any vacancy in their body.

Establishment of new Railway and Canal Commission.

3.—(1.) The two appointed Commissioners may be appointed by Her Majesty at any time after the passing of this Act, and from time to time as vacancies occur.

Appointment and tenure of office of appointed Commissioners.

(2.) They shall be appointed on the recommendation of the President of the Board of Trade, and one of them shall be of experience in railway business.

(3.) Section five of the Regulation of Railways Act, 1873, shall apply to each appointed Commissioner.

(4.) There shall be paid to each appointed Commissioner such salary not exceeding three thousand pounds a year as the President of the Board of Trade may, with the concurrence of the Treasury, determine.

(5.) It shall be lawful for the Lord Chancellor, if he think fit, to remove for inability or misbehaviour any appointed Commissioner.

4.—(1.) Of the three *ex-officio* Commissioners of the Railway and Canal Commission one shall be nominated for England, one for Scotland, and one for Ireland; and an *ex-officio* Commissioner shall not be required to attend out of the part of the United Kingdom for which he is nominated.

Appointment and attendance of *ex-officio* Commissioners.

(2.) The *ex-officio* Commissioner in each case shall be such judge of a superior court as—

(a) in England the Lord Chancellor; and

(b) in Scotland the Lord President of the Court of Session; and

(c) in Ireland the Lord Chancellor of Ireland;

may from time to time by writing under his hand assign, and such assignment shall be made for a period of not less than five years.

(3.) For the purpose of the attendance of the *ex-officio* Commissioners, regulations shall be made from time to time by the Lord Chancellor, the Lord President of the Court of Session and the Lord Chancellor of Ireland respectively, in communication with the *ex-officio* Commissioners for England, Scotland, or Ireland, as the case may be, as to the arrangements for securing their attendance, as to the times and place of sitting in each case, and otherwise for the convenient and speedy hearing thereof.

5.—(1.) Subject to the provisions of this Act, and to general rules under this Act, the Commissioners may hold sittings in any part of the United Kingdom, in such place or places as may be most convenient for the determination of proceedings before them.

Sittings of Commissioners.

(2.) The Central office of the Commissioners shall be in London, and the Commissioners when holding a public sitting in London shall hold the same at the Royal Courts of Justice, or at such other place as the Lord Chancellor may from time to time appoint.

(3.) Not less than three Commissioners shall attend at the hearing of any case, and the *ex-officio* Commissioner shall preside, and his opinion upon any question which in the opinion of the Commissioners is a question of law shall prevail.

(4.) Save as aforesaid, section twenty-seven of the Regulation of Railways Act, 1873, 36 & 37 Vict., c. 48. shall apply, and any act may be done by any two Commissioners.

(5.) Every judge who may with his consent be assigned to hold the office of *ex-officio* Commissioner shall attend to hear any cases before the Commission, which as *ex-officio* Commissioner he is required to hear, when and as soon as the cases are ready to be heard, or as soon thereafter as reasonably may be; and any such judge shall be required to perform any of the other duties of a judge of a superior court only when his attendance on the Commission is not required.

## Appendix F.

## Appendix F—contd.

A. D. 1888.

(6.) If and when any judge who may be assigned to hold the office of *ex-officio* Commissioner is temporarily unable to attend, the Lord Chancellor in England, the Lord President of the Court of Session in Scotland, and the Lord Chancellor in Ireland, may respectively nominate any judge of a superior court to sit as *ex-officio* Commissioner in place of the judge who is so temporarily unable to attend as aforesaid, and the judge so nominated shall for the purpose of any case which he may hear be an *ex-officio* Commissioner.

(7.) If the President of the Board of Trade is satisfied either of the inability of an appointed Commissioner to attend at the hearing of any case, or of there being a vacancy in the office, and in either case of the necessity of a speedy hearing of the case, he may appoint a temporary Commissioner to hear such case, and such Commissioner, for all purposes connected with such case, shall, until the final determination thereof, have the same jurisdiction and powers as if he were an appointed Commissioner. A temporary Commissioner shall be paid such sum by the Commissioner so unable to sit, or, if the office is vacant, out of the salary of the office, as the President of the Board of Trade may assign.

Appointment of additional judge.

6. On an address from both Houses of Parliament representing that, regard being had to the duties imposed by this Act on the *ex-officio* Commissioners, the state of business of the High Court in England requires the appointment of an additional judge of that court, it shall be lawful for Her Majesty to appoint an additional judge of such court, and from time to time, on a like address but not otherwise, to fill any vacancy in such judgeship, and the law relating to the appointment and qualification of the judges of such superior court, to their duties and tenure of office, to their precedence, salary and pension, and otherwise, shall apply to any judge so appointed under this section, and a judge so appointed under this section shall be attached to such division or branch of the court as Her Majesty may direct, subject to such power of transfer as may exist in the case of any other judge of such division or branch.

Provision for complaints by public authority in certain cases.

7. (1.) Any of the following authorities, that is to say—

(a) any of the following local authorities, namely, any harbour board, or conservancy authority, the Common Council of the City of London, any council of a city or borough, any representative county body which may be created by an Act passed in the present or any future session of Parliament, any justices in quarter sessions assembled, the Commissioners of Supply of any county in Scotland, the Metropolitan Board of Works, or any urban sanitary authority not being a council as aforesaid, or any rural sanitary authority ; or

(b) any such association of traders or freighters, or chamber of commerce or agriculture as may obtain a certificate from the Board of Trade that it is, in the opinion of the Board of Trade, a proper body to make such complaint,

may make to the Commissioners any complaint which the Commissioners have jurisdiction to determine, and may do so without proof that such authority is aggrieved by the matter complained of, and any of such authorities may appear in opposition to any complaint which the Commissioners have jurisdiction to determine in any case where such authority, or the persons represented by them, appear to the Commissioners to be likely to be affected by any determination of the Commissioners upon such complaint.

(2.) The Board of Trade may, if they think fit, require, as a condition of giving a certificate under this section, that security be given in such manner and to such amount as they think necessary, for any costs which the complainants may be ordered to pay or bear.

(3.) Any certificate granted under this section shall, unless withdrawn, be in force for twelve months from the date on which it was given.

## Jurisdiction.

Jurisdiction of Railway Commissioners transferred to the Commission.

8. There shall be transferred to and vested in the Commissioners all the jurisdiction and powers which at the commencement of this Act were vested in, or capable of being exercised by the Railway Commissioners, whether under the Regulation of Railways Act, 1873, or any other Act, or otherwise, and any reference to the Railway Commissioners in the Regulation of Railways Act, 1873, or in any other Act, or in any document, shall, from and after the

## Appendix F.

## Appendix F—contd.

commencement of this Act, be construed to refer to the Railway and Canal Commission established by this Act. A. D. 1888.

9. Where any enactment in a special Act—

- (a) contains provisions relating to traffic facilities, undue preference, or other matters mentioned in section two of the Railway and Canal Traffic Act, 1854, or  
 (b) requires a company to which this part of this Act applies to provide any station, road, or other similar work for public accommodation, or  
 (c) otherwise imposes on a company to which this part of this Act applies any obligation in favour of the public or any individual,

Jurisdiction of Commissioners under special Acts.

17 & 18 Vict., c. 31.

or where any Act contains provisions relating to private branch railways or private sidings, the Commissioners shall have the like jurisdiction to hear and determine a complaint of a contravention of the enactment as the Commissioners have to hear and determine a complaint of a contravention of section two of the Railway and Canal Traffic Act, 1854, as amended by subsequent Acts.

10. Where any question or dispute arises, involving the legality of any toll, rate, or charge, or portion of a toll, rate, or charge, charged or sought to be charged for merchandize traffic by a company to which this part of this Act applies, the Commissioners shall have jurisdiction to hear and determine the same, and to enforce payment of such toll, rate, or charge, or so much thereof as the Commissioners decide to be legal.

Jurisdiction over tolls and rates.

11. Nothing in any agreement, whether made before or after the passing of this Act, which has not been confirmed by Act or by the Board of Trade, or by the Commissioners under the Regulation of Railways Act, 1873, or this Act, shall render a company to which this part of this Act applies unable to afford, or shall authorise such company to refuse, such reasonable facilities for traffic as may in the opinion of the Commissioners be required in the interests of the public, or shall prevent the Commissioners from making or enforcing any order with respect to such facilities.

Jurisdiction to order traffic facilities notwithstanding agreements.

12. Where the Commissioners have jurisdiction to hear and determine any matter, they may, in addition to or in substitution for any other relief, award to any complaining party who is aggrieved such damages as they find him to have sustained; and such award of damages shall be in complete satisfaction of any claim for damages, including repayment of overcharges which but for this Act, such party would have had by reason of the matter of complaint.

Power to award damages.

Provided that such damages shall not be awarded unless complaint has been made to the Commissioners within one year from the discovery by the party aggrieved of the matter complained of.

The Commissioners may ascertain the amount of such damages either by trial before themselves, or by directing an inquiry to be taken before one or more of themselves or before some officer of their court.

13. In cases of complaint of undue preference no damages shall be awarded if the Commissioners shall find that the rates complained of have, for the period during which such rates have been in operation, been duly published in the rate books of the railway company kept at their stations in accordance with section fourteen of the Regulation of Railways Act, 1873, as amended by this Act, unless and until the party complaining shall have given written notice to the railway company requiring them to abstain from or remedy the matter of complaint, and the railway company shall have failed, within a reasonable time, to comply with such requirements in such a manner as the Commissioners shall think reasonable.

No damages where rates published under certain conditions.

14. The Commissioners may order two or more companies to which this part of this Act applies to carry into effect an order of the Commissioners, and to make mutual arrangements for that purpose, and may further order the companies or in case of difference, any of them, to submit to the Commissioners for approval a scheme for carrying into effect the order, and when the Commissioners have finally approved the scheme, they may order each of the companies to do all that is necessary on the part and within the power of such company to carry into effect the scheme, and may determine the proportions in which the respective companies are to defray the expense of so doing, and may for the above purposes make, if they think fit, separate orders on any one or more of such companies.

Orders on two or more companies.

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Provided that nothing in this section shall authorise the Commissioners to require two companies to do anything which they would not have jurisdiction to require to be done if such two companies were a single company.

Amendment  
of 36 & 37  
Vict., c. 48,  
s. 8, as to  
references to  
arbitration.

15. For the purposes of section eight of the Regulation of Railways Act, 1873, and any other enactment relating to the reference to the Railway Commission of any difference between companies which under the provisions of any general or special Act is required or authorised to be referred to arbitration, the provisions of any agreement confirmed or authorised by any such Act shall be deemed to be provisions of such Act.

Power to  
apportion expenses  
between  
railway  
company and  
applicants  
for works.

16.—(1.) Where the Board of Trade or the Commissioners, in the exercise of any power given by any general or special Act, on application order a company to which this part of this Act applies, to provide a bridge, subway, or approach, or any work of a similar character, the Board of Trade or the Commissioners, as the case may be, may require as a condition of making the order that an agreement to pay the whole or a portion of the expenses of complying with the order shall be entered into by the applicants or some of them, or such other persons as the Board of Trade or Commissioners think fit, and any of the following local authorities, namely, any sanitary authority, highway board, surveyor of highways acting with the consent of the vestry of his parish, or any other authority having power to levy rates, shall have power if such authority think fit, to enter into any such agreement as is sanctioned by the Board of Trade or Commissioners for the purpose of the order.

(2.) In such case any question respecting the persons by whom or the proportions in which the expenses of complying with the order are to be defrayed may, on the application of any party to the application, or on a certificate of the Board of Trade, be determined by the Commissioners.

(3.) In this section the expression "parish" shall have the same meaning as the same expression has in the Acts relating to highways; and the expression "the consent of the vestry of his parish" shall, in any place where there is no vestry meeting, mean the consent of a meeting of inhabitants contributing to the highway rates, provided that the same notice shall have been given of such a meeting as would be required by law for the assembling of a meeting in vestry.

*Appeals.*

Appeals on  
certain  
questions  
to superior  
court of  
appeal.

17.—(1.) No appeal shall lie from the Commissioners upon a question of fact, or upon any question regarding the locus standi of a complainant.

(2.) Save as otherwise provided by this Act, an appeal shall lie from the Commissioners to a superior court of appeal.

(3.) An appeal shall not be brought except in conformity with such rules of court as may from time to time be made in relation to such appeals by the authority having power to make rules of court for the superior court of appeal.

(4.) On the hearing of an appeal the court of appeal may draw all such inferences as are not inconsistent with the facts expressly found, and are necessary for determining the question of law, and shall have all such powers for that purpose as if the appeal were an appeal from a judgment of a superior court, and may make any order which the Commissioners could have made, and also any such further or other order as may be just, and the costs of and incidental to an appeal shall be in the discretion of the court of appeal, but no Commissioner shall be liable to any costs by reason or in respect of any appeal.

(5.) The decision of the superior court of appeal shall be final: Provided that where there has been a difference of opinion between any two of such superior courts of appeal, any superior court of appeal in which a matter affected by such difference of opinion is pending may give leave to appeal to the House of Lords, on such terms as to costs as such court shall determine.

(6.) Save as provided by this Act, an order or proceeding of the Commissioners shall not be questioned or reviewed, and shall not be restrained or removed by prohibition, injunction, certiorari, or otherwise, either at the instance of the Crown or otherwise.

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18.—(1.) For the purposes of this Act the Commissioners shall have full jurisdiction to hear and determine all matters whether of law or of fact, and shall as respects the attendance and examination of witnesses, the production and inspection of documents, the enforcement of their orders, the entry on and inspection of property, and other matters necessary or proper for the due exercise of their jurisdiction under this Act, or otherwise for carrying this Act into effect, have all such powers, rights, and privileges as are vested in a superior court: Provided that no person shall be punished for contempt of court, except with the consent of an *ex-officio* Commissioner.

General powers and enforcement of orders.

(2.) The Commissioners may review and rescind or vary any order made by them; but save as is by this Act provided, every decision or order of the Commissioners shall be final.

19. The costs of and incidental to every proceeding before the Commissioners shall be in the discretion of the Commissioners, who may order by whom and to whom the same are to be paid, and by whom the same are to be taxed and allowed.

Costs.

20.—(1.) The Commissioner may from time to time, with the approval of the Lord Chancellor and the President of the Board of Trade, make, rescind, and vary general rules for their procedure and practice under this Act, and generally for carrying into effect this part of this Act.

Power to make rules.

(2.) All rules made under this section shall be laid before Parliament within three weeks after they are made, if Parliament is then sitting, and if Parliament is not then sitting, within three weeks after the beginning of the then next session of Parliament, and shall be judicially noticed, and shall have effect as if they were enacted by this Act.

21.—(1.) There shall be attached to the Railway and Canal Commission such officers, clerks, and messengers as the Lord Chancellor, with the consent of the Treasury as to number, from time to time appoints.

Appointment of officers, clerks, etc.

(2.) There shall be paid to each of such officers, clerks, and messengers, such salaries as the Treasury from time to time determine.

22. The salaries of the appointed Commissioners, and of all officers, clerks, and messengers attached to the Railway and Canal Commission, and all the expenses of the said Commission and incidental to the carrying out of this Act, shall be paid out of moneys to be provided by Parliament.

Salaries, expenses, etc.

23. This part of this Act shall apply to any railway company, and to any canal company and to any railway and canal company.

Company to which Part I applies.

## PART II.—TRAFFIC.

24.—(1.) Notwithstanding any provision in any general or special Act, every railway company shall submit to the Board of Trade a revised classification of merchandise traffic, and a revised schedule of maximum rates and charges applicable thereto, proposed to be charged by such railway company, and shall fully state in such classification and schedule the nature and amounts of all terminal charges proposed to be authorised in respect of each class of traffic, and the circumstances under which such terminal charges are proposed to be made. In the determination of the terminal charges of any railway company, regard shall be had only to the expenditure reasonably necessary to provide the accommodation in respect of which such charges are made, irrespective of the outlay which may have been actually incurred by the railway company in providing that accommodation.

Revised classification of traffic and schedule of rates.

(2.) The classification and schedule shall be submitted within six months from the passing of this Act, or such further time as the Board of Trade may, in any particular case, permit, and shall be published in such manner as the Board of Trade may direct.

(3.) The Board of Trade shall consider the classification and schedule, and any objections thereto, which may be lodged with them on or before the prescribed time and in the prescribed manner, and shall communicate with the railway company and the persons (if any) who have lodged objections, for the purpose of arranging the differences which may have arisen.

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(4.) If, after hearing all parties whom the Board of Trade consider to be entitled to be heard before them respecting the classification and schedule, the Board of Trade come to an agreement with the railway company as to the classification and schedule, they shall embody the agreed classification and schedule in a Provisional Order, and shall make a report thereon, to be submitted to Parliament, containing such observations as they think fit in relation to the agreed classification and schedule.

(5.) When any agreed classification and schedule have been embodied in a Provisional Order, the Board of Trade, as soon as they conveniently can after the making of the Provisional Order (of which the railway company shall be deemed to be the promoters), shall procure a Bill to be introduced into either House of Parliament for an Act to confirm the Provisional Order, which shall be set out at length in the schedule to the Bill.

(6.) In any case in which a railway company fails within the time mentioned in this section to submit a classification and schedule to the Board of Trade, and also in every case in which a railway company has submitted to the Board of Trade a classification and schedule, and after hearing all parties whom the Board of Trade consider to be entitled to be heard before them, the Board of Trade are unable to come to an agreement with the railway company as to the railway company's classification and schedule, the Board of Trade shall determine the classification of traffic which, in the opinion of the Board of Trade, ought to be adopted by the railway company, and the schedule of maximum rates and charges, including all terminal charges proposed to be authorised applicable to such classification which would, in the opinion of the Board of Trade, be just and reasonable, and shall make a report, to be submitted to Parliament, containing such observations as they may think fit in relation to the said classification and schedule, and calling attention to the points therein on which differences which have arisen have not been arranged.

(7.) After the commencement of the session of Parliament next after that in which the said report of the Board of Trade has been submitted to Parliament, the railway company may apply to the Board of Trade to submit to Parliament the question of the classification and schedule which ought to be adopted by the railway company, and the Board of Trade shall on such application, and in any case, may embody in a Provisional Order such classification and schedule as in the opinion of the Board of Trade ought to be adopted by the railway company, and procure a Bill to be introduced into either House of Parliament for an Act to confirm the Provisional Order which shall be set out at length in the schedule to the Bill.

(8.) If while any Bill to confirm a Provisional Order made by the Board of Trade under this section is pending in either House of Parliament, a petition is presented against the Bill or any classification and schedule comprised therein, the Bill, so far as it relates to the matter petitioned against, shall be referred to a Select Committee, or, if the two Houses of Parliament think fit so to order, to a joint Committee of such Houses, and the petitioner shall be allowed to appear and oppose as in the case of a private Bill.

(9.) In preparing, revising, and settling the classifications and schedules of rates and charges, the Board of Trade may consult and employ such skilled persons as they may deem necessary or desirable; and they may pay to such persons such remuneration as they may think fit and as the Treasury may approve.

(10.) The Act of Parliament confirming any Provisional Order made under this section shall be a public general Act, and the rates and charges mentioned in a Provisional Order as confirmed by such Act shall, from and after the Act coming into operation, be the rates and charges which the railway company shall be entitled to charge and make.

(11.) At any time after the confirmation of any Provisional Order under this section any railway company may, and any person, upon giving not less than twenty-one days' notice to the railway company may, apply in the prescribed manner to the Board of Trade to amend any classification and schedule by adding thereto any articles, matters, or things, and the Board of Trade may hear and determine such application, and classify and deal with the articles, matters or things referred to therein in such manner as the Board of Trade shall think right. Every

## Appendix F—contd.

determination of the Board of Trade under this sub-section shall forthwith be published in the "London Gazette," and shall take effect as from the date of the publication thereof. A. D. 1888.

(12.) Nothing in this section shall apply to any remuneration payable by the Postmaster-General to any railway company for the conveyance of mails, letter bags, or parcels under any general or special Act relating to the conveyance of mails, or under the Post Office (Parcels) Act, 45 & 46 Vict. c. 74. 1882.

(13.) Nothing in this section shall apply to any remuneration payable by the Secretary of State for War to any railway company for the conveyance of War Office stores under the powers conferred by the Cheap Trains Act, 1884.

25. Whereas by section two of the Railway and Canal Traffic Act, 1854, it is enacted that every railway company and canal company, and railway and canal company shall, according to their respective powers, afford all reasonable facilities for the receiving and forwarding and delivering of traffic upon and from the several railways and canals belonging to or worked by such companies respectively, and for the return of carriages, trucks, boats, and other vehicles; and that no such company shall make or give any undue or unreasonable preference or advantage to or in favour of any particular person or company, or any particular description of traffic, in any respect whatsoever, or shall subject any particular person or company, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever; and that every railway company and canal company and railway and canal company having or working railways or canals which form part of a continuous line of railway or canal or railway and canal communication, or which have the terminus station or wharf of the one near the terminus station or wharf of the other, shall afford all due and reasonable facilities for receiving and forwarding by one of such railways or canals all the traffic arriving by the other, without any unreasonable delay, and without any such preference or advantage or prejudice or disadvantage as aforesaid, and so that no obstruction may be offered to the public desirous of using such railways or canals or railways and canals as a continuous line of communication, and so that all reasonable accommodation may by means of the railways and canals of the several companies be at all times afforded to the public in that behalf: 46 & 47 Vict., c. 34.  
Provisions as to  
through traffic.

And whereas it is expedient to explain and amend the said enactment:

Be it therefore enacted, that—

Subject as hereinafter mentioned, the said facilities to be so afforded are hereby declared to and shall include the due and reasonable receiving, forwarding, and delivering by every railway company and canal company and railway and canal company, at the request of any other such company, of through traffic to and from the railway or canal of any other such company at through rates, tolls, or fares (in this Act referred to as through rates); and also the due and reasonable receiving, forwarding, and delivering by every railway company and canal company and railway and canal company, at the request of any person interested in through traffic, of such traffic at through rates: Provided that no application shall be made to the Commissioners by such person until he has made a complaint to the Board of Trade under the provisions of this Act as to complaints to the Board of Trade of unreasonable charges, and the Board of Trade have heard the complaint in the manner herein provided.

Provided as follows:

- (1.) The company or person requiring the traffic to be forwarded shall give written notice of the proposed through rate to each forwarding company, stating both its amount and the route by which the traffic is proposed to be forwarded; and when a company gives such notice it shall also state the apportionment of the through rate. The proposed through rate may be per truck or per ton:
- (2.) Each forwarding company shall, within ten days, or such longer period as the Commissioners may from time to time by general order prescribe, after the receipt of such notice, by written notice inform the company or persons requiring the traffic to be forwarded, whether they agree to the rate and route; and if they object to either, the grounds of the objection:



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- (3.) If at the expiration of the prescribed period no such objection has been sent by an forwarding company, the rate shall come into operation at such expiration :
- (4.) If an objection to the rate or route has been sent within the prescribed period, the matter shall be referred to the Commissioners for their decision :
- (5.) If an objection be made to the granting of the rate or to the route, the Commissioners shall consider whether the granting of a rate is a due and reasonable facility in the interest of the public, and whether, having regard to the circumstances, the route proposed is a reasonable route, and shall allow or refuse the rate accordingly, or fix such other rate as may seem to the Commissioner just and reasonable :
- (6.) Where, upon the application of a person requiring traffic to be forwarded, a through rate is agreed to by the forwarding companies, or is made by order of the Commissioners, the apportionment of such through rate, if not agreed upon between the forwarding companies, shall be determined by the Commissioners:
- (7.) If the objection be only to the apportionment of the rate, the rate shall come into operation at the expiration of the prescribed period, but the decision of the Commissioners, as to its apportionment, shall be retrospective; in any other case the operation of the rate shall be suspended until the decision is given :
- (8.) The Commissioners, in apportioning the through rate, shall take into consideration all the circumstances of the case, including any special expense incurred in respect of the construction, maintenance, or working of the route, or any part of the route, as well as any special charges which any company may have been entitled to make in respect thereof :
- (9.) It shall not be lawful for the Commissioners in any case to compel any company to accept lower mileage rates than the mileage rates which such company may for the time being legally be charging for like traffic carried by a like mode of transit on any other line of communication between the same points, being the points of departure and arrival of the through route.

Where a railway company or canal company use, maintain, or work, or are party to an arrangement for using, maintaining, or working steam vessels for the purpose of carrying on a communication between any towns or ports, the provisions of this section shall extend to such steam vessels, and to the traffic carried thereby.

When any company, upon written notice being given as aforesaid, refuses or neglects without reasons to agree to the proposed through rates, or to the route, or to the apportionment, the Commissioners, if an order is made by them upon an application for through rates, may order the respondent company or companies to pay such costs to the applicants as they think fit.

Powers of Commissioners as to through rates.

26. Subject to the provisions in the last preceding section contained, the Commissioners shall have full power to decide that any proposed through rate is just and reasonable, notwithstanding that a less amount may be allotted to any forwarding company out of such through rate than the maximum rate such company is entitled to charge, and to allow and apportion such through rate accordingly.

Undue preference in case of unequal tolls, rates, and charges, and unequal services performed.

27.—(1.) Whenever it is shown that any railway company charge one trader or class of traders, or the traders in any district, lower tolls, rates, or charges for the same or similar merchandise, or lower tolls, rates, or charges for the same or similar services, than they charge to other traders, or classes of traders, or to the traders in another district, or make any difference in treatment in respect of any such trader or traders, the burden of proving that such lower charge or difference in treatment does not amount to an undue preference shall lie on the railway company.

(2.) In deciding whether a lower charge or difference in treatment does or does not amount to an undue preference, the court having jurisdiction in the matter, or the Commissioners, as the case may be, may, so far as they think reasonable, in addition to any other considerations affecting the case, take into consideration whether such lower charge or difference in treatment is necessary for the purpose of securing in the interests of the public the traffic in respect of

Appendix F—*contd.*

which it is made, and whether the inequality cannot be removed without unduly reducing the rates charged to the complainant: Provided that no railway company shall make, nor shall the court, or the Commissioners, sanction any difference in the tolls, rates, or charges made for, or any difference in the treatment of, home and foreign merchandise, in respect of the same or similar services. A. D. 1888.

(3.) The court or the Commissioners shall have power to direct that no higher charge shall be made to any person for services in respect of merchandise carried over a less distance than is made to any other person for similar services in respect of the like description and quantity of merchandise carried over a greater distance on the same line of railway.

28. The provisions of section two of the Railway and Canal Traffic Act, 1854, and of section fourteen of the Regulation of Railways Act, 1873, and of any enactments amending and extending those enactments, shall apply to traffic by sea in any vessels belonging to or chartered or worked by any railway company, or in which any railway company procures merchandise to be carried, in the same manner and to the like extent as they apply to the land traffic of a railway company. Extension of enactments as to undue preference to goods carried by sea.

29.—(1.) Notwithstanding any provision in any general or special Act, it shall be lawful for any railway company, for the purpose of fixing the rates to be charged for the carriage of merchandise to and from any place on their railway, to group together any number of places in the same district, situated at various distances from any point of destination or departure of merchandise, and to charge a uniform rate or uniform rates of carriage for merchandise to and from all places comprised in the group from and to any point of destination or departure. Group rates to be chargeable by railway companies.

(2.) Provided that the distances shall not be unreasonable, and that the group rates charge and the places grouped together shall not be such as to create an undue preference.

(3.) Where any group rate exists or is proposed, and in any case where there is a doubt whether any rates charged or proposed to be charged by a railway company may not be a contravention of section two of the Railway and Canal Traffic Act, 1854, and any Acts amending the same, the railway company may, upon giving notice in the prescribed manner, apply to the Commissioners, and the Commissioners may, after hearing the parties interested and any of the authorities mentioned in section seven of this Act, determine whether such group rate or any rate charged or proposed to be charged as aforesaid does or does not create an undue preference. Any persons aggrieved, and any of the authorities mentioned in section seven of this Act, may, at any time after the making of any order under this section, apply to the Commissioners to vary or rescind the order, and the Commissioners, after hearing all parties who are interested, may make an order accordingly.

30. Any port or harbour authority or dock company which shall have reason to believe that any railway company is by its rates or otherwise placing their port, harbour, or dock, at an undue disadvantage as compared with any other port, harbour, or dock to or from which traffic is or may be carried by means of the lines of the said railway company, either alone or in conjunction with those of other railway companies, may make complaint thereof to the Commissioners, who shall have the like jurisdiction to hear and determine the subject-matter of such complaint as they have to hear and determine a complaint of a contravention of section two of the Railway and Canal Traffic Act, 1854, as amended by subsequent Acts. Power to dock companies and harbour boards to complain of undue preference.

31.—(1.) Whenever any person receiving or sending or desiring to send goods by any railway is of opinion that the railway company is charging him an unfair or an unreasonable rate of charge, or is in any other respect treating him in an oppressive or unreasonable manner, such person may complain to the Board of Trade. Complaints to Board of Trade of unreasonable charges by railway companies.

(2.) The Board of Trade, if they think that there is reasonable ground for the complaint, may thereupon call upon the railway company for an explanation, and endeavour to settle amicably the differences between the complainant and the railway company.

(3.) For the purpose aforesaid, the Board of Trade may appoint either one of their own officers or any other competent person to communicate with the complainant and the railway company, and to receive and consider such explanations and communications as may be made in reference to the complaint; and the Board of Trade may pay to such last-mentioned person such remuneration as they may think fit, and as may be approved by the Treasury.

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(4.) The Board of Trade shall from time to time submit to Parliament reports of the complaints made to them under the provisions of this section, and the results of the proceedings taken in relation to such complaints, together with such observations thereon as the Board of Trade shall think fit.

(5.) A complaint under this section may be made to the Board of Trade by any of the authorities mentioned in section seven of this Act, in any case in which, in the opinion of any of such authorities, they or any traders or persons in their district are being charged unfair or unreasonable rates by a railway company; and all the provisions of this section shall apply to a complaint so made as if the same had been made by a person entitled to make a complaint under this section.

Annual returns by railway companies to contain such statistics as the Board of Trade shall require.

84 and 85 Vict., c. 78., s. 9.

86 and 87 Vict., c. 76.

32—(1.) The returns required of a railway company under section nine of the Railways Regulation Act, 1871, shall include such statements as the Board of Trade may from time to time prescribe, and the forms referred to in that section may from time to time be altered by the Board of Trade in such manner as they think expedient for giving effect to this section, and the said section nine of the Railways Regulation Act, 1871, shall apply accordingly.

(2.) The Board of Trade may from time to time alter the times fixed by the said Act or by the Railways Regulation Act (Returns of Signal Arrangements, Workings, etc.), 1873, for the forwarding of any of the returns required by the said Act or this Act.

Classification table to be open for inspection. Copies to be sold.

33.—(1.) The book, tables, or other document in use for the time being containing the general classification of merchandise carried on the railway of any company, shall, during all reasonable hours, be open to the inspection of any person without the payment of any fee at every station at which merchandise is received for conveyance, or where merchandise is received at some other place than a station then at the station nearest such place, and the said book, tables, or other document as revised from time to time shall be kept on sale at the principal office of the company at a price not exceeding one shilling.

(2.) Printed copies of the classification of merchandise traffic, and schedule of maximum tolls, rates, and charges of every railway company authorised, as provided by this Act, shall be kept for sale by the railway company at such places and at such reasonable price as the Board of Trade may by any general or special order prescribe.

(3.) The company shall within one week after application in writing made to the secretary of any railway company by any person interested in the carriage of any merchandise which has been or is intended to be carried over the railway of such company, render an account to the person so applying in which the charge made or claimed by the company for the carriage of such merchandise shall be divided, and the charge for conveyance over the railway shall be distinguished from the terminal charges (if any), and from the dock charges (if any), and if any terminal charge or dock charge is included in such account the nature and detail of the terminal expenses or dock charges in respect of which it is made shall be specified.

(4.) Every railway company shall publish at every station at which merchandise is received for conveyance, or where merchandise is received at some other place than a station then at the station nearest to such place, a notice, in such form as may be from time to time prescribed by the Board of Trade, to the effect that such book, tables, and document touching the classification of merchandise and the rates as they are required by this section and section fourteen of the Regulation of Railways Act, 1873, to keep at that station, are open to public inspection, and that information as to any charge can be obtained by application to the secretary or other officer at the address stated in such notice.

88 and 87 Vict., c. 48.

(5.) Where a railway company carries merchandise partly by land and partly by sea, all the books, tables, and documents, touching the rates of charge of the railway company, which are kept by the railway company at any port in the United Kingdom used by the vessels which carry the sea traffic of the railway company, shall, besides containing all the rates charged for the sea traffic, state what proportion of any through rate is appropriated to conveyance by sea, distinguishing such proportion from that which is appropriated to the conveyance by land on either side of the sea.

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(6.) Where a railway company intend to make any increase in the tolls, rates, or charges published in the books required to be kept by the company for public inspection, under section fourteen of the Regulation of Railways Act, 1873, or this Act, they shall give by publication in such manner as the Board of Trade may prescribe at least fourteen days' notice of such intended increase, stating in such notice the date on which the altered rate or charge is to take effect: and no such increase in the published tolls, rates, or charges of the railway company shall have effect unless and until the fourteen days' notice required under this section has been given. A. D. 1888.

(7.) Any company failing to comply with the provisions of this section shall, for each offence, and in the case of a continuing offence for every day during which the offence continues, be liable, on summary conviction, to a penalty not exceeding five pounds.

34. When traffic is received or delivered at any place on any railway other than a station within the meaning of section fourteen of the Regulation of Railways Act, 1873, the railway company on whose line such place is, shall keep at the station nearest such place a book or books showing every rate for the time being charged for the carriage of traffic other than passengers and their luggage, from such place to any place to which they book, including any rates charged under any special contract, and stating the distance from that place of every station, wharf, siding, or place to which such rate is charged. Place of publication of rates in respect of traffic at places other than stations.

Every such book shall, during all reasonable hours, be open to the inspection of any person without the payment of a fee.

35.—(1.) The Board of Trade may from time to time make, rescind, and vary rules with respect to the following matters:— Power to make rules for purposes of Part II of Act.

- (a.) The form and manner in which classifications and schedules under this part of this Act are to be prepared and submitted to the Board of Trade and to Parliament, and the publication, advertisement, and settlement (by the Board of Trade) of such classifications and schedules, and of Provisional Orders;
- (b.) All proceedings before the Board of Trade under this part of this Act;
- (c.) The fees to be paid in respect of such proceedings; and
- (d.) Any matter authorised by this Act to be prescribed.

(2.) Any rules made by the Board of Trade in pursuance of this section shall be laid before Parliament within three weeks after they are made, if Parliament be then sitting, and if Parliament be not then sitting, within three weeks after the beginning of the then next session of Parliament, and shall be judicially noticed, and shall have effect as if they were enacted by this Act.

## PART III.—CANALS.

36. All the provisions of Part II of this Act relating to any railway company shall, so far as applicable, apply to every canal company, and to every railway and canal company; and in Part II of this Act, unless the context otherwise requires, the expression "railway company" shall include a canal company and railway and canal company, and the expression "railway" shall include a canal, and the expression "rate" shall include tolls and dues of every description chargeable for the use of any canal or by any canal company. Part II to extend to canal companies.

37.—(1.) Section fifteen of the Regulation of Railways Act, 1873, shall apply to the terminal charges of a canal company. Application of 36 and 37 Vict., c. 48, to canals.

(2.) The Railway and Canal Traffic Act, 1854, as amended by the Regulation of Railways Act, 1873, shall extend to any person whose consent is required to any variation of the rates, tolls, or dues charged for the use of any canal, or by any canal company, in like manner as if such person were a canal company, and the expressions "canal company" and "railway and canal company" in the said Acts and this Act shall be construed accordingly to include such person.

(3.) The provisions of the Railway and Canal Traffic Act, 1854, and the Regulation of Railways Act, 1873, with respect to rates, shall apply to tolls and dues of every description chargeable for the use of any canal or by any canal company. And nothing in any agreement

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whether made before or after the passing of this Act, and whether confirmed by Act of Parliament or not, and nothing in this Act shall prevent the Commissioners from making or enforcing any order for a through rate or toll which may in their opinion be required in the interest of the public.

(4.) Any company allowing traffic to pass from a canal on to any other canal or any railway, or from a railway on to a canal, shall be deemed to be a forwarding company, and the allowing of traffic so to pass shall be deemed to be the forwarding of traffic within the meaning of the above-mentioned Acts.

(5.) The provisions of the Railway and Canal Traffic Act, 1854, and of the Regulation of Railways Act, 1873, and of this Act, with respect to through rates, shall extend to any canals which, in connection with any river or other waterway, form part of a continuous line of water communication, notwithstanding that tolls may not be leviable by authority of Parliament upon such river or other waterway.

Powers of Commissioners over canal tolls, rates, and charges where a railway company or its officers own or control the traffic of a canal.

38. Where a railway company, or the directors or officers of a railway company, or any of them or any persons on their behalf, have the control over, or the right to interfere in or concerning the traffic conveyed, or the tolls, rates, or charges levied on the traffic of or for the conveyance of merchandise on a canal, or any part of a canal, and it is proved to the satisfaction of the Commissioners that the tolls, rates, or charges levied on the traffic of or for the conveyance of merchandise on the canal are such as are calculated to divert the traffic from the canal to the railway, to the detriment of the canal or persons sending traffic over the canal or other canals adjacent to it—

- (1) The Commissioners may, on the application of any person interested in the traffic of the canal, make an order requiring the tolls, rates, and charges levied on the traffic of or for the conveyance of merchandise on the canal, to be altered and adjusted in such a manner that the same shall be reasonable as compared with the rates and charges for the conveyance of merchandise on the railway:
- (2) If within such time as may be prescribed by the order of the Commissioners, the tolls, rates, and charges levied on the traffic of or for the conveyance of merchandise on the canal are not altered and adjusted as required by such order, the Commissioners may themselves by an order make such alterations in and adjustment of the tolls, rates, and charges levied on the traffic of or for the conveyance of merchandise on the canal as they shall think just and reasonable, and the tolls, rates, and charges as altered and adjusted by the order of the Commissioners shall be binding on the company or persons owning or having the control over the traffic of, or the tolls, rates, and charges levied on the traffic of, or for the conveyance of merchandise on the canal:
- (3) No application shall be made to the Commissioners under this section until the Board of Trade have certified that the applicant is a fit person to make the application, and that the application is a proper one to be submitted for the adjudication of the Commissioners; and no order shall be made by the Commissioners under this section unless notice of the application has been served upon such company and persons, and in such manner as the Board of Trade may direct:
- (4) The Commissioners may at any time, upon the application of any company or person affected by any order made under this section, and after notice to and hearing such companies and persons as the Commissioners may by any general rules or special order prescribe, rescind or vary any order made under this section.

Returns by canal companies.

39.—(1.) Every canal company shall, on or before the first day of January in every year, beginning on the first day of January next after the passing of this Act, send to the registrar of joint stock companies a return stating the name of the company, a short description of their canal, the name of the principal officer, and the place of their office, or, if they have more than one office, of their principal office.

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(2.) Every canal company shall within such time as may be prescribed by the Board of Trade, and afterwards from time to time whenever required by the Board of Trade, not being oftener than once in every year, forward to the Board of Trade, in such form and manner as the Board may from time to time prescribe, such returns as the Board of Trade may require for the purpose of showing the capacity of such canal for traffic, and the capital, revenue, expenditure, and profits of the canal company. A. D. 1888.

(3.) When the canal of a canal company, or any part thereof, is intended to be stopped for more than two days, the company shall report to the Board of Trade, stating the time during which such stoppage is intended to last, and when the same is re-opened the company shall so report to the Board of Trade.

(4.) A company failing to comply with this section, shall be liable, on summary conviction, to a fine not exceeding five pounds for every day during which their default continues, and any director, manager, and officer of the company who knowingly and wilfully authorises or permits the default shall be liable, on summary conviction, to the like fine.

40.—(1.) Every canal company shall, before such date as the Board of Trade may prescribe, forward to the Board of Trade true copies, certified in such manner as the Board of Trade direct, of any byelaws or regulations of such company which are in force at the commencement of this Act; and the byelaws of any canal company, copies of which are not forwarded to the Board of Trade as provided by the section, shall from and after the said date cease to have any operation, save in so far as any penalty may have been already incurred under the same. Byelaws of canal companies.

(2.) A byelaw or regulation of any canal company hereafter to be made under any power which has before or at the time of the passing of this Act been, or which may hereafter be conferred on any canal company, shall not have any force or effect until two months after a true copy of such byelaw or regulation, certified in such manner as the Board of Trade direct, has been forwarded to the Board of Trade, unless the Board of Trade before the expiration of such period have signified their approbation thereof.

(3.) The Board of Trade may, at any time after any existing or future byelaws or regulations of a canal company have been forwarded to them, notify to the company their disallowance thereof, or of any of them, and in case such byelaws or regulations are in force at the time of the disallowance, the time at which the said byelaws or regulations shall cease to be in force. A byelaw or regulation disallowed by the Board of Trade shall not after such disallowance have any force or effect whatever, save (as regards any byelaw or regulation which may be in force at the time of the disallowance thereof) in so far as any penalty may have been then already incurred under the same.

(4.) The Board of Trade may from time to time make, rescind, and vary such regulations as they think fit with respect to the publication by canal companies of their byelaws and regulations, and with respect to the publication by canal companies of their intention to apply to the Board of Trade for the allowance of any intended byelaws and regulations. Any regulations so made which are for the time being in force, shall have effect as if they had been enacted in this Act.

41. Whenever the Board of Trade are, through their officers or otherwise, informed that the works of any canal are in such a condition as to be dangerous to the public, or to cause serious inconvenience or hindrance to traffic, the Board of Trade may direct such officer or other person as they appoint for the purpose to inspect the said canal and report thereon to the Board of Trade, and for the purpose of making any inspection under this section the officer or person appointed for the purpose shall, in relation to the canal or works to be inspected, have all the powers of an inspector appointed under the Regulation of Railways Act, 1871. Inspection of canals.  
34 & 35 Vict., c. 78.

42.—(1.) No railway company or director, or officer of a railway company shall, without express statutory authority, apply or use or authorise or permit the application or use of any part of the company's funds for the purpose of acquiring either in the name of the railway company, or of any director or officers of the railway company, or other person, any canal interest, or of enabling any director or officer of the railway company or other person, to purchase or acquire any canal interest, or of guaranteeing or repaying to any director or officer of the railway company Misapplication of a railway company's funds for acquisition of unauthorised interest in canal.

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or other person who has purchased or acquired any canal interest the sums of money expended or liability incurred by such director, officer, or person, in the purchase or acquisition of such canal interest, or any part of such money or liability.

(2.) In the event of any contravention of the provisions of this section, the canal interest purchased in such contravention shall be forfeited to the Crown, and the directors or officer of the company who so applied or used, or authorised or permitted such application or use of the company's funds, shall be liable to repay to the company the sums so applied or used and the value of the canal interest so forfeited; and proceedings to compel such repayment may be taken by any shareholder in the company.

(3.) In this section the expression "company's funds" means the corporate funds of any railway company, and includes any funds which are under the control of or administered by a railway company; the expression "officer" includes any person having any control over a company's funds or any part thereof; and the expression "canal interest" means shares in the capital of a canal company, and includes any interest of any kind in a canal company or canal.

Canal companies may agree for through tolls, etc.

43.—(1.) Any canal company may make and enter into contracts and arrangements with any other canal company or canal companies for the passage over and along their respective canals, or any of them, of boats, barges, vessels, and other through traffic, and for the use, by such traffic, of the wharves, landing places, and other works of any such canal, upon payment of such through tolls, rates, and charges, and subject to such conditions and restrictions as may be agreed upon between such companies; and for the collection and recovery by any one of the companies on behalf of themselves and the other companies interested of the tolls, rates, and charges payable in respect of such through traffic; and for the division and apportionment of the tolls, rates, and charges; and any such contract may contain provisions for the erection and maintenance of or otherwise for providing warehouses, offices, and other buildings and conveniences, and any other provisions for the purpose of carrying into effect any such arrangement, and any company may apply their funds or moneys for the same purpose.

(2.) Notwithstanding any enactments providing for the charge of equal tolls, rates, and charges, such through tolls, rates, and charges as above mentioned may respectively be computed at a lower toll or rate per mile than the tolls, rates, or charges charged for the passage over and along the same canals of like traffic, not being through traffic, without necessitating or occasioning any reduction of the last-mentioned tolls, rates, or charges.

Canal companies may establish clearing system.

(3.) Any like contracts and arrangements existing at the passing of this Act shall be, and from the respective dates of the making thereof shall be deemed to have been, as valid as if the same had been made after the commencement of this Act.

44. For the purpose of facilitating through traffic upon canals, any canal companies upon whose canals through tolls, rates, or charges may be in operation, may establish a canal clearing system, on such principles, in such manner, and subject to such regulations as to the admission of other companies to such system, the retirement of members, the appointment of a committee to conduct the business of the system, and of a secretary or other necessary officers, the mode of conducting business, and such other regulations for carrying into effect such system as may from time to time be approved by the Board of Trade in writing under the hand of the secretary or one of the assistant secretaries of that Board; and any company may apply any funds or money belonging to them, for the purpose of establishing or carrying into effect any such system, and the provisions of sections eleven to twenty-six inclusive of the Railway Clearing Act, 1850, shall, mutatis mutandis, apply to any canal clearing system when so established.

13 and 14 Vict., c. xxxiii.

Abandonment of canal.

45.—(1.) Where, on the application of a canal company, it appears to the Board of Trade that any canal or part of a canal belonging to the applicants (hereinafter referred to as an unnecessary canal) is at the time of making the application unnecessary for the purposes of public navigation, or where, on the application of any local authority, or of three or more owners of lands adjoining or near to any canal or part of a canal, it appears to the Board of Trade that that canal or part of a canal (hereinafter referred to as a derelict canal) has for at least three years previously to the making of the application been disused for navigation, or, by reason of the default of the proprietors thereof, has become unfit for navigation, or that the lands adjoining or near thereto have suffered injury by water that has escaped from the derelict canal, and that

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the proprietors of the derelict canal decline or are unable to effect the repairs necessary to prevent further injury, the Board of Trade may by warrant signed by their secretary authorise the abandonment by the existing proprietors of such unnecessary canal or such derelict canal, and after the granting of the warrant, and the due publication as required by the Board of Trade of a notice of the granting thereof, the Board of Trade may make an order releasing the canal company or the other proprietors of the unnecessary or derelict canal from all liability to maintain the same canal, and from all statutory and other obligations in respect thereof, or of or consequent on the abandonment thereof.

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(2.) In the case of an unnecessary canal no warrant of abandonment shall be granted unless the Board of Trade are satisfied—

- (a) That it is unnecessary for the purposes of public navigation.
- (b) That the application has been expressly authorised by a resolution of a majority of the shareholders of the canal company owning the canal present and voting at an extraordinary or special general meeting of that company.
- (c) That such public and other notices of the application have been given as the Board of Trade may require.
- (d) That compensation (the amount thereof to be determined in case of difference as the Board of Trade may prescribe) has been made to all persons entitled to compensation by reason of the proposed abandonment of the canal.

(3.) In the case of a derelict canal the warrant may be granted on the condition that the canal or any part thereof, with all or any of the powers relating thereto, be transferred to any person, body of persons, or local authority, and where any such condition is imposed, the Board of Trade may, if they think fit, frame and embody in a Provisional Order a scheme for the management of the canal or any part thereof.

(4.) The Provisional Order may provide for the constitution of a body to manage the canal or any part thereof, for the transfer to that body or any local authority of the canal or any part thereof, and of all or any of the powers relating thereto, for the limitation or discharge of any liabilities affecting the canal or the owners thereof for the time being, and for any other matters which may appear to the Board of Trade to be necessary or proper for carrying this section into effect. •

(5.) The Board of Trade may submit to Parliament for confirmation any Provisional Order made by it in pursuance of this section, but any such order shall be of no force unless and until it is confirmed by Act of Parliament.

(6.) If while the Bill confirming any such order is pending in either House of Parliament, a petition is presented against any order comprised therein, the Bill, so far as it relates to the order, may be referred to a select committee, and the petitioner shall be allowed to appear and oppose as in the case of private Bills.

(7.) In this section the expression "local authority" means anyone of the local authorities mentioned in section seven of this Act.

(8.) For the purpose of giving effect to the provisions of this section, the Board of Trade may require the applicants to furnish any evidence in their possession or under their control relative to the application, and may at the expense of the applicants appoint and send an officer to inspect the canal referred to in the application, and to obtain information and evidence in the neighbourhood thereof relative to the proposed abandonment, and may from time to time make regulations as to the mode of making applications, and the nature and mode of publication of notices, and generally as to the conduct of proceedings.

46. In this part of this Act the expression "canal company" shall include a "railway and canal company" so far as relating to any canal of any such last-mentioned company. Definition of "canal company."

## PART IV.—MISCELLANEOUS.

47. So much of the Regulation of Railways Act, 1873, as limits the time during which that Act shall continue in force shall, save so far as it relates to the appointment of the Commission, be repealed, and the said Act, save as aforesaid, shall be perpetual. Perpetuation of 36 & 37 Vict., c. 48.



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Evidence on rating appeals.

48. On any rating appeal, and before any court, where it may be material to show the receipts or profits of a railway company or canal company, or railway and canal company, it shall be lawful for the company to prove the same by written statements or returns verified by the affidavit or statutory declaration of the manager or other responsible officer, and any such statements or returns shall be *prima facie* evidence of the facts therein stated with respect to such receipts or profits: Provided that the person by whom any such affidavit or statutory declaration is made shall in every case, if required, attend to be cross-examined thereon.

Recovery and application of penalties.

49. Every penalty recoverable on summary conviction under this Act may be prosecuted and recovered in the manner directed by the Summary Jurisdiction Acts before a court of summary jurisdiction.

Parties may appear in person or by counsel, etc.

50. In any proceedings under this Act any party may appear before the Commissioners either by himself in person or by counsel or solicitor.

Parliamentary agents entitled to practise before Commissioners.

51. Any person who shall be certified by the Chairman of Committees of the House of Lords or the Speaker of the House of Commons to have practised for two years before the passing of this Act in promoting or opposing Bills in Parliament shall be entitled to practise in any proceedings under this Act as an attorney or agent before the Commissioners: Provided that every such person so practising as aforesaid shall, in respect of such practice and everything relating thereto, be subject to the jurisdiction and orders of the Commissioners, and further provided that no such person shall practise as aforesaid until his name shall have been entered in a roll to be made and kept, and which is hereby authorised to be made and kept, by the Commissioners.

Saving of powers conferred on Commissioners and Board of Trade.

52. The powers and jurisdiction conferred by this Act on the Commissioners or Board of Trade shall be in addition to and not in substitution for any powers and jurisdiction vested in the Commissioners or Board of Trade by any statute.

Proceedings of Board of Trade.

53.—(1.) All documents purporting to be rules, orders, or certificates made or issued by the Board of Trade, and to be sealed with the seal of the Board, or to be signed by a secretary or assistant secretary of the Board, or any person authorised in that behalf by the President of the Board, shall be received in evidence, and deemed to be such orders, rules, or certificates without further proof, unless the contrary is shown.

(2.) A certificate signed by the President of the Board of Trade that any order made, certificate issued, or act done, is the order, certificate, or act of the Board of Trade, shall be conclusive evidence of the fact so certified.

Expenses of local authorities.

54.—(1.) Where any local authority having power under this Act to make or oppose any complaint to the Commissioners, or the Board of Trade, or to enter into any agreement to pay the whole or a portion of the expenses of complying with an order of the Commissioners or the Board of Trade, or to make any application for the abandonment or acquisition of a canal under this Act, incur any expenses in or incidental to such complaint, opposition, agreement, or application, such expenses may be defrayed out of the rates or funds out of which the expenses incurred by such authority in the execution of their ordinary duties are defrayed, and if such authority is a rural sanitary authority in England, shall be defrayed as general expenses, unless the Local Government Board direct that they shall be defrayed as special expenses.

(2.) A local authority may enter into any contract involving the payment by themselves and their successors of any expenses authorised by this section to be defrayed.

(3.) Where any such local authority have no power to borrow money for the purpose of defraying any expenses authorised by this section, such authority, if other than a surveyor of highways, may, with the consent of the Board of Trade in the case of any harbour board or conservancy authority, and with the consent of the Local Government Board in the case of any other authority, borrow money in manner provided by the Local Loans Act, 1875, on the security of the rates or funds out of which the expenses are authorised to be defrayed and the prescribed period for the loan shall be such period as the Board giving such consent may approve.

38 &amp; 39 Vict., c. 83.

(4.) On the request of any board whose consent is required for such loan, the Board of Trade or Commissioners shall certify such particulars respecting the amount of the said ex-

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penses and the propriety of incurring the same and of borrowing for the payment thereof as may be requested by such board. A. D. 1888.

(5.) In Ireland, any authority borrowing in pursuance of this section may borrow in manner provided by the Public Health (Ireland) Act, 1878, in like manner as if the provisions of that Act with respect to borrowing were re-enacted in this section, and in terms made applicable thereto. 41 & 42 Vict., c. 52.

55. In this Act, unless the context otherwise requires,—

Definitions.

Terms defined by the Regulation of Railways Act, 1873, have the meanings thereby assigned to them :

The term "conservancy authority" means any persons who are otherwise than for private profit intrusted with the duty or invested with the power of conserving, maintaining, or improving the navigation of any tidal or inland water or navigation :

The term "harbour board" means any persons who are otherwise than for private profit intrusted with the duty or invested with the power of constructing, improving, managing, regulating, and maintaining a harbour, whether natural or artificial, or any dock :

The term "Lord Chancellor" means the Lord High Chancellor of Great Britain :

The term "undue preference" includes an undue preference, or an undue or unreasonable prejudice or disadvantage, in any respect, in favour of or against any person or particular class of persons or any particular description of traffic :

The term "terminal charges" includes charges in respect of stations, sidings, wharves, depôts, warehouses, cranes and other similar matters, and of any services rendered thereat :

The term "merchandise" includes goods, cattle, livestock, and animals of all descriptions :

The term "trader" includes any person sending, receiving, or desiring to send merchandise by railway or canal :

The term "home," in relation to merchandise, includes the United Kingdom, the Channel Islands, and the Isle of Man :

The term "rating appeal" means an appeal against any valuation list or against any poor rate or any other local rate :

The term "Summary Jurisdiction Acts" in Scotland means the Summary Procedure Act, 1864, the Summary Jurisdiction (Process) Act, 1881, and any Act or Acts amending the same ; and in Ireland, within the police district of Dublin metropolis, the Acts regulating the powers and duties of justices of the peace for such district, or of the police of such district, and elsewhere, the Petty Sessions (Ireland. Act, 1851), and any Act amending the same : 27 & 28 Vict., c. 53.  
44 & 45 Vict., c. 24.

The term "superior court" means, as regards England, the High Court of Justice ; as regards Scotland, the Court of Session ; and as regards Ireland, the High Court of Justice :

The term "superior court of appeal" means, as regards England, Her Majesty's Court of Appeal ; as regards Scotland, the Court of Session in either division of the Inner House ; and as regards Ireland, Her Majesty's Court of Appeal :

The term "rules of court" means, as regards Scotland, acts of sederunt.

In the application of this Act to Ireland, the expression "council of a borough" includes town or township commissioners, and any reference to justices in quarter sessions shall be construed to refer to a grand jury ; and any reference to the Local Government Board or to an urban or rural sanitary authority, shall be construed to refer to the Local Government Board for Ireland, and to an urban or rural sanitary authority in Ireland.

56. This Act shall come into operation on the first day of January one thousand eight hundred and eighty-nine, which day is in this Act referred to as the commencement of this Act : Provided that at any time after the passing of this Act any appointment and rules may be made, and other things done for the purpose of bringing this Act into operation at such commencement.

## Appendix F.

## Appendix F—concl'd.

A. D. 1888.

Pending business.  
36 & 37 Vict., c. 48.Transfer of pending  
business from  
superior courts.

57. Subject to general rules to be made under this Act, all proceedings which, at the commencement of this Act, under the Regulation of Railways Act, 1873, and Acts amending it, or under any other Acts, are pending before the Railway Commissioners, shall be transferred to the Railway and Canal Commission under this Act, and may thereupon be continued and concluded in all respects as if such proceedings had been originally instituted before that Commission.

58. Every action or proceedings which might have been brought before the Railway Commissioners if this Act had been in force at the time when such action or proceeding was begun, and is at the commencement of this Act pending before any superior court, may, upon the application of either party, be transferred by any judge of such superior court, to the Railway and Canal Commissioners under this Act, and may thereupon be continued and concluded in all respects as if such action or proceeding had been originally instituted before that Commission: Provided that no such transfer, nor anything herein contained, shall vary or affect the rights or liabilities of any party to such action or proceeding.

Repeal.

59.—(1) The enactments mentioned in the schedule to this Act are hereby repealed to the extent therein specified.

(2) The repeal effected by this Act shall not affect—

- (a) Anything done or suffered before the commencement of this Act under any enactment repealed by this Act, or the expiration of any office which would otherwise have expired by virtue of any enactment repealed by this Act; nor
- (b) Any right or privilege acquired, or duty imposed, or liability or disqualification incurred, under any enactment so repealed; nor
- (c) Any fine, forfeiture, or other punishment incurred or to be incurred in respect of any offence committed or to be committed against any enactment so repealed; nor
- (d) The institution or continuance of any proceeding or other remedy, whether under any enactment so repealed, or otherwise, for ascertaining or enforcing any such liability or disqualification, or enforcing or recovering any such fine, forfeiture or punishment as aforesaid.

## SCHEDULE.

## ACTS REPEALED.

Section 59.

*Note.*—A description or citation in this schedule of a portion of an Act is inclusive of the words, section, or other part first and last mentioned, or otherwise referred to as forming the beginning or as forming the end of the portion described in the description or citation.

Session and Chapter of Act.	Short Title.	Extent of Repeal.
17 & 18 Vict., c. 31	The Railway and Canal Traffic Act, 1854.	Section four and section five.
31 & 32 Vict., c. 119	The Regulation of Railways Act, 1868.	Section sixteen, paragraph two, from "The provisions of" to the end of the section.
36 & 37 Vict., c. 48	The Regulation of Railways Act, 1873.	Section three, from "The term "superior court," to the end of the section, section four, section eleven, section twelve, section thirteen, section twenty-one, section twenty-two, section twenty-three, section twenty-four, section twenty-five, section twenty-six from the words "The Commissioners may review" to the end of the section, section twenty-eight, section twenty-nine, section thirty-four, and section thirty-seven.
37 & 38 Vict., c. 40	The Board of Trade Arbitrations, etc., Act, 1874.	Section eight, from "and shall continue in force" to "expiration."

## Appendix G.

## The railroads of the world.

The following table is compiled, reduced and converted to English units, from the tables published in the May-June issue of the Archiv für Eisenbahnwesen:—

*The railroads of the world at the end of 1900.*

COUNTRY.	Miles in 1900.	Per cent. of increase, 1880—1900.	PER MILE OF RAILROAD.	
			Inhabitants.	Square miles.
<b>EUROPE.</b>				
German Empire . . . . .	31,933	8.5	1,701	6.52
Austria-Hungary (including Bosnia and Herzegovina).	22,917	14.6	2,051	11.39
Great Britain and Ireland . . . . .	21,864	2.8	1,889	5.53
France . . . . .	26,611	4.6	1,451	7.78
Russia (including Finland) . . . . .	29,892	24.6	3,556	68.32
Italy . . . . .	9,810	2.2	3,307	11.28
Belgium . . . . .	3,943	9.8	1,711	2.89
Netherlands (with Luxemburg) . . . . .	1,994	2.5	2,678	6.89
Switzerland . . . . .	2,351	6.2	1,415	6.79
Spain . . . . .	8,800	3.8	2,138	23.11
Portugal . . . . .	1,476	0.8	3,581	24.22
Denmark . . . . .	1,865	30.0	1,312	7.95
Norway . . . . .	1,236	5.9	1,735	96.96
Sweden . . . . .	7,034	14.4	725	24.73
Servia . . . . .	359	1.4	6,947	51.54
Roumania . . . . .	1,925	7.5	3,072	26.27
Greece . . . . .	605	2.1	4,023	41.02
Turkey in Europe (with Bulgaria and Roumelia).	1,952	29.3	5,030	52.80
Malta, Jersey, Isle of Man . . . . .	68	0.0	5,353	6.25
Total Europe . . . . .	176,174	10.1	2,215	21.18
<b>NORTH AMERICA.</b>				
United States . . . . .	193,304	5.8	383	15.48
British North America . . . . .	17,831	9.6	294	189.85
Newfoundland . . . . .	641	37.4	324	66.74
Mexico . . . . .	9,055	19.9	1,394	84.73
Central America (Guatemala, Honduras, Nicaragua and Costa Rica).	718	13.9	3,313	230.32
Total North America . . . . .	221,549	6.6	427	33.19

## Appendix G.

## Appendix G—contd.

The railroads of the world at the end of 1900—contd.

COUNTRY.	Miles in 1900.	Per cent. of increase, 1898— 1900.	PER MILE OF RAILROAD.	
			Inhabitants.	Square miles.
<b>SOUTH AMERICA.</b>				
Colombia . . . . .	400	13·9	11,250	1,284·55
Cuba . . . . .	1,134	2·6	1,439	40·44
Venezuela . . . . .	634	0·0	3,856	635·74
San Domingo . . . . .	117	0·0	4,308	160·39
Brazil . . . . .	9,195	13·6	1,845	351·09
Argentine Republic . . . . .	10,175	13·2	471	109·53
Paraguay . . . . .	157	0·0	3,197	621·89
Uruguay . . . . .	1,144	14·7	723	60·31
Chili . . . . .	2,850	13·7	1,053	105·13
Peru . . . . .	1,036	0·0	2,876	420·05
Bolivia . . . . .	621	0·0	3,934	829·73
Ecuador . . . . .	186	0·0	6,473	621·58
British Guiana . . . . .	55	151·4	5,055	1,616·90
Jamaica, Barbadoes, Trinidad, Martinique, Puerto Rico, Salvador.	657	25·7	...	...
Total South America and West Indies . . . . .	28,357	11·9	...	...
<b>ASIA.</b>				
British India . . . . .	23,753	17·8	12,231	82·36
Ceylon . . . . .	297	0·0	11,232	95·51
Asia Minor and Syria . . . . .	1,715	41·6	9,025	400·31
Russia (Trans-Caspia) . . . . .	1,658	76·4	422	129·22
Siberia and Manchuria . . . . .	3,852	104·1	1,499	1,242·28
Persia . . . . .	34	0·0	264,706	18,693·18
Dutch India (Java and Sumatra) . . . . .	1,301	0·6	20,885	177·74
Japan . . . . .	3,661	59·8	12,713	33·58
Portuguese India . . . . .	51	0·0	10,800	24·34
Malay States (Borneo, Celebes, etc.) . . . . .	273	69·5	2,633	121·92
China . . . . .	401	48·8	390,900	10,665·06
Korea . . . . .	26	...	400,000	8,400·00
Siam . . . . .	203	127·1	44,335	1,203·42
French India (Cochin China, Pondicherry, Malacca and Tonquin).	238	3·0	...	...
Total Asia . . . . .	37,469	29·5	...	...

## Appendix G—concl'd.

The railroads of the world at the end of 1900—concl'd.

COUNTRY.	Miles in 1900.	Per cent. of increase, 1898—1900.	PER MILE OF RAILROAD.	
			Inhabitants.	Square miles.
<b>AFRICA.</b>				
Egypt . . . . .	2,087	44.3	4,671	183.96
Algeria and Tunis . . . . .	2,642	3.4	2,413	131.14
British South and Central Africa . . . . .	2,937	...	601	103.43
Natal . . . . .	737	...	1,056	3,714.00
South African Republic . . . . .	1,203	...	721	99.03
Orange Free State . . . . .	597	...	343	84.80
Mauritius, Réunion, Gold Coast, Lagos, Congo, Angola, German S.-W. Africa, Mozambique, German E. Africa, Somali, Eritrea.	2,298	...	...	...
Total Africa . . . . .	12,501	35.7	...	...
<b>AUSTRALASIA.</b>				
New Zealand . . . . .	2,280	4.0	328	45.89
Victoria . . . . .	3,217	3.1	366	27.43
New South Wales . . . . .	2,810	7.4	480	109.66
South Australia . . . . .	1,882	0.7	192	604.44
Queensland . . . . .	2,800	17.4	173	238.74
Tasmania . . . . .	479	0.9	371	54.71
West Australia . . . . .	1,363	18.3	123	715.95
Hawaiian Islands . . . . .	88	24.6	1,238	77.63
Total Australasia . . . . .	14,922	7.5	306	206.60
<b>RECAPITULATION.</b>				
Europe . . . . .	176,174	10.1	2,215	21.18
North America . . . . .	221,549	6.6	427	33.19
South America . . . . .	28,357	11.9	...	...
Asia . . . . .	37,496	29.5	...	...
Africa . . . . .	12,501	35.7	...	...
Australasia . . . . .	14,922	7.5	306	206.60
Total the World . . . . .	490,960	10.3	...	...

## Appendix II.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed.

[N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
ASSAM	Silchar tramways projected by Jardine, Skinner and Company †:— Sialteok-Lala Bazar . . . . . Silchar-Duarband . . . . . Silchar-Tikalpur . . . . . (2' 6" gauge, cost Rs. 14,75,405.)	60	...	1	The Chief Commissioner has little to add to previous reports submitted on the subject of these tramways, but is disposed to consider that the extension of tramways or light railways is calculated to be of greater value to the peculiar requirements of the Province than the construction of any further main lines of railway.
	Lungai and Chargola tramway projected by Octavius, Steel and Company †:— Karimganj-Chandi Khira . . . . . Patharkandi-Maguracherra . . . . . (2' 6" gauge, cost Rs. 12,00,000.)	43	...	2	
	Sylhet tramways projected by Shaw, Wallace and Company †:— Sutang-Madna . . . . . Srimangal-Manumukh . . . . . Kalaura-Chhatak . . . . . (2' 6" gauge, cost Rs. 40,40,350.)	106	...	3	
	Mangaldai tramway projected by McLeod and Company †:— Rangamatighat-Ghagrapara . . . . . (2' 6" gauge, cost Rs. 7,00,000.)	35	...	4	
	Assam-Burma connection (see under "Burma.")				
	Tilgaon-Sylhet (3' 3½" gauge, cost Rs. 36,16,907.)	39	283	...	Consulting Engineer merely states that he advocates construction of this branch.
BENGAL	Bishenpur-(Pankura)-Calcutta Chord* (5' 6" gauge, cost Rs. 1,00,74,837 for a single line to Howrah.)	81	...	1	The Government of Bengal is in complete agreement with the views expressed by the representatives of the Mercantile Community, as to the importance of this link.
	Ranaghat-Godagiri-Maldah-Raiganj or Kati- har with branches* :— 5' 6" gauge, excluding Ranaghat-Moor- shedabad section. . . . . 3' 3½" gauge . . . . . (cost Rs. 4,01,74,850 excluding the cost of the section under construction.)	59 155	...	2	Both as a through connection between the metre gauge systems north of the Ganges, and as a local line giving railway communication to the district of Maldah and the town of Rampore-Boaliar, the proposal is one that the Local Government is desirous to see carried out at an early date. Ranaghat-Moorshedabad section, about 75 miles in length, estimated to cost approximately Rs. 68,25,150, is under construction.
	Bejragnia-Pagsha, with Pettiah connection*. (3' 3½" gauge, cost Rs. 66,49,559.)	107	...	3	This branch of the Tirhut State railway would eventually develop into a through line by connection with Gorakhpur in the United Provinces. It will serve a rich rice tract, and be of the first importance in time of famine. The line is likely to be remunerative. Secretary of State has sanctioned funds for construction being raised by Bengal and North-Western Railway Company.

\* These lines have been surveyed.

† A reconnaissance survey has only been made of these lines.

## Appendix H.

## Appendix II—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
BENGAL—contd.	Mausi-Baptiahi and branch * (3' 3½" gauge, cost Rs. 52,40,862.)	79	...	4	This line (formerly known as the Ganges-Nepal frontier line) is of importance, both as a famine protective line, and also as a connection with an important sub-division at present unserved by any railway. It is expected to carry a large export rice traffic, and to be remunerative.
	Akhaura-Bhairab Bazar * (3' 3½" gauge, cost Rs. 19,42,000.)	19	...	5	This branch of the Assam-Bengal railway is one which is likely to be remunerative. It will serve a highly populated district.
	Netrokona-Mymensingh * (3' 3½" gauge, cost, including a bridge over the Brahmaputra and the Gauripur branch, 8 miles, Rs. 24,76,217.)	23	...	6	The branch will traverse a highly fertile and thickly populated tract, the cost is not likely to be high, and it will form a valuable feeder to the Dacca-Mymensingh section of the Eastern Bengal railway.
	Shibnibash-(Kissengunge)-Kotchandpur-Magura * (5' 6" gauge, cost Rs. 49,94,000.)	64	...	7	
	Hooghly-Cutwa * (5' 6" gauge, cost Rs. 63,11,980.)	65	...	8	
	Sambalpur-Sonepur-Khurda * (5' 6" gauge, cost Rs. 2,37,00,000.)	190	...	9	
	Chandbali branch (Not surveyed.)	25	...	No order	Advocated for consideration, but not classed in any order of urgency.
	Jajpur branch (Not surveyed.)	10	...	"	Ditto.
	Ranchi Plateau (under examination) (2' 6" gauge, cost approximately Rs. 59,70,000.)	163	...	"	Ditto.
	Saidpur-Titalia branch * (3' 3½" gauge, cost Rs. 24,55,000.)	66	...	"	Ditto.
	Sripur or Mymensingh to Tangail (Not surveyed.)	35	...	"	Ditto.
	Baraset-Basirhat (Not surveyed.)	25	...	"	Ditto.
	Baura-Matabhanga extension (under survey). (3' 3½" gauge, cost approximately Rs. 20,00,000.)	20	...	"	Ditto.
	Hajiganj-Shatrol branch * (3' 3½" gauge, cost Rs. 32,81,500.)	24	...	...	Merely recommended by Consulting Engineer.
	Sakri-Jainagar * (3' 3½" gauge, cost Rs. 15,99,516.)	30	...	...	Secretary of State has sanctioned the funds for construction of this line being raised by the Bengal and North-Western railway.
	Natore-Rampore-Boalia * (3' 3½" gauge, cost Rs. 11,15,000.)	24	...	...	This is an important trade centre.
	Bonarpara-Kaunia * (3' 3½" gauge, cost Rs. 22,97,437.)	41	...	...	

\* These lines have been surveyed.



## Appendix H—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B. — Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
BENGAL— concl'd.	Daltongunge-Boojoodih . . . . . (Not surveyed.)	80	...	...	
	Phagalpur <i>via</i> Bausi, Hasdia and Deoghur to Baidyanath.* (5' 6" gauge, cost Rs. 55,39,203.)	75	...	...	
	Nawada-Madhupur-Nalhati and Bausi-Suri .	210	...	...	
	Burdwan-Cutwa* . . . . . (5' 6" gauge, cost Rs. 26,49,418.)	34	...	...	
	Cutwa-Ahmadpur-Ondal . . . . .	74	...	...	The Cutwa-Ahmadpur section, 32 miles, has been surveyed and is estimated to cost, on the 5' 6" gauge, Rs. 32,00,000.
	Puri-Astrang . . . . . (Not surveyed. Assumed cost, on 5' 6" gauge, Rs. 27,20,000.)	34	...	...	
	Dacca-Mymensingh railway extensions* :— Dacca to Aircha, with a bridge over the Dhaleswary. (3' 3½" gauge, cost Rs. 76,71,060.)	45	...	...	
	Extension of the Mymensingh-Netrokona railway to Para Ari. (3' 3½" gauge, cost Rs. 2,50,595.)	5	...	...	
	Shambhuganj-Gauripur branch . . . . . (3' 3½" gauge.)	8	...	...	
	Singhjani <i>via</i> Sherpur to Nalitabari . . . . . (3' 3½" gauge, cost Rs. 10,02,250.)	25	...	...	
	Goalundo-Naraingunge extension† . . . . . (3' 3½" gauge, cost Rs. 58,46,738.)	40	...	...	
	Phulbari-Sumjhia* . . . . . (3' 3½" gauge, cost Rs. 4,41,745.)	13	...	...	
	Sara-Pabna light railway . . . . . (3' 3½" gauge, cost about Rs. 5,40,000.)	18	...	...	
	Singia-Lohagara section, Singia-Madaripur-Chandpur railway.*	23	...	...	
	Begum Sarai-Rowsara . . . . . (Not surveyed. Assumed cost, on 3' 3½" gauge, Rs. 5,50,000.)	14	...	...	
	Sewan-Mirganj and Daronda-Maharajganj tramway. (2' 6" gauge, cost, as estimated by the promoters, Rs. 4,32,000.)	16	...	...	
	Shikarpur-Bikna-Thori branch, Bairagnia-Bahaga extension.* (3' 3½" gauge, cost Rs. 4,90,385.)	23	...	...	
Nowapara-Gournadi Thana (Palerdi)* . . . . . (5' 6" gauge, cost, as estimated by the promoter, Rs. 55,56,318.)	55	2,099	...		
BERAR . . . . .					
Khandwa-Akola-Basim* . . . . . (See under "Central Provinces.")	...	...	...		
Nagpur-Amoti . . . . . (See under "Central Provinces.")	...	...	...		

\* These lines have been surveyed.

† A reconnaissance survey has only been made of this line.

## Appendix H.

## Appendix H—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Provinces.	Order of importance in which line is placed by Local Government.	REMARKS.
			Miles.	Miles.	
BERAR—contd.	Itarsi-Betul-Wardha (See under "Central Provinces.")	...	...	...	
	Khamgaon-Jalna * (2' 6" gauge, cost Rs. 30,76,203.)	90	...	...	
	Amraoti-Ellichpur * (2' 6" gauge, cost Rs. 7,92,953.)	31	121	...	
BOMBAY	Agra-Delhi Chord * (See under "United Provinces".)	...	...	1	
	Bombay Port Trust * (5' 6" gauge, cost Rs. 31,00,000.)	9	...	2	
	Nagda-Paran-Muttra * (See under "Rajputana".)	...	...	3	
	Hyderabad-Karachi metre gauge extension (Not surveyed.)	115	...	4	To be taken in hand as soon as the traffic justifies it.
	Bombay-Sind connection * (5' 6" gauge, cost Rs. 3,24,00,000.)	360	...	5	
	Baran-Ajmer-Marwar * (See under "Rajputana".)	...	...	6	
	Rewari-Kuchaman Road * (See under "Rajputana".)	...	...	7	
	Deesa-Tharad with Diodar-Radhanpur branch* (3' 3½" gauge, cost Rs. 22,71,957.)	85	...	8	
	Larkhana-Kambar-Shahdadpur (Preliminary survey made.) (5' 6" gauge, cost Rs. 13,07,200.)	32	...	...	
	Kosamba-Velachha-Zankavao branch* (2' 6" gauge.)	26	...	...	
	Miyagam-Sinor branch* (2' 6" gauge, cost Rs. 5,76,032.)	20	...	...	
	Bahadarpur-Songhir extension* (2' 6" gauge, cost Rs. 5,84,143.)	8	...	...	
	Broach-Jambusar branch* (2' 6" gauge.)	31	...	...	
	Baroda-Savli (Under survey, gauge 2' 6".)	32	...	...	
	Nar-Nadiad loop (5' 6" gauge, under survey.)	22	...	...	
	Nadiad-Kapadvanj branch (Under survey. Cost on 5' 6" gauge is assumed at Rs. 8,73,360.)	28	...	...	
	Manund road-Chansama-Behrari * (3' 3½" gauge, cost Rs. 10,19,601.)	25	...	...	
	Vianagar-Vijapur extension* (3' 3½" gauge, cost Rs. 5,34,280.)	16	...	...	
	Dabhora extension, Mehsana-Kheralu railway† (3' 3½" gauge.)	8	...	...	

\* These lines have been surveyed.  
† A reconnaissance survey has only been made of this line.

## Appendix H—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
BOMBAY— concl'd.	Songadh-Palitana branch * (3' 3½" gauge, cost Rs. 5,20,791.)	17	...	...	
	Jamnagar-Salaya extension (3' 3½" gauge.)	35	...	...	
	Mandvi-Bhuj-Tuna . . . . . (Not surveyed.)	70	...	...	
	Belapur (or Lakh)-Sangamner † . . . . . (5' 6" gauge.)	32	...	...	
	Dhulia-Amalner . . . . . (5' 6" gauge, cost Rs. 20,00,000.)	20	...	...	
	Barsi Road-Pandharpur . . . . . (2' 6" gauge, approximate cost Rs. 13,39,250.)	33	...	...	
	Bombay-Southern Mahratta direct connection (3' 3½" gauge, assumed cost Rs. 1,58,09,000.)	202	...	...	
BURMA	Bagalkot-Hungund * (3' 3½" gauge, cost Rs. 24,41,757.)	31	1,257	...	
	Sagaing bridge . . . . .	...	...	1	
	Pegu-Moulmein,† (3' 3½" gauge, cost Rs. 92,04,000.)	114	...	2	
	Henzada-Kyangin . . . . . (3' 3½" gauge, cost Rs. 54,58,677.)	66	...	3	
	Bhamo-Momein . . . . . (Not surveyed.)	120	...	...	Alternative to Myitkyina-Momein railway.
	Haipaw (Thibaw)-Mone extension, Haipaw (Thibaw)-Manpan section. * (3' 3½" gauge, cost Rs. 35,61,178.)	50	...	...	
	Manpan-Mone . . . . . (Not surveyed.)	150	...	...	
	Shwabo (or Kinn)-Letkobin-Thabeitkyin branch. * (3' 3½" gauge, cost Rs. 13,41,285.)	29	...	...	
	Prome-Magwe-Meiktila extension . . . . . (Not surveyed.) (3' 3½" gauge, cost about Rs. 1,13,00,000.)	176	...	...	
	Pegu-Syrian . . . . . (Reconnaissance survey sanctioned.)	50	...	...	
	Dalla-Dedaye . . . . . (Reconnaissance survey sanctioned.)	30	...	...	
	Thazi-Taungyi . . . . . (Survey sanctioned.)	120	...	...	
	Assam-Burma connection . . . . . (Hukong valley route.) (3' 3½" gauge, cost Rs. 3'88 crores.)	284	1,189	...	Of the three routes reconnoitred, the Hukong valley route was reported to be the most feasible; but the Military authorities preferred the Manipur route, 385 miles in length, estimated to cost about Rs. 6½ crores. The third, called Aeng pass route, was estimated to cost about 7 crores for a distance of about 450 miles.

\* These lines have been surveyed.  
† A reconnaissance survey has only been made of these lines.

## Appendix II.

## Appendix II—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
CENTRAL INDIA.	Nagda-Baran-Muttra . . . . . (See under "Rajputana")	...	...	1	
	Baran-Marwar . . . . . (See under "Rajputana".)	...	...	2	
	Harpalpur-Nowgong . . . . . (2' 0" gauge, cost Rs. 2,98,000. Not surveyed for 5' 6" or 2' 6" gauge.)	19	...	3	A 2' 6" gauge line might be taken along the present road all the way from Harpalpur through Nowgong to Chhaterpur with little, if any addition to the present road bank or bridges and in the same way carried to the Ken river.
	Damoh-Attara † . . . . . (2' 6" gauge, cost Rs. 27,18,000.)	151	...	...	No special remarks by Chief Commissioner. The Lieutenant-Governor, United Provinces, considers the line essential in the interests of the United Provinces.
	Katni-Cawnpore extension . . . . . (See under "United Provinces.")	...	...	...	
	Mirzapur-Maihar Chord† . . . . . (5' 6" gauge, cost Rs. 1,55,00,000.)	140	...	...	
	Bewa-Sutna* . . . . . (2' 6" gauge, cost Rs. 5,24,950.)	31	...	...	
CENTRAL PROVINCES—	Gwalior-Sabalgarh* . . . . . (2' 0" gauge, cost Rs. 15,68,388.)	56	397	...	
	Gondia-Chanda extension with Brahmrapuri-Nagpur branch. (Under survey by Bengal-Nagpur railway).	200	...	1	
	Nagpur-Amraoti . . . . . (Not surveyed.)	120	...	2	
	Bilaspur-Mungeli . . . . . (5' 6" gauge, under survey.)	32	...	3	
	Vizianagram-Raipur with branch . . . . . (See under "Madras".)	...	...	4	
	Itarsi-Betul-Wardha and Warora-Chanda-Kazipet.	340	...	6	
	Dhamtari-Markhasra-Basla-Antagarh-Khondagaon-Kotpad-Ryagurra. (Not surveyed.)	230	...	6	
	Harda-Hindia . . . . . (Not surveyed.)	10	...	7	
	Khandwa-Akola-Basim* . . . . . (3' 3½" gauge, cost Rs. 1,18,04,300.)	172	...	8	
	Sambalpur-Sonepur-Khurda* . . . . . (See under "Bengal.")	...	...	9	
Chhindwara-Amla . . . . . (Not surveyed.)	60	...	10		
Damoh-Attara † . . . . . (See under "Central India.")	...	...	11		

\* These lines have been surveyed.

† A reconnaissance survey has only been made of these lines.

## Appendix II—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[ N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
CENTRAL PROVINCES— <i>concl'd.</i>	Mungeli-Pandaria-Dongargarh . . . . . (Not surveyed.)	140	...	12	Recommended in connection with Bilaspur-Mungeli, with possible branch to Dongargarh. Suggested by Bengal-Nagpur Railway Board as passing through a good agricultural district.
	Mandla-Bilaspur extension (Not surveyed.)	120	...	...	
	Katni-Cawnpore extension . . . . . (See under "United Provinces.")	...	...	...	
HYDERABAD (NIZAM'S)	Itarsi-Ellichpur . . . . . (Not surveyed.)	90	1,514	...	
	Khandwa-Akola-Basim* . . . . . (See under "Central Provinces.")	...	...	...	
	Sironcha-Kazipet (See "Warora-Chanda-Kazipet" under "Central Provinces.")	...	...	...	
	Raichur-Wondalli . . . . . (Preliminary survey made.) (2' 6" gauge, cost Rs. 12,58,336.)	43	...	...	
	Parsi Town-Tadwala . . . . . (2' 6" gauge, approximate cost Rs. 11,09,350.)	28	...	...	
	Khamgaon-Jalna* . . . . . (See under "Berar.")	...	...	...	
	Hyderabad-Kistna river . . . . . (Not surveyed. Approximate cost on 3' 3½" gauge, Rs. 1,40,00,000.)	168	...	...	
	Basim-Hotgi . . . . .	200	439	...	
KASHMIR	Jammu-Srinagar* . . . . . (2' 6" gauge, cost Rs. 1,71,53,000) (3' 3½" gauge, cost Rs. 1,93,36,000)	180	...	...	
	Kalaki-Sawai-Abbotabad-Srinagar* . . . . . (3' 3½" gauge, cost Rs. 2,44,93,474) (5' 6" gauge, cost Rs. 2,98,85,284) The length of the standard gauge line is 200 miles.	208	388	...	
MADRAS	Guntur-Repalle* . . . . . (3' 3½" gauge, cost Rs. 17,34,000.)	38	...	...	
	Trichinopoly-Tirukoilur* . . . . . (3' 3½" gauge, cost Rs. 81,00,000.)	97	...	1	
	Famine branch to Southern Mahratta railway :— Phirangipuram-Gurzala* . . . . . (3' 3½" gauge, cost Rs. 12,59,641.)	51	...	2	The completion of this line will relieve much anxiety now periodically experienced in regard to the tracts which it is intended to serve.
	Famine branch to the South Indian railway :— Kalikiri-Rayachoti* . . . . . (3' 3½" gauge, cost Rs. 10,75,736.)	34	...	2	
	Fodanur-Dharapuram . . . . . (Not surveyed.)	60	...	3	The district is a rich one, and needs opening out.
	Rameswaram extension* . . . . . (3' 3½" gauge, cost Rs. 84,09,455.)	7	...	4	Demanding in interests of a growing traffic.

\* These lines have been surveyed.

## Appendix II—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B.—Lines sanctioned or under construction have been excluded.]

Provinces in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
MADRAS— concd.	Salem-Atur* (2' 6" gauge, cost Rs. 12,72,810.)	36	...	5	
	Yerragudipad-Jammalamudagn* (2' 6" gauge, cost Rs. 10,45,904) (5' 6" gauge, cost Rs. 12,46,831)	24	...	5	
	Vizianagram-Raipur with branch* (5' 6" gauge, cost Rs. 2,81,04,780.)	359	...	6	
	Nanjangud-Erode* (3' 3½" gauge, cost Rs. 1,23,03,700.)	121	...	7	
	Arsikere-Mangalore* (2' 6" gauge, cost Rs. 85,48,784.)	136	...	8	
	Mysore-Tellicherry* (2' 6" gauge, cost Rs. 81,00,000.)	145	...	9	
	Bezwada-Masulipatam* (3' 3½" gauge, cost Rs. 27,89,000.)	50	...	...	
	Dhamtari-Markhasra-Basla-Antagarh-Khondagaon-Kotpad-Ryagurra (See under "Central Provinces.")	...	...	...	
	Ganjam District Light railways—				
	Chicacole-Gunipur	65	...	...	
	Chicacole-Calingsapatam	24	...	...	
	Chicacole-Parvatipur	42	...	...	
	Parlakimedi-Baruva	35	...	...	
	Berhampore-Gopalpur (2' 6" gauge, cost, as estimated by the promoters, Rs. 45,10,000.)	8	...	...	
	Dusi bridge-Bobbili—Salur with Peddapenki-Parbatipur branch (2' 6" gauge.)	60	...	...	
	Berhampore-Russelkonda* (2' 6" gauge, cost Rs. 14,90,711.)	49	...	...	
	Vizianagram-Bimlipatam (Not surveyed. Assumed cost on 5' 6" gauge Rs. 9,39,000.)	15	...	...	
	Kumbakonam-Mannargudi (Examined but not surveyed.) (3' 3½" gauge, assumed cost Rs. 12,60,000.)	21	...	...	
	Trichinopoly-Thondi (Not surveyed.) (3' 3½" gauge, assumed cost Rs. 87,50,000.)	86	...	...	
	Satymangalam-Mettupalaiyam	25	...	...	
Dhone-Kurnool (3' 3½" gauge, cost Rs. 7,11,000.)	32	...	...		
Bezwada-Jaggiapett (Not surveyed.) (5' 6" gauge, approximate cost Rs. 43,50,000.)	54	...	...		
Coonoor-Ootacamund	12	1,686	...		

\* These lines have been surveyed.

## Appendix II—contd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—contd.

[N.B.—Lines sanctioned or under construction have been excluded.]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
PUNJAB	Amritsar-Tarn Taran-Patti* (5' 6" gauge, cost Rs. 13,39,177.)	27	...	1	
	Shahdara (Lahore)-Sangla (Not surveyed.)	60	...	2	These three lines are urgently required for the new Chenab colony.
	Sangla-Chiniot (Not surveyed.)	20	...	3	
	Gojra-Samundri (Not surveyed.)	16	...	4	
	Ludhiana-Ferozepore* (See "McLeodganj road-Fazilka-Ferozepore-Ludhiana")	...	...	5	
	Jullundur-Hoshiarpur* (5' 6" gauge, cost Rs. 14,10,000.)	24	...	6	
	Phillour-Nurmehal-Nikodar (Not surveyed.)	30	...	7	
	Ludhiana-Jagraon-Bassein or Raekot (Not surveyed.)	40	...	8	
	Changa-Manga-Chunian-Pakpatan (2' 6" gauge, not surveyed.)	70	...	9	
	Abdullapur-Nahan (Not surveyed.)	30	...	10	
	Sialkot-Duska-Pasrur-Narowal (2' 6" gauge, not surveyed.)	54	...	11	
	Khana-Samrala (Not surveyed.)	10	...	12	
	Ludhiana-Bhatinda (Not surveyed.)	70	...	13	
	Jesh Doab (Southern section) (Reconnoitred.)	53	...	...	The Northern section, 52 miles in length, is under construction.
	Jhang-Lyallpore-Gogera-Toba Tek Singh (5' 6" gauge, cost as estimated by promoters Rs. 63,75,000.) (Not surveyed.)	104	...	...	
	Shahdara (Lahore)-Lyallpur (Not surveyed.)	72	...	...	
	Jullundur-Kapurthala-Sultanpur (Jullundur-Kapurthala section, 13 miles, has been surveyed and is estimated to cost on 5' 6" gauge Rs. 6,03,000.)	29	...	...	
	Lodhran-Kahror-Mailsi (2' 6" gauge, not surveyed.)	38	...	...	
	Patala-Aliwal-Dera Baba Nanak (2' 6" gauge, not surveyed.)	20	...	...	
	Bhera-Shahpur (2' 6" gauge, not surveyed.)	31	...	...	

\* These lines have been surveyed.

### **Expenditure on new lines.**

not have been built up to full standard, the limit of the charge to Revenue should not be fixed too high.

148. *Payment of interest on additional Capital.*—It should be made legal for existing Companies to charge to Capital, interest on any Capital which they may raise for extensions of their line or for new lines, whether such Capital is raised in the form of shares or debentures. Interest on Capital required for the improvement of existing lines to meet the demands of increased traffic should, of course, continue to be a charge against Revenue.

149. *Formation of Company and appointment of Directors.*—It is very desirable that the number of Companies with which the Government have to deal should be kept down. The main lines of India are now established and recognised and all future extensions will be in the nature of developments of these lines. It would, therefore, be more convenient, where the main lines are worked by Companies, to employ the main line Companies to finance all Branches to, or extensions of, their own lines. It would also be very much cheaper, as all incidental expenses such as Promoters' fees, etc., would be saved. Under present conditions, however, this is not practicable. It is undesirable to create new share Capital in connection with the Company-worked railways which are practically owned by the Government; and it is not permitted by law to charge to Capital interest on Capital raised by debentures. But there does not appear to be any reason why the law should not be altered to remove this disability where the Capital is required for the construction of new lines, and it might be considered whether a change in the law is not possible.

150. If, however, the employment of the existing Companies is altogether impracticable, to prevent conflict of interest and to simplify control, one subsidiary Company might be formed in connection with each of the recognised main lines, which might be called "the — Railway Branch Line Company," and this Company should raise the Capital for all lines to be undertaken in connection with the main line, the right being of course always reserved to the Government to employ any other Company should the Branch Line Company concerned object to the construction of any particular line which the Government wished them to undertake.

The Directors of this new Company, where the extensions are to a line controlled by a Company, should be the same as the Directors of the main line Company, and the Government should have the right of appointing one of the Directors. Where feeder Companies already exist in connection with the main line, they might, where possible, be consolidated and incorporated into the new Branch Line Company.

Similarly, in the case of the State lines, the Southern Punjab Railway Company might be expanded into the North Western Railway Branch Line



Appendix H—*contd.*

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed—*contd.*

[N.B.—Lines sanctioned or under construction have been excluded.]

Provinces in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
RAJPUTANA— <i>conold.</i>	Dholpur-Bari . . . . . (Under survey.)	21	1,070	...	
UNITED PROVINCES.	Fatehpur-Markundi† (5' 6" gauge, cost Rs. 98,46,166.)	72	...	1	
	Moradabad-Ramnagar* (5' 6" gauge, cost Rs. 16,50,000.)	47	...	2	
	Bareilly-Moron* (3' 3½" gauge, cost Rs. 53,50,000.)	63	...	3	
	Pilibhit-Barndeo (3' 3½" gauge, cost Rs. 12,00,000.) (Not surveyed.)	40	...	4	
	Lalkua-Kaladhungi-Kashipur (Not surveyed.)	40	...	5	
	Harpalpur-Bath-Hamirpur (See "Harpalpur-Kalpi.")	...	...	6	
	Damoh-Attara† (See under "Central India.")	...	...	7	
	Pokhrayan-Auraiya† (2' 0" gauge, cost Rs. 7,28,000.)	28	...	8	
	Kitcha-Kashipur-Ramnagar† (3' 3½" gauge, cost Rs. 10,00,000.)	40	...	...	
	Katni-Cawnpore extension (Not surveyed.)	180	...	...	
	Gograhat-Sitapur† (3' 3½" gauge, cost Rs. 25,00,000.)	58	...	...	
	Harpalpur-Nowgong (See under "Central India.")	...	...	...	
	Nagda-Baran-Muttra (See under "Rajputana.")	...	...	...	
	Mirzapur-Maihar chord† (See under "Central India.")	...	...	...	
	Cawnpore-Hamirpur (Not surveyed. Assumed cost on 2' 6", Rs. 6,00,000.)	40	...	...	
	Sonepat-Saharanpur (Not surveyed. Assumed cost on the 5' 6" gauge. Rs. 4,00,000.)	60	...	...	
	Allahabad-Jaunpur with Badshahpur-Shah- ganj branch. (Not surveyed, gauge 3' 3½".)	118	...	...	
	Gorakhpur via Chtainganj to Bagaha with Padrauna branch.* (3' 3½" gauge, cost Rs. 24,82,669.)	61	...	...	
	Kopaganj to Dohri (Barhalganj)* (3' 3½" gauge, cost Rs. 7,89,402.)	22	...	...	

\* These lines have been surveyed.

† A reconnaissance survey has only been made of these lines.

## Appendix H.

## Appendix H—concl'd.

Statement showing railways which have from time to time been suggested by Local Governments and others and which at the present time require to be constructed.—concl'd.

[ N. B.—Lines sanctioned or under construction have been excluded. ]

Province in which the railway lies.	Name of railway.	Approximate length.	Total for Province.	Order of importance in which line is placed by Local Government.	REMARKS.
		Miles.	Miles.		
UNITED PROVINCES—concl'd.	Bhatni-Bettiah* (3' 3½" gauge. The results of survey not yet received.)	50	...	...	
	Uskabazar-Tulsipur with Jarwa Branch* (3' 3½" gauge, cost Rs. 26,90,495.)	66	...	...	
	Dudwa-Ramnagar ghat (Not surveyed. Estimated cost on 3' 3½" gauge, Rs. 10,00,000.)	25	...	...	Dudwa to Mohan river, 6 miles, has been sanctioned for construction at a cost of Rs. 94,085.
	Naini Tal-Kathgodam (Not surveyed but examined by promoter. Assumed cost, on 2' 6" gauge, Rs. 12,00,000.)	13	...	...	
	Gajraula-Chandpur (Results of survey awaited.)	21	...	...	
	Hardoi-Sandi* (5' 6" gauge, cost Rs. 3,62,004.)	14	...	...	
	Saharanpur-Shahdara (Delhi) with Baraut-Meerut branch. (2' 6" gauge, cost Rs. 70,00,000.)	125	...	...	
	Meerut-Gurmukhtesar*† (5' 6" gauge, cost Rs. 17,61,637.)	29	...	...	†This is alternative to Meerut-Hapur branch, which would be 19·51 miles in length and is estimated to cost Rs. 10,97,415 on the 5' 6" gauge.
	Gurmukhtesar-Khurja (5' 6" gauge.)	40	...	...	
	Dehra-Mussoorie-Landour (Preliminary survey for 2' 0" gauge carried out, cost Rs. 32,52,895.)	27	...	...	
	Harpalpur-Kalpi (2' 6" gauge, probable cost Rs. 15,90,924.)	102	...	...	
Cawnpore-Rae Bareli-Fyzabad (5' 6" gauge, assumed cost Rs. 1,12,00,000.)	140	1,516	...		

\* These lines have been surveyed.

## SUMMARY OF APPENDIX No. H.

Province.	Total mileage at present required.
Assam . . . . .	288
Bengal . . . . .	2,099
Berar . . . . .	121
Bombay . . . . .	1,257
Burma . . . . .	1,189
Central India . . . . .	397
Central Provinces . . . . .	1,514
Hyderabad . . . . .	439
Kashmir . . . . .	388
Madras . . . . .	1,686
Punjab . . . . .	1,233
Rajputana . . . . .	1,070
United Provinces . . . . .	1,516
<b>GRAND TOTAL FOR ALL INDIA</b>	<b>13,187</b>

## Appendix I.

Statement showing income obtained by the construction of certain Branches from the Branch's own earnings and from the main line's earnings from interchanged traffic.

[N.B.—All interchanged traffic (column 8) is not attributable to opening of Branch. For effect of the Junction's traffic on these results, see Appendix J.]

NAME OF BRANCH.	Administration by which worked.	Capital outlay on Branch from commencement to end of year. (Omitting 000.) Rs.	Date from which interest on Capital became payable out of Revenue.	Years.	ACTUAL NET EARNINGS OF BRANCH.		NET EARNINGS OF MAIN LINE FROM INTERCHANGED TRAFFIC.		Percentage of sum of columns 6 & 8 on Capital outlay (6+8 on 3).
					Amount. (Omitting 000.) Rs.	Percentage on Capital outlay of 8 on 3.	Amount. (Omitting 000.) Rs.	Percentage on Capital outlay of 8 on 3.	
1	2	3	4	5	6	7	8	9	10
Tarkessur*	E. I. Ry.	17,25	1st January 1885.	1886	1,19	6.91	79	4.57	11.48
		17,28		1887	1,82	7.65	89	5.16	12.80
		17,28		1888	1,37	7.88	87	5.08	12.96
		17,28		1889	1,37	7.90	88	5.10	13.00
		17,29		1890	1,44	8.35	90	5.20	13.55
Cooch Behar . . .	E. B. S. Ry.	7,81	15th September 1893.	1895	19	2.63	75	10.26	12.89
		7,67		1896	39	5.03	1,05	18.70	18.73
		9,01		1897	35	3.92	1,01	11.17	15.09
		10,33		1898	7	0.65	1,15	11.12	11.77
		12,99		1899	43	3.32	1,17	9.02	12.34
Wazirabad-Sialkot*	N. W. Ry.	9,71	1st January 1884.	1886	49	5.00	2,24	23.07	28.07
		9,83		1887	28	2.87	1,21	12.31	15.18
		9,86		1888	34	3.41	1,55	15.72	19.13
		9,97		1889	41	4.14	2,14	21.46	25.57
Sialkot-Tawi . . .	N. W. Ry.	9,31	15th March 1890.	1891	39	4.19	77	8.27	12.46
		9,45		1892	37	3.91	68	7.20	11.11
		9,56		1893	33	3.45	62	6.48	9.93
		9,60		1894	43	4.48	74	7.71	12.19
		9,60		1895	46	4.79	84	8.75	13.54
Amritsar-Pathankot*	N. W. Ry.	55,84	8th June 1884	1885	66	1.18	1,69	3.02	4.20
		55,99		1886	55	1.00	2,09	3.73	4.73
		55,98		1887	70	1.25	1,15	2.06	3.31
		55,89		1888	84	1.50	1,57	2.81	4.31
		56,04		1889	98	1.75	1,55	2.76	4.51
Bina-Goonn-Baran . . .	G. I. P. Ry (Main line, I. M. Ry.)	54,16	23rd September 1895.	1896	37	0.68	49	0.90	1.58
		87,74		1897	43	0.50	77	0.87	1.37
		97,66		1898	58	0.59	75	0.77	1.36
		99,32		1899	1,26	1.27	1,31	1.31	2.58
		1,00,22		1900	2,20	2.20	2,30	2.30	5.09
Gaskwar's Mehsana*	R. M. Ry.	1,00,43	20th July 1891.	1901	1,23	1.22	1,56	1.55	2.77
		29,72		1892	1,53	5.15	5,88	19.78	24.93
		30,27		1893	1,98	6.55	8,24	27.22	33.77
		30,95		1894	2,36	7.64	10,24	33.08	40.72
		32,55		1895	2,02	6.22	4,89	15.02	21.24
Palampur-Decsa*	R. M. Ry.	32,61	8th November 1893.	1896	2,71	8.32	3,71	11.38	19.70
		4,00		1894	23	5.79	78	19.50	25.29
		4,00		1895	23	5.71	67	16.75	22.46
		4,18		1896	29	6.98	60	14.35	21.33
		4,18		1897	23	5.53	87	20.77	26.30
Udaipur-Chitor*	Meywar Darbar (Main line, R. M. Ry.)	4,18	1st August 1895.	1898	22	5.25	74	17.70	22.95
		15,64		1896	54	3.44	1,38	8.82	12.26
		15,99		1897	43	2.68	1,07	6.70	9.38
		17,89		1898	61	3.43	1,28	7.17	10.60
		19,90		1899	1,05	5.27	2,31	11.61	16.88
Kolhapur*	S. M. Ry.	19,80	21st April 1891.	1900	1,86	9.38	4,20	21.22	30.60
		23,22		1893	50	2.15	94	4.06	6.21
		23,06		1894	44	1.89	71	3.06	4.95
		23,69		1895	51	2.15	83	3.51	5.66
		23,06		1896	54	2.35	94	4.03	6.43
Mysore-Nanjangud*	S. M. Ry.	6,19	1st December 1891.	1893	14	2.26	7	1.21	3.47
		6,08		1894	13	2.13	10	1.67	3.80
		6,09		1895	16	2.69	13	2.18	4.87
		6,10		1896	17	2.81	18	2.99	5.80
		23,56		1882	89	3.78	1,03	4.36	8.14
Darjeeling-Himalayan*	D. H. Ry. Co. (Main line, E. B. S. Ry.)	26,04	4th July 1881	1883	1,56	5.98	1,12	4.29	10.27
		27,23		1884	1,47	5.39	1,00	3.68	9.07
		27,28		1885	1,63	5.99	86	3.14	9.13
		27,32		1886	2,42	8.86	99	3.63	12.49
		19,43		1898	86	4.42	63	3.23	7.65
Ahmedabad-Parantij . . .	B., B. & C. I. Ry. system.	19,50	1st January 1898.	1899	1,22	6.24	1,18	6.02	12.26
		19,56		1900	1,56	7.98	1,52	7.79	15.77
		19,49		1901	99	5.10	67	3.43	8.53
		13,43		1898	25	1.83	2,30	17.15	18.98
Barsi Light . . .	Barsi Light Ry. Co. (Main line, G. I. P. Ry.)	13,57	1st January 1897.	1899	64	4.75	2,98	21.94	26.69
		13,57		1900	42	3.13	1,87	13.78	16.91
		13,00		1901	80	6.13	3,43	26.37	32.50
		13,08		1899	8	0.65	15	1.16	1.81
Rajpiperi*	B., B. & C. I. Ry.	13,10	20th July 1899.	1900	12	0.93	33	2.54	3.47
		13,07		1901	10	0.80	19	1.43	2.23
		27,11		1900	(+)-137	...	14	0.53	0.53
Gwalior Light*	G. I. P. Ry. (Main line, I. M. Ry.)	31,07	21st December 1899.	1901	(+)-520	...	19	0.62	0.62
		22,94		1900	0.	...	...	...	...
Shimoga . . .	S. M. Ry.	24,01	1st December 1899.	1901	...	...	...	...	...
		10,67		1st January 1901	1901	...	...	...	...

# Appendix J.

## Statement showing results to Main line and to Branch by opening of a Branch.

Name of Main line.	BRANCH.				(a) NET EARNINGS FROM TRAFFIC BOOKED TO AND FROM JUNCTION ITSELF.			(a) Net earnings of Main line from inter-changed traffic in the first year after the Branch was fully opened.	Total net earnings of Main line by opening of Branch (8+9)	COST OF WORKING BRANCH.			NET GAIN TO MAIN LINE BY WORKING BRANCH.		(b) NET EARNINGS OF BRANCH LINE IN THE FIRST YEAR AFTER THE BRANCH WAS FULLY OPENED.		Gross earnings of Branch in the first year after the Branch was fully opened.	Interest at 4 per cent. on outlay on Branch to end of the first year after the Branch was fully opened.	Increase (+) or decrease (-) between columns 18 and 19.		
	Name.	Year in which fully opened.	Length in miles.	Name of Junction.	In the year prior to Branch being commenced.	In the first year after the Branch was fully opened.	Increase (+) or decrease (-) since opening of Branch (6-7).			Hire paid to the Main line for supply of rolling stock in the first year after opening at 5 per cent. of gross earnings.	Working expenses as charged to Branch in the first year after opening less hire for rolling-stock.	Total (11+12)	If rolling-stock supplied free (10-11).	If Branch stocked and worked for nothing by Main line (10-13).	Amount.	Return on Capital outlay.					
																				(16)	(17)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)		
1. Eastern Bengal*	Cooch Behar	1898	22-60	Mogalhat	(k) 59,693	26,973	- 32,720	1,17,163	84,443	(c) 7,085	32,665	39,700	77,408	44,743	43,073	3-32	82,778	51,961	+ 30,812		
2. North Western*	Wazirabad-Sialkot	(l) 1884	26-50	Wazirabad	1,42,838	(m) 93,507	- 49,331	(p) 2,24,307	1,74,976	5,140	43,786	53,876	1,69,836	1,21,100	48,551	5-00	1,02,818	38,335	+ 63,983		
3. North Western*	Sialkot-Tawi	1890	25-00	Sialkot	2,76,934	(o) 2,82,750	+ 5,786	84,073	89,859	4,311	36,036	40,347	85,549	49,513	45,884	4-79	86,231	...	...		
4. Rajputana-Malwa*	Gaekwar's Mehsana	1891	92-68	Mehsana	1,13,213	(j) 46,187	- 72,026	(n) 5,88,113	5,16,087	12,948	98,010	1,05,958	5,03,139	4,10,129	1,53,005	5-15	2,58,963	1,13,864	+ 1,40,099		
5. Rajputana-Malwa*	Palanpur-Decaa	1893	17-28	Palanpur	(j) 67,647	(j) 64,011	- 3,636	78,800	74,664	1,877	12,522	14,899	72,787	60,285	23,145	5-79	37,544	15,984	+ 21,560		
6. Rajputana-Malwa*	Udaipur-Chitor	1895	63-25	Chitorgarh	(j) 73,476	(j) 51,570	- 21,906	1,37,987	1,16,081	(o) 9,000	72,489	81,489	1,07,081	34,612	53,750	3-44	1,35,219	62,548	+ 72,671		
7. Great Indian Peninsula	Barsi Light	1897	21-59	Barsi Jn.	5,90,773	(g) 4,12,436	- 1,78,337	8,42,615	1,64,378	14,162	70,483	88,650	1,46,116	75,623	79,538	6-13	1,68,233	...	...		
8. Southern Mahratta	Birur-Shimoga	1899	37-00	Birur	40,432	81,320	+ 9,112	33,055	23,943	3,311	38,697	42,008	25,632	13,065	24,219	1-06	66,227	91,778	- 25,551		
9. Bengal and North-Western.	Sagauli-Baxaul	1899	18-09	Sagauli	60,507	19,059	- 41,448	83,037	41,619	1,359	21,780	23,539	39,760	18,030	13,598	1-27	37,132	42,680	- 5,498		
10. Bombay, Baroda and Central India.*	Rajpipla	1899	37-37	Ankleswar	(j) 66,772	(j) 47,793	- 18,979	33,230	14,301	(c) 5,896	31,927	37,324	8,905	- 23,022	12,139	0-93	49,463	52,406	- 2,943		
11. East Indian*	Tarakesur	1885	22-23	Scoraphuli	36,105	(d) 1,59,518	+ 1,23,413	78,821	2,02,234	12,450	1,17,417	1,29,867	1,89,784	72,367	1,19,136	6-91	2,49,003	68,988	+ 1,80,015		
12. Indian Midland	Bina-Guna-Baran	1899	95-80	Bina	98,992	1,09,207	+ 10,215	2,89,901	3,00,116	21,742	1,92,615	2,14,357	2,78,374	35,759	2,20,490	2-20	4,34,847	4,00,864	+ 33,983		
13. Southern Mahratta*	Kolhapur	1891	29-07	Miraj	63,356	(i) 93,577	+ 30,241	6,082	94,137	6,082	61,268	67,356	1,18,296	57,023	54,305	2-35	1,21,655	92,236	+ 29,419		
14. Southern Mahratta*	Naujangud	1891	15-80	Mysore	67,123	(i) 1,93,229	+ 1,26,106	18,232	1,44,338	1,966	20,291	22,197	1,42,372	1,22,141	17,125	2-81	39,322	24,337	+ 14,985		
15. North Western*	Amritsar-Pathankot	1884	66-70	Amritsar	6,94,774	(e) 9,11,784	+ 2,17,010	2,09,239	4,26,243	15,226	2,33,246	2,48,372	4,11,022	1,77,776	56,053	1-00	3,04,524	...	...		
16. Eastern Bengal*	Darjeeling-Himalayan.	1881	51-00	Siliguri	1,08,102	(f) 1,71,286	+ 63,184	1,02,785	1,05,949	(c) 13,629	2,63,800	2,77,429	1,52,320	- 1,11,480	89,045	3-78	3,66,474	94,244	+ 2,72,230		
17. { Bombay, Baroda and Central India and Rajputana-Malwa*	Ahmedabad Parantij	1897	54-59	Ahmedabad	18,27,337	18,29,51	+ 2,314	62,764	65,078	7,489	56,465	63,954	57,539	1,124	85,836	4-42	1,49,790	77,719	+ 72,071		
18. Indian Midland*	Gwalior Light	1899	126-14	Gwalior	2,20,748	2,59,361	+ 38,613	14,418	53,031	(c) 7,715	77,039	84,754	45,316	- 31,723	- 137	...	84,617	1,08,422	- 23,805		

(a) \* The gross earnings under the heads shown in column 6 have been furnished by the main lines marked \* and in some of the cases the gross earnings under the heads 7 and 8 also were furnished. The net earnings have been arrived at by charging as working expenses the same proportion of gross earnings as the whole line's working expenses bear to its gross earnings except in the case of the Sialkot-Tawi line where the proportion of the commercial section of the North Western railway has been taken.

(b) Net earnings have been arrived at in accordance with the terms of the respective contracts.

(c) These railways provided their own rolling-stock and the amount shown represents 4 per cent. on the Capital outlay on rolling-stock at the close of the year after the line was fully opened.

(d) The increase is due to bookings of coal traffic to Scoraphull Junction after the opening of the branch which traffic prior to opening was dealt with at Baldyabati.

(e) This and all italicised figures in the succeeding columns are for 1886, the second year after the branch was fully opened.

(f) This and all italicised figures in the succeeding columns are for 1886, the fifth year after the branch was fully opened.

(g) This and all italicised figures in the succeeding columns are for 1901, the fifth year after the branch was fully opened. The decrease in the years immediately after the opening of the branch was due to plague and failure of crops as explained by the railway authorities, vide the letter printed overleaf.

(h) Though the line was opened in 1899, interest was not charged to revenue till 1901. The figures in column 7 and the succeeding columns are therefore for 1901.

(i) The figures for 1893 to 1895 are not available as the branch traffic cannot be separated from main line traffic; the figures for 1896 have therefore been shown in this and all succeeding columns.

(j) Excluding figures for inwards goods which the line has been unable to furnish.

(k) These figures do not include the earnings from inwards passenger traffic which the railway has been unable to furnish.

(l) The branch was fully opened in 1894, but as the line has been unable to furnish figures for 1895, figures for 1896 have been shown in column 7 and all succeeding columns.

(m) The figures have been estimated for the 2nd-half of the year, as the actual figures for the period are not available.

(n) Includes earnings of both Rajputana-Malwa and Bombay, Baroda and Central India railways as the line has been unable to separate earnings of the Rajputana-Malwa railway.

(o) This and all italicised figures in the succeeding columns are for 1895, the fifth year after the branch was fully opened.

(p) The net earnings have been calculated by taking the percentage of gross earnings of the system, as the figures for the Commercial section are not separately shown.

## Appendix K.

Statement of Gross Earnings of Railways affected, in year before and year after through opening of Railways which were calculated to cause the diversion of traffic from them.

Railway.	Date opened through.	Railway affected.	GROSS EARNINGS OF RAILWAY AFFECTED IN YEAR BEFORE AND YEAR AFTER THROUGH OPENING OF RAILWAY ENTERED IN COLUMN (1).				Increase in mileage 7-4	Loss (-) or gain (+) to railway affected by opening of railway entered in column (1), 5-6. Omitting 000.	REMARKS
			Year before.		Year after.				
			Mileage open at close of year.	Gross earnings omitting 000.	Gross earnings omitting 000.	Mileage open at close of year.			
1	2	3	4	5	6	7	8	9	10
Rajputana-Malwa Railway.	1st January 1881	E. I. Ry.	1,600	4,35,04	4,71,17	1,608	3	+36,12	
		E. I. Ry.	1,610	4,54,36	4,40,57	1,610	...	-13,79	
		E. I. Ry.			*4,91,41	*1,610	...	+37,04	
Indian Midland Railway.	1st March 1889	R. M. Ry.	1,664	1,86,14	1,74,28	1,672	8	-11,86	
		R. M. Ry.			*2,24,00	*1,674	10	+37,85	
		B., B. and C. I. Ry.	461	1,27,38	1,29,40	461	...	+2,01	
Bengal-Nagpur Railway.	1st February 1891.	E. I. Ry.	1,610	4,40,57	4,91,41	1,610	...	+50,83	
		G. I. P. Ry.	1,288	3,81,45	4,06,65	1,288	...	+25,20	
Southern Punjab Railway.	10th November 1897.	P. B. Ry.	108	9,97	7,02	108	...	-2,95	
		P. B. Ry.			*6,98	*108	...	-3,04	
		N. W. Ry.	2,714	2,94,41	3,76,01	2,818	104	+81,60	
Southern Mahratta Railway—									
Poona to Bangalore	12th August 1889.	M. Ry.	839	85,31	95,06	839	...	+9,75	
		G. I. P. Ry.	1,288	4,10,59	3,81,45	1,288	...	-29,13	
		G. I. P. Ry.			*4,06,65	*1,288	...	-3,93	
Southern Mahratta Railway—									
Guntakal to Bangalore.	7th September 1898.	M. Ry.	839	96,24	1,03,21	839	...	+6,96	
East Coast Railway—									
Berwada to Madras.	28rd February 1899.	M. Ry.	839	1,07,20	1,13,39	844	5	+6,18	
		N. G. S. Ry.	380	39,07	49,12	330	...	+10,04	
		S. M. Ry.	1,042	50,61	64,66	1,042	...	+14,04	
Rajputana-Malwa Railway—									
Mehsana to Viramgam.	1st February 1891.	R. M. Ry.	1,672	1,74,28	2,24,00	1,674	2	+49,72	
		B., B. and C. I. Ry.	461	1,29,40	1,42,44	461	...	+13,04	
Dhond-Maumad Railway.	17th April 1878.	G. I. P. Ry.	1,276	2,45,35	2,52,48	1,276	...	+7,12	

† In 1895 the gross earnings were Rs. 13,18,902. In 1896, that is, before the Southern Punjab Railway was opened, they dropped to Rs. 9,97,323, and in 1897, still before the Southern Punjab Railway was opened, to Rs. 6,96,727. Since then till 1901 the income remained constant. In 1901 it rose to Rs. 8,60,642. The drop in the earnings is not attributed either by the North Western Railway or by the Political Agent at Patiala to the opening of the Southern Punjab Railway, and the latter officer does not consider that the Southern Punjab Railway is responsible for the loss of revenue of the P. B. Ry. In 1889, that is, before the Southern Mahratta Railway had been opened for more than four months, the Great Indian Peninsula earnings had dropped to Rs. 3,70,68,314. By 1891 they had risen to Rs. 4,52,55,333, but from that year they kept steadily falling till 1897 when they were as low as Rs. 2,84,32,402 and only recovered themselves in 1901 when they were Rs. 4,16,57,453. The fall in the earnings was not due to the opening of the Southern Mahratta Railway, but to other causes.

§ These figures represent the gross earnings of the Great Indian Peninsula Railway in 1876. The figures for 1877, the year immediately before the Dhond and Maumad Railway was opened, were Rs. 3,27,74,151, but 1877 was the year of the great famine, and the earnings of that year were abnormal.

\* Shows figures for third year after that shown in column 2 so as to permit of an estimate being formed of the period during which loss was suffered.

## Appendix L.

Statement showing the outlay on railways in India during the past 20 years and the earnings therefrom and the revenues of India during the same period.

YEAR.	RAILWAY MILEAGE OPEN.		Gross Capital outlay on railways including lines wholly under construction at close of year opposite which entry appears.	Interest charges calculated at 4 per cent. on gross Capital outlay at close of year opposite which entry appears.	Gross Revenues of India for the year.	Value of Imports and Exports (Total) for the year.	Net earnings derived from Duties on Exports and Imports for the year.	RAILWAY EARNINGS (IN LAKHS).	
	At close of year opposite which entry appears.	Increase over the year shown in line immediately above.						Gao.	Net.
1	2	3	4	5	6	7	8	9	10
1881 . . .	9,894	...	1,45,68	5,88	75,68	1,43,50	2,09	13,41	7,25
1891 . . .	17,314	7,420	2,34,51	9,88	89,14	1,95,62	. 51	23,67	12,74
1892 . . .	17,894	580	2,43,10	9,72	90,17	1,96,83	1,42	23,32	12,33
1893 . . .	18,510	616	2,43,54	9,94	90,57	2,06,08	1,50	24,34	12,73
1894 . . .	18,905	395	2,53,89	10,16	95,19	2,00,25	3,60	25,57	13,52
1895 . . .	19,555	649	2,61,33	10,45	98,37	2,04,89	4,71	26,27	14,13
1896 . . .	20,262	707	2,71,41	10,86	94,13	1,98,12	4,17	24,41	13,17
1897 . . .	21,123	861	2,84,08	11,36	96,44	98,96	4,35	25,60	13,12
1898 . . .	22,048	925	2,95,89	11,84	1,01,39	2,10,21	4,50	27,46	14,44
1899 . . .	23,528	1,480	3,09,57	12,38	1,02,96	2,13,32	4,88	29,41	15,45
1900 . . .	24,760	1,282	3,30,92	3,24	1,12,91	2,27,41	4,69	31,60	16,47
1901 . . .	25,873	613	3,41,67	13,67	1,14,82	2,45,71	...	3,66	17,90

(e) Financial years.

NOTE.—The Statement has been compiled from the following sources:—

Column 2 from Appendix 4 to the Administration Report on the Railways in India (1901).

.. 4 from Appendix 7 ditto ditto ditto (1901).

Columns 6 and 7 were compiled from the Trade and Navigation Reports from 1881-1882; Financial and Commercial Statistics of British India from 1881-1882; and the Financial Statement for 1903-1903 published in the "Gazette of India" Extraordinary of 9th March 1903.

Column 8 from the Finance and Revenue Accounts of the Government of India. The figures are given in Rs. for 1881-1893 and Rs. from 1893-1899 to 1899-1899 and have been converted to rupees at par. They exclude customs revenue from salt throughout and charges for collection of salt revenue up to 1893-1894 but include the latter from 1894-1895.

.. 9—Figures for 1881 and 1871 from Appendix FF to the Administration Report on the Railways in India (1881-1882).

Ditto 1881 and 1891-90 from Appendix 7 ditto ditto ditto (1901).

Ditto 1897 and 1901 ditto 12 ditto ditto ditto (1901).

.. 10—Ditto 1881 and 1871 ditto FF ditto ditto ditto (1881-1882).

Ditto 1881 and 1896 ditto ditto ditto ditto (1882-1883 to 1897-98, Part 1.).

Ditto 1897 and 1901 ditto 12 ditto ditto ditto (1901).

## Appendix M.

### Railways (Ireland) Act, 1896.

[ 59 & 60 VICT., CH. 34. ]

A. D. 1896.

#### ARRANGEMENT OF SECTIONS.

Section.

1. Advance by Treasury.
2. Order in Council confirming agreement.
3. Certain provisions of Tramways (Ireland) Acts not to apply to projected railway.
4. Limitation on amount of advance and provision of money by National Debt Commissioners.
5. Power of owner to grant land or advance money for a light railway.
6. Entry on lands.
7. Provision in case of default in working of undertakings.
8. Application of general Railway Acts.
9. Provision for the establishment of lines of steam-boats, coaches, etc.
10. Presentment in aid by grand jury.
11. Power to make rules.
12. Definition.
13. Short title and construction.

SCHEDULE.

#### CHAPTER 34.

An Act to facilitate the construction of Railways and the Establishment of other means of Communication in Ireland, and for other purposes incidental thereto.

[ 14th August 1896. ]

Be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows; that is to say:—

1.—(1.) Where it is certified to the Treasury by the Lord Lieutenant that the making <sup>Advances by Treasury.</sup> of a railway under this Act is necessary for the development of the resources of any district, but that owing to the exceptional circumstances of the district the railway could not be constructed without special assistance from the State, and the Treasury are satisfied that a railway company existing at the time will, if an advance is made by the Treasury under this section, construct, work, and maintain the railway, or work and maintain the railway when constructed, the Treasury may make such agreement with the railway company as is authorised by sub-section one of section four of the Light Railways (Ireland) Act, 1889, and may, subject to the limitation <sup>52 & 53 Vict. c. 66.</sup> of this Act as to the amount to be expended for the purposes of advances, agree that the railway be aided out of public money by an advance under this section.

Provided that—

- (a) the Treasury shall not make any such advance unless they are satisfied that land-owners, local authorities, and other persons locally interested have, by the free grant of land or otherwise, given all reasonable assistance and facilities in their power for the construction of the railway; and
- (b) save in the case of a railway which will be situated wholly or mainly within a congested districts county, as defined by the Purchase of Land (Ireland) Act, 1891, an advance <sup>54 & 55 Vict. c. 48.</sup> shall not exceed one-half of the total amount required for the construction of the railway.

(2.) An advance under this section may be a free grant or a loan, or partly a free grant and partly a loan.

(3.) Any loan for an advance under this section shall be made on such conditions and at such rate of interest as the Treasury direct.

(4.) The Board of Works may examine any surveys, maps, plans, and estimates for the construction of the railway submitted to them, and if they consider that those submitted cannot be made satisfactory, or if any alterations which they may suggest therein are not accepted, the Board of Works, if authorised by the Treasury, may themselves make or procure the same.

(5.) In the case of a railway which will be situated wholly or mainly within such congested districts county as aforesaid, if the railway company do not agree to construct the railway, the Board of Works may, with the sanction of the Treasury, construct or contract for the construction of the railway.

## Appendix M.

## Appendix M—contd.

A. D. 1896.

(6.) For the purposes of this section the Board of Works shall have all the powers conferred by the Lands Clauses Acts on the promoters of an undertaking.

(7.) All costs and expenses necessarily incurred by any Government department or officer under this Act shall be paid out of the money provided by this Act.

Order in Council  
confirming agree-  
ment.

52 & 53 Vict. c. 66 modifications : —

2. Where such agreement as aforesaid has been made by the Treasury with a railway company, section five of the Light Railways (Ireland) Act, 1889, shall apply with the following

(a) The Order in Council mentioned in the said section five may authorise the construction or reconstruction and maintenance as part of the railway of any pier, quay, or jetty, and may empower the railway company or the Board of Works to enter into all contracts and agreements necessary for carrying the order into effect :

(b) The Order shall set forth the tolls and charges for passengers, animals and things conveyed on the railway :

(c) When the Treasury have agreed to make an advance as a free grant, the Order may make provision as regards any district that during a period not exceeding ten years, to be fixed by the Order, so much of the railway as is in that district shall not be assessed to any local rate at a higher value than that at which the land occupied by the railway would have been assessed if it had remained in the condition in which it was immediately before it was acquired for the purposes of the railway. The Order may authorise the Lord Lieutenant to extend any such period :

(d) The Order may upon the application of the Treasury be altered or added to by an amending Order made in like manner and subject to the like provisions as the original Order.

Certain provisions  
of Tramways  
(Ireland) Acts not  
to apply to pro-  
tected railway.

3.—(1.) Where an agreement under this Act has been entered into, the following provisions of the principal Acts shall not apply to the projected railway : (that is to say.)—

The provisions relating to the procedure for obtaining the approval of the undertaking by any grand jury, municipal corporation, town, or other commissioners, and for obtaining a guarantee, and relating to all proceedings preliminary thereto :

The provisions relating to tolls and rates of charge :

The provisions relating to deposits or other security for the completion of the undertaking :

The provisions conferring powers and imposing duties on the county surveyor.

(2.) For the purposes of this Act there shall be substituted for the provisions aforesaid such regulations as may be made by the Lord Lieutenant in Council under this Act.

Limitation on  
amount of advance  
and provision of  
money by National  
Debt  
Commissioners.

4.—(1.) The total amount advanced by the Treasury under this Act shall not at any one time exceed five hundred thousand pounds.

(2.) The National Debt Commissioners may, out of any money for the time being in their hands on account of savings banks, lend to the Treasury, and the Treasury may borrow from the National Debt Commissioners, such money as may be required for the purpose of advances by the Treasury under this Act, on such terms as to interest, sinking fund, and period of repayment (not exceeding thirty years from the date of the loan) as may be agreed on between the National Debt Commissioners and the Treasury.

(3.) The sums so lent by the National Debt Commissioners shall be repaid out of money provided by Parliament for the purpose, and if and so far as that money is insufficient shall be charged on, and payable out of, the Consolidated Fund, or the growing produce thereof.

Power of owner to  
grant land or  
advance money for  
a light railway.

5.—(1.) Where any person has power, either by statute or otherwise, to sell and convey any land for the purpose of any works of a railway under this Act, he may, with the sanction of the Board of Works given under this section, convey the land for that purpose either without payment of any purchase money or compensation, or at a price less than the real value, and may so convey it free from all encumbrances thereon.

(2.) Whenever any person who is a landowner within the meaning of the Improvement of Land Act, 1864, contributes any money for the purpose of any works of a railway under this Act, the amount so contributed may, with the sanction of the Board of Works given under this section, be charged on the land of the landowner improved by the works in the same manner, and with the like effect, as in the case of a charge under that Act.

27 & 28 Vict.  
c. 114.

(3.) The Board of Works shall not give their sanction under this section unless they are satisfied that the works for which the land is conveyed or the money is contributed will effect a permanent increase in the value of the land held by the same title or of other land of the



Appendix M—*contd.*

same landowner exceeding, in the case of a conveyance of land, that which is, in the opinion of the Board of Works, the real value of the land conveyed, or the difference between that value and the price, as the case may be, and in the case of a contribution of money the amount contributed: Provided also, that if the land proposed to be conveyed is subject to incumbrances, the Board of Works, before giving their sanction under this section, shall cause notice to be given to the incumbrancers, and shall consider the objections, if any, raised by them. A. D. 1896.

6.—(1.) The Board of Works or any company authorised to construct a railway under this Act, with the consent of that Board, may, before the arbitrator has framed his draft award, enter upon any land, which they are by any Order in Council made under this Act authorised to take, without making any deposit in the bank. Entry on lands.

(2.) Where any such entry is made the Board of Works shall pay to the persons entitled hereto the purchase money or compensation agreed upon or awarded to such persons pursuant to the Lands Clauses Acts in respect of the lands so entered upon, and those Acts as amended by this section shall apply accordingly.

(3.) Where any Order in Council under this Act incorporates the Lands Clauses Acts the award of the arbitrator under those Acts shall be final, and the provisions of those Acts with respect to traverses shall not apply.

7.—(1.) Where any railway constructed under the principal Acts or this Act has been aided out of moneys provided by Parliament, the Board of Works may at any time (whether the undertaking has become the property of a grand jury or not) appoint an engineer or other fit person to inspect and report upon the condition of the undertaking, and the working, maintenance, and development of the same. Provision in case of default in working of undertakings.

(2.) If such engineer or person reports that the undertaking is not efficiently worked, maintained, and developed, the Board of Works shall make a report to the Lord Lieutenant, and the Lord Lieutenant in Council, after giving all persons interested an opportunity of being heard, may, if satisfied that the undertaking has not been efficiently worked, maintained, or developed, make an order appointing a manager or receiver of the undertaking for such time and with such powers as may be specified in the order.

8. The enactments mentioned in the schedule to this Act shall not apply to a railway authorised under this Act, except so far as they are required by the Board of Trade to be incorporated, or applied by the Order in Council confirming an agreement under this Act. Application of general Railway Acts.

9. Where it is certified to the Treasury by the Lord Lieutenant that the establishment of any of the means of communication mentioned in this section is necessary for the development of the resources of any district, but that owing to the exceptional circumstances of the district such means of communication could not be established without special assistance from the State, the Treasury may authorise the Board of Works to enter into an agreement with any person for the establishment and maintenance of any line of steam-boats, coaches, cars, carts, or other vehicles moved by mechanical power, or otherwise, and to construct or reconstruct and maintain or contract for the construction or reconstruction and maintenance of any pier, quay, or jetty, or the immediate approaches thereto, or any structure necessary for the proper use thereof; and the Treasury may, out of the money provided by this Act, make free grants in aid of any of the above purposes. Provision for the establishment of lines of steam-boats, coaches, etc.

10. Any grand jury may, subject to rules and regulations under this Act, present any sum of money in aid of any railway or other means of communication, or any accommodation work constructed or established under this Act; and section twenty-three of the Public Works (Ireland) Act, 1831, and section one of the Grand Jury (Ireland) Act, 1853, shall apply to such presentment, with this modification that the half-yearly instalments for repayment of any sum to be expended may be at a rate of not less than four pounds per cent. per annum on such sum. Presentment in aid by grand jury.

11.—(1.) The Lord Lieutenant in Council may make rules and regulations for the purpose of carrying this Act into effect and for regulating the procedure thereunder: Provided that the assent of the Treasury shall be necessary in the case of any rule or regulation affecting the expenditure of money provided by this Act. Power to make rules.

(2.) All rules and regulations under this section shall be laid before Parliament.

12. In this Act, unless the context otherwise requires, the expression "railway" includes light railway or tramway, and where provided by an Order in Council any pier, quay, or jetty used in connexion therewith. Definition.

## Appendix M.

## Appendix M—concl'd.

A. D. 1896.  
 Short title and construction.  
 54 & 55 Vict.  
 c. 2.  
 58 & 59 Vict.  
 c. 20.

13. This Act may be cited as the Railways (Ireland) Act, 1896, and save where the context otherwise requires, shall be construed as one with the principal Acts, that is to say, the Transfer of Railways (Ireland) Act, 1890, and the Tramways (Ireland) Acts as therein defined, and the Tramways (Ireland) Act, 1895, and those Acts and this Act may be cited collectively as the Tramways (Ireland) Acts, 1860 to 1896.

*Note by Mr. Thomas Robertson.*

The money provided for in this Act was hypothecated for a period of years and by arrangement with the Treasury placed at the disposal of the Board of Public Works for the purposes named in this Act, they drawing on the National Debt Commissioners for instalments from time to time as they required them in connection with the preparation of the works.

Section 8.

## SCHEDULE.

## ENACTMENTS RELATING TO SAFETY, ETC.

Session and Chapter.	Title or Short Title.	Enactments referred to.
31 & 32 Vict. c. 119.	The Regulation of Railways Act, 1868.	Sections nineteen, twenty, twenty-two, twenty-seven, twenty-eight, and twenty-nine.
41 & 42 Vict. c. 20.	The Railway Returns (Continuous Brakes) Act, 1878.	The whole Act.
52 & 53 Vict. c. 57.	The Regulation of Railways Act, 1889.	The whole Act.

## Appendix N.

## Statement showing rolling-stock lighted by gas on Indian railways on 31st December 1902.

Railway.	Number fitted.	Number which should be fitted.	Percentage of column 2 on 3.	REMARKS.
1	2	3	4	5
Assam Bengal	171	178	96.07	
Bengal Nagpur	(a) 485	665	72.93	(a) 1 lighted by electricity.
Bombay, Baroda and Central India	404	418	96.65	
Burma	(b) 13	863	1.51	(b) Lighted by electricity.
Eastern Bengal (5' 6")	407	453	89.85	
Eastern Bengal (3' 3½") (c)	402	413	97.34	(c) Excluding Dacca section and Kaunia-Dharila branch.
East Indian	(d) 1,198	1,665	71.95	(d) 3 lighted by electricity.
Great Indian Peninsula	1,339	1,543	84.84	
Hyderabad-Godavari Valley	81	131	61.83	
Madras	751	1,068	70.32	
Nizam's Guaranteed State	121	182	66.48	
North Western	1,108	2,090	53.01	
Oudh and Rohilkhand	598	802	74.56	
Rajputana Malwa	(b) 76	1,678	4.53	
South Indian	(b) 91	899	10.12	
Southern Mahratta	934	966	96.68	
Barai Light	Nil	...	...	
Pengal and North-Western	"	...	...	
Bengal Central	"	...	...	
Bengal Dooars	"	...	...	
Bengal Dooars Extensions	"	...	...	
Bhavnagar-Gondal-Junagad-Porbandar	"	...	...	
Cooch Behar	"	...	...	
Darjeeling-Himalayan	"	...	...	
Deoghur	"	...	...	
Dibru-Sadiya	"	...	...	
Gaekwar's Dabhoi	"	...	...	
Gwalior Light	"	...	...	
Howrah-Amra	"	...	...	
Howrah-Sheakhala	"	...	...	
Jodhpur-Bikaner	"	...	...	
Jorhat	"	...	...	
Morvi	"	...	...	
Nilgiri	"	...	...	
Nowshera-Durgai	"	...	...	
Perlakimedi Light	"	...	...	
Powayan Light	"	...	...	
Raipur-Dhamtari	"	...	...	
Rajpipla	"	...	...	
Ranaghat-Krishnagar	"	...	...	
Rohilkund and Kumaon	"	...	...	
Tarakeshwar-Magra	"	...	...	
Tezpur-Balipara	"	...	...	
Thaton-Duyiuzaik Light	"	...	...	
Udaipur-Chitor	"	...	...	
West of India Portuguese	"	...	...	

## Appendix O.

### Forms of Risk Note in use in England and India.

#### INDIAN FORM.

(Approved by the Governor General in Council under section 72 (2) (b) of the Indian Railways Act, IX of 1890.)

(To be used when the sender elects to despatch at a "Special reduced" or "Owner's risk" rate, articles or animals for which an alternative "Ordinary" or "Risk acceptance" rate is quoted in the Tariff.)

WHEREAS the consignment of \_\_\_\_\_ tendered by  $\frac{me}{us}$  as per Forwarding Order No. \_\_\_\_\_ of this date, for despatch by the \_\_\_\_\_ railway administration or their transport agents or carriers to \_\_\_\_\_ station, and for which  $\frac{1}{we}$  have received Railway Receipt No. \_\_\_\_\_ of same date, is charged at a Special reduced rate instead of at the ordinary tariff rate chargeable for such consignment;  $\frac{I}{we}$ , the undersigned, do, in consideration of such lower charge, agree and undertake to hold the said railway administration and all other railway administrations working in connection therewith, and also all other transport agents or carriers employed by them respectively, over whose railways or by or through whose transport agency or agencies the said goods or animals may be carried in transit from \_\_\_\_\_ station to \_\_\_\_\_ station harmless and free from all responsibility for any loss, destruction or deterioration of, or damage to, the said consignment, from any cause whatever, before, during, and after transit over the said railway or other railway lines working in connection therewith or by any other transport agency or agencies employed by them respectively for the carriage of the whole or any part of the said consignment.

Signature of sender \_\_\_\_\_

WITNESS.

(Signature) \_\_\_\_\_

(Residence) \_\_\_\_\_

Rank or { Father's name \_\_\_\_\_  
Caste \_\_\_\_\_ Age \_\_\_\_\_

WITNESS.

(Signature) \_\_\_\_\_

(Residence) \_\_\_\_\_

Profession \_\_\_\_\_

Residence \_\_\_\_\_

#### ENGLISH FORM.

##### FORM A (Owner's Risk Consignment Note).

----- Railway.

### Consignment Note.

For Perishable and other Merchandise carried by Passenger train or by other similar service to be carried at Reduced Rates at Owner's Risk.

The \_\_\_\_\_ Railway Company hereby give notice that they have two rates for the carriage of the undermentioned merchandise, at either of which rates the said merchandise may be consigned at the Sender's option; one, the ordinary rate, when the Company take the ordinary liability of a Railway Company; the other, a Reduced Rate, adopted when the sender agrees to relieve the Company and all other Companies or persons over whose lines the merchandise may pass, or in whose possession the same may be during any portion of the transit, from all liability for loss, damage, misdelivery, delay, or detention, *except upon proof that such loss, damage, misdelivery, delay, or detention arose from wilful misconduct on the part of the Company's servants.\**

To the \_\_\_\_\_ Railway Company,  
\_\_\_\_\_ Station,  
\_\_\_\_\_ 189

Receive and forward the undermentioned Merchandise, to be carried at the Reduced Rate, below the Company's ordinary rate, in consideration whereof I agree to relieve the \_\_\_\_\_ Railway Company and all other Companies or persons over whose lines the Merchandise may pass, or in whose possession the same may be during any portion of the transit, from all liability for loss, damage, misdelivery, delay, or detention, *except upon proof that such loss, damage, misdelivery, delay, or detention arose from wilful misconduct on the part of the Company's servants.\**

And I also agree to the conditions on the back of this Note. (See at back.)

This Agreement shall be deemed to be separately made with all Companies or persons parties to any through-rate under which the Merchandise is carried.

Signature of Sender or his Representative \_\_\_\_\_

Address \_\_\_\_\_

Each Company to introduce at the foot of this Form whatever columns may be necessary to meet its own requirements.

\*The italicised portion marks the difference between the English and the Indian conditions.

## Appendix C.

## Appendix C—contd.

## GENERAL CONDITIONS ON ENGLISH FORM.

NOTE.—The Great Central Company adopt the words "from whatever cause arising" in lieu of "except upon proof that such loss, damage, mistelivery, delay or detention arose from wilful misconduct on the part of the Company's servants."—(Joint, Sept., 1894.)

## GENERAL CONDITIONS.

1.—The Company will not be liable for loss of or injury done to any merchandise, matters or things described in the *Carriers Act, 1830*, unless the particular articles and the value thereof be declared, and an increased charge over and above the charge for carriage be paid as compensation for the risk incurred.

2.—In respect of any animals, luggage or merchandise booked through by them or their Agents for conveyance, partly by railway and partly by sea, or partly by canal and partly by sea, the Company shall be exempted from liability for any loss, damage or delay which may arise during the carriage of any such animals, luggage, or merchandise by sea, from the act of God, the Queen's enemies, fire, accidents from machinery, boilers, and steam and all and every other dangers and accidents of the seas, rivers, and navigation of whatever nature and kind soever, in the same manner as if the Company has signed and delivered to the Consignor a bill of lading containing such condition.

3.—No claim in respect of merchandise, for loss or damage, during the transit, for which the Company may be liable, will be allowed unless the same be made in writing within three days after delivery of the merchandise in respect of which the claim is made, such delivery to be considered complete at the termination of the transit as specified in the next Condition.

4.—The transit shall in no case extend beyond (a) the time when merchandise carted by the Company is unloaded or tendered at the address to which it is consigned; or (b) the expiration of 24 hours after notice of arrival of the merchandise, posted by the Company, is due for delivery to the Consignee in the ordinary course of post, or notice of arrival is given to him personally or delivered at his address.

5.—After the termination of the transit as defined in Condition 4, the Company will thenceforth and subject to these conditions hold the merchandise as warehousemen, subject to the usual charges.

6.—After the termination of the transit, merchandise carried or conveyed by the Company will be subject in addition to the charge for carriage to further charges for demurrage of 3s. per truck per day, and 1s. per sheet per day, or in the case of such merchandise as is unloaded from the truck, to reasonable charges for rent or services performed, until it is removed from the Company's premises; and similar charges will be made with respect to merchandise the delivery of which cannot be effected by the Company, in consequence of incorrect or insufficient address. Provided that no such charges shall be made if the Company have not given proper opportunity for the removal of the merchandise or the discharge of the truck.

When specially constructed trucks are used 6s. per truck per day demurrage will be charged on trucks constructed to carry 15 tons and under 20 tons, 12s. per truck per day on trucks capable of carrying 20 tons and under 30 tons, and 20s. per truck per day on trucks capable of carrying 30 tons and above.

7.—Consignors ordering trucks and failing to load and order them away within 24 hours after such trucks shall be ready for loading at the station or siding to which they were ordered, will be subject to charges of 3s. per truck per day and 1s. per sheet per day for demurrage, for every day or fraction of a day they shall be detained after the expiration of such 24 hours.

When specially constructed trucks are ordered 6s. per truck per day demurrage will be charged on trucks constructed to carry 15 tons and under 20 tons, 12s. per truck per day on trucks capable of carrying 20 tons and under 30 tons, and 20s. per truck per day on trucks capable of carrying 30 tons and above.

8.—All merchandise delivered to the Company will be received and held by them subject to a lien for money due to them for the carriage of and other charges upon such merchandise, and also to a general lien for any other moneys due to them from the owners of such merchandise upon any account, and in case any such lien is not satisfied within a reasonable time from the date upon which the Company first gave notice to the owners of the merchandise of the exercise of the same, the merchandise may be sold by the Company by auction or otherwise and the proceeds of sale applied to the satisfaction of every such lien and expenses.

9.—All perishable articles refused by the Consignee, or at the place to which they are consigned; or consigned to a place not known by the Company's agents or servants, or insufficiently addressed, or not paid for and taken away within a reasonable time after arrival, if addressed to be kept till called for, may be forthwith sold by auction or otherwise, without any notice to Sender or Consignee, and payment or tender of the net proceeds of any such sale after deduction of freight charges and expenses shall be accepted as equivalent to delivery.

10.—The Company will not be liable for any loss of market.

11.—The Company will not be liable for any indirect or consequential damages in respect of merchandise lost, injured or delayed.

12.—The Company will not be liable for any loss of or damage to, or delay of merchandise resulting from its being not properly protected by packing.

13.—The Company will not be liable for any loss of or damage to, or delay of merchandise resulting from its being not properly or not sufficiently addressed.

14.—The Company will not be liable if merchandise is lost, injured, or delayed owing to a defect in a wagon not belonging to or provided by the Company, unless such defect arose from the neglect or default of the Company or their servants, or unless the Company or their servants were guilty of negligence in not discovering such defect.

15.—In respect of merchandise consigned to places beyond the limits of the Company's free delivery, the responsibility of the Company will cease when such merchandise has been delivered over to another Carrier in the usual course for delivery.

16.—In all cases where the Company's charges are not prepaid, the merchandise is accepted for carriage only upon the condition that the sender remains liable for the payment of the amount due to the Company, or the carriage of such merchandise without prejudice to the Company's rights, if any, against the Consignee or any other person.

17.—In respect of traffic of every description which loses weight in transit through drainage, evaporation, or any cause beyond the Company's control, carriage shall be paid upon the weight ascertained at the sending station.

## Appendix P.

Statement showing the average number of engines, coaching and goods vehicles under repairs on each railway in India during the year 1901.

Railways.	ENGINES.			COACHING STOCK.			GOODS STOCK.			REMARKS.
	Total stock.	Average under repairs.	Percentage under repairs on total.	Total stock.	Average under repairs.	Percentage under repairs on total.	Total stock.	Average under repairs.	Percentage under repairs on total.	
Assam Bengal	53	4.65	8.77	172	19.16	11.14	1,256	75.96	6.05	
Barai Light	5	1.00	20.00	7	1.00	14.29	62	1.50	2.42	
Bengal and North-Western	175	17.31	9.89	667	59.09	8.86	5,997	131.59	2.19	
Bengal Central	27	5.00	18.52	111	4.50	4.05	500	32.00	6.40	
Bengal Doocars	4	1.00	25.00	21	...	...	110	4.00	3.64	
Bengal Doocars Extensions	6	1.00	16.67	34	...	...	222	4.50	2.03	
Bengal Nagpur (a)	177	33.77	19.08	651	70.19	10.78	5,092	139.10	2.73	(a) Excluding Dhamtari Branch.
Bhavnagar-Gondal-Junagad- Porbandar	33	6.78	20.55	196	13.23	6.75	940	31.18	3.32	
Bombay, Baroda and Central India	188	33.50	17.82	491	54.50	11.10	4,934	201.50	4.08	
Burma	206	24.90	12.09	837	122.48	14.63	3,809	339.53	8.91	
Cooch Behar	9	0.74	24.67	16	1.77	11.06	67	2.29	3.42	
Darjeeling-Himalayan	14	1.00	7.14	76	4.00	5.26	212	6.00	2.83	
Dibru-Sadiya	22	4.25	19.32	60	11.44	19.07	919	36.39	3.96	
Eastern Bengal (5' 6")	118	19.70	16.70	459	55.71	12.14	2,460	168.23	6.84	
Eastern Bengal (3' 3½")	111	18.64	16.79	511	80.16	15.69	2,864	154.49	5.39	
Eastern Bengal (2' 6")	10	1.39	13.90	34	1.86	5.47	206	10.19	4.95	
East Indian	829	99.00	11.94	1,535	199.59	13.00	16,441	740.97	4.51	
Gaekwar's Dabhoi	8	2.00	25.00	38	0.50	1.32	194	7.00	3.61	
Great Indian Peninsula	752	172.00	22.87	2,247	250.00	11.13	10,242	578.00	5.64	
Indian Midland										
Hyderabad-Godavari Valley	35	2.94	8.40	88	4.28	4.84	598	13.17	2.20	
Jamnagar	4	...	...	28	2.70	10.38	104	3.37	3.24	
Jodhpur-Bikaner	40	7.17	17.92	138	8.77	6.35	582	7.46	1.28	
Madras (b)	174	38.50	22.13	702	62.00	8.83	3,365	176.00	5.23	(b) Excluding Nilgiri railway for which information is not available.
Madras (North-East line)	58	7.50	12.93	216	37.50	17.36	1,152	57.50	4.99	
Morvi	8	2.00	25.00	52	10.50	20.19	119	8.80	7.39	
Mysore	42	7.90	18.81	212	32.02	15.10	706	43.97	6.23	
Nizam's Guaranteed State	54	14.17	26.24	133	19.59	14.73	987	48.20	4.88	
North Western	676	106.38	15.74	1,867	251.01	13.44	11,818	1,967.75	16.65	
Oudh and Rohilkhand	175	19.81	11.32	649	47.97	7.39	4,571	95.13	2.08	
Rajputana-Malwa	428	105.66	24.69	1,657	139.02	8.39	7,102	287.81	4.05	
Rohilkhand and Kumaon (c)	31	3.30	10.65	152	19.93	13.11	866	54.83	6.33	(c) Excluding Pooayan Light railway for which information is not available.
Southern Mahratta	177	34.76	19.64	749	126.26	16.86	4,053	307.85	7.60	
South Indian	208	49.77	23.93	931	103.05	11.07	3,352	223.06	6.65	
Udaipur-Chitor	3	0.15	5.00	28	3.54	13.62	35	2.80	7.43	

N.B.—Information for Deoghur-Jorhat, Howrah-Amta, Howrah-Sheakhais, Tospur-Balipara, Ranaghat-Krishnagar and Tarakeswar-Mogra railways is not available.

## Appendix Q.

Statement showing number of Stations on the several Railways in India which are supplied with special Block Instruments for working trains.

Name of railway.	NUMBER OF STATIONS FITTED WITH BLOCK INSTRUMENTS AT CLOSE OF YEAR.												Name of system employed in 1903.
	1899.			1900.			1901.			1902.			
	Number of stations on line.	Number supplied with Block Instruments.	Percentage of stations supplied with Block Instruments.	Number of stations on line.	Number supplied with Block Instruments.	Percentage of stations supplied with Block Instruments.	Number of stations on line.	Number supplied with Block Instruments.	Percentage of stations supplied with Block Instruments.	Number of stations on line.	Number supplied with Block Instruments.	Percentage of stations supplied with Block Instruments.	
Bengal Nagpur . . . . .	136	13	8.82	140	8	5.71	204	12	5.88	218	12	5.50	Tyre's Tablet, Dulton's Tablet, Webb and Thompson's staff, Winter's block.
Bombay, Baroda and Central India.	124	77	62.10	146	76	52.05	151	77	50.99	154	76	49.35	Freese's block, Syke's block.
Ditto, Rajputana-Malwa Section.	...	...	...	...	...	...	...	...	...	256	3	1.17	Syke's lock and block instruments.
Eastern Bengal State . . . . .	...	...	...	...	...	...	...	...	...	205	2	0.98	Tyre's Tablet.
East Indian . . . . .	221	2	0.71	331	2	0.60	340	15	4.41	380	76	20.00	Fryce and Ferreira's Double line with automatic lock and block. Ditto without ditto. Tyre's No. 6 pattern-tablet instruments.
Great Indian Peninsula . . . . .	218	218	100.00	231	231	100.00	231	231	100.00	232	232	100.00	Ditto new automatic ditto. Freese's single wire semaphores.
Ditto, Indian Midland Section.	...	...	...	...	...	...	...	...	...	145	14	9.66	Neal's voucher block. Freese's single wire semaphores.
Madras . . . . .	164	127	77.44	159	130	81.76	272	140	51.47	284	149	52.11	Winter's Block Instruments with electrically interlocked starting semaphores. Ditto without ditto. Theobald's train key.
South Indian . . . . .	166	10	6.02	178	21	11.80	180	21	11.67	209	21	10.05	Winter's automatic ticket issuing instruments.
Southern Mahratta . . . . .	215	100	47.39	211	105	49.76	211	105	49.76	225	104	46.22	Winter's block, Webb and Thompson's staff, Theobald's train key.
Assam-Bengal . . . . .	...	...	...	...	...	...	...	...	...	85	...	...	...
Barri Light . . . . .	...	...	...	...	...	...	...	...	...	4	...	...	...
Bengal Central . . . . .	...	...	...	...	...	...	...	...	...	27	...	...	...
Bengal Doocars . . . . .	...	...	...	...	...	...	...	...	...	21	...	...	...
Bengal and North-Western . . . . .	...	...	...	...	...	...	...	...	...	208	...	...	...
Bhavnagar-Gondal-Junagadh-Forbandar.	...	...	...	...	...	...	...	...	...	64	...	...	...
Burma . . . . .	...	...	...	...	...	...	...	...	...	186	...	...	...
Calcutta Port Commissioners' . . . . .	...	...	...	...	...	...	...	...	...	4	...	...	...
Darjeeling-Himalayan . . . . .	...	...	...	...	...	...	...	...	...	11	...	...	...
Deoghur . . . . .	...	...	...	...	...	...	...	...	...	2	...	...	...
Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	...	17	...	...	...
Howrah-Amra . . . . .	...	...	...	...	...	...	...	...	...	14	...	...	...
Howrah-Sheakhala . . . . .	...	...	...	...	...	...	...	...	...	12	...	...	...
Jodhpur-Bikaner . . . . .	...	...	...	...	...	...	...	...	...	82	...	...	...
Jorhat . . . . .	...	...	...	...	...	...	...	...	...	7	...	...	...
Morvi . . . . .	...	...	...	...	...	...	...	...	...	15	...	...	...
Nizam's Guaranteed State . . . . .	...	...	...	...	...	...	...	...	...	86	...	...	...
North Western State . . . . .	...	...	...	...	...	...	...	...	...	500	...	...	...
Oriss and Rohilkhand State . . . . .	...	...	...	...	...	...	...	...	...	156	...	...	...
Ranaghat-Krishnagar . . . . .	...	...	...	...	...	...	...	...	...	8	...	...	...
Rohilkhand and Kumaon . . . . .	...	...	...	...	...	...	...	...	...	58	...	...	...
Tarakeswar-Magra . . . . .	...	...	...	...	...	...	...	...	...	16	...	...	...
Tezpur-Balpara . . . . .	...	...	...	...	...	...	...	...	...	8	...	...	...
Thalán Doyinsák . . . . .	...	...	...	...	...	...	...	...	...	2	...	...	...
Udaipur-Chitor . . . . .	...	...	...	...	...	...	...	...	...	11	...	...	...
<b>TOTAL</b> . . . . .	...	...	...	...	...	...	...	...	...	<b>3,912</b>	<b>698</b>	<b>17.59</b>	

### Appendix R.

Statement showing the number of stations on the several railways in India at which the points and signals are interlocked.

Name of railway.	NUMBER OF STATIONS AT WHICH POINTS AND SIGNALS ARE INTERLOCKED AT CLOSE OF THE YEAR.												Name of system employed in 1902.
	1899.			1900.			1901.			1902.			
	Number of stations on line.	Number of stations at which points and signals are interlocked.	Percentage of stations supplied with interlocking apparatus.	Number of stations on line.	Number of stations at which points and signals are interlocked.	Percentage of stations supplied with interlocking apparatus.	Number of stations on line.	Number of stations at which points and signals are interlocked.	Percentage of stations supplied with interlocking apparatus.	Number of stations on line.	Number of stations at which points and signals are interlocked.	Percentage of stations supplied with interlocking apparatus.	
Bengal-Nagpur . . . . .	136	37	27.21	140	43	30.71	204	73	35.78	218	37	39.91	68 List and Morse's. 1 Dutton's.
Bhavnagar-Gondal-Junagad Porbandur.	...	...	...	...	...	...	64	1	1.56	64	1	1.56	1 special system.
Bombay, Baroda and Central India.	124	20	16.13	146	21	14.38	151	22	14.57	154	26	16.88	16 Mackenzie and Holland's. 2 Dutton's. 2 Lyde and Crommelin's Controlling apparatus. 6 Country made.
Ditto Rajputana-Malwa section.	264	9	3.41	256	10	3.91	247	8	3.24	256	8	3.13	1 Mackenzie and Hol- land's. 2 Dutton's. 5 Local manufactured on Tappet system.
Barma . . . . .	164	2	1.22	175	2	1.14	186	2	1.08	186	3	1.61	2 Saxby and Farmer's. 1 Morey a point's indica to (Stoney's Patent).
Eastern Bengal . . . . .	185	11	5.95	191	14	7.33	197	31	15.74	205	33	16.10	9 Mackenzie and Holland's. 3 Tappet interlocking. 2 Saxby and Farmer's. 1 J. C. Mill's. 18 List and Morse's.
East Indian . . . . .	281	31	11.03	331	58	17.52	340	75	22.06	380	94	24.74	55 English system. 7 Experimental. 32 Detector system Saxby and Farmer's and East Indian Railway. 28 Saxby and Farmer's and Tappet locking. 2 Tappet locking.
Great Indian Peninsula . . . . .	218	24	11.01	231	24	10.39	231	26	11.26	232	28	12.07	28 Saxby and Farmer's and Tappet locking. 2 Tappet locking.
Indian Midland . . . . .	133	13	9.77	142	13	9.15	144	13	9.03	145	13	9.07	Wrench's Timmis and Sax- by Farmer's make.
Madras . . . . .	164	42	25.61	159	47	29.56	272	48	17.65	284	51	17.96	37 List and Morse's. 11 Experimental. 2 Tappet Locking. 1 Saxby and Farmer's.
Nizam's Guaranteed State . . . . .	58	14	24.14	99	37	37.37	83	37	44.58	86	38	44.19	37 List and Morse's. 1 Dutton's.
North Western . . . . .	454	155	34.14	461	165	35.79	482	203	42.12	500	224	44.80	22 Ordinary Tappet locking. 19 Key locking. 3 Detector locking. 160 List and Morse's.
Oadh and Rohilkhand . . . . .	141	37	26.24	154	62	40.26	154	62	40.26	156	74	47.44	68 List and Morse's. 4 Saxby and Farmer's. 1 Dutton's Patent. 1 Wrench's Patent.
South Indian . . . . .	166	6	3.61	178	6	3.37	180	7	3.89	209	7	3.35	5 Dutton's. 1 Saxby and Farmer's. 1 Dutton's
Assam-Bengal . . . . .	...	...	...	...	...	...	...	...	...	85	...	...	
Bard Light . . . . .	...	...	...	...	...	...	...	...	...	4	...	...	
Bengal Central . . . . .	...	...	...	...	...	...	...	...	...	27	...	...	
Bengal Doon . . . . .	...	...	...	...	...	...	...	...	...	21	...	...	
Bengal and North-Western . . . . .	...	...	...	...	...	...	...	...	...	208	...	...	
Calcutta Port Commissioners' . . . . .	...	...	...	...	...	...	...	...	...	4	...	...	
Darjeeling-Himalayan . . . . .	...	...	...	...	...	...	...	...	...	11	...	...	
Deoghar . . . . .	...	...	...	...	...	...	...	...	...	2	...	...	
Dibru-Sadiya . . . . .	...	...	...	...	...	...	...	...	...	17	...	...	
Howrah-Amta . . . . .	...	...	...	...	...	...	...	...	...	1	...	...	
Howrah-Sheakhala . . . . .	...	...	...	...	...	...	...	...	...	12	...	...	
Jodhpur-Bikaner . . . . .	...	...	...	...	...	...	...	...	...	82	...	...	
Jorhat . . . . .	...	...	...	...	...	...	...	...	...	7	...	...	
Morvi . . . . .	...	...	...	...	...	...	...	...	...	15	...	...	
Southern Mahratta . . . . .	...	...	...	...	...	...	...	...	...	225	...	...	
Raigarhat-Krishnagar . . . . .	...	...	...	...	...	...	...	...	...	8	...	...	
Rohilkund and Kumaon . . . . .	...	...	...	...	...	...	...	...	...	53	...	...	
Tarakeshwar-Magra . . . . .	...	...	...	...	...	...	...	...	...	16	...	...	
Tespur-Balipara . . . . .	...	...	...	...	...	...	...	...	...	8	...	...	
Thaon-Duyinsik . . . . .	...	...	...	...	...	...	...	...	...	2	...	...	
Udaipur-Chitor . . . . .	...	...	...	...	...	...	...	...	...	11	...	...	
<b>TOTAL</b> . . . . .	...	...	...	...	...	...	...	...	...	3,912	687	17.56	



## Appendix S.

## Appendix S.

Statement showing the number of engines and coaching vehicles on railways fitted with automatic brakes at end of 1901.

RAILWAYS.	LOCOMOTIVES.			COACHING VEHICLES.				REMARKS.
	Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	
Assam-Bengal . . . . .	44	9	83·02	169	...	...	100·00	
Bengal Central . . . . .	5	22	18·52	...	1	110	0·90	
Bengal-Nagpur . . . . .	61	116	34·46	500	48	103	84·18	
Bombay, Baroda and Central India . . . . .	131	57	69·68	466	25	...	100·00	
Burma . . . . .	94	112	45·63	198	29	610	27·12	
Eastern Bengal (5' 6") . . . . .	74	44	62·71	383	52	24	94·77	
Eastern Bengal (3' 3½" and 2' 6") . . . . .	49	75	39·52	275	43	243	56·68	
East Indian . . . . .	275	539	33·78	1,326	92	266	84·20	
Great Indian Peninsula . . . . .	264	348	43·28	1,268	...	470	72·96	
Indian Midland . . . . .	78	64	54·93	152	22	335	34·19	
Madras . . . . .	90	142	38·79	601	41	276	69·93	
Nilgiri . . . . .	4	...	100·00	8	...	...	100·00	
Nizam's Guaranteed State . . . . .	...	54	...	41	4	88	33·83	
North Western . . . . .	513	163	75·89	1,690	106	535	77·05	
Oudh and Rohilkhand . . . . .	66	109	37·71	516	60	73	88·75	
South Indian . . . . .	25	189	11·68	134	27	770	17·29	
Barsi Light . . . . .	...	5	...	...	...	7	...	
Bengal and North-Western . . . . .	...	175	...	...	...	795	...	
Bengal Doonars . . . . .	...	10	...	...	...	71	...	
Bhavnagar-Gondal-Junagad-Porbandar . . . . .	...	37	...	...	...	263	...	
Calcutta Port Commissioners' . . . . .	...	24	...	...	...	...	...	
Darjeeling-Himalayan . . . . .	...	14	...	...	...	76	...	
Deoghur . . . . .	...	3	...	...	...	10	...	
Dibru-Sadiya . . . . .	...	22	...	...	...	80	...	
Gaekwar's Dabhoi . . . . .	...	8	...	...	...	38	...	
Gwalior Light . . . . .	...	9	...	...	...	25	...	
Howrah-Amta . . . . .	...	6	...	...	...	57	...	
Howrah-Sheakhala . . . . .	...	3	...	...	...	18	...	
Hyderabad-Godavari Valley . . . . .	...	35	...	...	...	123	...	
Jodhpur-Bikaner . . . . .	...	40	...	...	...	145	...	
Morvi . . . . .	...	8	...	...	...	54	...	
Nowshera-Durgai . . . . .	...	10	...	...	...	16	...	
Raipur-Dhantari . . . . .	...	4	...	...	...	22	...	
Rajpipla . . . . .	...	3	...	...	...	7	...	
Rajputana Malwa . . . . .	...	428	...	...	...	1,657	...	
Ranaghat-Krishnagar . . . . .	...	2	...	...	...	19	...	
Rohilkund and Kumaon . . . . .	...	31	...	...	...	158	...	
Southern Mahratta . . . . .	...	219	...	...	...	1,006	...	
Tarakeshwar-Magra . . . . .	...	4	...	...	...	25	...	
Tespur-Balipara . . . . .	...	3	...	...	...	12	...	
Udaipur-Chitor . . . . .	...	3	...	...	...	26	...	
West of India Portuguese . . . . .	...	12	...	...	...	37	...	
<b>TOTAL ALL RAILWAYS</b>	<b>1,773</b>	<b>3,159</b>	<b>36·94</b>	<b>7,727</b>	<b>550</b>	<b>3,655</b>	<b>48·88</b>	

## Appendix T.

### English Railway Clearing House Act.

An Act for regulating Legal Proceedings by or against the Committee of Railway Companies associated under the Railway Clearing System, and for other purposes. 13 & 14 Vic., cap. xxxiii, 25th June 1850.

Whereas for some time past arrangements have subsisted between several Railway Companies for the transmission without interruption of the through traffic in passengers, animals, minerals, and goods passing over different lines of railway, for the purpose of affording, in respect to such passengers, animals, minerals, and goods, the same or the like facilities as if such lines had belonged to one Company, which arrangements are commonly known as and in this Act are designated as "the Clearing System," and which arrangements are conducted under the superintendence of a Committee appointed by the Boards of Directors of such several Railway Companies, which Committee is in this Act designated "The Committee," and the business of such Committee has therefore been and is now carried on at a building appropriated for the purpose in *Seymour Street*, adjoining the *Euston* station on the *London and North Western* Railway Company: And whereas the Clearing System has been productive of great convenience to the public, and of a considerable saving of expense in the transmission of passengers, animals, minerals, and goods over the lines of the several Railway Companies parties to such association; but considerable difficulty has been experienced in carrying into effect the objects of the association, in consequence of the Committee not possessing the power of prosecuting or defending actions or suits, or taking other legal proceedings: And whereas *George Carr Glyn*, Esquire, is the present Chairman, and *Kenneth Morison* is the present Secretary to the Committee: And whereas the purposes aforesaid cannot be effected without the authority of Parliament, may it therefore please your Majesty that it may be enacted, and be it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons in this present Parliament assembled, and by the authority of the same, That the several Companies which at the time of the passing of this Act are parties to the Clearing System, and every other Company which shall in manner hereinafter mentioned become party to the same, shall be subject to the provisions of this Act.

II. And be it enacted, That if any Company which may not be a party to the Clearing System shall, by writing, sealed with the Common Seal of such Company, request the Committee to admit such Company to be a party to the Clearing System, and the Committee shall assent to such request, such Company shall from the time of such assent being given, or at such other time as may be specified in the said request, become a party to the Clearing System.

III. And be it enacted, That if any Company shall, by writing, sealed with the Common Seal of such Company, give notice to the Committee of the desire of such Company to cease to be a party to the Clearing System, such Company shall, at the expiration of one calendar month from the time when such notice shall be given, or if a more distant time shall be stated in such notice, then at the time so stated, cease to be a party to the Clearing System.

IV. And be it enacted, That if not less than two-thirds of the Committee present at a meeting specially summoned shall, by writing signed by their Secretary, or by two members of the Committee, give notice to any Company that such Company shall cease to be a party to the Clearing System at a time named in such notice not being less than one calendar month from the time of giving such notice, such Company shall, at the time so named, cease to be a party to the Clearing System.

V. And be it enacted, That each Company party to the Clearing System shall at all times be entitled to be represented on the Committee by one delegate appointed by the Board of Directors of such Company from time to time, such appointment to be certified in writing by the Secretary or any two Directors of such Company: Provided always, that, notwithstanding

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## Appendix T—contd.

any Company may happen to be unrepresented by a delegate at any meeting, the acts of the Committee shall be valid.

VI. And be it enacted, That the Committee shall meet at one of the clock in the afternoon of the second *Wednesday*, in the months of *March, June, September,* and *December* in every year, or so soon thereafter as a quorum shall be assembled, and at any other time whereof the Secretary shall at the written request of the Chairman for the time being, or any two members of the Committee, give at least ten days' notice in writing to every Company party to the Clearing System, or the Secretary of every such Company; and every such meeting may be adjourned from time to time, and from place to place, as the Committee shall think proper; and meetings and adjourned meetings of Committee shall be held at the said building in *Seymour Street* except when the Committee shall have appointed some other place, and then at such other place; and in order to constitute a meeting of the Committee there shall be present at least ten members; and, except where otherwise provided, all questions at every meeting shall be determined by the majority of votes of the Committee present, and in case of an equal division of votes the Chairman of the meeting shall have a casting vote, in addition to his vote as one of the committee; and notice of the business to be brought before any meeting shall at least six days before the day of such meeting, be given to every Company party to the Clearing System or the Secretary of every such Company.

VII. And be it enacted, That until the first meeting of the Committee, which shall be held after the passing of this Act, the said *George Carr Glyn*, or other, the Chairman of the Committee for the time being, shall continue in office; and at the first meeting of the Committee which shall be held after the passing of this Act, and in the month of *March*, in each succeeding year, the Committee present at the meeting shall, if they think fit, either continue in office the Chairman for the time being, or choose another Chairman; and a General meeting of the Committee specially summoned shall have power to remove any Chairman; and if any Chairman shall die, or resign, or be removed, the Committee shall have power, as soon as may be, to choose some other person to fill the vacancy thereby occasioned; but every Chairman elected to supply a vacancy other than at a General meeting in the month of *March* in any year shall continue in office so long only as the person in whose place he shall be so elected would have been entitled to continue if such death, resignation, or removal had not happened: Provided always, that it shall not be necessary that the person chosen as Chairman be a delegate of any of the Companies parties to the Clearing System; but in case he shall not be a delegate he shall not be entitled to vote on any question, unless in the case of an equality of votes, when he shall be entitled to give the casting vote.

VIII. And be it enacted, That if at any meeting of the Committee the Chairman shall not be present, the Committee present shall choose one of their members to be Chairman of such meeting.

IX. And be it enacted, That the said *Kenneth Morison* shall be the Secretary to the Committee until he die, or resign, or be removed; and that the Committee shall have the power to remove him and all future Secretaries; and that in the event of the resignation, or death or such removal as aforesaid of any Secretary, the Committee shall appoint a Secretary to the Committee.

X. And be it enacted, That the Committee may from time to time appoint a Treasurer, and remove such Treasurer, from his appointment, and prescribe and alter the duties of the office of Treasurer, and take from the Treasurer such security as they shall think fit, which security may be taken in the name or names of such person or persons as the Committee approve of.

XI. And be it enacted, That any money which shall be received by the Committee shall be held by the Committee as trustees for the Company or Companies to whom the Committee shall decide such money to be payable; but no member of the said Committee shall be answerable for any such money as may be lost or withheld by reason of the misconduct, default, or insolvency of the Treasurer, or of any banker or agent in whose hands

Appendix T—*contd.*

the same may be, or by reason of any cause other than the personal misconduct of such member.

XII. And be it enacted, That the accounts of the Clearing System and the balances due to and from the several Companies parties thereto, shall be settled and adjusted by the Secretary of the Committee for the time being, which Secretary shall also settle and determine the Amount to be from Time to Time contributed to the Funds of the Clearing System by the Companies Parties thereto; and in case of any difference respecting such Accounts, the Decision of the Committee, to the effect that any Balance or Sum is payable by any Company then or theretofore Party to the Clearing System, shall be final and conclusive, and such Sum or Balance shall be a debt due to the said Committee.

XIII. And be it enacted, That the Committee shall, out of the funds of the Clearing System, pay all the expenses of the Clearing System, and all costs, charges, damages, and expenses which the members of the Committee, or any or either of them, shall as such members, or member, or which the Secretary as nominal plaintiff or defendant, or other party, on behalf of the Committee, bear, sustain, or be put to, and that the members of the Committee and Secretary shall be completely indemnified and saved harmless out of the funds of the Clearing System, and by the Companies parties to the Clearing System of, from, and against all action and actions, suit and suits, proceeding and proceedings, of any sort, cost, charges damages, and expenses to which they or any or either of them may in any way be subjected, as members or member of the Committee, by reason of anything which they or he may *bona fide* do or omit to do, whether such deeds or omission be within their powers or not.

XIV. And be it enacted, That the Committee may, by action of debt in the name of their Secretary, recover from and Company any balance or sum which such Committee shall decide to be payable by such Company, whether to any other Company or on account of the Clearing System, and whether such Company be still at the time of such decision, or has then ceased to be a party to the Clearing System, and whether such sum or balance shall or shall not have been previously ascertained by the Secretary to be payable.

XV. And be it enacted, That the declaration for the recovery of such sum or balance may be in the form or to the effect of the form given in the schedule (A) to this Act annexed, and that the Directions contained in the said schedule for the use of the same shall be taken as part of this Act.

XVI. And be it enacted, That if the defendants in such action shall plead that they never were indebted, then, on proof that the committee decided the sum in question to be payable by the defendants, and that the defendants were either at the time of such decision, or at some previous time a party to the Clearing System, and in the latter case upon further proof that such sum was decided to be payable in respect of some transactions, matters, or expenses which happened or were sustained whilst the defendants were parties to the Clearing System, the plaintiff shall be entitled to a verdict on that plea.

XVII. And be it enacted, That the defendants in such action may plead any matter showing that they have since the time of the decision, discharged the sum or balance so decided to be payable, and shall not plead any plea with a plea denying the plaintiff to be Secretary.

XVIII. And be it enacted, That the Committee shall cause notes, minutes, or copies as the case may require, of all appointments made or contracts entered into by them, and of the orders and proceedings of all their meetings, to be duly entered in books to be kept by them for that purpose; and every such entry shall be signed by the Chairman of the meeting at which such appointments, contracts, orders, or proceedings respectively took place, who shall add the word "Chairman" to his signature, and which entries may be made and signed either at or after the meetings to which they respectively relate; and every entry purporting to be so signed, shall be received as evidence in all Courts, and before all Judges, Justices, and others without proof of such respective meetings having been duly convened or held, or for the persons making or entering such orders or proceedings being members of the Committee, or of the signature of such Chairman, or of the fact of his having been Chairman, all of which last mentioned matters shall be presumed, till the contrary be proved.

## Appendix T.

Appendix T—*contd.*

XIX. And be it enacted, That on the trial of any such action, after it is proved to the satisfaction of the Court or Judge trying the cause that such Company is or had once been such a party, the books kept by the Committee shall be *prima facie* evidence of the truth of the matter therein stated and contained; and the Secretary, although the nominal plaintiff, and the members of the Committee, shall be competent witnesses, either for the plaintiff, or for the defendants.

XX. And be it enacted, That the Committee may in all cases sue and be sued in the name of the Secretary to the Committee; and that in all proceedings at law and equity, and in bankruptcy, or of any other sort, whether civil or criminal, the name of the Secretary may be used instead of the names of the members of the Committee; and proofs, in cases of bankruptcy, insolvency, or in winding up affairs, may be made by the Secretary for the Committee.

XXI. And be it enacted, That in any indictment or information for any felony or misdemeanour, wherein it shall be necessary to state the ownership of any property whatsoever, whether real or personal, and the same shall either belong to the Committee or be in their custody, or in the custody or possession of any officer, clerk, or servant of the Committee, or of any person employed for the purpose, or in the capacity of clerk or servant by the Committee, or in or on any building or land used for the purposes of the Clearing System, or shall be used or intended to be used for the purposes of the Clearing System, it shall be sufficient to state such property to belong to the Secretary of the Committee.

XXII. And be it enacted, That in any indictment for embezzlement, wherein it shall be necessary to state the party charged with the embezzlement to have been the clerk or servant of some master or masters, or to have been employed for the purpose, or in the capacity of clerk or servant by some master or masters, and such masters shall have been the Committee, it shall be sufficient in such indictment to name the Secretary of the Committee in every place in such indictment where the names of the members of the Committee would but for this enactment be required to be inserted.

XXIII. And be it enacted, That every notice or requisition on the business of the Clearing System, or given pursuant to this Act shall be sufficient if it be in writing signed by the Secretary of the Committee, or Secretary or other officer of the Company giving the same, and if it be sent by the general post addressed to the Secretary of the Company for whom the same is intended, in case such notice or requisition be intended for any Company, or to the Secretary at the principal office of the Clearing System, in case such notice or requisition be intended for the Committee; and proof of such notice or requisition being deposited in any public letter box or receiving house for letters, intended to be forwarded by the general post, shall be deemed proof of the due service of such notice or requisition; and notices or requisitions for each member of the Committee shall be sufficient if sent in manner aforesaid, addressed to him at the principal office of the Company whom he represents.

XXIV. And be it enacted, That in all pleadings or proceedings, civil or criminal when it shall be required to mention all the Companies parties to the Clearing System, or the Committee, it shall be sufficient to mention the Companies by the description of "The Companies parties to the Clearing System mentioned in the Railway Clearing Act, 1850," and to describe the Committee by the description of "The Clearing Committee mentioned in the Railway Clearing Act, 1850," without stating the names of the individual Companies and members.

XXV. And be it enacted, That in all cases where the names of the Secretary to the Committee shall be used under the authority of this Act, it shall be sufficient to name and describe him, and to state the authority for using his name, as in the form of declaration in schedule (A).

XXVI. And be it enacted, That upon the death or removal of any Secretary, no action or suit or other proceeding pending in his name as plaintiff or defendant, or otherwise, either on behalf of or against the Committee, shall abate or be stayed, but as soon as another Secretary shall be appointed the name of such new Secretary shall be thereafter used; and in an action of law such name shall, whether it be before or after judgment, be introduced by suggestion,

## Appendix T.

Appendix T—*concl'd.*

to which no plea or demurrer shall be allowed; and the omission to make such suggestion and an erroneous suggestion, shall be mere irregularities, and shall, on the application of the Committee, or of the party opposed to the Committee, be rectified, but shall not otherwise be taken advantage of.

XXVII. And be it enacted, That all the costs, charges, and expenses of obtaining and passing this Act or incident thereto shall be paid by the said Committee out of the first moneys which shall come to their hands after the passing of this Act.

XXVIII. And be it enacted, That this Act may be called "The Railway Clearing Act 1850," and shall be deemed to be a public Act, and as such shall be judicially noticed.

## SCHEDULE A.

To wit. { *A. B.*, Secretary to the Clearing Committee, and now named by virtue of the Railway Clearing Act, 1850; by *C. D.*, his Attorney, complains of *X. Y.*, who have been summoned to answer the said *A. B.*, in an action of debt, for that the Clearing Committee have decided that the sum of £100 is payable by the defendants, as parties to the Clearing System, by means whereof an action has accrued to the said Committee to demand in the name of their Secretary the said sum of £100, yet the defendants have not paid the same, to the damage of the said Committee of £10, and thereupon, the plaintiff, by virtue of the said Act, brings suit.

*Direction for using the above form.*

*Substitute for A. B., the name of the Secretary, and for C. D., the name of his Attorney, and for X. Y., the name of the Company defendant, and for the sums such sums as the case may require, and add the venue. Several counts may be inserted on the above model where several sums are sought to be recovered.*

## Appendix U.

Statement showing the annual expenditure incurred by railways in the preparation of statistics (excluding expenditure in the preparation of statistics of rail-borne trade for which the Civil Department pay separately).

RAILWAY.	Length of line operated on 31st December 1902.	ANNUAL EXPENDITURE INCURRED IN THE PREPARATION OF STATISTICS.						REMARKS.
		For the purposes of the Railway officers and the Board.		For the exclusive purposes of the Government of India.		Total.		
		Amount.	Per mile.	Amount.	Per mile.	Amount.	Per mile.	
	Miles.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Assam-Bengal . . . . .	589-21	3,200	5-43	5,300	9-00	8,500	14-43	
Bengal and North-Western . . . . .	1,278-78	2,238	1-75	6,714	5-25	8,952	7-00	
Bengal Central . . . . .	125-01	3,708	29-62	4,023	32-18	(a)10,174	(a)81-39	
Bengal-Nagpur . . . . .	1,694-50	1,042	0-64	11,496	7-03	12,538	7-6	
Bhavnagar-Gondal-Junagad- Porbandar . . . . .	455-45	898	1-96	3,211	7-05	4,104	9-01	
Bombay, Baroda and Central India . . . . .	2,753-40	(b)	...	(b)	...	45,865	16-66	
Burma . . . . .	1,259-95	(b)	...	(b)	...	17,880	14-19	
Darjeeling-Himalayan . . . . .	51-00	876	17-13	876	17-13	1,752	34-36	
Dibru-Sadiya . . . . .	88-50	600	6-78	1,230	14-46	1,830	21-24	
Eastern Bengal . . . . .	1,151-81	(b)	..	(b)	...	13,740	11-93	
East Indian . . . . .	2,136-40	25,000	11-43	7,630	3-51	(c)48,300	22-09	
Great Indian Peninsula . . . . .	2,799-86	(b)	...	(b)	...	47,472	16-96	
Howrah-Amta . . . . .	23-69	180	6-27	60	2-09	240	3-36	
Howrah-Sheakhala . . . . .	19-75	180	9-11	60	3-04	240	15	
Jodhpur-Bikaner . . . . .	824-27	(b)	...	(b)	...	1,838	2-23	
Madras . . . . .	1,476-90	3,915	2-65	15,265	10-34	19,180	12-99	
Morvi . . . . .	94-36	(b)	...	(b)	...	3,000	31-79	
Nizam's Guaranteed State . . . . .	742-13	3,400	4-53	8,000	10-73	11,400	15-36	
North Western . . . . .	3,773-01	13,576	3-60	15,108	4-00	28,684	7-60	
Oudh and Rohilkhand . . . . .	1,150-98	(d)	...	12,000	10-43	12,000	10-43	
Ranaghat-Krishnagar . . . . .	20-25	180	3-39	60	2-96	240	11-35	
Rohilkund and Kumaon . . . . .	324-59	(b)	...	(b)	...	2,520	7-76	
South Indian . . . . .	1,237-27	2,562	2-07	8,393	6-73	10,955	8-85	
Southern Mahratta . . . . .	1,072-65	9,537	5-70	6,429	3-34	15,966	9-54	
Tarakeshwar-Magra . . . . .	31-12	20	0-64	30	0-96	50	1-60	
Tezpur-Balipara . . . . .	20-10	83	4-13	69	13-33	352	17-51	
Udaipur-Chitor . . . . .	67-30	(b)	...	(b)	...	966	14-35	
<b>TOTAL</b>	<b>25,857-21</b>	...	...	...	...	<b>3,28,738</b>	<b>12-72</b>	Average cost per Rs. 100 earned 1-56 annas.

(a) Including Rs. 2,448 cost of returns for Government and Board.

(b) States that it is not possible to divide the cost between Government and Railway as desired.

(c) Including Rs. 15,620 cost of returns for Government and Board.

(d) States that it is not necessary to prepare statistics for Railway officers in addition to those prepared for Government.

## Appendix V.

No. S. 18498, dated 12th December 1902.

Demi-official from—E. G. BURLS, Esq., Director-General of Stores, India Office,  
Whitehall, London,

To—T. ROBERTSON, Esq., C.V.O., Special Railway Commissioner for Indian railways.

I enclose you a statement showing the time taken to execute orders for railway stores on indents received in this office between April 1900 and March 1902 inclusive.

I hope it will be sufficient for your purpose, and I must express my regret that it has not been sent earlier. The only excuse I can offer is that my Deputy has been away for the past three weeks, and I really have had no time to go into the matter thoroughly myself at an earlier date.

You will see that the average time occupied between the receipt of indents and the shipment of the stores was in regard to—

<p>“ A ” class, 7 months            “ B ”    ”    6    ”            “ C ”    ”    7    ”            “ D ”    ”    7    ”</p>	<p>“ E ” class 9 months (but locomotives, 18 months).            “ F ”    ”    6½ ”            “ G ”    ”    6    ”</p>
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The period covered by these indents is certainly, as far as three-quarters of it is concerned, one of the worst that we have experienced for many years in getting prompt delivery of stores. As you are well aware, there has been a great boom in engineering work in this country. Every shop of importance was full of work, and materials were only procurable at the expense of considerable delay. As you will see from the list, the times required for the manufacture of locomotives specially were absolutely abnormal. Now we get far better delivery not only of locomotives but of all other stores, and the time required for provision will be proportionately reduced. You will find the delays in the supply of switches and crossings notable, and this will, I fear, be a standing difficulty. The makers of switches and crossings cannot get delivery of the small quantities of rails required because manufacturers will not put in rolls specially for the work, consequently the switch and crossing maker has often to wait for months before he can get the material on which to commence his work. There are two courses apparently open to obviate this delay, one is that, if practicable, switches and crossings should be made in India, where stores of rails would nearly always be available, or that we should keep a stock of rails for the purpose in this country; but if we are to do this, we should have to have some forecast for, say, two years of the quantities of switches and crossings likely to be required for each railway. Another item in which delay frequently occurs is in the supply of small quantities of iron and steel bars, and of sections. In my opinion, railways in India should keep a sufficient stock of these to meet all probable needs and should not indent constantly for very small quantities, because this gives a great deal of trouble, and is not economical. This, however, opens up a large general question which concerns other large Departments as well as the railways, and on this I propose at an early date to address the Government of India.

In several cases you will see that delays have been caused by break-down of machinery at works. Now it is very difficult to cancel a contract which has been broken through no fault of the contractor, and it is almost impossible to ascertain how long repairs will take in the case of failure of machinery. Of course manufacturers are sanguine, and give promise of an early re-start of the work. But they are not the masters of the position, and are dependent on the suppliers of the new machinery, or the repairers of the old, for the date on which they can recommence manufacture.

If large work has been done on a contract and the delay does not seem likely to be material, I never resort to cancellation, as I think it would be impolitic, but every case naturally depends on the attendant circumstances, whether of requirements or conditions of supply, and must naturally be determined on its own merits.

For myself, I can only act to the best of my judgment and on the best advice I can get, and I can assure you that the necessities of the Indian railways are not overlooked.

In one direction I would strongly urge you to use your influence, and that is in the restriction of the number of indents sent home. If a little more foresight were exercised, the supplies required by Indian railways would reach them well in anticipation of their needs, and the work of my department, in the constantly recurring purchase of the same description of stores, would be very much relieved.



## Appendix V.

## Appendix V—contd.

## Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.	
April 10, 1900 (Home No. 232)	Class G, 244 items	4 per cent. by September 1900.	5		
		50 per cent. by November 1900.	7		
		Balance December 1900 to February 1901.	8 to 10	Some items delayed by reference to India.	
Jan. 24, 1900	Class B, 3 items	July and October 1900	6		
March 7, 1900 (Home No. 297)	" C . . .	June to October 1900	6		
	" D . . .	August 1900 . . .	4	Sleeper keys.	
	" E . . .	August to October 1900.	6	Locomotive duplicate parts.	
	" E . . .	January 1901 . . .	9	Delayed by reference to India.	
	" G . . .	September 1900 to February 1901.	5 to 10	Coaching ironwork, etc.	
May 22, 1900	" G, 997 items	75 per cent. by November 1900.	6		
		Balance December 1900 to March 1901.	7 to 10		
	Class D, 10 miles rails and fastenings.	May 1901 . . .	12	No funds were available until 1st April 1901 and delivery was arranged accordingly.	
May 28, 1900	Crossings, etc. . .	October 1900 . . .	5		
June 6, 1900	Rails, etc., for six miles	September 1900 to February 1901.	3 to 8		
June 19, 1900	Rails, etc., 14 items	September to April 1901.	3 to 10	Principal delay with switches and crossings for which contractors had difficulty in obtaining rails.	
		Fencing, 3 items	January and February 1901.	8	
		Pig iron . . .	September 1900 . . .	3	
June 19, 1900	Rails, etc., 8 items	September 1900 to February 1901.	3 to 8		
June 27, 1900	Class B . . .	April 1901 . . .	10	Action suspended by India's request for four months.	
		" D, 13 items	February to June 1901	8 to 12	Ditto ditto.
		" E, 24 "	March to June 1901 .	9 to 12	Ditto ditto. Locomotive duplicates.
		" E, "	March to June 1901 .	9 to 12	Ditto ditto. Carriage iron work, etc., small quantities of parts for renewals.
June 30, 1900	" F, 1 item	April to July 1901 .	9 to 13	No payment till after 1st April 1901 : reference to India.	
July 12, 1900	" A, 1 "	January 1901 . . .	6		
		" C, 1 "	October 1900 . . .	3	
		" D, 4 items	January 1901 . . .	6	Switches and crossings.

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
July 12, 1900	Class F, 28 items	November 1900	4	
	" G, 24 "	October 1900 to February 1901.	3 to 7	
" 17, 1900	" E, 3 "	October 1900 to January 1901.	3 to 7	
	" C, 8 "	October 1900 to March 1901.	3 to 8	
	" E, 114 "	October 1900 to May 1901.	3 to 10	Spare parts for renewals.
	" F, 13 "	November 1900	4	
" 26, 1900	" C, 8 "	February to November 1901.	7 to 16	Workshop machinery, which always takes a long time, and reference to India.
	" E, gasholder, travelling.	September 1901	14	Reference to India.
" 27, 1900	Pig iron	October 1900	3	
Aug. 28, 1900	8 locomotives, broad gauge.	November 1901	15	
" 28, 1900	5 locomotives, metre gauge.	July 1901	11	
Sept. 14, 1900	Class G, 12 items	February and March 1901.	5 to 6	
	2 "	April to June 1901	7 to 9	Small items of iron plates.
" 18, 1900	" D, 1 item	January 1901	4	
	" E, boiler	February 1902	17	Locomotive builders full of work; two months' delay in contract.
	" E, 9 items	December 1900 to September 1901.	3 to 12	Small items.
	" G, 26 "	December 1900 to June 1901.	3 to 8	Ditto.
" 25, 1900	34 spans, 60 feet	April to July 1901	7 to 10	Shipped in monthly instalments.
	1 " 75			
Dec. 12, 1900	Class A, 57 spans	May 1901	5	
" 24, 1900	" B, 6 items	May to September 1901.	5 to 9	1901-02.
	" C, 2 "	June 1901	6	
	" D, 2 "	September 1901	9	Switches and crossings; difficulty in getting rails.
	" E, 30 "	May to October 1901	5 to 10	Small items, spare locomotives and carriage parts for renewals.
	" F, 4 "	June 1901	6	
" 24, 1900	" G, 17 "	April to June 1901	4 to 6	
" 24, 1900	" D, 6 "	April to July 1901	4 to 7	Small items.

## Appendix V.

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
Dec. 24, 1900	Class B, 1 item	June 1901	6	
	" C, 7 items	April 1901	4	
	" G, 3 "	June 1901	6	
" 24, 1900	" E, 23 "	June to October 1901	6 to 10	Part locomotive duplicate builders all busy.
	" G, 136 "	April to June 1901	4 to 6	
		November 1901	11	Two small items.
Jan. 7, 1901	Class F, fencing for 6 miles.	May 1901	4	
" 28, 1901	" B, 1 item	September 1901	8	
Feb. 11, 1901	" E, 10 carriages, composite.	December 1901	10	
March 5, 1901	" E, materials for 50 wagons.	June to September 1901.	3 to 6	
" 5, 1901	" G, 31 items	May to July 1901	4	
	2 "	September 1901	9	Reference to India.
" 18, 1901	" E, 22 "	August 1901	5	
	" G, 400 "	About 80 per cent. by August 1901.	5	
		Balance by October 1901.	7	
" 18, 1901	" B, 3 "	September and October 1901.	7	
	" C, 3 "	October 1901	7	Reference to India.
	" D, 6 "	June to August 1901.	3 to 5	
	" E, 7 "	June to November 1901.	3 to 8	
	" F, 2 "	July and August 1901	5	
	" G, 36 "	June to September	3 to 6	Some items referred to India.
" 18, 1901	" E, 6 locomotives, broad gauge.	March 1902	12	Locomotives ordered from America: two months' delay in obtaining ship.
May 14, 1901	Class B, pump	July 1902	14	} Worthington pumps which had to be obtained from America.
March 30, 1901	" F, " and boiler.	November to December 1901.	9	
April 13, 1901	" D, 15 miles	August and November 1901.	4 to 7	
		February and March 1902.	10 to 11	Switches and crossings. Difficulty in obtaining rails.
" 22, 1901	" E, 8 locomotives.	September 1902	17	Delayed by alterations asked for by India after contract let.
" 26, 1901	" A, 3, 150 feet spans.	October 1901	6	
" 29, 1901	" E, 1 item	September 1901	6	
	" G, 7 items	August and September 1901.	5	

## Appendix V.

## Appendix V--contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902--contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
May 6, 1901	Class G, 819 items .	About 50 per cent. by September 1901.	5	
		About 20 per cent. in October 1901.	6	
		Balance, November 1901 to January 1902.	6 to 8	
" 20, 1901	Class D, 15 miles .	April 1902 . . .	11	No funds available till 1st April 1902, and delivery was arranged accordingly.
" 21, 1901	" E, 3 locomotives, metre gauge.	October 1902 . . .	17	
" 21, 1901	Class A, 1 item . " D, 4 items . " F, 4 "	February 1902 . . .	9	128 feet span.
		September 1901 and April 1902.	4 to 11	Delayed by reference to India.
		September 1900	4	
June 3, 1901	" G, 44 " " " 1 item .	November 1901 . . .	6	Delayed by reference to India.
		January 1902 . . .	8	
" 4, 1901	" " 281 items .	90 per cent., September to November 1901.	3 to 6	
		Balance, December 1901 and January 1902.	7 and 8	
July 8, 1901	" F, filters .	May 1902 . . .	11	
" 8, 1901	" D, 10 items .	2 items, November 1901.	5	
		1 item, December 1901.	6	
		3 items, February 1902.	8	
		3 items, March 1902	9	
" 8, 1901	Tons, 1,570, rails .	1 item, April 1902 . . .	10	Switches and crossings. Rails could not be obtained.
		April 1902 . . .	10	
" 9, 1901	" E, 1 " . " F, 3 " . " G, 5 " .	November 1901 . . .	5	Worthington pumps which had to be obtained from America.
		October 1901 . . .	4	
		October and November 1901.	4 and 5	
" 30, 1901	110 wagons . . . Pairs, 220, wheels and	July to October 1902	12 to 15	Four months' delay in contract.
		April to July 1902 . . .	9 to 12	
August 19, 1901	Class F, fencing 5 mile	November and December 1901.	3 and 4	
" 20, 1901	" E, wheels and axles. Ditto . . .	September 1902 . . .	13	Referred to India.
		October 1902 . . .	14	
				Break-down at contractor's works.

## Appendix V.

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
August 20, 1901	Class E, 3 carriages .	July 1902 . . .	11	
	Wheels and axles	September 1902 . .	13	Difficulty in obtaining material.
	23 brake vans .	August 1902 . . .	12	Two months' delay in contract.
	Wheels and axles	June to October 1902	10 to 14	Difficulty in obtaining material.
	Travelling crane	July 1902 . . .	11	
August 27, 1901	„ E, 1 item .	January 1902 . .	4	
Sept. 2, 1901 .	„ D, 2 „ . .	January and March 1902.	4 to 6	
August 30, 1901	„ E, 3 „ . .	May 1902 . . .	9	Locomotive duplicate makers very busy.
Sept. 6, 1901 .	„ A, 75 feet span	July 1902 . . .	11	Six months' delay in contract.
„ 10, 1901 .	„ E, 400 wagons	July to October 1902	11 to 14	Broad gauge 1902-03.
	300 pairs, wheels and axles.	September to December 1902.	12 to 15	Break-down at works.
„ 16, 1901 .	„ E, fittings for 100 wagons.	February to April 1902	5 to 7	
„ 17, 1901 .	„ B, 19 items .	December 1901 to April 1902.	3 to 7	
„ 17, 1901 .	„ C, 28 „ . .	21 items, January 1902.	4	
		6 items, February and March 1902.	5 to 6	
		1 item, August 1902	11	
„ 17, 1901 .	„ D, 8 „ . .	February 1902 . .	5	
		„ E, 156 „ . .	87 items, January to March 1902.	4 to 6
		66 items, April to August 1902.	7 to 11	Mostly of small value. Some items referred to India.
		Balance, October 1902	13	
	„ F, 50 „ . .	December 1901 to March 1902.	3 to 6	
„ 23, 1901 .	„ A, 1 item .	April 1902 . . .	7	No funds available until 1902-03, and delivery was arranged accordingly.
	„ B, 1 „ . .	December 1901 . .	3	
	„ D, 1 „ . .	March 1902 . . .	6	
	„ E, 1 „ . .	„ „ . . .	6	
	„ G, 12 items .	March to May 1902 .	6 to 8	Some items referred to India
„ 23, 1901 .	„ G, 17 „ . .	7 items, November 1901 to January 1902	4	
		7 items, March 1902	6	
		Balance, April and May 1902.	8	Reference to India.

## Appendix V.

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
Oct. 7, 1901	Class E, 15 items	January to May 1902	4 to 8	
	" B, 8 "	December 1901	3	
	" F, 1 "	February 1902	5	
	" G, 5 "	January 1902	4	
Nov. 11, 1901	" C, 4 items	March and May 1902	5 to 7	
	" E, 16 "	12 items, March 1902	5	
		Balance, May and June 1902.	8	
	" F, 2 "	March and April 1902	5 to 6	
	" G, 2 "	" "	5 to 6	
" 25, 1901	" A, 3 items	June and July 1902	6 to 7	
	" D, 105 miles P. W., 8 items.	3 items, May and June 1902.	7	
	Rails and fish-plates.	June to November 1902.	7 to 12	
	Switches and crossings.	August 1902	9	
" 25, 1901	" F, 4 items	April and July 1902.	8	
	" G, 2 "	April 1902	5	
" 25, 1901	" E, saloon carriage.	Delivery not due till 17th February 1903.		Delayed by reference to India.
Dec. 2, 1901	" C, 2 items	April and October 1902.	4 to 11	
	" E, locomotive	June to October 1902	6 to 11.	
	" F, 5 items	April to June 1902	5 to 7	
" 2, 1901	" G, 23 "	February to May 1902	3 to 6	
" 23, 1901	" D, 2 "	April 1902	4	
	" E, 3 "	April and June 1902.	6	
	" G, 2 "	February 1902	2	
Feb. 3, 1902	" B, 5 "	April to July 1902	3 to 6	
	" C, 15 "	5 items, June and July 1902.	5 to 6	
	Forges	October 1902	9	
	Wheel press	" "	9	
	Tyre drilling	September 1902	8	
	" E, 166 items	131, May to October 1902.	4 to 9	
		Balance due, December 1902.		Locomotive duplicates.
	" F, 7 "	May 1902	4	
" 3, 1902	" B, 1 "	September 1902	8	Air compressor ordered from America.

## Appendix V.

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
Jan. 27, 1902	Class B, 1 item	July 1902	6	
	" G, 257 items	Most, May to October 1902.	4 to 9	
Feb. 11, 1902	" C, Gasholder	Ready for shipment		
" 17, 1902	" E, 12 locomotives.			Due 18th August 1903.
	3 locomotives			No funds available until 1903-04. Due 4th August 1903.
	10 brake vans			No funds available until 1903-04. Due 6th April 1903.
" 24, 1902	" F, 7 items	May to August 1902	3 to 6	
" 24, 1902	" B, road roller	August 1902	6	Referred to India.
" 26, 1902	" B, boilers	June 1902	4	
" 27, 1902	" E, 200 wagons	November and December 1902.	9 to 10	
	400 wheels and axles.	August to December 1902.	6 to 10	
March 3, 1902	" A, 15 spans of 200 feet.			Budget grants, 1902-03 and 1903-04, all due for delivery by 23rd June 1903.
26, 1902	" E, materials for 250 wagons except buffers.	June to October 1902. Part in December 1902.	6	Contractors are behind-hand in delivery.
April 3, 1900	" D, 23 miles	August 1900	5	
	Rails and fish-plates.	January 1901	10	
	23 tons, rails and fish-plates.	May 1901	14	
" 10, 1900	" G, 297 items	55 per cent. by September 1900.	6	
		30 per cent. by December 1900.	9	
		Balance, January to June 1901.	9 to 15	Principally various sections of iron which contractors will not put the rolls in for specially unless quantities are large.
" 10, 1900	" E, 8 locomotives.	June 1901	15	No funds till 1901-02. Ordered from America.
" 19, 1900	" C, 1 item	October 1900	6	
" 24, 1900	" G, 16 "	July to December 1900.	3 to 8	
" 30, 1900	" E, 2 "			
	Travelling gas-holders.	July 1901	15	
" 30, 1900	" F, 10 items	August 1900	4	
	" G, 3 "	" "	4	

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
May 7, 1900	Class C, 1 item	October 1900	5	
	" D, 3 "	September to December 1900.	4 to 7	
	" E, 3 "	October 1900 to March 1901.	5 to 10	
	" F, 3 "	January 1901	8	
	" G, 12 "	August 1900 to March 1901.	3 to 10	Small items.
" 7, 1900	" A, 2 "	December 1900 and January 1901.	7 to 8	Reference to India.
	" D, 2 "	January 1901	8	Switches and crossings. Difficulty in obtaining rails.
" 15, 1900	" F, 15 "	October and November 1900.	5 to 6	
	" G, 23 "	September 1900 to January 1901.	4 to 8	Small items.
" 15, 1900	" G, 12,000,000 tickets.	1,000,000, October 1900.	5	} Asked for by 31st March 1901.
		7,000,000, January 1901.	8	
		4,000,000, March 1901	10	
" 28, 1900	" G, 49 items	October 1900	5	
June 6, 1900	" A, 9 spans, 30 feet.	January 1901	8	
" 12, 1900	" B, 9 items	September to November 1900.	3 to 5	
	" C, 2 "	October and November 1900.	4 to 5	
	" D, 3 "	December 1900 and March 1901.	6 to 9	Small items.
	" F, 10 "	October and November 1900.	4 to 5	
	" G, 62 "	August 1900 to January 1901.	2 to 7	
	Iron	March and June 1901	9 to 12	Small items.
" 23, 1900	" G, 600 tons pitch	200 tons, July 1900	1	
		370 tons, October 1900	4	
		80 tons, January 1901	7	
July 6, 1900	" G, 600 tons pitch	420 tons, October 1900	4	
		180 tons, January 1901	7	
June 27, 1900	" G, 16 items	October to December 1900.	4 to 6	
July 10, 1900	" B, 4 "	October 1900	4	
" 10, 1900	" E, 14 "	October and November 1900.	4 to 5	



Appendix V.

Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
July 10, 1900	Class F, 1 item	November 1900	5	
	" G, 32 items	September 1900 to March 1901.	2 to 9	Small items. Some referred to India.
" 10, 1900	" C, 18 "	January to May 1901	6 to 11	
	" E, axles	May to October 1901	10 to 16	
	16 items, springs	January 1902	19	Referred to India.
	Carriage iron-work.	September and October 1901.	15 to 16	
	About 150 items	January to August 1901.	6 to 14	Some items referred to India.
	" G, 27 "	May to July 1901	10 to 12	
" 25, 1900	" C, 1 "	October 1900	3	
	" E, buffers	November 1901	16	4 months' delay by contractor.
	Horsehair cloth	January 1901	6	
	" F, 2 items	November 1900	4	
	Pump	May 1901	10	
" 25, 1900	" G, 7 items	November 1900 to March 1901.	4 to 8	
	" C, 2-wheel lathes	May 1901	10	
	3- " "	August 1901	13	
	2- " "	November 1901	16	
August 14, 1900	" G, 2 items	January 1901	5	
" 23, 1900 (B. G., 1902-03)	" E, 10 locomotives	October and November 1902.	28	Delivery deferred by the orders of the Secretary of State in order to facilitate deliveries of engines for South Africa.
	30 boilers	4 in October 1902	25	
	400 wagons, etc.	February to June 1902	17 to 21	No funds till 1902-03.
	800 wheels and axles	February to August 1902.	17 to 23	Ditto.
Sept. 3, 1900	Class E, 10 locomotives	August and September 1902.	24 to 25	Delivery deferred in order to expedite engines for South Africa.
	30 boilers	January to September 1902.	17 to 25	
	400 wagons	November 1901 to January 1902.	15 to 17	No funds available until 1901-02; deliveries were, as far as possible, arranged accordingly. The contractors were very late in some instances.
	800 wheels and axles.	June to October 1901	10 to 14	
" 9, 1900	" A, 1 item	January and March 1901.	7	
	" B, 7 items	December 1900 to May 1901.	3 to 9	

## Appendix V.

## Appendix V—contd.

Statement showing the time taken to execute orders for railway stores on indents received between April 1900 and March 1902—contd.

Indent received.	Stores.	Shipped.	Months from receipt.	REMARKS.
	Class E, 2 items	February and March 1901.	6 to 7	
	" F, 50 "	January to July 1901	5 to 11	
	" G, 16 "	January to June 1901	5 to 10	Small items.
Sept. 18, 1900	" E, 6 locomotives	September and October 1902.	24 to 25	} Delivery deferred in order to expedite engines for South Africa.
Sept. 18, 1900	" E, 6 "	November 1902	26	
Sept. 18, 1900	" E, 6 "			No funds were available until 1903-1904.
Sept. 18, 1900	" E, 1 item	January 1901	4	
	" G, 13 items	June 1901	9	Items referred to India.
Sept. 25, 1900	" E, Loco. Dept.	December 1900 and March 1901.	3 to 6	
	Coaching iron work.	March and April 1901	6 to 7	
	Wheels and axles.	June and July 1901.	9 to 10	4 months' delay on contract.
October 22, 1900.	Class D, 4 items	July 1901	9	} Switches and crossings. Difficulty in obtaining rails.
	" A, 29 "	May 1901	7	
Nov. 12, 1900	" B, 6 "	March and April 1901	4 to 5	
Nov. 12, 1900	" E, 5,000 boiler tubes.	March 1901	4	
Nov. 17, 1900	" E, 32 items	April to June 1901	5 to 7	
Nov. 17, 1900	" F, 2 "	May to July 1901	6 to 8	
	" G, 31 "	March to June 1901	4 to 7	
Nov. 17, 1900	" G, 36 "	June 1901	7	
Nov. 26, 1900	" G, 1 item	May 1901	5	
Dec. 10, 1900	" B, 3 items	May to July 1901	6 to 8	
	" C, 8 "	April and May 1901.	5 to 6	
	" D, 1 item	March 1901	4	
	" F, 5 items	May to September 1901.	6 to 10	
	Pump	January 1902	13	Reference to India.
	Class G, 12 items	March to September 1901.	4 to 10	
Dec. 13, 1900	" D, 173-ton spikes	March and May 1901	3 to 5	
Dec. 20, 1900	" E, accident crane.	September 1901.	9	3 months' delay in contract.
	" E, 7 items	April and May 1901.	4 to 5	
Nov. 18, 1900	Rails and fish-plates 33 miles.	March and May 1901	4 to 6	