

Public Works (1895) Department.

RAILWAY BRANCH.

G.O., No. 328

DATED 3rd May

[Despatch Abstract.]

Bezwada-Madras Railway.— Ordered that the final issue of the Capital revised & budget estimates of the Madras Enamur Section of the for 1894-95 and 1895-96, be forwarded to the Govt of India.

Forwarding with remarks the final issue of the Capital revised & budget estimates of the Madras Enamur Section of the for 1894-95 and 1895-96.

P. W. S.
[10-11-95]

Ind. rel.

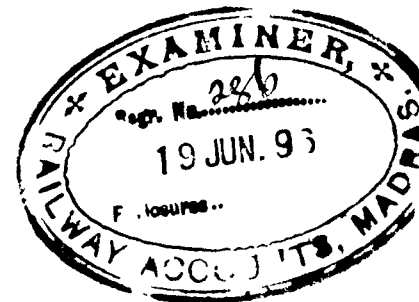
[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

G.A.

No 2566
Recd 17/6/96

FORM No. 21.
500-6-3-96.



OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 17th June 1896.

No. 18249.

OFFICE NOTE.

Letter from the Agent, South Indian Railway, No. 521
dated 16th June 1896, forwarded to the Examiner of Railway
Accounts for favor of remarks.

CM

for E. R.

EXAMINER'S REPLY.

20/6. The Local Government may
if it is considered necessary
Sanction the exemption under
C. P. R. article 1159.

Waller

C.R.

19.6.96.

W.R.

C
W.R.

From
The Agent,
South Indian Railway,
Tiruchinopoly

To
The Consulting Engineer for
Railways,
Madras

Dated
Received
No
189

ENCLOSURE

155250

Bf

No 509. Dated 27. 6. 96
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Read the following

Letter from the Agent
S. I. R. No 521 dt 16. 6. 96

Under article
1154 of the Civil Service
Regulations Mr C. H. Crosswell
is exempted from the
restriction imposed by clause
6 of the Company's Charter
rule 2 is permitted to
draw leave for the period
from the 19th to the 30th
April 1896.

Y. H. 24/6

C

W. C.

R

Agent S. I. R.
Ex R. Accts

22/6

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.
	191 R		4-3-96				c
	430 R		12-5-96				

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

500-30-1-95

P. W. CURRENT No. 2097

From

THE EXAMINER,

GUARANTEED RAILWAY ACCOUNTS,

Madras,

To The Joint Secretary to Government
P.W. & R. Branch
The Government of Madras
No. 94

Enclosed
Dated: 27. 2. 96

Dated 27 February 1896.

No. of Enclosures 1

SUBJECT.

Forwarding an application for
favorable consideration and
transmission to the G.O. for
sanction an application for
3 months privilege leave from
Mr. A. Conley, Dy. Secy. at Trichy

R. FORM No. 12.

No. 191 R

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Calcutta

Madras 4 March 1896.

SIR,

I am directed to
forward for the orders of
the Government of India
an application for three
months privilege leave from
7th April 1896 from Mr.
A. Conley, Dy. Secy. of
Accounts, Trichinopoly, &
to state that if the leave
applied for by Mr. Conley
is sanctioned it will be
necessary that another
officer be appointed to the
charge of the branch office
at Trichinopoly.

Documents accompanying:
application for P.L.

no. 4/3.

4/3 R

109
4/3

All communications
should be addressed to
the Secretary

No. 6048

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Establishment.

To The Secretary to the
Government of Madras,
Public Works Department,
(Railway Branch.)

Calcutta, the 18th March, 1896.
Desd 19.

Sir,

In reply to your letter no. 191 R, dated the 4th instant, I am directed to state that, as there is no accounts officer available at present, the Government of India regret that the privilege leave for three months applied for by Mr. A Conley, Deputy Examiner, cannot be sanctioned unless arrangements can be made locally to carry on his work.

2 I am to add that the Government of India have no objection to Mr. H. H. D. Butterfield, accountant 2nd grade, in the office of the Examiner of Guaranteed Railway accounts, Madras, being deputed to carry on the current duties of the branch audit office at Trichinopoly during Mr. Conley's absence, should this arrangement meet with the

approval

B

No. 191 R a/4. 3.96

10/3 2163

approval of the Madras Government.

I have the honour to be,
- Sir,
Your most obedient servant,

Elmhurst

Offg. Secy. to the Govt. of India.
18/3/96.

Decs: 22.3.96

Documents accompanying:-
Nil.

File

Letter from the Govt.
of India P.W.D. No. 608E
of 18th March 1896.

No 971
24.3.96

Copy forwarded
to the Examiners Rep. Com.
with reference to his
letter No. 94 of 27 Febry.
1896

28/3

GOVERNMENT OF INDIA.

P. W. DEPARTMENT.

RAILWAY BRANCH.

EXAMINER, GUARANTEED RAILWAY ACCOUNTS OFFICE,

No. 192

Madras, 6th May 1896.

From

THE EXAMINER, GUARANTEED RAILWAY ACCOUNTS,

Madras,

To

The Consulting Engineer
for Railways,
Madras.

SIR,

With reference to Government of India letter N^o 60 A.E dated 18th March last, Copy forwarded under your endorsement N^o 971 dated 24th idem, I have the honor to state that I have since been informed by the Accountant General, Public Works Department that a gazetted officer is available to relieve Mr. Conley.

2. I therefore request the sanction of the Government of India may be obtained to the grant of 3 months privilege ^{leave} to Mr. Conley from or after the 13th June from which date Mr. Conley now informs me he would wish his leave to begin.

I have the honor to be,

Sir,

Your most obedient servant.

W. Allen Major R.E.
Examiner Railway Accts
Madras

From

THE EXAMINER,

GUARANTEED RAILWAY ACCOUNTS,

Madras,

To
The Consulting Engineer
for Railways Madras
No. 192

Dated 6 May 1896.
7

No. of Enclosures _____

SUBJECT.

Requesting that the sanction
of the Govt of India may be
obtained for the grant of 3 months
privilege leave to Mr. Couley,
CR Driehy from or after the
13 June next.

R. 14.

No. 430.R.

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To
THE Secy. to Govt.

12th May, 1896.

SIR,

With ref. to your letter
No. 60 A.E. d. 18/3/96
I am directed to state
that I am have been
informed by the Govt.
in R. Acc. that a
sanctioned officer is now
available to relieve
Mr. Couley and to request
that sanction may now
be given to the grant
of three months priv.
leave to Mr. Couley from or
after the 13th June.

Documentary Account?
Linderb in 2 office
on 12/5/96

Sh

Sh

All communications
should be addressed
to the Secretary

No. 124 A 2.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

ACCOUNT.
Establishment

To The Secretary to the
Government of Madras,
Public Works Department,
(Railway Branch.)

Madras, the 27th May, 1896.

Sir,

In reply to your letter no 430 R, dated the 12th May 1896, I am directed to communicate sanction to the grant of privilege leave for three months to Mr A. Conley, Deputy Examiner of accounts, attached to the office of the Examiner of Guaranteed Railway accounts, Madras, and to request that a revised certificate of his title to the leave may be forwarded.

2. I am to add that Mr. F. G. Heaven, Examiner of accounts, attached to the office of the Examiner of Guaranteed Railway accounts, Bombay, is temporarily transferred to the office of the Examiner of Guaranteed Railway accounts, Madras, and on his taking charge of the branch audit office at Trichinopoly

Rf. N. 430. R. dated 12.5.96

W. 19/5

W. CURRY 4963

Trichinopoly, Mr Conley may be permitted to
proceed on leave.

I have the honour to be,
Sir,
Your most obedient servant,
Overrecher
Offg. Secy. to the Govt of India.

1/11/96

Doc No 4963

No 1700
3-6-96

Copy forwarded in
all. for information with
refce to his No 192 dated
6/5/96

W. 2/6
L. 1/11

3-6-96

1/11

Documents accompanying:-
Nil.

[Form No. 5]
[300-20-4-84]

GOVERNMENT OF INDIA.

P. W. DEPARTMENT.

RAILWAY BRANCH.

OFFICE NOTE.

No. 278

EXAMINER, GUARANTEED RAILWAY ACCOUNTS' OFFICE,

Madras, ²³15th June 1896.

To E. R.

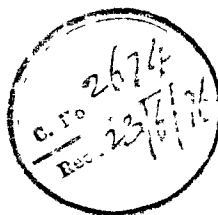
Sort of India letter no
124 A. E. of 27th May 1896.

Mr A. Conkey having
left Trichinopoly, a
fresh application cannot
be obtained from him,
but the revised certificate
of his title to the leave
from the 12th Inst., called
for, should be obtained ^{from C}
and forwarded to the
Government of India.

ack.
JH
m/6

W. A. R.

C. R.
15/6



E No. 27.
1,000-9-12-96.

KEEP-WITH

CURRENT No.

GOVT
OF MADRAS }

1896.

{ P. W.
DEPT.

EXAMINER, P. W. ACCOUNTS,

dated

189 ..

Madras, 23 June

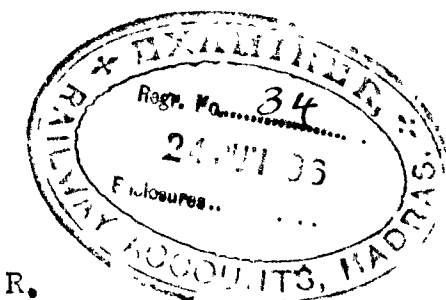
1896.

OFFICE NOTE No. 1807 *g/e*

To

R.

Through C.R.



With reference to Govt.
of India P.W.D. letter No. 124 A.E. dat-
ed 27th. May 1896, herewith a revised cer-
tificate of title to leave on behalf of
Mr. A. Conley, Dy. Examiner of Accounts ,
for transmission to Government of India
P.W.D.

g/e

C.

Encl

C.R.
23/6

*seen and forwarded
to R for disposal.*

W. Allen

C.R.
23/6

P.W. DEPARTMENT No. 572-7

Encls 1
Acc: 24.6.96

R. Form No. 12.

No. 570. *L*

Bf
Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Shula

Acq. Rec 27th June 1896.

SIR,

With reference to the
para 1 of the Govt of India
letter No: 124 of 2. dated
27th May 1896, I am
directed to forward herewith
a revised certificate
of title to ~~the~~
leave on behalf of Mr.
A. Conkey Esq. Examiners
R^y Accounts therein
called for.

Documents accompanying:
Certificate reports

Received on 25.6.96.

27/6

DR
25-6-96

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

10 000 1000

2588

No. 2807 G.

GOVERNMENT OF INDIA.
PUBLIC WORKS DEPARTMENT.
GENERAL.

SERIAL
No. 1

*All communications
should be addressed
to the Secretary*

To

The Joint Secretary to the Government of Madras,
Public Works Department, Railway Branch.

Simla, the 18th October 1895.

Sir,

With reference to page 111 of the tabular statement of miscellaneous proceedings and matters of routine of the Public Works Department Railway Branch for the month of June 1895 I am directed to state that the sanction of the Government of India is necessary to the grant of a charge allowance of Rs.50 per mensem to Civil Apothecary Rajaram Naidu in addition to his pay while employed on the Arsikere Mangalore Railway Survey and to request that the particulars of the case may be reported for the information and orders of the Government of India.

I have the honour to be,

Sir,

Your most obedient servant,

G. M. Walker

Under Secy. to the Govt. of India.

Documents accompanying:-

N11.

ARCT.

"I."

8339

Recd. 29.10.95

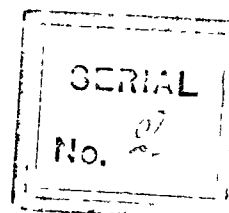
Form No. 21
800-4-6-29.

13 DEC 1895

2688
21 OCT 1895OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,
Madras, 30th October 1895.

No. 3426

OFFICE NOTE.



Letter from the Agent, Govt. of India Railway, No. 2807 G.
dated 18th October 1895, forwarded to the Examiner of Railway
Accounts, for note & favour of remarks, with re-
ference to his office note No. 100 E dated 22nd
May 1895.

J. B. S. S. S.

for E. R.

EXAMINER'S REPLY.

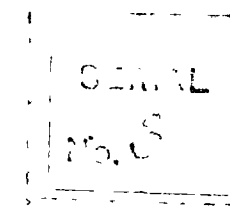
N. 223 E of 5 Nov. 95

To E. R.

In his letter to you, No. Z/310 dated the 18th. June 1895,
the Surgeon General with the Government of Madras stated that
Civil Apothecary Rajaram Maidu was entitled to a monthly charge
allowance of Rs. 50 under G.O. No. 1001 Public dated 7th. May 1875.
A copy of this G.O. is not available in my office and I would
therefore suggest the Surgeon General being addressed for in-
formation as to whether the grant of the charge allowance has
received the approval of the Government of India and if so, that a
copy of the orders together with a copy of the G.O. quoted
above, may be furnished.

F. W. E. S. S.
21/11.

No. 7967.
Encl.



OFFICE OF SURGEON-GENERAL
WITH THE GOVERNMENT OF MADRAS,
Madras, 14th December 1895.

From

SURGEON-MAJOR-GENERAL C. SIBTHORPE, F.R.C.P.J.

SURGEON-GENERAL WITH THE

GOVERNMENT OF MADRAS,

Madras,

To

THE Consulting Engineer for Railways
Madras.

SIR,

With reference to your letter N^o. 3535 dated the 8th November 1895, I have the honour to state that G. O. N^o. 1001, Financial dated the 7th May 1875 is published in this Office Circular N^o. 4216 dated the 19th May 1875, a copy of which is herewith forwarded for your information.

2. The order of the Government of India approving of the proposals contained therein is not available in my office and may be obtained from the Government of Madras.

I have the honour to be,

Sir,

Your most obedient Servant,

C. Sibthorpe

Surgn.-Major-Genl.,

Surgeon-General with the Govt. of Madras,

(1895) DEPARTMENT.

From

SURGEON-MAJOR-GENL. C. SIBTHORPE, F.R.C.P.I.,

SURGEON-GENERAL WITH THE

GOVERNMENT OF MADRAS,

Madras,

To

*The Consulting Engineer
for Railways, Madras,*

No. 7967
ENCLOSURE

Dated

4th

Received

December 1895

No.

SUBJECT.

*Forwarding a copy of
Circular No. 4216 dated 19th
May 1875 which reproduces
G.O. No. 1001 Financial Dept.
the 7th May 1875.*

400-17-3-94

*Final G.O. No. 141 of 26-2-90 mis
788 of 24-10-89 "
867A-868 of 6-12-89 sc
363 of 2-9-89 Routine
226 of 30-1-90 sc
1771 of 15-9-79 sc
162-63 of 18-6-79 sc
Pub 123 of 18-9-79 sc
Final 1001 of 7-5-75 sc*



No. 444-
Public
Received 7/12/95
PUBLIC WORKS SECRETARIAT,
RAILWAY BRANCH
No. 4

Station - *Madras* date *7th Decr.* 1895.

OFFICE NOTE. N. 3890 C

From

*The Joint Secy. to Govt. P. & D.
Ry. Branch*

To

*The Hon. the Chief Secy.
to Government.*

*Will you kindly
furnish me with a copy
of the orders of the Govt.
of India on G. O. No. 1001
Public, dated 7th May 1875
regarding the Civil Medical
Service of the Government
of Madras.*

F. Russell

*Joint Secretary to Government,
P. & D. Railway Branch*

*And No. 2944
a copy of G.O. No. 1232 Pub
of 18 Sept 1877 is furnished.*

*L. S. Phillips
Asst. Secy.*

*For the Secy.
11 Decr 1895*

9.12.95

TO BE D 1313

GOVERNMENT OF MADRAS.

PUBLIC DEPARTMENT.

18th September 1877, No. 1232.

Medical.

Read the following paper:—

No. 49. *Extract from the Proceedings of the Government of India in the Home Department (Medical), dated Simla, 1st August 1877, No. 476.*

Read the following papers regarding the supply of Hospital Assistants for the Civil Department:—

Home Department Proceedings (Medical), December 1873, Nos. 16 to 33.
 From Madras Government, No 1002, dated the 7th May 1875
 " Bombay " " 2371—81 G, dated the 17th August 1874.
 " Bengal " " 1520, dated the 21st April 1874
 " N. W. P. " " 43 A, " 7th January 1874.
 " Punjab " " 1089, " 18th March 1874
 " Chief Commissioner, Oudh, No. 4263, dated the 8th September 1873.
 " " " Central Provinces, No 3438—162, dated the 4th October 1873
 " " " British Burma, " 1439—366, " 18th
 " Surgn Genl., Indian Medical Dept, " 1410, dated the 24th February 1874 "
 To " " " " 725, " 22nd September 1875
 From " " " " 1322, " 22nd January 1876
 " " " " 1331, " 24th " "
 To " " " " 523, " 27th " "
 From " " " " 882, " 13th September,
 To Depy. " R. Cockburn, M D, " 61, " 4th October "
 From " " " " 4679, " 6th February 1877.
 To " " Indian Medical Dept, " 201, " 1st March "
 From " " " " 183, " 21st " "
 " " " " " 183, " 4th May "

RESOLUTION.—On consideration of the foregoing papers the Government of India have resolved that the Subordinate Medical Service shall be divided into two distinct branches—one for military and the other for civil employ.

2. The Military branch will consist of so many of the Hospital Assistants as are required for military hospitals with a reserve of 25 per cent. on that strength. The Assistants forming this reserve, when not required for military duty, may be employed in the Civil Department, but under such circumstances they will only be lent to the Local Government or Administration for the time being; they will continue to receive, from the Civil Department, their military rate of pay, and will be always in readiness for immediate transfer to military work whenever their services may be needed. The list of Military Assistants will be kept by the Surgeon-General of the Indian Medical Department, and the establishment will be preserved at the required strength by filling up the requisite number of vacancies annually under the same system as that now in force. The Surgeon-General will also regulate the distribution of the reserve among the various Local Governments.

3. The Civil Hospital Assistants will constitute a separate class in each Province sufficient for the entire civil medical work of that Province. Local service will probably attract candidates of a better class, and Hospital Assistants serving in their own Province are more likely to be acceptable to their fellow-countrymen than those from other parts. In this way dispensaries may become more popular and their field

BACK PAPERS.

[illegible]

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

District.	Taluq.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	North.

of the said lands under section 170 of the said Act.

Telegram from the Government of India to the joint
Government of Madras, Public Works Department, Railway
Secretary to the Government of India, July 1895.

Special Deputy Collector
Publics Division

[illegible]

sections of the said lands under section 170 of the said Act

East.	South.	West.	Extent to be taken up.	Estimated cost of the land to be taken up.	Authority sanctioning the acquisition.
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Telegram from the Government of India to the joint Government of Madras Public Works Department, July 1895.

Special Deputy Collector
Patent Division

[illegible]

2 This being a case of urgency, the said officer is directed to take pos-

6002

[illegible]

Under section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following schedule and measuring acres 50.61, be the same a little more or less, is needed for a public purpose, to wit, for the Pulicat Division of the Bezwada-Madras Railway and under the provisions 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land.

2. This being a case of urgency, the said officer is directed to take possession of the said land.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier.	Boundaries	
					North.	South.
Vellore	Gudur	Perireddu	Zamin wet 375	Raja of Venkatagiri and the following gots	376	
			Do 376		377	
			Do 377		378	
			Do 379	Do	380	
			Channel poramboke No 378		380	
			Zamin wet 380		383	
			Do 391		383	
			Do 381		Do	
			Tukiri Inam Dry No 383	Taliaru Muthu Inamdar Sundara Chetti Occupier	382	
			Temple Inam Dry No 382	Dharmarajan temple Murugappa Chetti occupier	384	
			Zamin wet No 385	Raja of Venkatagiri	452	
			Battai Poramboke No 384		Do	
			Inguva Var topa No 452		Forest	
			Forest poramboke		434	
			Zamin Garden land No 434		435	

Raja of Venkatagiri

Arambham limits

435

380

Princeling
8th May 1896

Boundaries of the land required to be taken up.			Extent to be taken up.		Estimated cost of the land to be taken up.			Authority sanctioning the acquisition.
East	South.	West.	Acres.	Cents	Rs.	A.	P.	
Land of Kava Reddy	Land of Chetty Subbaraya Reddy	Land of Angan & Sellan.	0	13	6	0	0	Telegraph from the Government of India to the Joint Secretary to the Government of Madras, P.W. D. Railways Branch dated 3rd July 1896.
Do	Do Muniaappa Reddy	Do Muniaappa Reddy	0	2	1	0	0	
Do	Do Sellaappa Reddy	Do	0	1	1	0	0	
Do	Do Kullaappa Reddy	Do	0	1	1	0	0	
Sellaappa Reddy	Do	Do Kullaappa Reddy	0	1	1	0	0	
Pool	Zamin waste	Do Sellaappa Reddy	0	4	2	0	0	
Do	Land of Sellaappa Reddy	Do	0	15	7	0	0	
Land of Sellaappa Reddy	Batti	Do K. Madurai.	0	28	21	0	0	
Munugappa Reddy	Land of Madurai.	Do	0	3	1	0	0	
Subbaraya Reddy	Kaltan	Do Munugappa Reddy	0	25	9	0	0	
Do	Land of Munugappa Reddy	Do Tellaippier	0	43	18	0	0	
S. Sellaappa	Do Subbaraya Reddy	Do Madurai.	0	1	1	0	0	
S. Subbaraya Reddy	Do Madurai.	Do K. Tellaippier	0	29	21	0	0	
S. Munugappa	Do Tellaippier	Do Terasan.	0	64	54	0	0	
Chinnappa	Do Madurai.	Do Madurai.	0	16	11	0	0	

Chingalepet

Tiruvallur Taluk (Kallakurichi Graminodari).

Gram Chinniafudi:

Axambakkam.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	North	Boundaries of the land required to be taken up.			Extent to be taken up		Estimated cost of the land to be taken up.			Authority sanctioning the acquisition.
						East.	South.	West.	Acres.	Cents.	Rs.	A.	P.	
			gama dry ch. 83.	Raja of Kalakurichi —	Land of Mahommed Ghannu Sahib Biceppanpaliend limits	Forest	Limits of Karoor	Forest	4	87	77	0	0	
			8000 84			Land of Thannappa Reddi	Forest	Land of Annamalai Reddi	0	50	80	.	.	
						Land of Annamalai Reddi	Land of Kullappa Reddi	Do	0	87	75	0	0	
						Land of Appier	Land of Thannappa Reddi	Waste	0	94	28	0	0	
						Do	Waste	Do	0	29	13	0	0	
				Raja of Kalakurichi. Parahachariar agent of Thjasaraya Swamikal Mutt and Kannambakkam Karappa Reddi.	Pudi limits	Channel	Do	Channel	0	4	1	0	0	Line to the first 5 Survey to the Railway Branch dated 3rd July 1895.
						Land of Karagana Reddi	Channel	Land of Khandappa Reddi	0	10	4	0	0	
						Do	Waste	Do	0	86	44	0	0	
						Land of J. Vinappa Reddi	Land of Khandappa Reddi	Land of Chelloppa Reddi	0	73	33	0	0	
						Do	Land of Chelloppa Reddi	Do	0	4	1	0	0	
						Washerman Inam	Land of Wainappa Reddi	Washerman Inam	0	36				
						Carpenter Inam	Washerman Inam	Canal Inam	0	40	18	0	0	
						Kaval Inam	Carpenter Inam	Land of Luteef Sahib	1	49	67	0	0	
						Land of Vinappa Reddi	Kaval Inam	Land of Do	0	11	7	0	0	
						Land of Luteef Sahib	Land of Luteef Sahib	Land of Ibrahim Sahib	0	51	41	0	0	
						Do	Land of Luteef Sahib	Land of Hasim Sahib	0	41	24	0	0	Telegram from the Government: Government of Madras, 1895.
						Land of Ibrahim Sahib	Do	Do	0	19	16	0	0	
						Land of Kallappa Reddi	Land of Hasim Sahib	Land of Mohammad Ghanni Sahib	0	23	14	0	0	
						Land of Wainappa Reddi	Do	Do	0	65	38	0	0	
									13	59	589	0	0	

12.5.96

The land mentioned in the following schedule and measuring acres 25.98, be the same a little more or less, Sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to acquire the said land.

Sections of the said lands under Section 17, of the said Act.

land mentioned in the following schedule and measuring acres, be the same a little more or less, sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to said land.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	Boundaries of the land		Boundaries of the land required to be taken up.			Extent to be taken up.	Estimated cost of the land to be taken up.		Authority sanctioning the acquisition.
					North	South	East.	South.	West.		A.	P.	
Madras	Gudur Taluk (Venkateswari Zamindary).	Dorandi	Zamin wet No 20	Raja of Venkateswari	Land of Nainappa Reddi	Land of		Land of	Village site	19 80	842		Telegram from the Government of India to the joint secretary to the Government of Madras P. W. D. Railway Branch dated 3 July 1915
			Do 21		Land of Venkatasami	Road		Abdul Kadir		0 24	8		
			Do 22		Land of Nagham Reddi	Land of Krishnasami Mudaly		Do	Do	0 7			
			Do 23		Do	Road		Land of Krishnasami Mudaly	Road	0 16			
			Do 24		Vetti Inam	Land of Sateerammal		Road	Village site Poramboke	0 21			
			Wet Vetti Inam No 25		1 Chengam, 2 Venkatesam 3 Muthugam	Land of Thana ppa Reddi		Village site	Village site	0 8	5		
			Zamin Wet No 26			Land of Krishnaswamy Mudaly	Jafar Charide	Do	Limits of Chinna pundi	0 16	13		
			Do No 27		Channel		Peral saradi	Jafar Saradi	Do	0 4	2		
			Channel Poramboke No 28		Panchangam Inam	Land of Madan Sahib		Limits of Chinna pundi	Zamin Poramboke	0 2			
			Wet Panchangam Inam No 29			Do		Road	Do	0 43	12		
			Zamin wet No 30			Land of Chenganna	Land of Kadir Sahib	Peral Saradi	Road	0 4	2		
			Do 31			Road	Land of Sargamdi	Zamin Poramboke	Land of Murgamdi	2 96	173		
			Do Dry 32			Do	How Abdulla Sahib	Land of Murgamdi	Zamin waste	0 19	5		
			Do 33			Land of Raman	Do	Do	Do	0 32	14		
			Do 34			Land of Abdul Kadir	Channel	Waste	Channel	0 9	1		
			Road Poramboke No 35			Land of Krishnasami Mudaly	Land of How Abdulla	Channel	Land of Dade Sahib	0 8	2		
			Zamin Dry No 36			Road							
			Road Poramboke No 37										
			Zamin dry 38			Land of Krishnasami Mudaly							
										24 84	1065		

Madras

District	Taluk	Village	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number	Name of owner or occupier	North	East	South	West	Extent to be taken up	Estimated cost of the land to be taken up	Authority sanctioning the acquisition
			Wet No 55 Forest Poramboke No 56	Raja of Venkatagiri	Forest Limits of Tada	Land of Kandam and others.	Perimedu limits Land of Kandam and others.	Land of Kandam and others.	Acres. Cents	Rs. A. P.	
						Do	Do	Do	1 16	52 00	
						Do	Do	Do	0 26	15 00	
						Do	Do	Do	0 80	46 00	
						Do	Do	Do	0 6	" "	
						Do	Do	Do	0 18	10 00	
						Do	Do	Do	0 57	33 00	
						Do	Do	Do	0 4	2 00	
						Do	Do	Do	0 20	12 00	
						Do	Do	Do	0 89	52 00	
						Do	Do	Do	1 57	93 00	
						Do	Do	Do	2 41	117 00	
						Do	Do	Do	0 68	30 00	
						Do	Do	Do	0 1	1 00	
						Do	Do	Do	0 64	30 00	
						Do	Do	Do	1 34	15 00	
						Do	Do	Do	0 72	8 00	
						Do	Do	Do	1 82	21 00	
						Do	Do	Do	0 12	5 00	
						Do	Do	Do	0 78	43 00	
						Do	Do	Do	10 87	60 00	
						Do	Do	Do	0 35	4 00	
						Do	Do	Do	0 75	11 00	
						Do	Do	Do	0 59	6 00	
						Do	Do	Do	1 8	13 00	
						Do	Do	Do	0 15	7 00	
						Do	Do	Do	0 60	7 00	
						Do	Do	Do	1 1	12 00	
						Do	Do	Do	0 5	7 00	
						Do	Do	Do	0 73	10 00	

The land mentioned in the following schedule and measuring acres 50.61, be the same a little more or less, sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to acquire the said land.

Proclamation of the said lands under section 17 of the said Act

BOUNDARIES OF THE LAND REQUIRED TO BE TAKEN UP.

Telegram from the Government of India to the Joint Secretary to the Government of Madras, P. W. D. Railway Branch dated 3rd July 1895.

Chingalepet

Tirumullu Taluq. Kalachyaganiwale.

Chiambakham.

The Raja of Kalachy

District	Taluq	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier
				North
			Forest poramboke Measurement No. 30	Land of Venkatesa Reddy
			Do Do 31	Do Gounda Reddy
			Do Dry 32	Do
			Do wet 33.	Do Murugappa Chetty
			Do Do 34	Do
			Do Forest 35	Do S. Venkatesa Reddy
			Do wet 36.	Do
			Do Do 37.	Do Sellaappa Chetty
			Do Do 38	Pool.
			Do Do 39	Land of Sellaappa Chetty
			Pool poramboke 40. 403.	Do Gounda Reddy
			Jamin Wet 41.	Do Raghava Reddy
			Do 42	Do Gounda Reddy
			Do 43	- Do
			Do Do 44	Jamin waste
			Do Do 45	Land of Palantha Reddy
			Do Do 46.	Pool
			Do Do 47	Do
			Pool poramboke 48	Land of Sellaappa Chetty
			Jamin wet 49	Battai
			Battai poramboke 50.	Land of Subbaraya Chetty
			Jamin Wet 51	Battai
			Do 52	Land of Sellaappa Reddy
			Do 53	Do Palantha Reddy
			Do 54	Do Sellaappa Reddy
			Do 55	Do Sellaappa Reddy
			Do Do 56	- Do

Boundaries of the land required to be taken up.			Extent to be taken up.		Estimated cost of the land to be taken up.			Authority sanctioning the acquisition.
East.	South.	West.	Acres.	Cents	Ra.	A.	P.	
25	22 02	26	0	5	2	00		Telegram from the Government of India to the Joint Secretary to the Government of Madras P. H. D. Railway Branch dated 22 July 1895.
27	35	Do	0	30	4	00		
28	26	34	0	27	13	00		
29	34	33	0	35	10	00		
18	28	Do	0	31	14	00		
19	25	28	0	38	67	00		
18	19	29	0	63	52	00		
17	18	20	1	6	30	00		
30	32	32	0	19	11	00		
17	29	30	1	69	98	00		
30.	32	31	0	3	1	00		
		T. S. B.	22	57	801	00		
		Value of the proprietary interest			425	00		
		Total	22	57	1226	00		

*Reviewed
8th May 1896*

*Special Collector
Palwal Division*

2. In this being a case of urgency, the said officer is directed

District	Taluk	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier.	Bearing	
					North.	Bo
Vellore	Yaduv. Taluk (of Senebagini & Annabolaro)	Yaduv.	Gamin drycto. 116.	The Raja of Senebagini	85	
			Tank poramboke ch. 85.	and the following	do	
			Wet ch. 85-		do	
			do do 83		do	
			do do 85		do	
			do do 82		81	
			Tank poramboke ch. 85		76 B.	
			Gamin wet ch. 81	do	85	
			do dry 79		do	
			do wet ch. 69		69	
			do do 76 B.		75	
			do do 75		26	
			do do 76 B.		do	
			Road poramboke ch. 86	"	22 B.	
			Wet ch. 22 B.		22 ch	
			do do 22 ch		24	
			drycto. 35.	Raja of Senebagini	22 ch	
			Wet ch. 23 ch		19	
			do do 24		do	
			do Tethiham 25	Vetho & Tangen and	do	
			do Wethermar inam ch. 25	Bodigam - Kangam -	29 -	

[illegible]

Under section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that it is needed for a public purpose, to wit, for the Pulicat Division of the Bezwa-da-Madras Railway and under to perform the functions of a Collector under the Act and directed to take order for the acquisition of the following a case of urgency, the said officer is directed to take possession of the land required to be taken up.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier	North.	East	South.	West	Extent to be taken up	Estimated cost of the land to be taken up.	Authority sanctioning acquisition			
						East	South.	West	Acres.	Cents	Rs.	A.	P.	
			Zamin Wet No 186A	Raja of Venkatagiri	186 B									
			Do 186B	Do	186 A									
			Wet Inam No 185	Vitte Barravadu and Boddavadu	205									
			Dry No 205		188									
			Do No 188		203									
			Do No 187		188									
			Wet No 184		187									
			Dry No 203		189									
			Inguavaritup Poramboke No 189		190									
			Tank bund Poramboke No 161		Tank									
			Wet No 190		Do									
			Road Poramboke No 218		251									
			Do Wet No 251		Do									
			Dry No 160 B		Limits of Bodilingam - padu									
					</									

2. In this being a case of urgency, the Grid officer is directed to take order for the acquisition of

Kallakurichi

Gudalur Taluk (Venkatagiri Zamindari)

Tadga Handigai

District.	Taluk	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	North	East	South.	West.	Acres.	Cents	Rs.	A.	P.	Direction	Acquisition
			Zamin Wet No 186A	Raja of Venkatagiri	186 B										
			Do 186 B	Do	186 A										
			Wet Inam No 185	Vetti Buravadu and Boddavadu	205										
			Dry No 205		188										
			Do No 188		203										
			Do No 187		188										
			Wet No 184		187										
			Dry No 203		189										
			Ingunavari toke Poramboke No 189		190										
			Tank bund Poramboke No 161		Tank										
			Wet No 190		Do										
			Road Poramboke No 218		251										
			Do Wet No 251		Do										
			Dry No 160 B		limits of Bodilingam - padu										

Telegram from the Government of India to the Joint Secretary to the Government of Madras, G. M. D. Railway Branch dated 3rd July 1895.

2. This being a case of urgency the said officer is directed to take

District.	Talug.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	North.
Chelone	Talug (Venkatragini Gaminidani).	Karus chygacharanu.	1. Tank Red Freshes - -munt cho. 1.	Raja of Venkatragini (2) Kan- -chadu Deshaachari. (3)	Sheegal Land.
			2. Wet cho. 2.	Sootam Narkavich (11) Eggamurthi Krishniah.	Land of Chellappa Reddi.
			Do 3.	(4) Sootam Raghaviah (5) Bhaskara Subramanija	Do Lakshmana Reddi.
			Do 4.	Eyya (7) Eggamurthi Subra- manija Eyya - (8)	Do Perumal Reddi.
			Do 5.	Chakkola C. Subseimanija	Do Muniappa Reddi.
			Do 6.	Eyya (9) Karoor Bo. Ri. Andiseshayya (10) Chh.	Do Chellamathu Reddi.
			Do 7.	Vinueswarayya (11) Mupp.	Do Muniappa Reddi.
			Do 8.	Kala Kuppusanayya Sootam Sathisana Chaklu.	Do Perumal Reddi.
			Do 9.	(13) Kantala Perumal Sunnal (14) Suvarnam	Do Lakshmana Reddi.
			Do 10.	Venkatramayya (15) Suvarnam Krishnayya (16) Mecharolu	Do Muniappa Reddi.
			Do 11.	Subbammal (17) Suvarnam Subbayya (18) Dampuru	Do Lakshmana Reddi.
			Do 12.	Andiseshayya (19) Boho Charayantayya (20)	Do Muniappa Reddi.
			Do 13.	Gunnavarani Deshayya (21) Mottamaray Jaganna	Do Perumal Reddi.
			Do 14.	-dha Chetty (22) Sootam -Sana Chaklu (23)	Do
			Do 15.	Yamanam Venkatachary (24) K. R. Thiruvengadachary.	Inam waste.
			Do 16.	(25) Koneri. Appangaru Sreenivasa Rajagopalachary	Land of Karasam Reddi.
			Do waste 17.	(26) Emmy Venkatraghava Chaklu (27) Rajamanam	Do Chellappa Reddi.
			Do waste 18.	Desi Chaklu (28) Kandala Perumal Sathumal (29)	Do Lakshmana Reddi.
			Do 19.	Emmy Venkatraghavammal. (30) Ch. Subbarthana Chakravendra	Do Chellappa Reddi.
			Do 20.	(31) Sootam Raghavayya	Do C. Muniappa Reddi.
			Do 21.	(32) Eggamurthi Krishnayya	Do S. Peria Muniappa Reddi.
			Do 22.	(33) Do Subramanyayya	Do S. Peria Muniappa Reddi.
			Do 23.	(34) Vischavolu Subbammal.	Do Muniappa Reddi.

[illegible]

Under section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that the land mentioned in the following schedule and measuring acres, be the same a little more or less, is needed for a public purpose, to wit, for the Pulicat Division of the Bezwada-Madras Railway and under sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to perform the functions of a Collector under the Act and directed to take order for the acquisition of the said land.

District	Taluk	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Painash number.	Name of owner or occupier.	Boundaries of the land required to be taken up.				Extent to be taken up.		Estimated cost of the land to be taken up.		Authority sanctioning the acquisition.
					North.	East.	South.	West.	Acres.	Cents.	Rs.	A. P.	
Chittoor	Sunder Taluk (Vincabagim Sannidhanam)	Kannur & Sannidhanam	Garden land No. 48	Land of Kathiravakkathur	Land of Kara Sahib	Land of Chinna Sannidhanam	Land of Meera Sahib		0	24	26	00	Telegram from the Government of India to the Joint Secretary to the Government of Madras, D. W. R. Railway Branch, dated 2nd July 1895.
			Do 49	Do Para Kollari	Do Kathiravakkathur	Do Meera Sahib	Do Kathiravakkathur		0	22	24	00	
			Do 50	Do Subbaraya Chetty	Do Para Kollari	Do Kathiravakkathur	Do Tenkatasamy		0	34	46	00	
			Do 51	Do Kullappa Reddy	Do Subbaraya Reddy	Do Para Kollari	Do		0	8	8	00	
			Do 52	Do T. Do	Do	Do Tenkatasamy	Do		0	16	17	00	
			Do 53	Do A. Munisappa	Do Kullappa Reddy	Do	Do K. K. K. K. K.		0	58	44	00	
			Do 54	Do	Do	Do Dingappa Reddy	Do Dingappa Reddy		0	3	3	00	
			Do 55	Do T. Chinnappa Reddy	Do T. Chinnappa Reddy	Do	Do Munisappa Reddy		0	35	38	00	
			Do 56	Do Chellaappa Reddy	Do T. Chinnappa Reddy	Do Munisappa Reddy	Do T. Chinnappa Reddy		0	65	68	00	
			Do 57	Do A. Pachai Chetty	Do A. Pachai Chetty	Do T. Chinnappa Reddy	Do Chellaappa Reddy		0	1	1	00	
			Do 58	Do T. Chellaappa Reddy	Do	Do	Do Munisappa Reddy		0	22	24	00	
			Do 59	Do A. Chinnappa Reddy	Do T. Chellaappa Reddy	Do	Do		0	45	48	00	
			Do 60	Do T. Chinnappa Reddy	Do A. Chinnappa Reddy	Do T. Chinnappa Reddy	Do A. Chinnappa Reddy		0	49	52	00	
			Do 61	Do	Do A. Chinnappa Reddy	Do A. Chinnappa Reddy	Do		0	16	27	00	
			Do 62	Do	Do A. Chinnappa Reddy	Do A. Chinnappa Reddy	Do		0	50	52	00	
			Forest Poramboke No. 63	Forest	Forest	Forest	Forest		0	59	8	00	
									16	92	1602	00	
											911	00	
									16	92	2513	00	

Value of the proprietary right

Total

Done at
8th May 1896

Sivayya
Special Deputy Collector
Pulicat Division

and mentioned in the following schedule and measuring acres *16.92*, be the same a little more or less, and sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to aid land.

session of the said lands under section 17 of the said act.

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier	North	RIES OF THE LAND REQUIRED TO BE TAKEN UP.			Extent to be taken up.		Estimated cost of the land to be taken up.			Authority sanctioning the acquisition.
						East.	South.	West.	Acres.	Cents	Rs.	A.	P.	
						parts of Munirappa Reddi.	Tank bed Land of Munirappa Reddi.	Tank bed. Land of Munirappa Reddi.	2	57	149	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	1	1	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	26	15	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	57	33	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	63	36	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	9	5	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	12	7	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	8	5	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	55	37	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	15	9	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	1	1	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	3	3	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	30	32	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	2	2	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	27	28	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	12	13	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	16	98	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	27	28	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	4	4	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	48	59	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	6	8	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	20	21	0	0	
						Land of Munirappa Reddi.	Land of Munirappa Reddi.	Land of Munirappa Reddi.	0	4	4	0	0	

Telegram from the Government of India to the Joint Secretary to the Government of Madras, S.W.D. Railway Branch dated 5th July 1905.

Telegram from the Government of India to the Joint Secretary to the Government of Madras, J. W. D. Barclay, Branch dated 22 July 1875.

and mentioned in the following schedule and measuring acres 23.67, be the same a little more or less, sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed to take possession of the said lands under section 17 of the said Act.

BUNDLES OF THE LAND REQUIRED TO BE TAKEN UP.													Extent to be taken up.		Estimated cost of the land to be taken up.			Authority sanctioning the acquisition.	
East.			South.			West.													
									Acres.	Cents	Rs.	A.	P.	Telegram from the Government of India to the Joint Secretary to the Government of Madras, F.W.D. Railway Branch dated 3rd July 1895					
185			Limits of Tada			187			0	86	39	0	0						
do			do			196A			0	6	3	0	0						
205			do			186B			0	62	29	0	0						
do			185			188			2	55	44	0	0						
188			187			189			1	48	42	0	0						
186A			186B			187			2	35	67	0	0						
205			186A			do			0	69	32	0	0						
203			188			189			0	56	9	0	0						
do			do			do			6	68	188	0	0						
190			189			160B			1	28	15	0	0						
do			do			Tank			1	82	113	0	0						
218			190			do			0	2	-	-	0						
251			216			do			0	2	10	0	0						
169B			189			169B			4	68	201	0	0						
									23	67	783	0	0						

Done at Gudur
8th May 1896
Sd/-
Special Deputy Collector
Railway Division

Names as given in the first page

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	Boundaries of the land required to be taken up.		Extent to be taken up	Estimated cost of the land to be taken up.			Authority sanctioning the acquisition			
					North.	East		South.	West.	Acres.		Cents.	Rs.	A.
Madras	Tamil Nadu	Tamil Nadu	Ganai Wet. 27	Raja of	28	Forest.	Land of	Land of	0	11	1	00	Telegram from the Government of India to the Joint Secretaries to the Government of Madras, S. M. R. Railway Branch dated 30 July 1895.	
			Pond Poramboke 26	Venkatagiri.	Do	Do	Forest.	Do Kullappa Reddy.	1	25	6	00		
			Wet. Carpenter 2	Kanappachari.	33	Do	Do	Do	0	28	2	00		
			Inam 20. 34	Raja of Venkatagiri.	30	Land of Kullappa Reddy.	Land of	Land of	0	84	40	00		
			Ganai dry 33	Do	Do	Forest	Do	Do	0	16	7	00		
			Wet. Barber	Terranadu and	Do	Do	Do	Do Kullappa Reddy.	0	9	1	00		
			Inam 20. 29	Venkatagiri.	18	Land of Kullappa Reddy.	Forest	Do Murugappa Reddy.	0	15	7	00		
			Ganai wet 19	Raja of	17	Do	Land of	Do Sellaappa Reddy.	0	30	14	00		
			Do Garden land 18	Venkatagiri.	17	Sellaappa Chetty	Do Murugappa Chetty	Pool	1	95	83	00		
			Do 20. 17	Do	Limits of Thada	Murugappa Chetty	Do Sellaappa Chetty	Land of	1	34	16	00		
			Wet. Barber	Do	Kandigai -	Pool.	Do	Pool.	1	3	75	-		-
			Inam 20. 32	Do	31	Do	Do Govinda Reddy	Land of Govinda Reddy.	1	0	2	1		00
			Ganai Wet. 30	Raja of	Limits of Thada	Pool.	Do	Do Angam & Sella.	0	36	16	00		
			Channel Poramboke 31	Venkatagiri	Do	Do	Do Raghava Reddy	Do Raghava Reddy.	0	8	4	00		
						Do	Pool.	Do Palantha Reddy	0	44	21	00		
						Do	Land of	Do Govinda Reddy.	0	7	3	00		
						Do	Raghava Reddy.	Do Palantha Reddy.	0	8	2	00		
						Do	Do Govinda Reddy.	Do Palantha Reddy.	0	4	2	00		
						Do	Do Palantha Reddy.	Do Sellaappa Reddy.	0	4	2	00		
						Do	Do Govinda Reddy.	Do Sellaappa Reddy.	0	33	15	00		
						Do	Do Angam and	Do Kullappa Reddy.	0	15	7	00		
						Do	Do Govinda Reddy.	Do Sellaappa Reddy.	0	25	12	00		
						Do	Do Govinda Reddy.	Do Sellaappa Reddy.	0	2	1	00		
						Do	Do Raghava Reddy.	Do Raghava Reddy.	0	1	1	00		

Under Secy. of Govt.,
P. M. D., P. M. D.

Madras
12-5-96.

Under section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that is needed for a public purpose, to wit, for the Pulicat Division of the Bezwada-Madras Railway and under to perform the functions of a Collector under the Act and directed to take order for the acquisition of

2. *Being a case of urgency, the said officer is directed to take*

No.	Description of land	Area	Remarks

District.	Taluk.	Village.	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier	North.
Tirunelveli Taluk (Kulastharamindar)	Kulastharam.	Kulastharam.	Gamin dry measure - about 1	Moorigappa Chetty's land.	
			Do wet cts. 2.	Do	
			Do Do 3.	Do	
			Do Do 4.	Do	
			Do Do 5.	Do	
			Gamin Wet cts. 6	Do	
			Do Do 7	Do	
			Do Do 8	Do	
			Do Do 9	Do	
			Do Do 10.	Do	
			Do Dry 11.	Do	
			Do Do 12	Do	
			Do Do 13	Do	
			Do Do 14	Do	
			Do Do 15	Do	
			Do Do 16	Do	
			Do Do 17	Do	
			Do wet cts. 18	Do	
			Do Dry cts. 19	Do	
			Do Do 20.	Do	
			Do Dry 21	Do	
			Do Do 22	Do	
			Do Do 23.	Do	
			Do Do 24	Do	
			Do Do 25.	Do	
			Do Do 26	Do	
			Do Do 27	Do	
			Do Do 28	Do	
			Do Do 29	Do	

DIARIES OF THE LAND REQUIRED TO BE TAKEN UP.						Extent to be taken up.		Estimated cost of the land to be taken up.			Authority sanctioning the acquisition.
East		South.		West		Acres.	Cents	Rs.	A.	P.	
and of Abdulla	{	Channel	{	Land of Dade Sahile		0	74	29	.	.	Telegram from the Government of India to the public secretary to the Government of Madras P.W.D. Railway Branch dated 3rd July 1895.
Forest		Land of Dade Sahile		Forest		0	40	5	.	.	
						25	98	1297	0	0	
Value of proprietary right —								Rs.			
								483	00		
Total						25	98	1582	00		
								</			

Under section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that is needed for a public purpose, to wit, for the Pulicat Division of the Bezwada-Madras Railway and under to perform the functions of a Collector under the Act and directed to take order for the acquisition of

THE LAND REQUIRED TO BE TAKEN UP.

District.	Talug	Village	Description of land, Wet or Dry, Inam or Poramboke with Survey or Pannash number.	Name of owner or occupier	East		South.	West.	Extent to be taken up.		Estimated cost of the land to be taken up.		Authority sanctioning the acquisition.					
					North.				Acres.	Cents	Rs.	A.		P.				
Nellore	Gudur Talug (Venkatagiri Zamindari)	Poondi	Zamin Dry 39	Raja of Venkatagiri	Village site	Land of Chinappa Reddy	Land of Challappa Reddy	Land of Challappa Reddy	0	6	2	.	.	Via to the govt Secretary to the Government dated 3rd July 1895				
			Vacant village site Poramboke 40	"	Road	Land of Katasami Reddy	Do	Land of Rayhana Reddy	0	26	15	.	.					
			Road 41	"	Village site	Land of Rayhana Reddy	Land of Veerasami Reddy	Land of Veerasami Reddy	0	23	14	0	0					
			Vacant village site Poramboke 42	"	Mosque Poramboke	Do	Land of Mahammad Ghanmi Sahib	Land of Sami Reddy	0	76	35	0	0					
			Village site 43	Meerammal	Land of Meerammal	Land of Sami Reddy	Do	Do	1	9	42	0	0					
			Flag Stand Poramboke 44	Meerammal	Village site	Vetti Inam	Land of Sami Reddy	Vetti Inam	0	47	18	0	0					
			Gari Village site No 45	Jafar Sahib	Peral Chavadi	Land of Sami Reddy	Vetti Inam	Land of Thanappa Reddy	0	29	12	0	.					
			Village site 46	Biram Sahib trustee of Peral Chavadi	Land of Hadir Sahib	Land of Thanappa Reddy	Land of Thanappa Reddy	Land of Kristnaswami Mudaly	0	33	14	0	0					
			Village site Road Poramboke No 47	"	Channel	Channel	Land of Kristnaswami Mudaly	Channel	0	2	1	0	0					
			Zamin Poramboke No 48	Raja of Venkatagiri	Land of Meerammal	Channel	Channel	Land of Thanappa Reddy	0	25	.	.	.					
			Village site No 49	Hadir Sahib	Land of Meerammal	Land of Meerammal	Land of Meerammal	Land of Meerammal	0	15	9	0	0					
			Dry No 50	"	Land of Hadir Sahib	Land of Meerammal	Land of Meerammal	Land of Meerammal	0	97	38	0	0					
			Do 51	"	Land of Abdulla Sahib	Land of Meerammal	Land of Meerammal	Land of Meerammal	0	71	21	0	0					
			Zamin Dry waste No 52	"	Channel	Channel	Channel	Channel	0	1	1	0	0					
			Channel Poramboke No 53	"	Do	Do	Do	Do	0	7	2	0	0					
			Dry No 54	"	Waste	Road	Road	Road	0	6	.	.	.					
				"	Land of Abdulla Sahib	Land of Meerammal	Land of Meerammal	Land of Meerammal	0	1	1	.	.					
				"	Land of Abdulla Sahib	Land of Meerammal	Land of Meerammal	Land of Meerammal	0	1	.	.	.					
				"	Road	Road	Road	Road	0	3	11	.	.					
												19-70	835					
												70						

Telegram from the Government of Madras P.W.D. Railway B

Under section 6, Act I of 1894, the Right Honorable the Governor in Council hereby declares that is needed for a public purpose, to wit, for the Pulicat Division of the Bezwala-Madras Railway and under to perform the functions of a Collector under the Act and directed to take order for the acquisition of

2. This being a case of urgency, the said officer is directed to take possession

No.	Description of land, Wet	Area	Remarks

District.	Taluk.	Village	Description of land, Wet or Dry, Inam or Poramboke with Survey or Paimash number.	Name of owner or occupier.	ADARIFS OF THE LAND REQUIRED TO BE TAKEN UP.				Extent to be taken up	Estimated cost of the land to be taken up			Authority sanctioning the acquisition.
					North	East	South	West		Acres.	Cents.	Rs.	
Gudur Taluk (Venkatagiri Zamindari)	Doondi		Forest zamin Poramboke No. 1	Raja of Venkatagiri	Land of Thammappa Reddi	Land of Valtha Reddi	Zamin waste	Zamin waste	0	9	2	00	Value of the proprietary interest -
			Zamin Dry 2		Land of Mahammed Lannu Sahib				-	Do	0	69	
Do 3	Land of Appier												
Do 4	Land of Veeruraghar Reddi								50	42	1334	0 0	
Waste 5	Land of Kandappa Reddi										882	00	
Channel Poramboke No. 6	Land of Veeruraghar Reddi												
Wet No. 7	Do												
Do No. 8	Land of Nainappa Reddi												
Do No. 9	Washerman Inam												
Do No. 10	Do												
		Wet Washerman Inam No. 11	Raja of Venkatagiri	1. Angan, 2. Bangarigan, 3. Chellappa Chari	Carpenters Inam	Rudi	Waste lands of Chinna Rudi -	0	19	12	00	Grand total for the 2 villages.	
		Carpenter Inam wet No. 12		Land of Same Reddi	Rudi								
		Kanal Inam wet No. 13		Land of Nainappa Reddi									
		Zamin wet No. 14		Do									
		Do 15		Land of Chellappa Reddi									
		Do 16		Land of Allahammad Ghannu Sahib									
		Do 17		Land of Chellappa Reddi									
		Do 18		Land of K. Vukatasami									
		Do 19											
		Special Dy Collector Police Division											

and mentioned in the following schedule and measuring acres 12-61, be the same a little more or less, sections 3 and 7 of the same Act, the Special Deputy Collector, M. R. Ry. C. Sivayya Garu, is appointed said land, *the said land under section 17 of the said Act.*

159

Telegram from the Government of India to the joint Secretary to the Government of Madras Public Works Department, Railway Branch.
dated 3rd July 98.

FROM *Special P.*
THE COLLECTOR OF

Palacat & Co.

TO

THE *Secretary to the Govern-*
ment
F. W. D. Railway
Madras.

Dated, 8th May 1896
Received

Reference on No. 565.

ENCLOSURES. *Eight*
Seven.

SUBJECT.

Submitting draft of de-
clarations for land required
for the B. M. Railway &
villages of the Kallakur
and Venkatagiri zamindaries.

R 17.

By

PROCEEDINGS OF THE MADRAS GOVERNMENT.

No 443 dated 16.5.96
PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

READ the following :-

Spl. Dy.
Letter from the Collector
of *Palacat & Co.* } *Ref.*
H. E. No. 565 dated 8 May 96, submitting draft
declarations for acquisition of land req^d for B. M. S. Ry. in the
Khalahasti & Venkatagiri Zamindaries in the Chingleput & Nellore
Districts respectively.

The notification as amended by Govern-
ment ^{is} approved and will be published in the
Fort St. George Gazette.

Y. D. 12/5

D. R.

To
The *S. M. L. P. M. Ry.*
Collector of *Chingleput & Nellore*
Notification to Press. *12.5.96*
The Spl. Dy. Collector, Palacat & Co.
B. M. Ry.
18/2/5

the date L. The present salary of Mr E. Outon is shewn in G.O. No 169 L. dated 25th Feb 1896 as Rs 271 and not Rs 270 and it should accordingly be corrected.

The following should be recorded:

(1) Estimate for one foolscap size printing machine with type & necessaries. List A. vide G.O. No 656 dated 27th February 1896.

(2) Statement comparing the actual outlay to end of December 1895 with the provision in the Establishment rolls with explanations for important fluctuations. Separate minute.

(3) Purchase of 410 gallons of Turpentine at 13-12 per drum for No 1127-8-0 from Messrs Wilkinson Haywood and Clark of Bombay. Schedule F I.

(4) Purchase of 20 tons of Teak sawdust. Lings for No 2022-4-11 from the local market. Schedule F I.

(5) Sanction to the payment by the Chief Engineer of Rs 3 per trip of 4 hours to a dunes

25 3 sh

G. Waller

- G. L.

✓

Form No 4

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 26 March 1896.

To

AGENT AND MANAGER, M. R.

No. 983. Reply No. , dated

SIR,

Encs/2. Proof minutes & ~~Chino the over~~
Reminders.

With reference to your letter No. 8813 dated 21st March 1896, I have the honour to return duly signed and copy of the proof minutes together with a note thereon by C. R.

26/3

Subject.

26/3

26/3

For Official Meeting and Stores

St

Serial No.	Authority.				Particulars
	Government.			Company.	
	No. of Letter.	Date.	Registered No.		

There are items not included in the printed list, nor in the Supply Department list, for the new supply of the mess hall on the 1st of May.

27/3/96

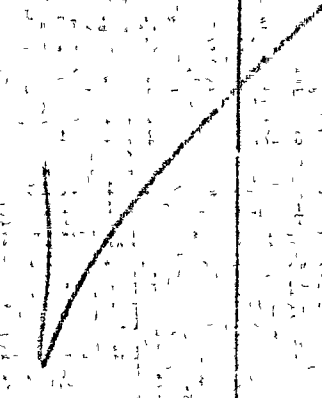
CS
No
65027276

One foolscap size printing machine with type and all other necessaries 1500

27/2/96

Coa Exp -

Excess of Expenditure one Estimate Capital on works under 19.12.3 led in Schedule I



- NOTE.—1. Allotments to works sanctioned in previous year will be obtained from budget and need not be recorded here.
2. Allotments to works sanctioned during year will be met from total grant for unsanctioned works and unsanctioned works respectively.
3. The budget allotments to sanctioned works and allotments here recorded will make up the total allotments against grant.

(C) Rev Applications for Sanction.

(C) Revenue New Minor Works.

Ag provision of Rs.

in budget for year 189 - 189 .

Serial No.	Authority.		Particulars of sanction.	Amount of Estimate.	Chargeable to	Date on which sanction closes.	Remarks.
	Government.	Company.					
				Rs.			
	Consig. Engr	Agent and Manager	Alteration of Cross-over roads at Raya jura.	884	Albhart A 6 th	306/8	

For Official Meeting and Stores Committee to be held on _____ 189 ;

Sch 13
Schedule B.**Gratuities and Special Leave to injured employees**

Serial No.	Name.	Department.	Salary or Wages.	Length of Service.	Amount of credit balance in Provident Institution.	Amount of gratuity sanctioned.	Period of Special Leave sanctioned.	Remarks.
					RS. A. P.	RS. A. P.		
16	G. Ramayyann Chetty	Audit Clerk	Rs 40-0-0 per month	31-4	41-3-0	240-0-0		Six months pay sanctioned under clause 2 of the Govt. of India, Cir No VR 7/18.7.95
	Chinnasawmy	Engg. Maistry	Rs 10-0-0 per month	-	-	-	4-24 from 27.8.95	Sanctioned under G.O. No 1089 R; 7/12.8.95 and Govt of India No 2000 G of 28.7.95 Injured while hunting T. his carriage at Balashah
Total for month ..						240-0-0		
Amount brought forward ..						3774-0-0		
Total for year to date ...						4214-0-0		

Sch. D
Schedule D.

Monthly Stock Adjustment Memorandum.

Brief details of important fluctuations during current period, viz, those in excess of Rupees 50.

Name of Article.	Excess.		Deficiency.		Remarks.
	Quantity.	Value.	Quantity.	Value.	
		RS. A. P.		RS. A. P.	
<i>Grease Antifriction</i>	-	-	<i>76 02</i> <i>461 . 0</i>	<i>52 . 13 . 2</i>	<i>Melting & Leaking</i>
<i>Salamoniac</i>	.	.	<i>134 . 9</i>	<i>56 . 1 . 1</i>	<i>Evaporation and wastage</i>

Schedule F. I.

Stores purchased without tender

Article.	Quantity	Rate.	Amount.	Authority.	Rate paid for last supply.	Remarks.
		RS. A. P.	RS. A. P.		RS. A. P.	
Engineering Workshops at Khorram						
Teak kerat. lings	30 100 tons	27/0 1-12-0 3-0-0 per cwt.	...	Cons. Ingr.	...	To be purchased in the Madras Bazaar as required
General Stores Dept.						
Turpentine	410 3 cwt. 5 cwt.	15-12-0 per cwt. 5 cwt.	1127-8-0	do	3-0-0 per cwt.	Paid Co 7/0
Iron sheets Corrugated galvanized 9' x 2'-0"	8380 lbs.	12-11-11 per cwt.	802-15-1	do	10-15-7 per cwt.	Paid Co 7/0

Note.—Items below Rs. 500 to be recorded in total only, all others in detail.

Schedule F. I.

Stores purchased without tender.

Article.	Quantity.	Rate.	Amount.	Authority.	Rate paid for last supply.	Remarks.
		RS. A. P.	RS. A. P.		RS. A. P.	
Engineering Workshops M. H. M. M. M.						
Teak Benut. Lings	30 100 tons	1-12-0 To 3-0-0 per cwt.	...	Cons. Ingr.	...	To be purchased in the Madras Bazaar as required
General Stores Depot						
Turpentine	410 Saline 5 Gallons	15-12-0 per 5 Gallons	11-27-0	Do	3-0-0 per Gallon	Paid Co 27/5
Iron sheets Corrugated Galvanized 9' x 2'-8"	6380 lbs.	12-11-11 per cwt.	803-15-1	Do	10-15-7 per cwt.	Paid Co 27/5

Note.—Items below Rs. 500 to be recorded in total only, all others in detail.

Sch. H.
Schedule H.

Revisions of estimates and allotments not involving additions to totals of estimates or budget grants.

Name of Estimate.	Proposed Revision.	Revised date for completion, if any.	Transfers.				Remarks.
			Head of Account. Dr.	Amount.	Head of Account. Cr.	Amount.	
				Rs.		Rs.	
Watering arrangements at Podanur	Extension of date of lapse of sanction	30.6.96					

NOTE — Arrear charges will be provided for hereinafter by extension of time, if in excess of original sanction, the excess must also be sanctioned on list of General Sanctions

For Official Meeting and Stores Committee to be held on 27th March 1896.

Schedule K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for change, allowances, passage money, &c.
Agent and Managers	Louis S. Moss	Agent & Manager	Enrolment for 18 months from 28 th March 1896	Vide para 13 of the Board's letter N ^o 727 of 22-11-95.
Engineering	M. C. West	Chief Engineer	As Agent and Manager from 28 th March 1896 $\frac{1}{2}$ Agents pay - 112.50 $\frac{1}{2}$ Chief Engineer pay - 750 1.875	Vide para 6 of the Board's letter N ^o 730 of 17-1-96. 1895?
Do	E. W. Storey	Dist. Engr.	As Chief Engineer from 28 th March 1896 on £120.00 per month plus tentage of £12 per month.	Do
Do	A. B. Strange	Asst. Engr.	As Dist. Engr. from 28 th March 1896 on £72.50 per month.	Vide Mr. E. W. Storey.
Do	F. A. Pawley	Do.	Privilege leave for 2 months from 1 st April 1896.	Vide agent & managers letter N ^o 881 of 27-1-96.
Do	R. E. Pigott	Do	Officializing Telegraph Engr. from April during Mr. Winter's absence on privilege leave.	Do - N ^o 3001 of 24-3-96.

For Official Meeting and Stores Committee to be held on 27th March 1896.

Schedule K.

Changes in Superior Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for change, allowances, passage money, &c.
Telegraph	G. B. Winter	Asst. Telegraph Engineer	Privilege leave for one month from 11 th March 1896.	Vide agent and manager's letter No 2404 8/7-3-96.
Do.	Do.	Do.	Officiating Asst. Eng.	Vide R. E. Pigott on other duty
Do	G. B. Winter	Tel. Eng.	Privilege leave for 2 months and 11 days from 8 th April/96	
Does.	R W Bamford	Chf Low Sgr	P. down 1 M for 9/2/96	

✓

See L
Schedule L.

Changes in Subordinate Staff.

Department.	Name of Officer.	Designation.	Nature of Change.	Remarks as to authority for change, allowances, passage money, &c.
Locomotive	E. Bright	Engine Driver	Resigned the service at the termination of his covenant	Expiration of agreement Passage provided at a cost of Rs 425/. Date of departure from India 21.3.96

NOTE.—This list should include, in addition to the changes in the Covered Subordinate staff, the appointment, &c., of all subordinate employees drawing Rs. 200 per mensem and upwards.

1276 OF 1006
20-3-92

(No II)
No. 8813
234

5,000-14-11-85.

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

MADRAS, 25th March 1886.

From

The Agent and Manager
M.R.C.

To

The Consulting Engineer for Railways,
Madras.

SIR,

In continuation of my letter N^o 226 dated 21st Instant, I have the honor to forward herewith Schedules of supplementary subjects which will be brought forward at the next Official Meeting.

* to be returned.

Plans and estimates for the proposed Dispensary at Arkonam and Coovoor road at Rayapuram are also enclosed.

I have the honor to be,
Sir
Your most obedient servant

Wm S M V S
Agent and Manager.

[illegible]

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

with 56 square origin (containing 2000
papers) 4th 1/2

REPORT OF THE COMMITTEE APPOINTED
TO CONSIDER QUESTIONS CONNECTED
WITH THE EXEMPTION OF MILITARY
ESTABLISHMENTS FROM PAYMENT
OF TOLLS.

In Military Department Circular No. 2129-C., dated the 26th October, 1893, Local Governments were invited to consider the question of the exemption of military persons and property from payment of tolls. We have carefully considered the replies to that Circular and the other papers placed at our disposal, and we recommend that several classes of persons and property, in addition to those which are specified in the existing Acts, should be exempted from payment of tolls. We consider the most convenient form in which to place our proposals before the Government is an amending Bill, which we accordingly submit herewith. We also submit a statement showing all the enactments now on the Indian Statute-book regarding the imposition of, and exemptions from, tolls, etc., such as those referred to in section 143 of the Army Act of 1881 (44 & 45 Vict., cap. 58).

2. Section 143 of the Army Act exempts certain officers, soldiers and other persons, and certain animals, baggage and carriages belonging or attached to the Army, from payment of certain tolls. This exemption is of long standing, having been reproduced annually for many years in the Mutiny Acts. The exempting clause in the Mutiny Acts of 1878 (41 & 42 Vict., cap. 10, section 73) and previous years did not apply to India; but in reproducing the clause into the Army Discipline and Regulation Act, 1879 (42 & 43 Vict., cap. 33, section 137), it was made to apply to this country. The Act of 1879 came into force in India on the 1st March, 1880 [see 42 & 43 Vict., cap. 32, section 3 (3)]. The exempting clause in the Act of 1881, which continues in force to this day, is in precisely the same terms as the exempting clause in the Act of 1879.

3. When the Act of 1879 was passed, there were several enactments on the Indian Statute-book which exempted specified military persons and property

from payment of tolls of the classes to which that Act referred; and several enactments have been passed by Indian Legislatures since that time, making similar exemptions. All the lists of persons and property so exempted, which are contained in these enactments, differ from the list contained in the English Act of 1879. Further, there are now on the Indian Statute-book several enactments—some passed before, and others after, the English Act of 1879—which authorise the levy of tolls of the classes referred to in that Act, but which either contain no exempting clause at all or merely contain clauses authorising the Executive authorities to allow exemptions.

4. We recommend that legislation be undertaken in order to bring the Indian enactments into harmony with section 143 of the Army Act. In the case of those enactments which contain lists of exempted persons and property, it is necessary to legislate in order to remove the conflict which at present exists between them and the Army Act. The latter Act would of course prevail, if the conflict were brought to the notice of the superior Courts; but, so long as the Indian enactments remain uncorrected, it is probable that full effect would not always in practice be given to the Army Act. In the case, too, of those enactments of Indian Legislatures which either contain no exempting clause at all or merely contain clauses authorising the Executive authorities to allow exemptions, it is not unlikely that the provisions of section 143 of the Army Act may be overlooked, tolls being levied under the Indian enactments in cases in which their levy is prohibited by that section.

5. Under the circumstances, the best course appears to be to reproduce section 143 of the Army Act [except sub-section (2), which does not apply to India], with connected clauses, in an Act of the Governor General in Council, and to repeal all inconsistent clauses in the existing Indian enactments, the said section 143 being amplified so as to provide for the additional exemptions which it is desired to introduce. Section 22 of the Indian Councils Act, 1861 (24 & 25 Vict., cap. 67), prevents the repeal of the said section 143 by the Governor General in Council, but there is nothing to prevent

that authority from re-enacting the section, and, in doing so, extending the list of persons and property to be exempted from tolls, though the section could not be restricted in any way.

6. The preamble and sections 1 and 2 of the Bill herewith submitted are formal, and require no special explanation.

7. Section 3 contains definitions of terms used in the Bill, and several of these definitions are based upon clauses appearing in the Army Act. The portions of the section which differ from, or do not appear at all in, that Act are as far as possible printed in italics.

8. The definition of "Her Majesty's regular forces" is copied from section 190 (8) of the Army Act, the references to the Royal Marines and the Royal Malta Artillery being omitted as inapplicable to India, and the word "Indian" being inserted before "reserve forces."

9. The definition of "local corps under the Government of India" is new, and is required for the purposes of section 4 of the Bill.

10. The definition of "Indian reserve forces" is new, the definition of "reserve forces" in section 190 (9) of the Army Act being inapplicable to India.

11. The definitions of "General Officer of the Command" and "Command" are new, and are required for the purposes of section 10 of the Bill.

12. It will be seen from pages 48 to 53 of the statement herewith submitted that statutory tolls are leviable in British India by (1) the Government, (2) District Boards, District Councils, Local Boards, Municipalities and Port Trusts, and (3) Railway Companies. The term "public authority" has been employed in the Bill to designate all these bodies, and is defined in section 3.

All the bodies of class (2) above are "Local Authorities" as defined in section 3 (6) of the General Clauses Act, I of 1887, and that phrase is accordingly used in the definition to designate them.

The definition of "public authority" includes those Railway Companies only which levy tolls under section 4 of the Indian Guaranteed Railways Act, 1879, or section

51 of the Indian Railways Act, 1890. Tolls levied under either of these enactments are clearly covered by section 143 of the Army Act, but not tolls levied by Railway Companies independently of them. On this subject we would invite reference to the opinions of the Advocate General of Bengal and the notes of the Legislative Department which are recorded in Public Works Department Railway Traffic Proceedings, June 1889, Nos. 182 to 192.

The definition of "public authority" will exclude all private individuals, if any, who levy tolls (otherwise than as the mere delegates of a "public authority"), and all companies, if any, which levy tolls, other than Railway Companies acting under one or other of the Railway Acts mentioned above. It would obviously be improper to interfere with the levy of tolls by such individuals or companies, without their consent; and section 143 of the Army Act does not appear to apply to such tolls. The case of these particular tolls is touched upon in clause 1 of the Advocate General's opinion dated the 26th January, 1889, recorded in the Proceedings above-mentioned, and we may also invite reference to the Circular of the Government of India in the Home Department, No. 25—1070—79, dated the 19th July, 1882, which was issued after consultation with the Legislative Department, and paragraph 1 of which runs as follows:—

"I am directed to invite attention to section 143 of the Army Act, 1881, cited in the margin, which exempts officers, soldiers, their horses, etc., on duty or on the march from payment of duties or tolls at piers, wharves, turnpikes, bridges, etc. A question having arisen as to the application of the provisions of this section, I am to explain that it applies only where there is a public right-of-way, and such right-of-way has been rendered subject to the payment of toll by a legislative enactment or some direction of the nature of a legislative enactment. The section in question cannot be held to apply to a bridge, road, wharf or quay, etc., constructed under such circumstances that the owner of it may open or close it to the public at his own will and pleasure."

13. The definition of "tolls" includes—"duties," which are mentioned in section 143 of the Army Act,

"dues," "rents," "fees" and "charges," which are mentioned in several of the Indian enactments, and

"rates," which are mentioned both in section 143 of the Army Act and in several of the Indian enactments.

Customs-duties have been expressly excluded, with reference to paragraph 5 of the letter from the Chief Commissioner of Burma, No. 608, dated 21st April 1894. It is not intended that the Bill should apply to them, and it seems clear that the word "duties" in section 143 of the Army Act does not refer to them.

14. The definition of "ferry" is merely formal. In regard to the exclusion of ferries which are comprised in the definition of "railway" in section 3 of the Indian Railways Act, 1890, we would explain that the tolls imposed on ferries by or under the various Indian enactments are apparently not leviable on ferries which are "used for the purposes of the traffic of a railway and belong to or are hired or worked by the authority administering the railway," for it is presumed that no such ferries would be declared by the local administrative authorities to be subject to those enactments.

15. The definition of "landing-place" includes piers, wharves and quays, which are mentioned in section 143 of the Army Act and in several of the Indian enactments, and jetties and stages, which are mentioned in some of the Indian enactments.

16. The definition of "horse" is taken from section 190 (40) of the Army Act, some verbal alterations being made which do not affect the substance.

17. The additions which we recommend should be made in re-enacting section 143 of the Army Act are, as far as possible, printed in italics in section 4 of the Bill.

We recommend that the additional exemptions should be limited to—

Section 4 (1) and (2) of Bill

(a) Local Corps under the Government of India, Imperial Service Troops and Volunteers, who should, we consider, be placed, as regards exemptions from tolls, on the same footing as regular troops:

The "local corps under the Government of India" are for the most part ordinarily stationed in Native territory, but we consider it necessary to mention them because they may be marched into British India. We have purposely omitted local corps not under the Government of India. These corps are employed for local purposes only. They do not ordinarily leave their posts or stations, and, should it be found desirable to exempt any of them from payment of any particular toll or tolls, special arrangements could no doubt be made.

- (b) Authorised followers, when accompanying the troops to which they belong, or otherwise moving under the orders of competent authority. *Section 4 (5) of Bill.*
- (c) Horses, transport animals and baggage, when accompanying troops on duty or on the line of march. *Section 4 (8) and (10) of Bill.*
- (d) Grass-cutters and their animals, at all times. *Section 4 (4) and (9) of Bill.*
- (e) The families of regular troops, when accompanying them. *Section 4 (6) of Bill.*
- (f) Reservists and officers of the Indian Reserve of officers, when proceeding to join for training or service, and when returning therefrom. *Section 4 (3) of Bill.*
- (g) All animals the property of Government, or employed by Government for military purposes, when moving under the orders of competent military authority : *Section 4 (11) of Bill.*
Carriages and transport animals belonging to Her Majesty, or employed in Her military service, are exempted by the Army Act from the payment of tolls when conveying officers or soldiers of the regular forces on duty or on the march, or their horses or baggage, or prisoners, or baggage or stores, and when returning from conveying the same. We have added "other animals", in order to cover the slaughter-cattle which are generally driven along with troops on the

march. We have also added the words "when otherwise moving under the orders of competent military authority".

Section 4 (12) of Bill.

- (h) Carriages and transport animals not the property of Government, but about to be employed in Her Majesty's military service :

This is to cover carriage collected for the use of troops about to march or for the purposes of an expedition or other special service.

Section 4 (13) of Bill.

- (i) All transport drivers and attendants, whether employed with Government or hired transport, or with carriages or animals about to be hired for the use of Government as transport.

The other alterations made by section 4 are as follow.—

- (1) In clause (a), the words "or on being shipped or landed" are new. The words "embarking or disembarking" refer, strictly speaking, only to persons, though, as used in section 143 of the Army Act, they are intended to apply also to the property mentioned in that section. The words "or on being shipped or landed" are added to secure greater precision; also because several enactments of Indian Legislatures specifically authorise the levy of tolls on property "shipped or landed."
- (2) Clause (c) is new. Section 143 of the Army Act does not exempt military persons or property from payment of tolls at ferries. But it will be seen from page 49 of the statement herewith submitted that most of the Indian enactments provide such exemptions, and we therefore think section 4 of the present Bill should apply to ferries, subject to the provisions as to compensation hereinafter mentioned.
- (3) The word "Regulation" is inserted at the end of the section, because authority to levy tolls is sometimes given by Regulations made under 33 Vict., cap. 3, section 1.

(4) The word "public" is inserted before "authority" for reasons given in paragraph 12, *supra*.

(5) The proviso to section 4 of the Bill is copied from the proviso to section 143 (1) of the Army Act, the word "property" being substituted for the words "horses, baggage or stores." The Indian enactments which authorise the levy of tolls on vessels passing along canals or other lines of navigation are—

(1) Act XXII of 1856 (Karatoya River), section 1;

(2) Act I of 1867 (Ganges Tolls), section 2;

(3) Act II of 1881 (Pegu and Sitang Canal), section 4;

(4) Bengal Act V of 1864 (Canals and other lines of navigation), section 5; and

(5) Madras Act II of 1890 (Canals and other lines of navigation), section 6 (6).

18. The alterations made by section 5 of the Bill in section 143 (3) of the Army Act are shown in italics. It is proposed to reduce the fine to a maximum of fifty rupees and a minimum of five rupees. Minimum fines are not usually prescribed by Indian legislation, but in this instance it seems necessary to follow the English Parliament.

19. In sections 6 to 9 of the Bill we have inserted provisions for the admission of claims to compensation in cases where actual loss is occasioned by the operation of section 4. We desire to explain that we do not feel called upon to indicate precisely what the machinery should be for determining the extent of such loss, but we feel that, if possible, claims for compensation should be provided for. Sections 6 to 9 have therefore been drawn more as indicating this feeling and as a basis for discussion, than as definitely expressing the conditions and limitations under which we think claimants should receive compensation.

20. Section 6 declares that lessees of tolls shall be entitled to compensation

for any loss which they may be proved to have incurred from the introduction of the new exemptions. The section follows precedents in Indian legislation, and it is only just that, where a right to collect tolls has been purchased on the basis of the existing law, the purchaser should receive compensation for any curtailment of that right. It is considered important to mention exemptions made in accordance with local usage, because it is believed that military establishments are in practice sometimes passed free of tolls even though no exemption could be claimed under statutory authority or under the terms of the leases, and there is no necessity for paying compensation for any but actual losses.

21. Compensation should clearly be provided for in the case of new exemptions from tolls leviable by Railway Companies. This we propose to do by section 7 of the Bill.

It is for consideration, however, whether a right to compensation should be given in the case of new exemptions from tolls leviable by Local Authorities or by the Government.

As regards Local Authorities, it may be said that since their power to levy taxes is derived from the Government, the Government may fairly claim that its own establishments and property shall be exempted from such taxes, without payment of compensation; and it may be noted that many of the Indian enactments already expressly provide for such exemptions (see pages 48 *et seq.* of the statement herewith submitted). On the other hand, it has been said that "local self-governing bodies will be discouraged from improving communications if the loss by exemptions is serious, a result which will be unsatisfactory to all concerned" [Clause (f) of Memorandum from the Public Works Department, Bombay, No. A-326, dated 5th March, 1894]. Pending the settlement of this question, we have included Local Authorities in section 7 of the Bill.

As regards the Government, it seems clear that there is no real necessity for paying compensation, since the result would merely be to transfer money from one department of the State to another. But it is apprehended that State Railway Adminis-

trations would object to allowing any new exemptions without payment of compensation, on the ground that their earnings as commercial undertakings would be decreased; and we have accordingly included these bodies in section 7 of the Bill, pending consideration of this question.

Section 7 of the Bill gives a right to compensation for new exemptions from those tolls only which are leviable on roads or bridges. Compensation in the case of tolls at ferries is provided for in section 8. In regard to the other tolls mentioned in section 4, namely, those leviable at landing-places, the amendments recently proposed in Bombay Acts VI of 1879 and VI of 1886 (see pages 24 and 26 of the statement herewith submitted) will meet the important cases of the Bombay and Karachi Port Trusts, and it hardly seems necessary to give a right to compensation in the case of any other Local Authority. These Authorities are Madras Local Boards, Madras Municipalities, the Aden Port Trust, the Madras Harbour Trust, the Chittagong Port Commissioners, the Calcutta Port Commissioners and the Rangoon Port Commissioners—see pages 50 and 51 of the statement herewith submitted. If it should ever become necessary to make payments to any of these Authorities in respect of exemptions from tolls, the best course would probably be to follow the Bombay and Karachi precedents and amend the local Acts.

22. Tolls at ferries stand on a somewhat different footing from other tolls, since they represent payments for services directly rendered; and we therefore think it right that compensation should be allowed for the new exemptions. This is provided for in section 8 of the Bill. We have not overlooked the fact that the existing Indian enactments (see page 49 of the statement herewith submitted) do not provide for compensation for the exemptions already allowed in the case of ferry tolls, but we hardly think it would be equitable to introduce new exemptions without giving a right to compensation.

23. Section 9 of the Bill provides for the settlement of the amount payable as compensation in each case. In placing this duty on the Commissioner of the

Division or an officer to be selected by the Local Government, the section follows the Northern India Ferries Act, 1878, section 15. We have thought it right, however to make the local officers' awards subject to the control of the Governor General in Council. This will give the Government of India power to supervise the disbursements on account of compensation—a course which seems essential, since no other authority has so great an interest in economising military funds. It will not be necessary for every petty case to be referred for the orders of the Governor General in Council; but, in order to make his control really effective, it would be desirable that the amounts proposed to be paid in the more important cases should be submitted for his previous sanction. The cases in which previous sanction should be obtained could be declared by means of rules more appropriately than by the Bill itself, and this matter is accordingly dealt with in section 10 of the Bill.

24. The only other matter of importance that is dealt with by section 10 is the identification of persons and property for whom or for which exemptions will be claimed under the Bill. The necessity for enacting some provisions on this head has been mentioned in some of the reports received from Local Governments, and the best course seems to be to leave such details to rules.

We have provided that all rules shall be made by the Local Governments in consultation with the local military authorities, and, in order to secure uniformity as far as possible, that the previous sanction of the Governor General in Council shall be required in each case.

25. We have shown in the schedule to the Bill the parts of existing Indian enactments which we think it would be convenient to repeal on the ground that they would be superseded if the Bill, in its present form, becomes law.

P. J. MAITLAND.

JOHN W. OTTLEY.

R. K. RIDGEWAY, LT.-COLONEL.

GEOFF. L. ELIOT.

C. H. HILL.

F. G. WIGLEY.

Simla, the 18th October, 1895.

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9. Settlement of amount of compensation.
10. Rules.

THE SCHEDULE—ENACTMENTS REPEALED.

[NOTE.—The portions of sections 3, 4 and 5 which differ from, or do not appear at all in, the Army Act are, as far as possible, printed in italics.]

A
BILL
TO

*Amend the law relating to the exemption from
tolls of persons and property belonging to the
Army.*

WHEREAS certain officers, soldiers and other persons, and certain animals, baggage and carriages belonging or attached to the Army, are exempted by section 143 of the Army Act from payment of certain duties or tolls,

44 & 45 Vict,
cap 58.

and whereas similar exemptions are made by various enactments of Indian Legislatures, but these exemptions are not co-extensive with those made by the said Army Act,

and whereas it is expedient to remove the inconsistency now existing between the said Act and enactments, and to exempt certain other persons and property belonging to the Army from payment of certain tolls;

and whereas it is declared by section 169 of the said Army Act that "it shall be lawful for the Governor General of India . . . to provide by law for reducing any fine directed by this Act to be recovered on summary conviction to such amount as may appear to the Governor General . . . to be better adapted to the pecuniary means of the inhabitants, and also to declare the amount of the local currency which is to be deemed for the purposes of this Act to be equivalent to any sum of British currency mentioned in this Act," and it is expedient to alter in the manner hereinafter appearing the fine imposed by section 143 of the said Act,

It is hereby enacted as follows

1. (1) This Act may be called the Tolls (Army) Act, 1896.

(2) It extends to the whole of British India, [Cf Act IX, 1894, s 1] inclusive of Upper Burma, Title, extent and British Baluchistan, the commencement. Santhal Parganas and the Pargana of Spiti, and

(3) It shall come into force on the first day of _____, 1896.

2. (1) On and from that day, the enactments specified in the schedule shall be repealed to the extent mentioned in the third column thereof.

(2) Any document referring to any of the said enactments shall, so far as may be, be construed to refer to this Act or the corresponding portion thereof.

3. In this Act, *unless there is something repugnant in the subject or context,—*

Definitions

(1) the expression "Her Majesty's regular forces" means officers and soldiers who by their commission, terms of enlistment or otherwise are hable to render continuously for a term military service to Her Majesty in any part of the world, including Her Majesty's Indian Forces, and sub-

[Cf Army Act, s 190 (8)]

ject to this qualification that when the Indian reserve forces are subject to military law such forces become during the period of their being so subject part of the regular forces

[Cf Indian Army List, July 1st, 1895, pages 449-472.] (2) the expression "local corps under the Government of India" means the Hyderabad Contingent, the Central India Horse, the Malwa Bhil Corps, the Bhopal Battalion, the Deoli Irregular Force, the Erinpura Irregular Force, the Meywar Bhil Corps, the Merwara Battalion and the Escort of the Resident in Nepal, and includes any other corps which may be notified by the Governor General in Council in this behalf by order published in the Gazette of India

[Cf Army Act, ss. 190 (9), 175(9)] (3) the expression "Indian reserve forces" means the forces constituted by the Indian Reserve Forces Act, 1888, and includes persons holding commissions in the Indian Army Reserve of officers when called out in any military capacity: IV of 1888.

[Cf Act V, 1869, Part I, clause (16), inserted by Act XII, 1894, s. 4] (4) the expression "General Officer of the Command" means the general officer commanding the forces in a Command, and the expression "Command" means one of the principal portions into which the Army of India is, for the time being, divided:

(5) "public authority" means the Government or a Local Authority*, and, so far as regards tolls levied by a Railway Company under section 4 of the Indian Guaranteed Railways Act, 1879, or section 51 of the Indian Railways Act, 1890, includes such Railway Company.

42 and 43
Vict. cap 41.
IX of 1890.

[Cf Army Act, s. 143 (1), (3)] (6) "tolls" include duties (other than customs duties levied under the Indian Tariff Act, 1894,) dues, rates, rents, fees and charges:

VIII of 1894.

[Cf. Act XVII, 1878, s. 3, Bengal Act I, 1885, s. 5] (7) "ferry" includes every bridge and other thing which is a ferry within the meaning of any enactment authorising the levy of tolls on ferries, but does not include any ferry or other thing which is included in the definition of "railway" in section 3 of the Indian Railways Act, 1890:

IX of 1890.

[Cf. Army Act, s. 143 (1)] (8) "landing-place" includes a pier, wharf, quay, jetty or stage: and

[Cf. Army Act, s. 190 (40)] (9) "horse" includes a mule and any beast, of whatever description, which is used for burden or draught or for carrying persons.

[Cf. Army Act, s. 143 (1)] 4. The following persons and property, namely.—

(1) all officers and soldiers of—

(i) Her Majesty's regular forces,

(ii) any local corps under the Government of India, or

(iii) the Imperial Service Troops, when on duty or on the march,

* Note.—"Local Authority" means 'a Municipal Committee, District Board, body of Port Commissioners or other authority legally entitled to, or entrusted by the Government with, the control or management of a Municipal or Local Fund'—see the General Clauses Act, I of 1887, section 3 (6)

(2) all members of a corps of volunteers, when on duty or on the march,

(3) all officers and soldiers of the Indian reserve forces, when proceeding from their place of residence on being called out for training or service, or when proceeding back to their place of residence after such training or service,

(4) all grass-cutters of mounted corps forming part of—

(i) Her Majesty's regular forces,
(ii) any local corps under the Government of India, or

(iii) the Imperial Service Troops,

(5) all other authorised followers of—

(i) Her Majesty's regular forces,
(ii) any local corps under the Government of India,

(iii) the Imperial Service Troops, or
(iv) any corps of volunteers,

when accompanying any body of such forces, troops or volunteers or any members of such corps on the march, or when otherwise moving under the orders of competent military authority,

(6) all members of the families of officers, soldiers or authorised followers of—

(i) Her Majesty's regular forces, or
(ii) any local corps under the Government of India,

when accompanying any body of such force or any members of such corps on the march,

(7) all prisoners under military escort,

(8) the horses and baggage of the persons mentioned in clauses (1) and (2), respectively, when accompanying such persons while they are on duty or on the march,

(9) the horses of the persons mentioned in clause (4),

(10) the horses and baggage of the followers and families mentioned in clauses (5) and (6), respectively, when accompanying such followers or families under the circumstances mentioned in those clauses respectively,

(11) all carriages, horses and other animals belonging to Her Majesty or employed in Her military service, when conveying any such persons as above in this section mentioned, or when conveying baggage or stores, or when returning from conveying such persons, baggage or stores, or when otherwise moving under the orders of competent military authority,

(12) all carriages and horses, when moving under the orders of competent military authority for the purpose of being employed in Her Majesty's military service, and

(13) all persons in charge of carriages or animals mentioned in clause (11) or clause (12), when accompanying the same under the circumstances mentioned in those clauses respectively,

shall be exempted from payment of any tolls—

(a) on embarking or disembarking, or on being shipped or landed, from or upon any landing-place, or

(b) in passing along or over any turnpike or other road or bridge, or

(c) on being carried by means of any ferry,

otherwise demandable by virtue of any Act, Ordinance, Regulation, order or direction of any legislature or other public authority in British India :

Provided that nothing in this section shall exempt any boats, barges or other vessels employed in conveying the said persons or property along any canal from payment of tolls in like manner as other boats, barges and vessels.

[Cf. Army Act, s. 143 (3)] 5 Any person who demands and receives any toll in contravention of section 4 shall, notwithstanding anything in Chapter XXII of the Code of Criminal Procedure, 1882, be tried in a summary way, and shall be liable to a fine not exceeding fifty rupees nor less than five rupees.

[Cf. Act II, 1873, s. 8, Act XVII, 1878, s. 15, sees for new exemptions, Act XI, 1881, s. 4, 5, Ben Act I, 1885, s. 18] 6. Where, immediately before the commencement of this Act, any tolls referred to in section 4 are leased, and any persons or articles of property mentioned in that section are not exempted, by reason either of—

(a) some enactment, or

(b) some order or direction made or given by a public authority, or

(c) the terms of the lease, or

(d) local usage,

from payment of such tolls, then the lessee shall be entitled to compensation for any loss which he may be proved to have incurred from the operation of the said section.

7. Where, immediately before the commencement of this Act, any persons or articles of property mentioned in section 4 are not exempted, by reason either of—

Compensation to Railway Companies, Local Authorities and State Railway Administrations for new exemptions from tolls on roads or bridges

(a) some enactment, or

(b) some order or direction made or given by a public authority, or

(c) local usage,

from payment of any tolls leviable by—

42 & 43 Vict., cap. 41, IX of 1890.

(i) a Railway Company acting under section 4 of the Indian Guaranteed Railways Act, 1879, or section 51 of the Indian Railways Act, 1890, or

(ii) a Local Authority, or

(iii) the Government, acting as a Railway-Administration,

on the passing of such persons or property along or over any road or bridge, then such Company, Authority or Administration shall, except in respect of tolls which are for the time being leased, be entitled to compensation for any loss which it may be proved to have incurred from the operation of the said section 4.

8. Where, immediately before the commencement of this Act, any persons or articles of property mentioned in section 4 are not exempted, by reason either of—

Compensation for use of ferries.

(a) some enactment, or

(b) some order or direction made or given by a public authority, or

(c) local usage,

from payment of any tolls referred to in that section on the carrying of such persons or property by means of a ferry, then the public authority by whom such tolls are leviable shall, except in respect of tolls which are for the time being leased, be entitled to compensation for the service rendered in carrying such persons or property by means of the ferry.

9. The amount of any compensation payable under section 6, section 7 or section 8 shall, subject to the control of the Governor General in Council, be settled from time to time by the Commissioner of the Division or by such other officer as the Local Government may appoint in this behalf by name or in virtue of his office.

10. (1) The Local Government, in consultation with the General Officer of the Command, and with the previous sanction of the Governor General in Council, may make rules—

Rules.

(a) for declaring what evidence shall be accepted as proof that any person or property by or for whom or for which an exemption is claimed under section 4 is entitled to such exemption,

(b) for declaring in what cases the amount of any compensation payable under section 6, section 7 or section 8 shall be referred for the previous sanction of the the Governor General in Council, and

(c) generally, for carrying out the purposes of this Act.

(2) The power to make rules under this section is subject to the conditions of the rules being made after previous publication and of their not taking effect until they have been published in the local official Gazette.

THE SCHEDULE.
ENACTMENTS REPEALED.

(See section 2)

1	2	3
Number and year.	Short title or subject.	Extent of repeal.

Acts of the Governor General in Council

VIII of 1851...	Tolls on Public Roads and Bridges.	In section 4, <i>the words</i> of troops and military stores and equipages on their march or
XVII of 1878..	The Northern India Ferries Act, 1878.	So much of section 15 as exempts from payment of tolls any persons, animals, vehicles or other things which are exempted by section 4 of this Act

Acts of the Governor of Port St George in Council.

I of 1884 ...	The City of Madras Municipal Act, 1883	In section 174, <i>the word</i> troops <i>and the word</i> military, <i>also</i> so much of the section as relates to any Government stores, vehicles, animals or other property which are or is exempted by section 4 of this Act.
IV of 1884 ...	The Madras District Municipalities Act, 1884.	In the new sub-section which it is proposed, by the Bill now before the Madras Council, to substitute for sub-section (3) of section 91, <i>the words</i> troops, military stores and baggage, military and
V of 1884 ...	The Madras Local Boards Act, 1884.	In section 87, sub-section (3), <i>the words</i> troops on their march or of military and <i>and the words</i> military and; <i>also</i> so much of the sub-section as relates to any Government stores or equipages which are exempted by section 4 of this Act.

Acts of the Governor of Bombay in Council.

II of 1868 ...	The Bombay Ferries Act, 1868.	Section 3, clause (a).
III of 1875 ...	Tolls on Public Roads and Bridges.	In section 5, <i>the words</i> of troops and military stores and equipages on their march or.
III of 1888 ...	The City of Bombay Municipal Act, 1888.	In section 190, sub-section (1), <i>the letter (b)</i> , <i>also</i> so much of the rest of the sub-section as excepts vehicles which are exempted by section 4 of this Act.

1	2	3
Number and year.	Short title of subject.	Extent of repeal.

Acts of the Governor of Bombay in Council—
contd.

V of 1888 ...	The Aden Port Trust Act, 1888.	So much of section 40, sub-section (3), clause (a), as relates to tolls, rates or charges in respect of military munitions or stores. Section 40, sub-section (3), clause (b).
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Acts of the Lieutenant-Governor of Bengal in Council.

V of 1876 ...	The Bengal Municipal Act, 1876.	In section 159, <i>the words</i> of troops on the march or of animals or vehicles employed in the transport of such troops or, <i>the words</i> military or, <i>in both places in which they occur, and the words</i> of any animals, whether belonging to Government or otherwise, which are attached to a regiment or a military department, and which pass through a toll-bar: Provided that tolls shall be leviable for conveying such animals over a ferry; <i>also</i> so much of the section as relates to any Government stores which are exempted by section 4 of this Act.
III of 1884 ...	The Bengal Municipal Act, 1884.	In section 168, <i>the words</i> of troops on the march or of animals or vehicles employed in the transport of such troops or, <i>the words</i> military or, <i>in both places in which they occur, and the words</i> of any animals, whether belonging to Government or otherwise, which are attached to a regiment or a military department, and which pass through a toll-bar: Provided that tolls shall be leviable for conveying such animals over a ferry; <i>also</i> so much of the section as relates to any Government stores which are exempted by section 4 of this Act.
I of 1885 ...	The Bengal Ferries Act, 1885.	So much of section 18 as exempts from payment of tolls any persons, animals, vehicles or other things which are exempted by section 4 of this Act.

Enactments of British Indian Legislatures regarding the imposition of, and exemptions from, tolls, etc., such as those referred to in section 143 of the Army Act (44 and 45 Vict, Cap. 58).

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BILL
TO
Amend the law relating to the exemption
from tolls of persons and property be-
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Enactments of British Indian Legislatures regarding the imposition of, and exemptions from, tolls, etc., such as those referred to in section 143 of the Army Act (44 and 45 Vict, Cap. 58).

[NOTE 1.—In this Statement all clauses are cited which it seems necessary to consider in framing any proposals for legislation in India.

NOTE 2.—Enactments which have been amended are cited in the form in which they stand up to date.]

A—TOLLS, ETC, LEVIABLE BY THE GOVERNMENT ONLY.

1—TOLLS ON ROADS AND BRIDGES.

Act VIII of 1851 (Tolls on Public Roads and Bridges)—

Levy of tolls S 2.—Certain Local Governments "may cause such rates of toll, not exceeding the rates mentioned in the schedule to this Act, as they respectively think fit, to be levied upon any road or bridge which has been, or shall hereafter be, made or repaired at the expense of the Government;

Collection of tolls and may place the collection of such tolls under the management of such persons as may appear to them proper....."

Exemptions S 4.—"No tolls shall be paid for the passage of troops and military stores and equipages on their march, or of police-officers on duty, or of any person or property in their custody; *but no other exemption from payment of the tolls levied under this Act shall be allowed.*" (In Upper Burma, for the words in italics read "or of any person or property exempted by order of the Local Government from payment of tolls"—see Act XX of 1886, s. 7).

A.—TOLLS, ETC, LEVIABLE BY THE GOVERNMENT ONLY—*contd.*

1.—Tolls on Roads and Bridges—*contd.*

Act VIII of 1851 (Tolls on Public Roads and Bridges)—*concl'd.*

S 8—"The tolls levied under this Act shall be deemed public revenue; but the net proceeds thereof shall be applied wholly to the construction, repair and maintenance of roads and bridges within the presidency in which they are levied"

Act XV of 1864 (Tolls on Public Roads and Bridges)—

S 1 substitutes a new schedule of tolls for that appended to Act VIII of 1851, for places to which the Act of 1864 shall be extended by the Local Government

S 2—Tolls may be compounded.

Act VIII of 1851 originally applied to Madras, Bombay, Bengal and the North-Western Provinces. It has been repealed in Bombay by Bombay Act III of 1875 (cited *infra*, page 8), and has been declared, by legislation, to be in force in the Punjab, the Central Provinces, Upper Burma (except the Shan States) and the Arakan Hill District.

Act XV of 1864 has been declared, by legislation, to be in force in the Punjab and the Central Provinces.

Act XV of 1864, section 4, authorises Local Governments (a) to extend the Act of 1864 to any place in which the Act of 1851 is in force, and (b) to extend the Acts of 1851 and 1864 to any place in which the Act of 1851 is not in force.

Act VIII of 1892 (Lansdowne Bridge)—

S. 2—"The Governor General in Council may cause such rates of toll, not exceeding the rates mentioned in the schedule annexed to" Act VIII of 1851, "as he may think fit, to be levied in respect of the said Lansdowne Bridge,

and may place the collection of such tolls under the management of such persons as may appear to him proper;

A.—TOLLS, ETC, LEVIABLE BY THE GOVERNMENT ONLY—*contd.*

1.—Tolls on Roads and Bridges—*concl'd.*

2.—Tolls on Ferries.

Act VIII of 1892 (Lansdowne Bridge)—*concl'd.*

Exemptions.
Proceeds

and all the provisions of "Act VIII of 1851" shall apply to such tolls and the collection and recovery thereof in the same manner as if such provisions were herein re-enacted verbatim."

Levy of
tolls

S 4—"Where any public road or bridge has or shall have been made and repaired at the expense of the Government of India, and no other adequate provision shall have been made for the levy and collection of tolls thereon, the Governor General in Council may, by notification in the Gazette of India, apply this Act to such road or bridge;

Collection
of tolls
Exemptions
Proceeds

and thereupon all the provisions of this Act shall apply to such road or bridge as if the same had been herein named in addition to the said Lansdowne Bridge."

2.—TOLLS ON FERRIES.

Bombay Act II of 1868 (Ferries)—

Levy of
tolls

S. 3—"Tolls, according to such rates as shall, from time to time, be approved by Government, shall be levied upon all passengers, carts, carriages, cattle and other animals, and on all goods and merchandise, carried over any public ferry.

Exemptions.

Provided always that no tolls shall be levied from—

- (a) any soldier in uniform on duty,
- (b) any police-officer in uniform on duty,
- (c) any person in the custody of the police,

A.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT ONLY—*contd.*

2.—Tolls on Ferries—concl'd

3.—Tolls on Persons embarking or disembarking, and on Property shipped or landed, at Piers, etc.

Bombay Act II of 1868 (Ferries)—concl'd.

(d) any person whom the Governor in Council shall, by notification in the Bombay Government Gazette, deem fit specially to exempt from payment of such tolls."

S. 4.—The Government may appoint toll-keepers, ferrymen or other servants for the management and conduct of a public ferry. Collection of tolls

S. 5.—The Government may lease a public ferry. Leasing.

S. 16 provides that the proceeds from tolls and farms of public ferries are to be credited to a Ferry Fund, and are to be appropriated in the first instance to the maintenance of public ferries and the improvement of roads leading thereto, the surplus, if any, being expended on local works, as the Government may direct. Proceeds.

But, in all places in which Bombay Act I of 1884 applies, the net proceeds of public ferries are now credited to the "Local Fund" constituted by that Act—see section 44 (c) thereof.

3.—TOLLS ON PERSONS EMBARKING OR DISEMBARKING, AND ON PROPERTY SHIPPED OR LANDED, AT PIERS, ETC.

Madras Act V of 1863 (Piers)—

S. 1.—"Tolls, according to such rates as shall from time to time be settled or approved by the Governor of Madras in Council, shall be levied upon all persons, carts, carriages, merchandise, baggage and other articles, and upon all cattle and other animals, landed at, or shipped from, or otherwise making use of, the said pier *"

* i.e., the Madras pier, and other piers to which the Act is extended.

A.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT ONLY—*contd.*

3.—Tolls on Persons embarking or disembarking, and on Property shipped or landed, at Piers, etc.—concl'd.

4.—Fees on Property shipped or landed at Piers, etc.

Madras Act V of 1863 (Piers)—concl'd

Collection of tolls Proceeds

S. 3.—Toll-keeper to be appointed.

" Tolls to be paid into Government treasury.

4.—FEES ON PROPERTY SHIPPED OR LANDED AT PIERS, ETC.

Madras Act III of 1885 (Outports Landing and Shipping Fees)—

Levy of fees

S. 4.—"Landing and shipping fees, according to the rates which may be fixed from time to time, shall be levied upon all goods, carts, carriages, animals, baggage and other articles landed from or shipped into any vessel lying or being within the limits of any port within the Presidency of Fort St. George to which this Act may be applied.

Such fees shall be payable in addition to all tolls and charges now lawfully levied within such port.

Provided that no rates shall be fixed under the provisions of this Act without the previous sanction of the Governor General in Council."

Collection of fees

S. 7.—An officer to be appointed to levy the fees.

Proceeds

" The fees to be paid into the treasury.

Bombay Act VII of 1882 (Landing and Wharfage Fees)—

Levy of fees.

S. 5.—"It shall be lawful for the Governor in Council.....

(e) to fix the fees to be levied—

(1) for the landing, shipping, wharfage, craning, storage or demurrage of goods at, and

A.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT ONLY—*concl'd.*

4.—Fees on Property shipped or landed at Piers, etc.—*concl'd.*

5.—Taxes of any kind.

Bombay Act VII of 1882 (Landing and Wharfage Fees)—*concl'd.*

(2) for permitting animals or vehicles to bring or remove goods to or from...

any such landing-place:*

Provided that it shall be lawful for the Governor in Council at any time to exempt any goods, animal or vehicle, either wholly or partially, from any fee to which the same may be liable under this section.”

S. 10.—Proceeds of fees are to be applied in payment of expenses of administering the Act, in defraying cost of landing-places, in maintaining and improving landing-places, and generally in the improvement of the port.

5.—TAXES OF ANY KIND.

Act XIII of 1889 (Cantonments)—

S. 17.—(1) The Local Government, with the previous sanction of the Governor General in Council, may, by notification,—

“(a) impose in any cantonment which is not included in a municipality any tax which, under any enactment in force at the date of the notification, can be imposed in any municipality within the territories administered by such Government, and

(b) abolish or modify any tax so imposed.”

S. 20.—“(1) Notwithstanding anything in any enactment for the time being in force, the Governor General in Council may, by notification in the Gazette of India,

* i.e., any public landing place to which the Local Government has determined that the Act shall apply.

A.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT ONLY—*concl'd.*

5.—Taxes of any kind—*concl'd.*

Act XIII of 1889 (Cantonments)—*concl'd.*

Prohibition of levy of taxes.

Exemptions.

Government not to compensate Municipal Committee for abolition of taxes.

Proceeds.

prohibit the levy of the whole or any part of any tax imposed in a cantonment, or

exempt any person, by name or in virtue of his office, or any class of persons, or any property or any class of property, from the operation of any such tax,

and may, by a like notification, rescind any such prohibition or exemption.”

“(2) Where the area subject to the authority of a Municipal Committee as defined in section 2 of the Municipal Taxation Act, 1881,* includes the whole or part of a cantonment, nothing in section 4 or section 5 of that Act or in any other like enactment for the time being in force shall apply to so much of that area as is comprised in the cantonment.”

S. 21.—Proceeds of taxes levied under section 17 are credited to the Cantonment Fund.

* Printed *infra* page, 46.

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM.

1.—Tolls on Roads and Bridges.

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM.

I.—TOLLS ON ROADS AND BRIDGES.

Bombay Act III of 1875 (Tolls on Public Roads and Bridges)—

S. 3.—"The Governor in Council may ^{Levy of} cause such rates of tolls, not exceeding the rates mentioned in the schedule annexed to this Act, to be levied upon any road or bridge which has been, or shall hereafter be, made or repaired at the expense of the Government or from funds collected under the provisions of Bombay Act III of 1869, or other funds levied under the authority and subject to the general control of Government,

and may place the collection of ^{Collection of tolls.} such tolls under the management of such persons,

as may appear to him proper

The word 'persons' in this section shall be deemed to include ^{Assignment of tolls.} Local Boards established under the Bombay Local Boards Act, 1884."

S. 5.—"No tolls shall be paid for the ^{Exemptions.} passage of troops and military stores and equipages on their march, or of police-officers on duty, or of any person or property in their custody.

And it shall further be lawful for His Excellency the Governor in Council, by notification in the Government Gazette, to grant and define other exemptions from payment of the tolls levied under this Act."

Bombay Act I of 1883 (Highways), s. 7, ^{Local abolition of tolls.} declares that "No tolls leviable under Bombay Act III of 1875 shall be levied within any local area notified under this Act."

S. 10.—Tolls may be leased.

Leasing

S. 9.—Tolls may be compounded.

Compounding

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—contd.

1.—Tolls on Roads and Bridges—concl'd.

2.—Tolls, etc, on Howrah Bridge.

Bombay Act III of 1875 (Tolls on Public Roads and Bridges)—concl'd.

^{Proceeds.} The net proceeds of tolls and leases of tolls under Bombay Act III of 1875 are credited to the "Local Fund" constituted by Bombay Act I of 1884—see section 44 (d) thereof.

2.—TOLLS, ETC., ON HOWRAH BRIDGE.

Bengal Act IX of 1871 (Howrah Bridge)—

^{Levy of tolls, fees and charges} S. 3.—Tolls, fees and charges, within prescribed maximum rates, to be levied on passengers, animals, vehicles and goods using, or conveyed on, the Howrah Bridge.

^{Exemptions.} " The Local Government may exempt all or any passengers, animals, vehicles or goods from payment of the said tolls, fees and charges.

^{Collection of tolls, fees and charges} S. 5.—The Local Government may appoint persons to collect tolls, fees and charges.

^{Assignment of tolls, fees and charges} S. 9.—The Local Government may arrange with the East Indian Railway Company for the collection of tolls, fees and charges by the Company.

^{Assignment of tolls, fees and charges} Ss. 12, 13, 14.—Certain powers of the Local Government under the Act may be vested in the Calcutta Port Commissioners tolls, fees and charges thereupon become vested in them, to be applied for the purposes of the Act.

^{Advance of public moneys} S. 10.—The Local Government may advance moneys out of the public funds for the construction of the bridge and approaches thereto.

^{Proceeds.} S. 11.—The net income from tolls, fees and charges to be applied to payment of sums advanced from

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

2.—Tolls, etc., on Howrah Bridge—concl'd.

3.—Tolls on Ferries.

Bengal Act IX of 1871 (Howrah Bridge)—
concl'd.

the public funds for the construction of the bridge and approaches thereto.

S. 22.—Tolls, fees and charges to be reduced on accumulation of sufficient reserve fund, so as to balance income and expenditure.

Reduction of tolls, fees and charges

3.—TOLLS ON FERRIES.

Act II of 1873 (Burma Ferries)—

S. 8 —"Tolls, according to such rates as are from time to time fixed by the Chief Commissioner, shall be levied on all persons, animals and other things carried by means of any public ferry:

Levy of tolls

Provided that the Chief Commissioner may from time to time declare what persons, animals or other things shall, when employed or transmitted on the public service, or for other sufficient reason, be exempt from payment of such tolls.

Exemptions.

Where the tolls of a ferry have been let under section 5, any such declaration, if made after the date of the auction, shall entitle the lessee to such abatement of the rent payable in respect of the tolls as may be fixed by the Commissioner of the Division with the concurrence of the Chief Commissioner."

Compensation to lessee for exemptions.

S. 4.—The Chief Commissioner may direct—

that any public ferry in a town be managed by the officer or public body charged with the superintendence of the municipal arrangements of the town, and

Assignment of ferries.

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*contd.*

Act II of 1873 (Burma Ferries)—concl'd.

Proceeds. that all or any part of the proceeds from such ferry be paid into the Municipal Fund of such town.

Leasing. S. 5.—Tolls may be leased.
S. 13.—Lease may be cancelled in certain cases.

Proceeds. S. 10.—All tolls, etc., shall, except in the cases provided for by section 4, be credited to the District Fund.

Act XVII of 1873 (Ferries)—

Levy of tolls S. 15 —"Tolls, according to such rates as are from time to time fixed by the Local Government, shall be levied on all persons, animals, vehicles and other things crossing any river by a public ferry

Exemptions. and not employed or transmitted on the public service:

Provided that the Local Government may, from time to time, declare that any persons, animals, vehicles or other things shall be exempt from payment of such tolls.

Compensation to lessee for exemptions.

Where the tolls of a ferry have been let under section 8, any such declaration, if made after the date of the lease, shall entitle the lessee to such abatement of the rent payable in respect of the tolls as may be fixed by the Commissioner of the Division or such other officer as the Local Government may, from time to time, appoint in this behalf by name or in virtue of his office."

S. 7.—The Local Government may direct—

that any public ferry in a town be managed by the officer or public body charged with the superintendence of the municipal arrangements of the town, and

Assignment of ferries

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*contd.*

Act XVII of 1878 (Ferries)—*contd.*

that all or any part of the proceeds from such ferry be paid into the Municipal Fund of such town.

Proceeds

S. 7A.—The Local Government of the North-Western Provinces, Oudh, the Punjab or the Central Provinces may direct—

that any public ferry be managed by a District Board, District Council or Local Board, and

Assignment of ferries

that all or any part of the proceeds from such ferry be paid into the District Fund.

Proceeds

S. 8.—Tolls of public ferry may be leased.

Leasing

S. 24.—Lease of tolls may be cancelled in certain cases, without payment of compensation.

S. 10.—Lease may be cancelled at six months' notice, on payment of compensation.

Compensation

S. 11.—Lease may be surrendered at one month's notice, on payment of compensation

S. 18.—Tolls on public ferries may be compounded

Compound-

S. 12 (c).—Power is given to make rules for compensating persons who have compounded for tolls payable for the use of a public ferry, when such ferry has been discontinued before the expiration of the period compounded for.

Compensation to persons who have compounded

S. 17.—Except as provided in sections 7 and 7A, the net receipts from tolls, etc, are—

Proceeds

(1) in the North-Western Provinces and Oudh, to be credited to certain Local Funds,

(2) in the Punjab, to be placed at the disposal of District Boards, and

(3) in the Central Provinces, Assam and Ajmere, to be applied to certain specified purposes.

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*contd.*

Act XVII of 1878 (Ferries)—*concl.*

Taking temporary possession of ferry

S. 33.—"When any boats or their equipment, or any materials or appliances suitable for setting up a ferry,

are emergently required for facilitating the transport of officers or troops of Her Majesty on duty, or of any other persons on the business of Her Majesty, or of any animals, vehicles or baggage belonging to such officers, troops or persons, or of any property of Her Majesty,

Compensation payable therefor

the Magistrate of the district may take possession of and use the same (paying such compensation for the use thereof as the Local Government may in each case direct) until such transport is completed."

Rates of toll at private ferries

S. 20.—Tolls charged at private ferries are not to exceed the highest rates for the time being fixed under section 15 for public ferries.

Bengal Act I of 1885 (Ferries)—

Levy of tolls

S. 18.—"Tolls, according to such rates as may, from time to time, be fixed by the Magistrate of the district with the approval of the Commissioner, shall be levied on all persons, animals, vehicles and other things crossing any river by a public ferry and not employed or transmitted on the public service :

Exemptions.

Provided that the Lieutenant-Governor may from time to time declare that any persons, animals, vehicles or other things shall be exempt from payment of such tolls.

Compensation to lessee for exemptions

Where the tolls of a ferry have been leased under section 9, any such declaration, if made after the date of the auction, shall entitle the lessee to such abatement of the rent payable

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*contd.*

Bengal Act I of 1885 (Ferries)—*contd.*

in respect of the tolls as may be fixed by the Magistrate of the district under this section."

S 35.—The Local Government may direct that any public ferry be managed by a District Board, and that all or any of the proceeds thereof be paid into the District Fund.

S. 9.—Tolls may be leased.

Ss 13, 26.—Lease of tolls may be cancelled in certain cases.

S. 14.—Lease may be surrendered at one month's notice, on payment of compensation.

S. 21.—Tolls may be compounded.

S. 15 (c).—Power is given to make rules for compensating persons who have compounded for tolls payable for the use of any public ferry, when such ferry has been discontinued before the expiration of the period compounded for.

S. 20.—Subject to section 35, all tolls, rents, etc., "shall be appropriated in the first instance towards the payment of all charges incurred in carrying out the provisions of this Act; and the surplus, if any, shall be credited to such Fund as the Lieutenant-Governor may, from time to time, direct."

S. 34.—"When any boats or their equipments, or any materials or appliances suitable for setting up a ferry, are emergently required for facilitating the transport of officers or troops of Her Majesty on duty, or of any other persons on the business of Her Majesty, or of any animals, vehicles or baggage belonging to such

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*concl.*

4.—Tolls on Ferries, and Tolls and Fees on Persons embarking or disembarking, and on Property shipped or landed, at Piers, etc..

Bengal Act I of 1885 (Ferries)—*concl.*

officers, troops or persons, or of any property of Her Majesty,

the Magistrate of the district may take possession of and use the same (paying such compensation for the use thereof as the Lieutenant-Governor may in each case direct) until such transport is completed."

Compensation payable therefor.

4.—TOLLS ON FERRIES, AND TOLLS AND FEES ON PERSONS EMBARKING OR DISEMBARKING, AND ON PROPERTY SHIPPED OR LANDED, AT PIERS, ETC.

Madras Act II of 1890 (Canals and Ferries)—

Levy of tolls at ferries.

S. 10.—The Local Government may fix the tolls leviable upon passengers, animals, vehicles and goods conveyed across a public ferry.

S. 6.—"The Governor in Council may from time to time—

(b) establish stations at which tolls shall be levied [on vessels passing along a canal*] or on passengers, vehicles, animals or goods landed therefrom, and fix the rates of such tolls;

Levy of tolls on passengers and property landed from canal

Levy of fees for use of piers, etc

(c) fix fees for the use of public landing-places, wharves, piers, jetties, docks, basins, lie-byes, sidings, sheds or warehouses provided for the accommodation [of vessels using a canal* or] of goods or passengers carried or to be carried thereon, and for demurrage on [vessels or] goods detained therein....."

* "Canal" means a navigable waterway which has been declared subject to the Act—see s. 3.

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*contd.*

Bengal Act I of 1885 (Ferries)—contd.

in respect of the tolls as may be fixed by the Magistrate of the district under this section."

S. 35.—The Local Government may direct that any public ferry be managed by a District Board, and that all or any of the proceeds thereof be paid into the District Fund.

S. 9.—Tolls may be leased.

Ss. 13, 26.—Lease of tolls may be cancelled in certain cases.

S. 14.—Lease may be surrendered at one month's notice, on payment of compensation.

S. 21.—Tolls may be compounded.

S. 15 (c).—Power is given to make rules for compensating persons who have compounded for tolls payable for the use of any public ferry, when such ferry has been discontinued before the expiration of the period compounded for.

S. 20.—Subject to section 35, all tolls, rents, etc., "shall be appropriated in the first instance towards the payment of all charges incurred in carrying out the provisions of this Act; and the surplus, if any, shall be credited to such Fund as the Lieutenant-Governor may, from time to time, direct."

S. 34.—"When any boats or their equipments, or any materials or appliances suitable for setting up a ferry, are emergently required for facilitating the transport of officers or troops of Her Majesty on duty, or of any other persons on the business of Her Majesty, or of any animals, vehicles or baggage belonging to such

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—*contd.*

3.—Tolls on Ferries—*concl.*

4.—Tolls on Ferries, and Tolls and Fees on Persons embarking or disembarking, and on Property shipped or landed, at Piers, etc..

Bengal Act I of 1885 (Ferries)—concl.

officers, troops or persons, or of any property of Her Majesty,

the Magistrate of the district may take possession of and use the same (paying such compensation for the use thereof as the Lieutenant-Governor may in each case direct) until such transport is completed."

Compensation payable therefor.

4.—TOLLS ON FERRIES, AND TOLLS AND FEES ON PERSONS EMBARKING OR DISEMBARKING, AND ON PROPERTY SHIPPED OR LANDED, AT PIERS, ETC.

Madras Act II of 1890 (Canals and Ferries)—

Levy of tolls at ferries.

S. 10.—The Local Government may fix the tolls leviable upon passengers, animals, vehicles and goods conveyed across a public ferry.

S. 6.—"The Governor in Council may from time to time—

(b) establish stations at which tolls shall be levied [on vessels passing along a canal*] or on passengers, vehicles, animals or goods landed therefrom, and fix the rates of such tolls;

Levy of tolls on passengers and property landed from canal

Levy of fees for use of piers, etc

(c) fix fees for the use of public landing-places, wharves, piers, jetties, docks, basins, lie-byes, sidings, sheds or warehouses provided for the accommodation [of vessels using a canal* or] of goods or passengers carried or to be carried thereon, and for demurrage on [vessels or] goods detained therein....."

* "Canal" means a navigable waterway which has been declared subject to the Act—see s. 3.

B.—TOLLS, ETC., LEVIABLE BY THE GOVERNMENT OR BY "LOCAL AUTHORITIES" TO WHOM IT MAY ASSIGN THEM—concl'd.

4.—Tolls on Ferries, and Tolls and Fees on Persons embarking or disembarking, and on Property shipped or landed, at Piers, etc.—concl'd.

Madras Act II of 1890 (Canals and Ferries)—concl'd.

S. 11.—The management of any canal or public ferry may, by order of the Local Government, be assigned to a Local Board or Municipal Council, from which the revenue shall be assigned to the funds of such managing authority.

S. 12.—The Local Government or such managing authority shall appoint persons to collect tolls and fees; or the collection may, under conditions prescribed by the Local Government, be leased.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY.

1.—Tolls on Roads.

2.—Tolls on Roads, Bridges and Ferries.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY.

1.—TOLLS ON ROADS.

Madras Act V of 1884 (Local Boards)—

Levy of tolls on roads Ss. 57, 58.—Tolls, at rates not exceeding those prescribed in Schedule B, may, with the approval of the Local Government, be levied by the District Board upon carriages, carts or animals passing along roads within the district.

S. 59.—The Local Government may direct a District Board to levy such tolls.

Exemptions S. 87 (3).—"No tolls shall be paid for the passage of troops on their march, or of military and Government stores and equipments, or of military and police-officers on duty, or of any person or property in their custody, or, for the passage of vehicles and animals licensed by the District Board, while such licenses are in force."

Collection of tolls S. 89.—The District Board may place the collection of tolls under the management of proper persons, or may lease tolls.

Leasing Compounding S. 87 (2).—The District Board may compound for tolls.

Proceeds Ss. 54 to 57.—Tolls are to be credited to District Fund or the Taluq Fund, and are to be applied to the construction, repair and maintenance of streets, bridges and other means of communication.

2.—TOLLS ON ROADS, BRIDGES AND FERRIES.

Bengal Act V of 1876 (Some Assam Municipalities)—

Ss. 78, 139, 140, 148, 149.—The Municipal Commissioners may with the sanction of the Local

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—*contd.*

Bengal Act V of 1876 (Some Assam Municipalities)—*contd.*

Government, order the levy of tolls—

- (1) at public ferries made over to the Commissioners by the Local Government; Levy of tolls at ferries.
- (2) at private ferries taken over by the Commissioners;
- (3) at toll-bars made over to the Commissioners by the Local Government; Levy of tolls on roads or bridges
- (4) at toll-bars established by the Commissioners with the sanction of the Local Government on bridges or metalled roads constructed by the Commissioners, or at any convenient place adjacent to such bridges or roads.

S. 159.—"No tolls shall be paid for the passage— Exemptions.

of troops on the march, or of animals or vehicles employed in the transport of such troops, or of military or Government stores, or the persons in charge of them, or of military or police-officers, or of any public or municipal officer on duty, or of any person in their custody, or of any property belonging to them or in their custody, or of any vehicle or animal employed by such persons for the transport of such property, or

of conservancy carts or other vehicles, or animals, belonging to the Commissioners, or of the persons in charge of them, or

of any animals, whether belonging to Government or otherwise, which are attached to a regiment or a

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—*contd.*

Bengal Act V of 1876 (Some Assam Municipalities)—*contd.*

military department, and which pass through a toll-bar:

Provided that tolls shall be leviable for conveying such animals over a ferry.

And the Commissioners or their lessees shall not be bound to allow any person or thing not specified above to cross a ferry or to pass a toll-gate without payment of the prescribed toll.

But the Commissioners at a meeting may exempt any other class of persons or things from payment of the said toll;

Leasing.

and, in granting a lease of any ferry or toll-bar, may stipulate that any municipal servants and property and any other persons or things shall be allowed to pass without payment of the toll."

Leasing

S. 155 —The Commissioners may lease any municipal ferry or toll-bar for three years.

S. 144 —Lease of ferry may in certain cases be cancelled.

*Compound-
ing*

S. 158.—The Commissioners, or the lessee of any municipal ferry or toll-bar, may compound for tolls.

Proceeds.

Ss. 139, 140, 148, 149.—The profits derivable from municipal ferries and toll-bars (or, in the case of ferries and toll-bars made over to the Commissioners by the Local Government, such part of the profits as the Local Government shall order) are credited to the Municipal Fund.

Proceeds.

S. 149.—Municipal toll-bars may be established, and tolls levied, only for the purpose of recovering expenses incurred in con-

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—*contd.*

Bengal Act V of 1876 (Some Assam Municipalities)—*concl'd.*

structing the bridge or road, and in maintaining the same in repair for five years.

S. 150.—As soon as expenses and interest have been recovered, toll-bars to be removed and levy of tolls to cease. Cessation of tolls.

Bengal Act III of 1884 (Bengal District Municipalities and some Assam Municipalities)—

Ss. 86, 148, 149, 151, 157, 158, 159, 160.—The Municipal Commissioners may, with the sanction of the Local Government, order the levy of tolls—

(1) at public ferries made over to the Commissioners by the Local Government, Levy of tolls at ferries.

(2) at private ferries taken over by the Commissioners,

(3) at toll-bars made over to the Commissioners by the Local Government, Levy of tolls on roads or bridges

(4) at toll-bars established by the Commissioners with the sanction of the Local Government on bridges or metalled roads constructed by the Commissioners, or at any convenient place adjacent to such bridges or roads.

S. 168.—"No tolls shall be paid for the passage—

of troops on the march, or of animals or vehicles employed in the transport of such troops, or

of military or Government stores, or the persons in charge of them, or

of military or police officers, or of any public or municipal officer on duty, or of any person in their custody, or of any property belonging to

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—*contd.*

Bengal Act III of 1884 (Bengal District Municipalities and some Assam Municipalities)—*contd.*

them or in their custody, or of any vehicle or animal employed by such persons for the transport of such property, or

of conservancy carts or other vehicles, or animals, belonging to the Commissioners, or of the persons in charge of them, or

of any animals, whether belonging to Government or otherwise, which are attached to a regiment or a military department, and which pass through a toll-bar:

Provided that tolls shall be leviable for conveying such animals over a ferry.

And the Commissioners or their lessees shall not be bound to allow any person or thing not specified above to cross a ferry or to pass a toll-gate without payment of the prescribed toll.

But the Commissioners at a meeting may exempt any other class of persons or things from payment of the said toll;

and, in granting a lease of any ferry or toll-bar, may stipulate that any municipal servants and property and other persons or things shall be allowed to pass without payment of the toll."

Leasing.

Leasing

S. 164.—The Commissioners may lease any municipal ferry or toll-bar for three years.

S. 153.—Lease of ferry may in certain cases be cancelled.

Compound-
ing.

S. 167.—The Commissioners, or the lessee of any municipal ferry or toll-bar, may compound for tolls.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—*concl.*

3.—Fees and Charges on Howrah Ferry.

Bengal Act III of 1884 (Bengal District Municipalities and some Assam Municipalities)—*concl.*

Ss. 148, 149, 157, 158.—The profits derivable from municipal ferries and toll-bars (or, in the case of ferries and toll-bars made over to the Commissioners by the Local Government, such part of the profits as shall be agreed upon between the Local Government and the Municipal Commissioners) are credited to the Municipal Fund. Proceeds.

S. 158.—Municipal toll-bars may be established, and tolls levied, only for the purpose of recovering expenses incurred in constructing the bridge or road, and in maintaining the same in repair for five years. Proceeds.

S. 159.—As soon as expenses and interest have been recovered, toll-bars to be removed and levy of tolls to cease. Cessation of tolls

3. FEES AND CHARGES ON HOWRAH FERRY.

Bengal Act III of 1880 (Howrah Bridge)—

S. 2.—The Calcutta Port Commissioners may, with the sanction of the Local Government [build or acquire vessels and] employ them [in towing vessels through the bridge and generally in the service of the bridge and also] in carrying goods, merchandise and passengers to and from Calcutta and Howrah,

and may book and receive goods, merchandise and passengers,

and may levy such fees and charges as may be prescribed by the Local Government for the said services. Fees.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.

4. TOLLS, ETC., ON PROPERTY SHIPPED OR LANDED AT PIERS, ETC.

Bombay Act VI of 1879 (Bombay Port Trust)—

Levy of tolls, etc.

S. 43, para. 1.—"The Board shall frame a scale of tolls, dues, rents, rates and charges to be levied for each or any of the following matters, namely:—

(a) for the landing, shipping, wharfage, cramage, storage or demurrage of goods at,

[(b) for permission for vessels or boats to approach, or be alongside, and]

(c) for animals or vehicles carrying goods to or from, or entering upon or plying for hire at or on,

any wharf, dock, pier, land or building in the possession of the Board, and so much of the Wari Bandar and of the Gun Carriage Reclamation as is in the possession of the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies, respectively....."

S. 43, para. 2.—Any scale framed under section 43, para. 1, is subject to the sanction of the Local Government.

Remission of tolls, etc.

S. 43, para. 4.—"The Board may, in special cases, with the previous sanction of Government, remit the whole or any portion of the rates* leviable under this section."

Toll payable by Government in lieu of such tolls, etc.

S. 44.—"The said rates* shall not be leviable in respect of any vessel employed by Government solely for the transport of troops, nor in respect of the baggage or other effects of any troops landing or embarking at the port.

* "Rates" include tolls, dues, rents, rates and charges—see s 31 of the Act.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—concl'd.

3.—Fees and Charges on Howrah Ferry.

Bengal Act III of 1884 (Bengal District Municipalities and some Assam Municipalities)—concl'd.

Ss. 148, 149, 157, 158.—The profits derivable from municipal ferries and toll-bars (or, in the case of ferries and toll-bars made over to the Commissioners by the Local Government, such part of the profits as shall be agreed upon between the Local Government and the Municipal Commissioners) are credited to the Municipal Fund.

S. 158.—Municipal toll-bars may be established, and tolls levied, only for the purpose of recovering expenses incurred in constructing the bridge or road, and in maintaining the same in repair for five years.

S. 159.—As soon as expenses and interest have been recovered, toll-bars to be removed and levy of tolls to cease.

3. FEES AND CHARGES ON HOWRAH FERRY.

Bengal Act III of 1880 (Howrah Bridge)—

S. 2.—The Calcutta Port Commissioners may, with the sanction of the Local Government [build or acquire vessels and] employ them [in towing vessels through the bridge and generally in the service of the bridge and also] in carrying goods, merchandise and passengers to and from Calcutta and Howrah,

and may book and receive goods, merchandise and passengers,

and may levy such fees and charges as may be prescribed by the Local Government for the said services.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.

4. TOLLS, ETC., ON PROPERTY SHIPPED OR LANDED AT PIERS, ETC.

Bombay Act VI of 1879 (Bombay Port Trust)—

Levy of tolls, etc.

S. 43, para. 1—"The Board shall frame a scale of tolls, dues, rents, rates and charges to be levied for each or any of the following matters, namely:—

(a) for the landing, shipping, wharfage, cramage, storage or demurrage of goods at,

[(b) for permission for vessels or boats to approach, or be alongside, and]

(c) for animals or vehicles carrying goods to or from, or entering upon or plying for hire at or on,

any wharf, dock, pier, land or building in the possession of the Board, and so much of the Wari Bandar and of the Gun Carriage Reclamation as is in the possession of the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies, respectively....."

S. 43, para. 2.—Any scale framed under section 43, para. 1, is subject to the sanction of the Local Government.

Remission of tolls, etc.

S. 43, para. 4—"The Board may, in special cases, with the previous sanction of Government, remit the whole or any portion of the rates* leviable under this section."

Toll payable by Government in lieu of such tolls, etc.

S. 44.—"The said rates* shall not be leviable in respect of any vessel employed by Government solely for the transport of troops, nor in respect of the baggage or other effects of any troops landing or embarking at the port.

* "Rates" include tolls, dues, rents, rates and charges—see s 3 (1) of the Act.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

2.—Tolls on Roads, Bridges and Ferries—concl'd.

3.—Fees and Charges on Howrah Ferry.

Bengal Act III of 1884 (Bengal District Municipalities and some Assam Municipalities)—concl'd.

Ss. 148, 149, 157, 158.—The profits derivable from municipal ferries and toll-bars (or, in the case of ferries and toll-bars made over to the Commissioners by the Local Government, such part of the profits as shall be agreed upon between the Local Government and the Municipal Commissioners) are credited to the Municipal Fund.

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and may book and receive goods, merchandise and passengers,

and may levy such fees and charges as may be prescribed by the Local Government for the said services.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.

4. TOLLS, ETC., ON PROPERTY SHIPPED OR LANDED AT PIERS, ETC.

Bombay Act VI of 1879 (Bombay Port Trust)—

Levy of tolls, etc.

S. 43, para. 1—"The Board shall frame a scale of tolls, dues, rents, rates and charges to be levied for each or any of the following matters, namely:—

(a) for the landing, shipping, wharfage, cramage, storage or demurrage of goods at,

[(b) for permission for vessels or boats to approach, or be alongside, and]

(c) for animals or vehicles carrying goods to or from, or entering upon or plying for hire at or on,

any wharf, dock, pier, land or building in the possession of the Board, and so much of the Wári Bandar and of the Gun Carriage Reclamation as is in the possession of the Great Indian Peninsula and the Bombay, Baroda and Central India Railway Companies, respectively....."

S. 43, para. 2.—Any scale framed under section 43, para. 1, is subject to the sanction of the Local Government.

Remission of tolls, etc.

S. 43, para. 4—"The Board may, in special cases, with the previous sanction of Government, remit the whole or any portion of the rates* leviable under this section."

Toll payable by Government in lieu of such tolls, etc.

S. 44.—"The said rates* shall not be leviable in respect of any vessel employed by Government solely for the transport of troops, nor in respect of the baggage or other effects of any troops landing or embarking at the port.

* "Rates" include tolls, dues, rents, rates and charges—see s 31 of the Act.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bombay Act VI of 1879 (Bombay Port Trust)—contd.

In lieu thereof, a toll shall be payable by Government to the Board on all troops and all the families of troops landing or embarking at Bombay, at the rate of one rupee per head, and, if such troops and their families shall land or embark at any dock in the possession of the Board, at such additional rate as shall from time to time be determined by Government."

[By section 8 of a Bill now before the Bombay Council, it is proposed to substitute for Bombay Act VI of 1879, section 44, the following section, which has been accepted by the Governor-General in Council in letter No. 811, Home Department, dated the 27th May, 1895, namely:—

"44 (1) The rates* leviable.....according to any scale framed by the Board under section 43 shall not be leviable in respect of—

(a) any vessel employed by Government solely for the transport of troops, or

(b) the baggage or other effects of any troops landing or embarking at the port.

(2) But in respect of all such vessels or troops, their families, their baggage or their effects, the Board shall, in addition to their duties in the landing and embarking of any of the same, perform and supply all such reasonable services and accommodation as may from time to time be required by Government, and shall receive payment for all such services and accommodation on such terms and for such periods as may from time to time be determined by Government in conference with the Board."]

S. 26.—The Board may lease or otherwise convey property vested in or acquired by them: leases for more than fifty years must be previously sanctioned by the Local Government.

Leasing.

* "Rates" include tolls, dues, rents, rates and charges—see s. 3 (1) of the Act.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bombay Act VI of 1879 (Bombay Port Trust)—concl'd

Proceeds. Ss. 48, 49 —Rates* levied under section 43 are to be held by the Board in trust, and are to be applied by them in payment of certain charges

Increase of S. 60 —If sufficient provision is not being made by the Board to meet their liabilities, or if the Board make default in payment of interest, the Local Government may require the Board to increase, subject to its sanction, to such extent and for such period as shall appear necessary, the rates* or any of the rates* in force under section 43; and, if such requisition is not complied with, the Local Government may itself increase the rates.*

Bombay Act VI of 1886 (Karachi Port Trust)—

Levy of S. 43, para. 1 —"The Board shall frame, and may from time to time alter,—

(a) a scale of tolls, dues, rates and charges for the landing and shipment of goods at the wharves, quays, stages, jetties and piers, and for the use of such wharves, quays, stages, jetties and piers, and for the storing and keeping of any goods stored in any premises belonging to the Board, and for the removal of goods and for the use of any mooring;

(b) a scale of tolls for the use of the said wharves, quays, moorings, stages, jetties and piers, in case the Board permit the goods to be landed or shipped by others than their own servants; and

(c) a scale of charges for any services to be performed by the Board or their servants in respect of any vessels or goods, or for the use of any works or appliances to be provided by the Board....."

* "Rates" include tolls, dues, rents, rates and charges—see s. 3 (1) of the Act

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bombay Act VI of 1886 (Karachi Port Trust)—*contd.*

S. 43, para. 2.—Such scales are subject to approval or modification by the Local Government.

S. 44.—"The Board may, in special cases, with the previous sanction of Government, remit the whole or any portion of any toll, due, rate or charge leviable under the last preceding section."

[By section 12 of a Bill now before the Bombay Council, it is proposed to substitute "Commissioner" for "Government" in Bombay Act VI of 1886, s. 44.]

S. 45.—"The tolls, dues, rates and charges prescribed under section 43 shall not be leviable in respect of any vessel employed by Government solely for the transport of troops, nor in respect of the baggage or other effects of any troops landing or embarking at the port."

In lieu thereof a toll shall be payable by Government to the Board on all troops, and all the families of troops, landing or embarking at Karachi, at the rate of one rupee per head."

[By section 13 of a Bill now before the Bombay Council, it is proposed to substitute for Bombay Act VI of 1886, s. 45, the following section, namely:—

"45. The tolls, dues, rates and charges prescribed under section 43 shall not be leviable in respect of any vessel employed by Government solely for the transport of officers and soldiers of Her Majesty's Regular Forces, nor in respect of the baggage or other effects of any such officers and soldiers landing or embarking at the port."

But in respect of all such vessels or such officers and soldiers as aforesaid, their families, their baggage or other effects, the Board shall, in addition to their duties in the landing and embarking of any of the same, perform and supply all such reasonable services and accommodation as may from time to time be required by Government, and shall receive payment for all such services and accommodation on such terms and for such periods as may from time to time be determined by Government in conference with Board."

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bombay Act VI of 1886 (Karachi Port Trust)—*concl.*

Leasing. S. 25.—The Board may lease or otherwise convey any property vested in or acquired by them: leases for more than twenty-one years must be previously sanctioned by the Local Government.

Proceeds S. 61.—Moneys belonging to the Board are to be held by them in trust, and are to be applied in payment of certain charges.

Increase of tolls, etc. S. 81.—If sufficient provision is not being made by the Board to meet their liabilities, the Local Government may require the Board to increase, subject to its sanction, to such extent and for such period as shall appear necessary, the tolls, dues, rates and charges, or any of them, in force under section 43; and, if such requisition is not complied with, the Local Government may itself increase the tolls, etc.

Bombay Act V of 1888 (Aden Port Trust)—

Levy of tolls, etc. S. 40 (1).—"The Board shall frame, and may from time to time alter,—

(a) a scale of tolls on the landing and shipping of goods from and in sea-going vessels and vessels not being sea-going vessels, respectively, at any place within the port;

(b) a scale of rates, for the use of the moorings, wharves, quays, stages, jetties and piers belonging to the Board, and for the storing and keeping of any goods stored in any premises belonging to the Board;

(c) a scale of charges for the landing and shipping of goods by the servants of the Board, and for the removal of goods, and for any services to be performed

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bombay Act V of 1888 (Aden Port Trust)
—*contd.*

by the Board or their servants in respect of any vessel or goods, or for the use of any works or appliances to be provided by the Board."

S. 40 (2).—Such scales are subject to approval or modification by the Local Government.

S. 40 (3).—"Nothing in sub-section (1) ^{Exemptions} or (2) shall be deemed to authorise—

(a) the inclusion in any scale framed or approved thereunder of any toll, rate or charge in respect of military or naval munitions or stores, or, for such time as a vessel is landing or shipping any such munitions or stores, in respect of any such vessel;

(b) the levy from officers and soldiers of Her Majesty's regular forces on duty or on the march of any duties or tolls from which they are exempted by section 143 of the Army Act."

S. 41.—"Government may, in special ^{Remission of tolls, ect.} cases, remit the whole or any portion of any toll, rate or charge leviable under the last preceding section."

S. 42.—Tolls on landing and shipping ^{Collection of tolls} of goods may be collected by officers and servants of the Board, or by an agent of the Board,
or may be farmed or compounded ^{Leasing. Compound-} by the Board for one year at ^{ing.} a time.

S. 23.—The Board may lease or otherwise convey property vested in or acquired by them: leases for more than twenty-one years must be previously sanctioned by the Local Government. ^{Leasing.}

S. 58.—Moneys belonging to the Board ^{Proceeds.} are to be held by them in trust and applied in payment of certain charges.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bombay Act V of 1888 (Aden Port Trust)
—*concl.*

^{Increase of tolls, etc.} S. 79.—If sufficient provision is not being made by the Board to meet their liabilities, the Local Government may require the Board to increase, subject to its sanction, to such extent and for such period as shall appear necessary, the tolls, rates and charges, or any of them, in force under section 40; and, if such requisition is not complied with, the Local Government may itself increase the tolls, etc.

Madras Act II of 1886 (Madras Harbour Trust)—

^{Levy of tolls, etc.} S. 45, para. 1.—"The Board shall frame a scale of rates* to be levied for each or any of the following matters, namely:

(a) for the landing, shipping, wharfage, crannage, storage or demurrage of goods at, and for the portorage of goods on, from or within,

(b) for permission for vessels or boats to approach or lie alongside,

(c) and for animals or vehicles carrying goods and merchandise to or from, or entering upon, or plying for hire at or on,

any wharf, pier or dock in the possession or occupation of the Board;

and may frame a scale of rates* for the landing of goods at any place within the limits of the port, whether within or without the harbour."

S. 45, para. 2.—Such scales are subject to the previous sanction of the Local Government.

^{Leasing.} S. 26.—The Board may, with the previous sanction of the Local Government, lease or otherwise alienate

* "Rates" include tolls, dues, rents and charges—see s. 3 (1) of the Act

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*concl'd.*

Madras Act II of 1886 (Madras Harbour Trust)—concl'd.

any property vested in or acquired by them.

S. 59.—"The Board shall not lease, farm, sell or alienate any power vested in them under this Act of levying rates,* without the assent of the Governor in Council."

Leasing.

S. 33.—Moneys acquired by the Board are to be applied to certain purposes.

Proceeds.

S. 46.—In case of estimated deficiency of revenue, the Board may, and upon the requisition of the Local Government shall, increase the rates,* subject to the approval of the Local Government.

Increase of tolls, etc.

S. 47.—If any requisition under section 46 is not complied with, the Local Government may itself increase the rates.*

Bengal Act IV of 1887 (Chittagong Port Commissioners)—

S. 33, para. 1.—"The Commissioners shall frame—

Levy of tolls, etc.

(a) a scale of tolls, dues, rates and charges—

for the landing and shipment of goods from and in sea-going vessels and vessels not being sea-going vessels, respectively, at the wharves, quays, stages, jetties and piers, and

for the use of such wharves, quays, stages, jetties and piers by such vessels, and

for the storing and keeping of any goods stored in any premises belonging to the Commissioners, and

for the removal of goods and for the use of any mooring ;

* "Rates" include tolls, dues, rents and charges—see s. 3 (1) of the Act.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*contd.*

Bengal Act IV of 1887 (Chittagong Port Commissioners)—concl'd.

(b) a scale of tolls for the use of the said wharves, quays, moorings, stages, jetties and piers by any such vessels, in case the Commissioners permit the goods to be landed or shipped by others than their own servants ;

(c) a scale of charges for any services to be performed by the Commissioners or their servants in respect of any vessels or goods, or for the use of any works or appliances to be provided by the Commissioners. . . ."

S. 33, para. 2 —Such scales are subject to approval or modification by the Local Government.

Exemptions. S. 44.—The Local Government may grant exemption from payment of any tolls, charges, dues or rates.

Leasing. S. 12.—The Commissioners may, with the sanction of the Local Government, lease or mortgage any property held by them.

Proceeds. S. 15.—All moneys paid or payable to the Commissioners are to be held and applied by them in trust for the purposes of the Act.

Bengal Act III of 1890 (Calcutta Port)—

Levy of tolls, etc.

S. 103.—"The Commissioners shall frame a scale of tolls, dues, rates and charges for the landing and shipment of goods from and into sea-going vessels at the docks, wharves, quays, stages, jetties and piers belonging to the Commissioners, and for the use thereof by such vessels, and for the storing and keeping of any goods stored in any premises belonging to them, and for the removal of goods, and for the use of any moorings laid down or acquired by the Commissioners, . . ."

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—contd.

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—contd.

Bengal Act III of 1890 (Calcutta Port)
—contd.

S. 104.—"The Commissioners shall also ^{Levy of tolls, etc.} frame a scale of tolls, dues, rates and charges for the landing and shipment of goods into and out of any vessel (not being a sea-going vessel)."

S. 104-A "(1) The Commissioners ^{Levy of tolls.} shall also frame scales of tolls for the use of their docks wharves, quays, stages, jetties and piers by vessels, whether sea-going or not, leviable when the Commissioners permit goods to be landed or shipped by persons other than their own officers and servants.

(2) The scales for sea-going vessels and vessels other than sea-going vessels may be either the same or different as the Commissioners may think fit."

S. 105.—"The Commissioners shall also ^{Levy of charges.} frame a scale of charges for any services to be performed by the Commissioners or their servants in respect of any vessel or goods, or for the use of any works or appliances to be provided by the Commissioners."

S. 107 (1)—Such scales are subject to the approval of the Local Government.

S. 107 (2)—The Local Government may ^{Cancellation or modification of tolls, etc.} cancel any of the said scales, or may require the Commissioners to modify any portion thereof.

S. 108.—The Commissioners, on the ^{Levy of tolls, etc.} requisition of the Local Government, are to charge upon all or any portion or description of goods landed from or shipped into any sea-going vessel lying or being within the port, whether or not landed or shipped at any dock, wharf, quay, stage, jetty or pier

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—contd.

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—contd.

Bengal Act III of 1890 (Calcutta Port)
—concl'd.

belonging to the Commissioners, such general or differential tolls, dues, rates and charges, in addition to, or other than, those prescribed under sections 103, 104-A, . . . as will, when added to the income of the year, suffice for payment of debts.

S. 109 —Tolls, etc., fixed under section 108 are subject to the approval of the Local Government.

S. 110.—If any requisition under section 108 is not complied with, the Local Government, may itself charge tolls, etc., as mentioned in that section

Leasing. S. 55.—The Commissioners may lease any property vested in or acquired by them: leases for more than ten years must be previously sanctioned by the Local Government.

Leasing. S. 56.—The Commissioners may not demise, farm, sell or alienate any power vested in them of levying tolls, dues, rates, rents or charges without the previous assent of the Local Government

Proceeds. S. 57.—Moneys paid or payable to the Commissioners are to be held upon trust for the purposes of the Act.

Act XV of 1879 (Rangoon Port Commissioners)—

Levy of tolls, etc. S. 32, para. 1—"The Commissioners shall frame—

(a) a scale of tolls, dues, rates and charges for the landing and shipment of goods from and in sea-going vessels and vessels not being sea-going vessels, respectively, at the wharves, quays, stages, jetties and piers, and for the use of such wharves, quays, stages, jetties and piers by such vessels, and for the

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*concl.*

5.—Toll on Vehicles entering Bombay City Municipality.

Act XV of 1879 (Rangoon Port Commissioners)—*concl.*

storing and keeping of any goods stored in any premises belonging to the Commissioners, and for the removal of goods, and for the use of any mooring;

(b) a scale of tolls for the use of the said wharves, quays, moorings, stages, jetties and piers by any such vessels, in case the Commissioners permit the goods to be landed or shipped by other than their own servants; and

(c) a scale of charges for any services to be performed by the Commissioners or their servants in respect of any vessels or goods, or for the use of any works or appliances to be provided by the Commissioners."

S. 32, para. 2.—Such scales are subject to approval or modification by the Local Government.

S. 44.—The Local Government may grant exemption from payment of any tolls, charges, dues or rates.

S. 10.—The Commissioners may, with the previous sanction of the Local Government, lease or mortgage any property held by them.

S. 14.—Moneys paid or payable to the Commissioners are to be held and applied by them in trust for the purposes of the Act.

5.—TOLL ON VEHICLES ENTERING BOMBAY CITY MUNICIPALITY.

Bombay Act III of 1888 (Bombay City Municipality)—

S. 190 (1).—A toll, at a rate not exceeding two annas each, is imposed on all vehicles entering the City

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

5.—Toll on Vehicles entering Bombay City Municipality—*concl.*

6.—Tolls on Vehicles and Animals entering Municipalities.

Bombay Act III of 1888 (Bombay City Municipality)—*concl.*

of Bombay from Salsette, but not kept in the City, with the exception of the vehicles, specified in clauses (a), (b), (e), (f) and (h) of section 181 of the Act. The parts of these clauses which are material to the present case are as follow:—

"(b) Gun-carriages, Ordnance carts or wagons.....;"

"(e) Vehicles.....belonging to Her Majesty;"

"(h) trucks used exclusively on a wharf, or in or upon any premises appertaining to a factory, workshop, warehouse or railway."

Exemptions

Collection of toll. S. 213 (1) —The toll may be collected by municipal employes,

Leasing. or may, with the approval of the standing committee, be farmed by the Commissioner.

Proceeds. S. 111.—The proceeds of the toll are credited to the Municipal Fund.

6. TOLLS ON VEHICLES AND ANIMALS ENTERING MUNICIPALITIES.

Madras Act I of 1884 (Madras City Municipality)—

Tolls Ss. 98, 99.—Tolls on vehicles and animals entering a municipality may be levied by the Commissioners with the approval of the Local Government.

S. 170.—Such tolls may be at the rates, and on the vehicles and animals, specified in Schedule D.

Collection of tolls. " The President may place the collection of tolls under the management of Toll Collectors,

Leasing. or may farm tolls.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4—Tolls, etc., on Property shipped or landed at Piers, etc.—*concl.*

5—Toll on Vehicles entering Bombay City Municipality.
Act XV of 1879 (Rangoon Port Commissioners)—*concl.*

storing and keeping of any goods stored in any premises belonging to the Commissioners, and for the removal of goods, and for the use of any mooring;

(b) a scale of tolls for the use of the said wharves, quays, moorings, stages, jetties and piers by any such vessels, in case the Commissioners permit the goods to be landed or shipped by other than their own servants; and

(c) a scale of charges for any services to be performed by the Commissioners or their servants in respect of any vessels or goods, or for the use of any works or appliances to be provided by the Commissioners."

S. 32, para 2.—Such scales are subject to approval or modification by the Local Government

S. 44.—The Local Government may grant exemption from payment of any tolls, charges, dues or rates.

S. 10.—The Commissioners may, with the previous sanction of the Local Government, lease or mortgage any property held by them.

S. 14.—Moneys paid or payable to the Commissioners are to be held and applied by them in trust for the purposes of the Act.

5.—TOLL ON VEHICLES ENTERING BOMBAY CITY MUNICIPALITY.

Bombay Act III of 1888 (Bombay City Municipality)—

S. 190 (1).—A toll, at a rate not exceeding two annas each, is imposed on all vehicles entering the City

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

5.—Toll on Vehicles entering Bombay City Municipality—*concl.*

6.—Tolls on Vehicles and Animals entering Municipalities.

Bombay Act III of 1888 (Bombay City Municipality)—*concl.*

Exemptions.

of Bombay from Salsette, but not kept in the City, with the exception of the vehicles, specified in clauses (a), (b), (e), (f) and (h) of section 181 of the Act. The parts of these clauses which are material to the present case are as follow:—

"(b) Gun-carriages, Ordnance carts or wagons.....;"

"(e) Vehicles.....belonging to Her Majesty"

"(h) trucks used exclusively on a wharf, or in or upon any premises appertaining to a factory, workshop, warehouse or railway."

Collection of toll S. 213 (1).—The toll may be collected by municipal employes,

Leasing. or may, with the approval of the standing committee, be farmed by the Commissioner.

Proceeds. S. 111.—The proceeds of the toll are credited to the Municipal Fund.

6. TOLLS ON VEHICLES AND ANIMALS ENTERING MUNICIPALITIES.

Madras Act I of 1884 (Madras City Municipality)—

Tolls Ss. 98, 99.—Tolls on vehicles and animals entering a municipality may be levied by the Commissioners with the approval of the Local Government.

S 170.—Such tolls may be at the rates, and on the vehicles and animals, specified in Schedule D.

Collection of tolls. " The President may place the collection of tolls under the management of Toll Collectors,

Leasing. or may farm tolls.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

4.—Tolls, etc., on Property shipped or landed at Piers, etc.—*concl.*

5.—Toll on Vehicles entering Bombay City Municipality.

Act XV of 1879 (Rangoon Port Commissioners)—*concl.*

storing and keeping of any goods stored in any premises belonging to the Commissioners, and for the removal of goods, and for the use of any mooring;

(b) a scale of tolls for the use of the said wharves, quays, moorings, stages, jetties and piers by any such vessels, in case the Commissioners permit the goods to be landed or shipped by other than their own servants; and

(c) a scale of charges for any services to be performed by the Commissioners or their servants in respect of any vessels or goods, or for the use of any works or appliances to be provided by the Commissioners."

S. 32, para 2.—Such scales are subject to approval or modification by the Local Government.

S. 44.—The Local Government may grant exemption from payment of any tolls, charges, dues or rates.

S. 10.—The Commissioners may, with the previous sanction of the Local Government, lease or mortgage any property held by them.

S. 14.—Moneys paid or payable to the Commissioners are to be held and applied by them in trust for the purposes of the Act.

5.—TOLL ON VEHICLES ENTERING BOMBAY CITY MUNICIPALITY.

Bombay Act III of 1888 (Bombay City Municipality)—

S. 190 (1).—A toll, at a rate not exceeding two annas each, is imposed on all vehicles entering the City

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

5.—Toll on Vehicles entering Bombay City Municipality—*concl.*

6.—Tolls on Vehicles and Animals entering Municipalities.

Bombay Act III of 1888 (Bombay City Municipality)—*concl.*

of Bombay from Salsette, but not kept in the City, with the exception of the vehicles, specified in clauses (a), (b), (e), (f) and (h) of section 181 of the Act. The parts of these clauses which are material to the present case are as follows:—

"(b) Gun-carriages, Ordnance carts or wagons.....;"

"(e) Vehicles.....belonging to Her Majesty.....;"

"(h) trucks used exclusively on a wharf, or in or upon any premises appertaining to a factory, workshop, warehouse or railway."

Exemptions.

Collection of toll.

Leasing.

Proceeds.

S. 213 (1).—The toll may be collected by municipal employés,

or may, with the approval of the standing committee, be farmed by the Commissioner.

S. 111.—The proceeds of the toll are credited to the Municipal Fund.

6. TOLLS ON VEHICLES AND ANIMALS ENTERING MUNICIPALITIES.

Madras Act I of 1884 (Madras City Municipality)—

Tolls

Ss. 98, 99.—Tolls on vehicles and animals entering a municipality may be levied by the Commissioners with the approval of the Local Government.

S. 170.—Such tolls may be at the rates, and on the vehicles and animals, specified in Schedule D.

Collection of tolls.

Leasing.

" The President may place the collection of tolls under the management of Toll Collectors, or may farm tolls.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

6.—Tolls on Vehicles and Animals entering Municipalities—*contd.*

Madras Act I of 1884 (Madras City Municipality)—*concl.*

S. 170.—Vehicles and animals licensed or registered by the Commissioners are exempted from tolls. Exemptions.

S. 174.—"No tolls shall be paid for the passage of troops, Government stores, Government vehicles or animals or any other Government property, or by military, municipal or police officers on duty, or for the passage of any person or property in the custody of police officers"

S. 175.—The President may compound for tolls. Compound-
ing.

S. 59.—Tolls are to be credited to the Municipal Fund. Proceeds.

Madras Act IV of 1884 (District Municipalities).

Ss. 47, 48.—Tolls on vehicles and animals entering a municipality may be levied by the Municipal Council, with the approval of the Local Government, at rates not exceeding those specified in Schedule D. Tolls.

S. 49.—The Local Government may direct a Municipal Council to levy such tolls

S. 91 (3).—"No tolls shall be paid for the passage of troops, Government stores, Government vehicles or animals or any other Government property, or by military, municipal or police officers on duty, or for the passage of any person or property in their custody, or, for the passage of vehicles or animals licensed or registered by the Municipal Council, during the period for which they shall have been so licensed or registered." Exemptions.

[By section 57 of a Bill now before the Madras Council it is proposed to substitute

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

6.—Tolls on Vehicles and Animals entering Municipalities—*concl.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind.

Madras Act IV of 1884 (District Municipalities)—*concl.*

for Madras Act IV of 1884, section 91 (3), the following, namely:—

"(3) No tolls shall be levied for the passage of vehicles or animals—

(a) belonging to the Municipal Council,

(b) conveying troops, military stores and baggage, military and police officers in uniform, municipal servants on duty or persons or property in the custody of such officers or servants, or

(c) licensed or registered by the Municipal Council, during the period for which they have been so licensed or registered."

Collection of
tolls. S. 92 (1).—The Municipal Council may place the collection of tolls under management of Toll Collectors,

or may farm tolls.

Leasing.
Compound-
ing. S. 91 (2).—The Chairman may with the approval of the Municipal Council, compound for tolls.

Proceeds. S. 27.—Tolls are to be credited to the Municipal Fund.

7.—TOLLS ON VEHICLES AND ANIMALS ENTERING MUNICIPALITIES; OCTROI; AND TAXES OF ANY KIND.

Act XV of 1873 (Coorg Municipalities and some North-Western Provinces Municipalities)—

Ss. 15, 16.—Subject to any general rules or special orders of the Governor General in Council, and with the previous sanction of the Local Government, a Municipal Committee may impose—

Tolls. "(d) tolls on carriages, carts and animals entering the limits of the municipality:

Octroi. (e) an octroi on articles brought within the said limits for consumption or use therein:

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*contd.*

Act XV 1873 (Coorg Municipalities and some North-Western Provinces Municipalities)—*concl.*

Provided that a list of such articles shall have been submitted to and approved by the Local Government:

Provided also that the Local Government may exempt from the octroi any such articles intended for consumption or use by any class of persons or animals."

S. 17.—Any other or further tax may be imposed with the previous sanction of the Local Government and of the Governor General in Council.

S. 30.—Proceeds of taxes are credited to the Municipal Fund.

S. 29.—The Local Government may abolish any tax.

Act XV of 1883 (North-Western Provinces and Oudh Municipalities)—

S. 41—"Subject to any general rules or special orders which the Governor General in Council may, from time to time, make in this behalf, a Municipal Board may, for the purposes of of this Act, impose,.....

(1) with the previous sanction of the Local Government—

(d) a tax on vehicles and on animals as aforesaid* entering the municipality,.....

(e) an octroi on goods or animals brought within the municipality for consumption or use therein; and

(2) with the previous sanction of the Local Government and of the Governor General in Council, any other tax."

S. 47.—Proceeds of taxes are credited to the Municipal Fund.

* i.e., animals used for riding, driving or burden.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*contd.*

Act XV of 1883 (North-Western Provinces and Oudh Municipalities)—*concl.*

Abolition or reduction of taxes.

S. 44.—"A Municipal Board, by a resolution passed at a special meeting and confirmed by the Local Government, or the Local Government with the previous sanction of the Governor General in Council, may abolish or reduce any tax imposed under the foregoing sections."

Regulation V of 1886 (Ajmere Municipalities)—

S. 41.—"Subject to any general rules or special orders which the Governor General in Council may make in this behalf, and to any rules made by the Chief Commissioner under this Regulation, a Committee may, from time to time, for the purposes of this Regulation, and in the manner by this Regulation directed, impose,

(A) with the previous sanction of the Chief Commissioner—

Tolls.

(d) a tax on vehicles and animals used as aforesaid* entering the municipality;

Octroi.

(e) an octroi on animals for slaughter, or goods, or both, brought within the municipality for consumption or use therein; and

Taxes of any kind.

(B) with the previous sanction of the Chief Commissioner and of the Governor General in Council, any other tax....."

Exemptions.

S. 46 (2).—"A Committee may, by resolution passed at a special meeting and confirmed by the Chief Commissioner, and the Chief Commissioner may, by order,

* i.e., animals used for riding, driving, draught or burden.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*contd.*

Act XV 1873 (Coorg Municipalities and some North-Western Provinces Municipalities)—concl'd.

Provided that a list of such articles shall have been submitted to and approved by the Local Government:

Provided also that the Local Government may exempt from the octroi any such articles intended for consumption or use by any class of persons or animals."

S. 17.—Any other or further tax may be imposed with the previous sanction of the Local Government and of the Governor General in Council.

S. 30.—Proceeds of taxes are credited to the Municipal Fund.

S. 29.—The Local Government may abolish any tax.

Act XV of 1883 (North-Western Provinces and Oudh Municipalities)—

S. 41—"Subject to any general rules or special orders which the Governor General in Council may, from time to time, make in this behalf, a Municipal Board may, for the purposes of of this Act, impose,.....

(1) with the previous sanction of the Local Government—

(d) a tax on vehicles and on animals as aforesaid* entering the municipality,.....

(e) an octroi on goods or animals brought within the municipality for consumption or use therein; and

(2) with the previous sanction of the Local Government and of the Governor General in Council, any other tax."

S. 47.—Proceeds of taxes are credited to the Municipal Fund.

* i.e., animals used for riding, driving or burden.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*contd.*

Act XV of 1883 (North-Western Provinces and Oudh Municipalities)—concl'd.

Abolition or reduction of taxes.

S. 44.—"A Municipal Board, by a resolution passed at a special meeting and confirmed by the Local Government, or the Local Government with the previous sanction of the Governor General in Council, may abolish or reduce any tax imposed under the foregoing sections."

Regulation V of 1886 (Ajmere Municipalities)—

S. 41.—"Subject to any general rules or special orders which the Governor General in Council may make in this behalf, and to any rules made by the Chief Commissioner under this Regulation, a Committee may, from time to time, for the purposes of this Regulation, and in the manner by this Regulation directed, impose,.....

(A) with the previous sanction of the Chief Commissioner—

Tolls.

(d) a tax on vehicles and animals used as aforesaid* entering the municipality;

Octroi.

(e) an octroi on animals for slaughter, or goods, or both, brought within the municipality for consumption or use therein; and

Taxes of any kind.

(B) with the previous sanction of the Chief Commissioner and of the Governor General in Council, any other tax....."

Exemptions.

S. 46 (2).—"A Committee may, by resolution passed at a special meeting and confirmed by the Chief Commissioner, and the Chief Commissioner may, by order,

* i.e., animals used for riding, driving, draught or burden.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*contd.*

Regulation V of 1886 (*Ajmere Municipalities*)—*concl.*

exempt in whole or in part from the payment of any such tax any person or class of persons, or any property or description of property."

S. 68.—Proceeds of taxes are credited to the Municipal Fund. Proceeds.

S. 45—"A committee may, by a resolution passed at a special meeting and confirmed by the Chief Commissioner, abolish or reduce in amount any tax....." Abolition or reduction of taxes.

S. 47.—The Chief Commissioner may require a Committee to remove objections to any tax, and may suspend the levy of the tax until objections are removed. Removal of objections to tax.

Act XVIII of 1889 (*Central Provinces Municipalities*)—

S. 29.—"Subject to any general rules or special orders which the Governor General in Council may make in this behalf, a Committee may, for the purposes of this Act, impose,....."

(1) with the previous sanction of the Local Government—

.....
(e) a tax on vehicles and animals used as aforesaid* entering the municipality,..... Tolls.

(f) an octroi on goods or animals brought within the municipality for consumption or use therein; Octroi.

.....
(2) with the previous sanction of the Local Government and of the Governor General in Council, any other tax." Taxes of any kind.

S. 36.—Proceeds of taxes are credited to the Municipal Fund. Proceeds.

S. 33.—"A Committee, by a resolution passed at a special meeting and....." Abolition, reduction or suspension of taxes.

* i. e., animals used for riding, driving, draught or burden.

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*contd.*

Act XVIII of 1889 (*Central Provinces Municipalities*)—*concl.*

confirmed by the Local Government, may abolish or reduce any tax imposed under this Act, or suspend the operation of any tax within any part of the municipality for any specified period."

Abolition, reduction or suspension of taxes.

S. 34.—"For reasons to be recorded in writing, the Local Government may exercise the powers conferred on a Committee by the last foregoing section."

Act XX of 1891 (*Punjab Municipalities*)—

S. 42 (1).—"Subject to any general or special orders which the Governor General in Council may make in this behalf, and to the rules, any Committee may, from time to time, for the purposes of this Act, impose,—"

(A) with the previous sanction of the Local Government:—

.....
[(c) a tax on all or any vehicles, boats, animals used for riding, driving, draught or burden, and dogs, when the vehicles, boats, animals used as aforesaid, and dogs, are kept within the municipality;]

Tolls

(d) a toll on vehicles and animals used as aforesaid entering the municipality and not liable to taxation under the preceding clause;

Octroi.

.....
(f) an octroi on animals or goods or both brought within the octroi limits for consumption or use therein; and

Taxes of any kind.

(B) with the previous sanction of the Local Government and of the Governor General in Council, any other tax:

Compound-
ing.

Provided that any person may compound for exemption from all tolls leviable in respect of any

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

7.—Tolls on Vehicles and Animals entering Municipalities; Octroi; and Taxes of any kind—*concl.*

8.—Tolls on Vehicles and Animals entering Municipalities, and Taxes of any kind.

Act XX of 1891 (Punjab Municipalities)—*concl.*

animal or vehicle under clause (d) of this sub-section by paying the tax which would have been leviable in respect thereof under clause (c) if the same had been kept within the municipality."

S. 47 (2).—"A Committee may, by resolution passed at a special meeting and confirmed by the Local Government, and the Local Government may, by order, exempt in whole or in part from the payment of any such tax any person or class of persons or any property or description of property."

S. 69.—A Committee may lease octroi or tolls, with the previous sanction of the Commissioner

S. 71.—Proceeds of taxes are credited to the Municipal Fund.

S. 46.—"A Committee may, by a resolution passed at a special meeting and confirmed by the Local Government, abolish or reduce in amount any tax imposed under the foregoing sections."

S. 48.—The Local Government may require a Committee to remove objections to any tax, and may suspend the levy of the tax until objections are removed.

8.—TOLLS ON VEHICLES AND ANIMALS ENTERING MUNICIPALITIES, AND TAXES OF ANY KIND.

Act XVII of 1884 (Lower Burma Municipalities)—

S. 41 (1).—"Subject to any general rules or special orders which the Governor General in Council may make in this behalf, a Municipal Committee may, for the purposes of this Act, impose,—

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—*contd.*

8.—Tolls on Vehicles and Animals entering Municipalities, and Taxes of any kind—*concl.*

9.—Taxes of any kind.

Act XVII of 1884 (Lower Burma Municipalities)—*concl.*

(A) with the previous sanction of the Local Government,—

[(d) a tax on vehicles, boats and animals used for driving, riding, draught or burden, and dogs, kept within the municipality or any part thereof;]

(e) a toll on vehicles and animals used as aforesaid entering the municipality and not liable to taxation under the preceding clause:

Provided that any person may compound for exemption from all tolls leviable in respect of any animal or vehicle under this clause by paying the tax which would have been leviable in respect thereof under clause (d) if the same had been kept within the municipality;

(B) with the previous sanction of the Local Government and of the Governor General in Council, any other tax"

S. 60.—Proceeds of taxes are credited to the Municipal Fund.

S. 46.—A Municipal Committee may, with the sanction of the Local Government, abolish or reduce in amount any tax.

S. 47.—The Local Government may require a Municipal Committee to remove objections to any tax, and may suspend the levy of the tax until objections are removed.

9.—TAXES OF ANY KIND.

Bombay Act VI of 1873 (District Municipalities)—

S. 21.—A municipality may, with the approval of the Local Government, impose any tax, toll or other impost.

S. 18.—The proceeds of tolls, etc., are credited to the Municipal Fund.

C.--TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY--concl'd.

9.—Taxes of any kind—concl'd.

Bombay Act VI of 1873 (District Municipalities)—concl'd.

Bombay Act II of 1884, section 41, authorises the Local Government to require a municipality to remove objections to any tax, toll or other impost, and to suspend the levy of the same until objections are removed.

Act XX of 1883 (Punjab District Boards)—

S. 30.—"Subject to any general rules or special orders which the Governor General in Council may make in this behalf, a District Board may impose..... such taxes as may be approved by the Local Government"

S. 31.—All taxes require the sanction of the Local Government.

S. 74.—"The Local Government may, by notification, remit or reduce any tax imposed under this Act, or exempt any person or class of persons, or any description of property, wholly or in part, from liability to any such tax, and cancel any such remission, reduction or exemption."

S. 35.—Proceeds of taxes are credited to the District Fund.

S. 32.—"The Local Government may, by notification, and the District Board may, with the sanction of the Local Government, by a resolution passed at a meeting convened and constituted as the Local Government may prescribe, abolish or reduce any tax imposed under sections 30 and 31."

Regulation V of 1887 (Upper Burma Municipalities)—

S. 5.—A Municipal Committee may, subject to any general rules or special orders of the Governor General in Council, and with the approval of the Local Government, impose any tax.

S. 8.—Proceeds of taxes are credited to the Municipal Fund.

S. 15.—The Local Government may abolish, remit or reduce any tax.

D.—TOLLS LEVIABLE BY RAILWAY COMPANIES.

Tolls on Roads, Bridges and Ferries.

D—TOLLS LEVIABLE BY RAILWAY COMPANIES.

TOLLS ON ROADS, BRIDGES AND FERRIES.

Act IX of 1890 (Railways)—

S. 51.—"Any railway company, not being a company for which the Statute 42 and 43 Victoria, Chapter 41, provides, may from time to time exercise with the sanction of the Governor General in Council all or any of the following powers, namely:—

- (a) it may establish, for the accommodation of the traffic of its railway, any ferry, equipped with machinery and plant of good quality and adequate in quantity to work the ferry;
- (b) it may work, for purposes other than the accommodation of the traffic of the railway, any ferry established by it under this section;
- (c) it may provide and maintain on any of its bridges roadways for foot-passengers, cattle, carriages, carts or other traffic;
- (d) it may construct and maintain roads for the accommodation of traffic passing to or from its railway;
- (e) it may provide and maintain any means of transport which may be required for the reasonable convenience of passengers, animals or goods carried or to be carried on its railway;
- (f) it may charge tolls on the traffic using such ferries, roadways, roads or means of transport as it may provide under this section, according to tariffs to be arranged from time to time with the sanction of the Governor General in Council."

The Statute 42 and 43 Vict., cap. 41, confers very similar powers on certain Railway Companies in India. Act IX of 1890 and the Statute, therefore, between them confer these powers on all railway companies in the country.

Tolls

C.—TOLLS, ETC., LEVIABLE BY "LOCAL AUTHORITIES" ONLY—concl'd.

9.—Taxes of any kind—concl'd.

Bombay Act VI of 1873 (District Municipalities)—concl'd.

Bombay Act II of 1884, section 41, authorises the Local Government to require a municipality to remove objections to any tax, toll or other impost, and to suspend the levy of the same until objections are removed.

Removal of objections to tax.

Act XX of 1883 (Funjab District Boards)—

S. 30.—"Subject to any general rules or special orders which the Governor General in Council may make in this behalf, a District Board may impose..... such taxes as may be approved by the Local Government"

Taxes of any kind

S. 31.—All taxes require the sanction of the Local Government.

S. 74.—"The Local Government may, by notification, remit or reduce any tax imposed under this Act, or exempt any person or class of persons, or any description of property, wholly or in part, from liability to any such tax, and cancel any such remission, reduction or exemption."

Remission or reduction of, and exemptions from, tax

S. 35.—Proceeds of taxes are credited to the District Fund.

Proceeds

S. 32.—"The Local Government may, by notification, and the District Board may, with the sanction of the Local Government, by a resolution passed at a meeting convened and constituted as the Local Government may prescribe, abolish or reduce any tax imposed under sections 30 and 31."

Abolition or reduction of taxes.

Regulation V of 1887 (Upper Burma Municipalities)—

S. 5.—A Municipal Committee may, subject to any general rules or special orders of the Governor General in Council, and with the approval of the Local Government, impose any tax.

Taxes of any kind.

S. 8.—Proceeds of taxes are credited to the Municipal Fund.

Proceeds.

S. 15.—The Local Government may abolish, remit or reduce any tax.

Abolition, remission or reduction of tax.

D.—TOLLS LEVIABLE BY RAILWAY COMPANIES.

Tolls on Roads, Bridges and Ferries.

D.—TOLLS LEVIABLE BY RAILWAY COMPANIES.

TOLLS ON ROADS, BRIDGES AND FERRIES.

Act IX of 1890 (Railways)—

S. 51.—"Any railway company, not being a company for which the Statute 42 and 43 Victoria, Chapter 41, provides, may from time to time exercise with the sanction of the Governor General in Council all or any of the following powers, namely:—

- (a) it may establish, for the accommodation of the traffic of its railway, any ferry, equipped with machinery and plant of good quality and adequate in quantity to work the ferry;
- (b) it may work, for purposes other than the accommodation of the traffic of the railway, any ferry established by it under this section;
- (c) it may provide and maintain on any of its bridges roadways for foot-passengers, cattle, carriages, carts or other traffic;
- (d) it may construct and maintain roads for the accommodation of traffic passing to or from its railway;
- (e) it may provide and maintain any means of transport which may be required for the reasonable convenience of passengers, animals or goods carried or to be carried on its railway;
- (f) it may charge tolls on the traffic using such ferries, roadways, roads or means of transport as it may provide under this section, according to tariffs to be arranged from time to time with the sanction of the Governor General in Council."

Tolls

The Statute 42 and 43 Vict., cap. 41, confers very similar powers on certain Railway Companies in India. Act IX of 1890 and the Statute, therefore, between them confer these powers on all railway companies in the country.

E.—GENERAL EXEMPTIONS FROM TAXES.

1.—Volunteers.

2.—Military Persons and the Government.

E.—GENERAL EXEMPTIONS FROM TAXES.

1.—VOLUNTEERS—

Act XX of 1869 (Volunteers)—

S. 25.—“Every mounted officer, and every mounted orderly, of a corps of volunteers, and every member of such corps while he belongs to a troop of cavalry in such corps, shall be at liberty to keep one horse without being liable to pay in respect thereof any municipal or other tax imposed upon horses.”

2.—MILITARY PERSONS AND THE GOVERNMENT.

Act XI of 1881 (Exemptions from Municipal Taxation)—

S. 3.—“Notwithstanding anything contained in any enactment for the time being in force, the Governor General in Council may, by an order in writing, prohibit the levy by a Municipal Committee of any specified tax—

(a) payable by any person subject to the Army Act, 1881, or the Indian Articles of War, who is compelled by the exigencies of military duty to reside within the limits of a municipality; or

(b) payable by the Secretary of State for India in Council.

The Governor General in Council may, by a like order, rescind any such prohibition.”

*S. 4.—“So long as any order made under section 3, prohibiting the levy of a tax on any person mentioned in clause (a) of that section, remains in force, the Secretary of State for India in Council shall be liable to pay to the Municipal Committee

* Section 4 does not apply in cantonments—see Act XIII of 1889, s. 20 (2), *supra*, p. 7.

E.—GENERAL EXEMPTIONS FROM TAXES.—concl'd.

2.—Military Persons and the Government—concl'd.

Act XI of 1881 (Exemptions from Municipal Taxation)—concl'd.

mentioned in the order the amount which otherwise would have been payable to such Committee by such person:

Government to compensate Municipal Committee for taxes leviable from itself.

Provided that the said Secretary of State in Council shall not be liable to pay any sum in respect of any horse which such person is bound, by the regulations of the service to which he belongs, to keep.”

* S. 5.—“So long as any order made under section 3, prohibiting the levy of any tax payable by the Secretary of State for India in Council remains in force, the said Secretary of State in Council shall be liable to pay to the Municipal Committee, in lieu of such tax, such sums (if any) as an officer from time to time appointed in this behalf by the Local Government may, having regard to all the circumstances of the case, from time to time determine to be fair and reasonable”

* Section 5 does not apply in cantonments—see Act XIII of 1889, section 20 (2), *supra*, page 7

ABSTRACT SHOWING TOLLS, ETC., LEVIABLE, AND MILITARY PERSONS AND PROPERTY EXEMPTED FROM PAYMENT THEREOF.

1	2	3	4	5
Nature of tolls, etc.	By whom leviable.	Military persons and property exempted from payment of such tolls, etc.	Enactments.	Page.
Tolls on Roads and Bridges.	Government.	SPECIAL EXEMPTIONS Troops and military stores and equipages on their march. Also (in Upper Burma only) any persons or property exempted by order of the Local Government.	Acts VIII of 1851, XV of 1864 and VIII of 1892.	1, 2.
Do.	... Government, or Bombay Local Boards.	Troops and military stores and equipages on their march. Also any persons or property exempted by order of the Local Government	Bombay Act III of 1875.	
Do.	...	Troops on the march. Animals and vehicles employed in the transport of such troops. Military and Government stores, and persons in charge of them.		
Do.	... Some Assam Municipalities.	Military officers and public officers on duty, and persons in their custody, and property belonging to them or in their custody, and vehicles and animals employed by such persons for the transport of such property.	Bengal Act V of 1876.	17
Do.	... Bengal District Municipalities and some Assam Municipalities.	Animals, whether belonging to the Government or not, which are attached to a regiment or a military department. Any other persons or property exempted by order of the Municipal Commissioners.	Bengal Act III of 1884.	20
Do.	... Railway Companies	Troops on their march. Military and Government stores and equipages.	Act IX of 1890.	45
Tolls on Roads only.	Madras District Boards	Military officers on duty, and persons and property in their custody. Vehicles and animals licensed by the District Board.	Madras Act V of 1884	17

ABSTRACT SHOWING TOLLS, ETC., LEVIABLE, AND MILITARY PERSONS AND PROPERTY EXEMPTED FROM PAYMENT THEREOF—*contd.*

1	2	3	4	5
Nature of tolls, etc.	By whom leviable.	Military persons and property exempted from payment of such tolls, etc.	Enactments.	Page.
Tolls, etc., on Howrah Bridge.	Government, or the East Indian Railway Company or the Calcutta Port Commissioners.	SPECIAL EXEMPTIONS—<i>contd.</i> Any persons or property exempted by order of the Local Government	Bengal Act IX of 1871.	9
Tolls on Ferries	Government	Soldiers in uniform on duty. Any persons exempted by order of the Local Government.	Bombay Act II of 1868.	3
Do.	... Government, or Municipalities.	Any persons or property (when employed or transmitted on the public service, or in other cases) exempted by order of the Local Government.	Act II of 1873.	10
Do.	... Government, or Municipalities, District Boards, District Councils or Local Boards.	Persons and property employed or transmitted on the public service.	Act XVII of 1878.	11
Do.	... Government, or Bengal District Boards.	Any persons or property exempted by order of the Local Government.	Bengal Act I of 1885.	13
Do.	... Government, or Madras Local Boards or Municipalities.	...	Madras Act II of 1890.	15
Do.	... Some Assam Municipalities.	Troops on the march. Animals and vehicles employed in the transport of such troops. Military and Government stores, and persons in charge of them.	Bengal Act V of 1876.	17
Do.	... Bengal District Municipalities and some Assam Municipalities.	Military officers and public officers on duty, and persons in their custody, and property belonging to them or in their custody, and vehicles and animals employed by such persons for the transport of such property. Any other persons or property exempted by order of the Municipal Commissioners.	Bengal Act III of 1884.	20
Do.	... Calcutta Port Commissioners.	...	Bengal Act III of 1886.	22
Do.	... Railway Companies	...	Act IX of 1890.	45

ABSTRACT SHOWING TOLLS, ETC., LEVIABLE, AND MILITARY PERSONS AND PROPERTY EXEMPTED FROM PAYMENT THEREOF—*contd.*

1	2	3	4	5
Nature of tolls, etc.	By whom leviable.	Military persons and property exempted from payment of such tolls, etc.	Enactments.	Page.
		SPECIAL EXEMPTIONS— <i>contd.</i>		
Tolls, etc., on Persons embarking or disembarking, and on Property shipped or landed, at Piers, etc.	Government ...	...	Madras Act V of 1863.	4
Do. ...	Government, or Madras Local Boards or Municipalities.	...	Madras Act II of 1890.	15
Tolls, etc., on Property shipped or landed at Piers, etc.	Government ...	...	Madras Act III of 1885.	5
Do. ...	Ditto	Any property exempted by order of the Local Government.	Bombay Act VII of 1882.	ib.
Do. ...	Bombay Port Trust	In lieu of the tolls, etc., chargeable on vessels employed by the Government solely for the transport of troops, and on baggage or other effects of troops, a toll, at a special rate, is at present payable by the Government on all troops and all the families of troops landing or embarking; but it is proposed by the Bombay Council to substitute for this toll payments on terms to be determined by the Local Government in conference with the Board of Trustees.	Bombay Act VI of 1879.	23
Do. ...	Karachi Port Trust		Bombay Act VI of 1886.	25
Do. ...	Aden Port Trust	Military and naval munitions and stores.		
		Vessels landing or shipping any such munitions or stores.		
Do. ...	Aden Port Trust	Officers and soldiers of Her Majesty's regular forces on duty or on the march (in respect of duties or tolls from which they are exempted by section 143 of the Army Act).	Bombay Act V of 1888.	27
Do. ...	Madras Harbour Trust	...	Madras Act II of 1886.	29
Do. ...	Chittagong Port Commissioners.	Any property exempted by order of the Local Government.	Bengal Act IV of 1887.	30

ABSTRACT SHOWING TOLLS, ETC., LEVIABLE, AND MILITARY PERSONS AND PROPERTY EXEMPTED FROM PAYMENT THEREOF—*contd.*

1	2	3	4	5
Nature of tolls, etc.	By whom leviable.	Military persons and property exempted from payment of such tolls, etc.	Enactments.	Page.
Tolls, etc., on Property shipped or landed at Piers, etc.— <i>concl.</i>	Calcutta Port Commissioners.	SPECIAL EXEMPTIONS— <i>contd.</i> ...	Bengal Act III of 1890.	31
Do. ...	Rangoon Port Commissioners.	Any property exempted by order of the Local Government.	Act XV of 1879.	33
Toll on vehicles entering Municipality.	Bombay City Municipality	Gun-carriages. Ordnance carts or wagons. Vehicles belonging to Her Majesty. Trucks used exclusively on a wharf, or in or upon any premises appertaining to a factory or workshop.	Bombay Act III of 1888.	34
Tolls on vehicles and animals entering Municipality.	Madras City Municipality	Vehicles and animals conveying troops, Government stores or other Government property. Government vehicles and animals.	Madras Act I of 1884	35
Do. ...	Madras District Municipalities.	Vehicles and animals licensed or registered by the Municipal Commissioners. Military officers on duty. Vehicles and animals conveying troops, Government stores or other Government property. Government vehicles and animals. Vehicles and animals licensed or registered by the Municipal Council. Military officers on duty, and persons and property in their custody. It is proposed by the Madras Council to substitute for this list of exemptions the following, namely— Vehicles and animals— (1) conveying troops, military stores and baggage, military officers in uniform, or persons or property in the custody of such officers, or (2) licensed or registered by the Municipal Council.	Madras Act IV of 1884.	36

ABSTRACT SHOWING TOLLS, ETC., LEVIABLE, AND MILITARY PERSONS AND PROPERTY EXEMPTED FROM PAYMENT THEREOF—*concl'd.*

1	2	3	4	5
Nature of tolls, etc.	By whom leviable.	Military persons and property exempted from payment of such tolls, etc.	Enactments.	Page.
Tolls on vehicles and animals entering Municipality— <i>concl'd.</i>	Coorg Municipalities and some North-Western Provinces Municipalities.	SPECIAL EXEMPTIONS— <i>concl'd</i> ...	Act XV of 1873.	37
Do. ...	North-Western Provinces and Oudh Municipalities.	...	Act XV of 1883.	38
Do. ...	Ajmere Municipalities ...	Any property exempted by order of a Municipal Committee or the Local Government.	Regulation V of 1886.	39
Do. ...	Central Provinces Municipalities.	...	Act XVIII of 1889.	40
Do. ...	Punjab Municipalities ...	Any property exempted by order of a Municipal Committee or the Local Government.	Act XX of 1891.	41
Do. ...	Lower Burma Municipalities.	...	Act XVII of 1884.	42
Octroi ...	Coorg Municipalities and some North-Western Provinces Municipalities.	Any articles exempted by order of the Local Government.	Act XV of 1873.	37
Do. ...	North-Western Provinces and Oudh Municipalities.	...	Act XV of 1883.	38
Do. ...	Ajmere Municipalities ...	Any articles exempted by order of a Municipal Committee or the Local Government.	Regulation V of 1886.	39
Do. ...	Central Provinces Municipalities.	...	Act XVIII of 1889.	40
Do. ...	Punjab Municipalities ...	Any articles exempted by order of a Municipal Committee or the Local Government.	Act XX of 1891.	41
Taxes of any kind—				
(1) in Cantonments which are not included in Municipalities.	Government ...	Any persons or property exempted by order of the Governor General in Council.	Act XIII of 1889.	6
(2) in Municipalities	Coorg Municipalities and some North-Western Provinces Municipalities.	...	Act XV of 1873.	37
Do. ...	North-Western Provinces and Oudh Municipalities.	...	Act XV of 1883.	38
Do. ...	Ajmere Municipalities ...	Any persons or property exempted by order of a Municipal Committee or the Local Government.	Regulation V of 1886.	39
Do. ...	Central Provinces Municipalities.	...	Act XVIII of 1889.	40

ABSTRACT SHOWING TOLLS, ETC., LEVIABLE, AND MILITARY PERSONS AND PROPERTY EXEMPTED FROM PAYMENT THEREOF—*concl'd.*

1	2	3	4	5
Nature of tolls, etc.	By whom leviable.	Military persons and property exempted from payment of such tolls, etc.	Enactments.	Page.
Taxes of any kind— <i>concl'd.</i>		SPECIAL EXEMPTIONS— <i>concl'd</i>		
(2) in Municipalities— <i>concl'd.</i>	Punjab Municipalities ...	Any persons or property exempted by order of a Municipal Committee or the Local Government.	Act XX of 1891.	41
Do. ...	Lower Burma Municipalities.	...	Act XVII of 1884.	42
Do. ...	Bombay District Municipalities.	...	Bombay Act VI of 1873	43
Do. ...	Punjab District Boards ...	Any persons or property exempted by order of the Local Government	Act XX of 1883.	44
Do. ...	Upper Burma Municipalities.	...	Regulation V of 1887.	45
.....	Municipalities or other authorities.	GENERAL EXEMPTIONS Mounted officers and mounted orderlies of corps of volunteers, and members of such corps while belonging to a troop of cavalry in such corps. (This exemption is from any tax payable in respect of one horse) (a) Persons subject to the Army Act or the Indian Articles of War who are compelled by the exigencies of military duty to reside in a Municipality, if exempted by order of the Governor General in Council (b) The Government, if exempted by order of the Governor General in Council. In case (a), the Government is liable to pay the taxes itself, except in respect of horses which the persons exempted are bound by the regulations of the service to keep, but this liability does not run in cantonments. In case (b), the Government is liable to pay compensation for the exemption, but this liability does not run in cantonments.	Act XX of 1869 ...	46
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Page 1
18/96

Simla, the 18th October, 1895.

Circulate again to
Madras Ry.
Court Court "
South Indian "
Magazine f. s. "
and note if any further
expression of their opinion
is desired, then that
already given (in 26 of
"94) (62 of 17/94) (2523 W
of 9/93).
Free 2/96

P. W. Current No 18

No 93
10.1.96.

Letter from India at
740 R.T. of 7 Dec 1895 with
enclosure.

Copy forwarded to
Agents

Madras
South Indian &
Indians to Ryo

for favor of any further
expression of opinion
than that already given
in his

No 26 of 11.1.94

No 62 of 17.1.94

No 2573 No of 9.12.93

Reminder
No. 93 of 7.2.96 JH 7/2

14/2
7/2

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14/2
14/2

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No. 93 of 9.3.96 (to A & H. S. R.)
31/3

No. 93 of 4.5.96 (to A & H. S. R.)
31/3

No. 93 of 22.5.96 (to A & H. S. R.)
31/3
issued 22/5/96

7/11
10/1
ER.

(No II)

No. 8029

55

MADRAS RAILWAY.

AGENT AND MANAGER'S OFFICE,

Madras, 22nd January 1886.

From

The Agent and Manager.

Madras Railway

To

The Consulting Engineer for Railways.

Sir,

I have the honor to request that
you will be so good as to send me the
usual number of spare copies of Govern-
ment of India Order N^o. 740 R. I., dated
7th December 1895, with enclosures, received
with your endorsement N^o. 93 of the 10th
instant.

Encls
nil

I have the honor to be,
Sir,

Your most obedient servant,

Wm. S. M. V. S.

Agent & Manager

W/3/1

6 No 348
Recd. 22/1/1896

Form No

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS
Madras, 24th January 1896

To

AGENT AND MANAGER, M. R.

No. 250 Reply No. , dated

SIR,

With reference
to your letter No. 8029 of the
55 22nd instant, I have the honor
to state that ^{a packet containing} twelve copies
of Cont of India letter No 742
R.T. 7th December 1895 with encls.
to Perambur is
was delivered at your
Office on the 11th instant, in the
~~your office box~~.

C.M. 23
1

Reminders.

Subject.

MADRAS RAILWAY.

From

The Agent and Manager.

To

The Consulting Engineer
for Railways.

Dated

188

Recd.

No.

Replied under 250
24/1/96

24/1/96

(No II)

No. 8029

117

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 11th February 1896

From

The Agent and Manager

Madras Railway

To

The Consulting Engineer for Railways

SIR,

Madras.

With reference to your endorsement N^o 93 of the 10th ultimo on letter N^o 740 R. L. of the Government of India dated Calcutta 7th December 1895. I have the honor to inform you that I am in favor of the proposal to exempt Military establishments and property from the payment of tolls.

I have the honor to be,
Sir,

Your most obed^t serv^t.

Edmund

Agent & Manager

Encl^d

10-2-96

(No. II)

No. 8029

117

MADRAS RAILWAY.

AGENT AND MANAGERS' OFFICE,

Madras, 11th February 1896

From

The Agent and Manager

Madras Railway

To

The Consulting Engineer for Railways

Madras.

SIR,

With reference to your endorsement N^o 93 of the 10th ultimo on letter N^o 740 R. L. of the Government of India dated Calcutta 7th December 1895, I have the honor to inform you that I am in favor of the proposal to exempt Military establishments and property from the payment of tolls.

I have the honor to be,

Sir,

Your most obed^t serv^t.

Edmund

The Agent & Manager

Encl^d

11/2/96

663
12/2/1936

In your reply please quote the number and date of this letter.

Form No. Mgr 19.

*Amal upy. 5912.3
of the 1936
C.M. 1936*

No. 1281

FROM

THE MANAGER,
EAST COAST RAILWAY.

Dated Waltair, the 17 February 1936.

The following is forwarded to the Consulting Engineer for Railways Madras for information with reference to his No. 97 dated 10th January 1936.

Yulowin
for Manager,
E. C. Railway.

Copy of letter No. 727 dated 24th January 1936, from the Manager E. C. Railway, to the Director General of Railways.

With reference to your No. 590 T., dated 20th December 1935 forwarding for my views the proposed draft bill prepared by the Committee to amend the Law relating to the exemption from tolls of Military Establishments and property, I have the honor to state that to the interest of State Railways appears to be sufficiently safe-guarded by the draft Bill.

*W.B.
R.R.
C.M. 24
2*

Accompaniments.

MADRAS RAILWAY.
To
The Agent and Manager.
The Consulting Engineer
for Railways
No. 188
Dated
Recd

P. W. O. No. 55. -26-3-95-6,000.

C. G. No. 4.

From

THE AGENT AND MANAGER,
H. H. the Nizam's Guaranteed State Railways Co., Ltd.

To

THE *Consulting Engineer*
for Railways
Madras

Dated Secunderabad, (Deccan) *1st May 1896*:

Enclosure.

REFERENCE.

Sir,

With reference to your
endorsement of 9th of 10th January last &
subsequent reminder of 10th March,
I have the honor to state that I see
no objection to the proposals em-
bodied in the new act.

I have the honor to be,
Sir,

Yours most obed^t servt.,
H. H. Leury
Agent & Manager

1870
4/19/10

Recd to 388 by 7-5-96

Form No 10.

At

Railway Department.

OFFICE OF THE CONSULTING ENGINEER FOR RAILWAYS,

Madras, 5 May 1896.

To

Agent S. I. Ry

No. 1412. Reply No. , dated

SIR,

I have the honor
to inquire when a reply
to my No. 93 of 10.1.96
may be expected.
CMM 4/5

Reminders.

2/1/5
108
105

No. 502 *L*

Government of Madras.

PUBLIC WORKS DEPARTMENT,
RAILWAY BRANCH.

To

THE SECY. TO THE GOVT. OF INDIA,

P. W. DEPARTMENT.

Similar
Post by the 9th June 1896.

SIR,

I am directed to return herewith duly corrected the proof sheets of the List of India Classification for the half year ending 30 June 1896. The ^{corrected} proof sheets of the Distribution List have been forwarded to your Calcutta Office.

Similar letter to Calcutta returning the Distribution return.

Documents accompanying - proof copy of
(1) List of I. Classification List (of India)
(2) — do — Distribution List (Calcutta)

8/6

OLSON

BT

From

THE AGENT,

SOUTH INDIAN RAILWAY,

Tripunopoly

To

THE CONSULTING ENGINEER FOR

RAILWAYS,

Madras

Dated
Received

189

No

ENCLOSURES.

2335
3/5/96

1957
3/5/76

No. 740 R.T.

GOVERNMENT OF INDIA.

PUBLIC WORKS DEPARTMENT.

RAILWAY Traffic

To

THE Joint Secretary to the Govt. of India,
Public Works Dept., Railway Branch.

Simla, the 11th May 1896.

The undersigned is directed to invite attention
to the letter noted below, and to request that the
reply may be expedited.

W. B. B. B. B.

18/5

Resident Under Secretary.

18/5

18/5

P. W. D. No. 740 R.T. dated 7th December 1895.

Forwarding a copy of certain resolutions
and requesting that the Railways
administration under the control of the
Government of Madras may be asked
to favour the Government of India
with their views on the proposed draft
bill to amend the law relating to the
exemption from tolls of Railways
establishments and property.

Remains at command.

Yours,

18/5

G. C. Press Simla.—No. 1789 P. W. D.—20395—2000

From
The Agent,
SOUTH INDIAN RAILWAY,
Tiruchengode

To
The Consulting Engineer for
RAILWAYS,
Madras.

Dated
Received
No
189
ENCLOSURE

R. Fo

No. 442

South Indian Railway Co., Ltd.

AGENT'S OFFICE,

TRICHINOPOLY, 25th May 1896.

From

THE AGENT,

SOUTH INDIAN RAILWAY,

To

Offg.
THE CONSULTING ENGINEER

FOR RAILWAYS,

MADRAS.

Sir,

With reference to your endorsement No. 93 dated 10th January 1896 I have the honor to inform you that I have no remarks to make on the proposed draft bill relating to the exemption from tolls of Military Establishment and property.

I have the honor to be
Sir
Your most obedient servant
A. B. S. Shetty
Capt. R. B.
Agent

MCS

refd embodying answers
for defunct railways
JH y/s

Recd. B. S. S.

4576

TRAIN STAFF REGULATIONS MAIN LINE.—COLOMBO, KANDY, HAPUTALE, AND BANDARAWELA.

UP. STATIONS		WEEK DAYS														SUNDAYS		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	1	2	3
FROM	To	Goods R R	Mail, Pass, & Goods	Goods to N oys R R	Mixed	Express Pass.		Mixed	Goods R R	Goods	Mixed	Goods R R	Goods, Mixed R R	Mail, Pass and Goods	Pass	Pass	Pass	
Varadana J.	Kelaniya	Ticket	—	—	Ticket	Ticket	—	Staff	Staff	Staff	Staff*	Staff	Staff	Staff	—	Staff	Staff	
Kelaniya	Mahara	Ticket	—	—	Ticket	Ticket	—	Staff	Ticket	Staff	Staff	Staff	Staff	Staff	—	Staff	Staff	
Mahara	Hennarigoda	Ticket	—	—	Ticket	Ticket	—	Staff	Staff	Staff	Staff*	Staff	Tkt s	Staff	—	Staff	Staff	
Hennarigoda	Veyangoda	Ticket	—	—	Ticket	Staff	—	Staff	Staff	Staff	Staff*	Staff	Tkt s	Staff	—	Staff	Staff	
Veyangoda	Mirigama	Ticket	—	—	Ticket	Ticket†	—	Staff	Staff	Staff	Staff*	Staff	Tkt s	Staff	—	Staff	Ticket	
Mirigama	Amberpusa	Staff	—	—	Ticket	Staff	—	Staff	Staff	Ticket	Staff	Staff	Staff*	Staff	—	Staff	Staff*	
Amberpusa	Alawwa	Staff	—	—	Ticket	Staff	—	Staff	Staff	Ticket	Staff	Ticket	Staff*	Staff	—	Staff	Staff*	
Alawwa	Polgahawela	Staff	—	—	Tkt †	Staff	—	Staff	Staff	Ticket	Staff	Ticket	Staff	Staff	—	Staff	Staff	
Polgahawela	Rambukkana	Staff	—	—	Staff	Ticket	—	Staff	Staff	Staff	Ticket	Staff	Ticket	Staff	—	Staff	Staff	
Rambukkana	Alagalla	Staff	—	—	Staff	Ticket	—	Staff	Staff	Staff	Staff	Ticket	Ticket	Staff	—	Staff	Staff	
Alagalla	Kadugannawa	Staff	—	—	Staff	Ticket	—	Staff*	Staff	Staff	Staff	Staff	Ticket	Staff	—	Staff	Staff	
Kadugannawa	Peradeniya J	Ticket	—	Ticket	Ticket	Staff	—	Staff	Tkt †	Staff	Ticket	Staff	Ticket	Staff	—	Staff	Staff	
Peradeniya J	Gampola	Staff	—	—	Ticket	Ticket	—	Staff	Ticket	Staff	Staff	Staff	Staff	Staff	—	Staff	Staff	
Gampola	Ulapane	Staff	—	Staff	Staff	Staff†	—	Staff*	Staff	Staff	Staff	Staff	Staff	Staff	—	Staff	Staff	
Ulapane	Nawalaputya	Staff	—	Staff	Staff	Staff†	—	Staff*	Staff	Staff	Staff	Staff	Staff	Staff	—	Staff	Staff	
Nawalaputya	Galboda	Ticket	Ticket	Ticket	Tkt s	Staff	—	Staff	—	Staff	—	—	—	—	Staff	—	—	
Galboda	Watawala	Staff	Staff	Staff	Ticket	Ticket†	—	Staff	—	Staff	—	—	—	—	Staff	—	—	
Watawala	Rozelle	Tkt. s	Staff	Staff	Staff	Ticket	—	Staff	—	Staff	—	—	—	—	Staff	—	—	
Rozelle	Hatton	Ticket	Staff	Staff	Staff	Ticket	—	Staff	—	Staff	—	—	—	—	Staff	—	—	
Hatton	Kotagala	Ticket	Staff	Tkt †	Staff	Staff	—	Staff	—	Staff	—	—	—	—	Staff	—	—	
Kotagala	Talawakele	Ticket	Staff	Staff	Staff	Staff	—	Staff	—	Staff	—	—	—	—	Staff	—	—	
Talawakele	Watagoda	Staff	Staff	Staff	Staff	Tkt s	—	Staff†	—	—	—	—	—	—	Staff	—	—	
Watagoda	Nanu-oya	Ticket	Staff	Staff	Staff	Staff	—	Staff	—	Staff	—	—	—	—	Ticket	—	—	
Nanu-oya	Ambawela	—	Staff	—	—	Tkt §	—	—	—	—	—	—	—	—	Staff	—	—	
Ambawela	Pattupola	—	Staff	—	—	Staff	—	—	—	—	—	—	—	—	Staff	—	—	
Pattupola	Ohya	—	Staff	—	—	Staff	—	—	—	—	—	—	—	—	Staff	—	—	
Ohya	Haputale	—	Staff	—	—	Staff	—	—	—	—	—	—	—	—	Staff	—	—	
Haputale	Diyatalawa	—	Staff	—	—	Staff	—	—	—	—	—	—	—	—	Staff	—	—	
Diyatalawa	Bandarawela	—	Staff	—	—	Staff	—	—	—	—	—	—	—	—	Staff	—	—	

* Ticket when R R follows
† Train Engine Ticket, Assisting Engine Staff.
‡ Ticket on Saturdays
§ Staff when No. 12 Down R R runs
¶ Staff when Down R R runs
‡ Staff when Down R R runs
§ Staff on Saturdays

* Ticket when R R follows

† Train Engine Ticket, Assisting Engine Staff.

† Ticket on Saturdays

‡ Staff when No. 12 Down R R runs

† Staff when Down R R runs

‡ Staff on Saturdays

MAIN LINE.—BANDARAWELA, HAPUTALE, KANDY, AND COLOMBO

TRAIN STAFF REGULATIONS.

DOWN. STATIONS		WEEK DAYS										SUNDAYS													
From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
		Mixed.	Goods R.R.	Goods R.R.	Mixed	Light F. n- gine	Mixed	Mixed	Goods R.R. Light Eng from R. pliya, Wd from R. kana.	Goods	Ex- press Pass	Pilot for 8 up	Goods R.R.		Mixed to Kandibukkana	Goods R.R. to Hatton & R. beyond	Mixed.	Pass	Light F. n- gine	Pass	Pass				
Bandarawela	Diyatalawa	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Diyatalawa	Haputale	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Haputale	Ohya	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Ohya	Pattipola	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Pattipola	Ambawela	—	—	—	—	—	—	—	—	—	Staff	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Ambawela	Nanu-oya	—	—	—	—	—	—	—	—	—	Tkt	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Nanu-oya	Watagoda	—	—	—	—	—	—	—	—	—	Staff *	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Watagoda	Talawakele	—	—	—	—	—	—	—	—	—	Staff *	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Talawakele	Kotagala	—	—	—	—	—	—	—	—	—	Staff Tkt †	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Kotagala	Hatton	—	—	—	—	—	—	—	—	—	Tkt †	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Hatton	Rozelle	—	—	—	—	—	—	—	—	—	Staff *	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Rozelle	Watawala	—	—	—	—	—	—	—	—	—	Staff *	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—
Watawala	Galboda	—	—	—	—	—	—	—	—	—	Staff s	—	—	—	—	—	Staff	—	—	—	Staff	—	—	—	—

(44)

Galboda	...	Navalapitiya	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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(45)

* Ticket when R.R. follows
† Takes Staff on Saturdays

‡ Takes Staff when Up R.R. runs.
§ See note on page 37.

s Ticket when Down R.R. runs and Up R.R. does not run

STATIONS		Workmen & Train	No. 4 Main Line	No 1 Rubble	No 1 Coast Line	No 6 Up Main Line	No 8 Up Main Line	No 2 Up Coast Line	Light Fugues	No 4 Up Coast Line	No 9 R.R. Main Line	No 5 Up Coast Line	No 2 Rubble	No 10 Up Goods Main Line
UP.		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Wharf	d	—	—	—	—	—	—	—	—	—	—	—	—	—
Fort	.. d	—	—	—	—	—	—	—	—	—	—	—	—	—
"	.	5 42	—	—	7 6	—	—	—	—	—	—	—	—	—
Racquet Court J	d	—	—	6 5	—	—	—	7 49	—	8 32	—	9 50	—	—
Pettah	. a	5 44	—	6 8 7	8 —	—	—	7 51	8 10	8 54	—	9 52	9 58	—
"	... d	5 46	—	6 10 7	10 —	—	—	7 54	8 30	8 56	—	9 56	10 0	—
Maradana	.. a	5 50	6 4 6	15 7 14	7 33	7 48	—	7 58	8 34	9 0	—	10 0	—	—
"	.. d.	—	6 6	25 —	—	—	—	—	—	—	—	—	—	—
Kelaniya	. d	—	6 15	—	—	7 34	7 54	—	—	—	9 3	—	10 4	11
"	. d	—	6 16	—	—	—	8 3	—	—	—	9 15	—	—	11
Mahara	. d	—	6 35	6 50	—	7 41	8 4	—	—	—	9 26	—	—	11
Mahara Quarry	a	—	6 55	—	—	7 42	8 23	—	—	—	—	10 30	11 6	—

No 6 Up Coast Line.		Light Engines.		Wharf R R Goods.		No 7 Up Coast Line		No 3 Up Rubble.		No 11 Main Line		Saturday Wharf Train.		No 12 P R R Main Line		No 9 Up Coast Line		Light Engines.		No 13 Up Main Line		No 10 Coast Line		Wharf Train.		No 12 Saturday Train		No 13 Coast Line		No 14 Coast Line		No 14 Up Main Line	
A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
11	2	2	8	1	0	1	25	1	30	2	25	2	30	3	11	4	18	5	13	5	20	5	27	6	30	7	30	7	30	7	30		
11	4	12	6	1	27	1	30	2	42	3	14	21	5	15	5	32	6	38	7	40	7	47	8	50	9	52	9	59	10	01	10	08	
11	6	12	19	1	31	1	35	2	46	3	16	31	5	19	5	36	6	40	7	45	7	52	8	55	9	57	10	04	10	09	10	12	
11	10	12	23	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
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11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15	1	35	1	39	2	50	3	20	4	35	5	18	5	40	6	45	7	50	8	55	9	58	10	01	10	05	10	09	10	12
11	12	1	15																														

LOCAL TABLE OF TRAINS BETWEEN

STATIONS	Light Engines	No 2 Coast Line	No 3 Coast Line	No. 1 Down Rubble	No 1 Down Main Line	No 4 Coast Line	Light Engines	No 2 Down R.R. Main Line	No 4 Down Main Line	No 6 Down Coast Line	Wharf Special R.R.	No 2 Down Rubble	No 6 Down Goods Main Line
DOWN.	A M	A M	A M	A M	A M.	A M	A M	A M	A M	A M	A M	A M	P M
Mahara Quarry	—	—	—	7 15	—	—	—	—	—	—	—	—	—
Mahara	<i>d</i>	—	—	7 20	9 6	—	—	15 38	—	—	—	11 35	—
Kelaniya	<i>a</i>	—	—	7 35	9 23	—	—	11 0	—	—	—	11 40	12 5
"	<i>d</i>	—	—	8 5	9 25	—	—	11 19	—	—	—	—	—
Maradana J.	<i>a</i>	—	—	8 15	9 34	—	—	11 20	—	—	—	—	—
"	<i>d</i>	6 0	6 20	7 35	8 16	9 37	9 50	11 29	—	—	—	—	1 1
Pettah	<i>a</i>	6 4	6 25	7 39	8 20	9 41	9 54	11 34	11 38	11 50	12 6	1 1	—
"	<i>d</i>	6 10	6 27	7 42	8 25	9 44	10 5	—	11 42	—	12 10	—	—
Racquet Court J.	<i>d</i>	6 13	—	—	8 28	—	10 8	—	11 46	—	12 15	—	—
Fort	<i>a</i>	—	6 30	7 44	—	9 46	—	—	11 48	—	12 18	—	—
Wharf	<i>a</i>	—	—	—	—	—	—	—	—	—	12 5	—	—

MAHARA AND WHARF.—DOWN TRAINS—WEEK DAYS.

<i>Light Engines</i>	<i>Saturday Wharf Train</i>	<i>Return Cooly R.R. Special</i>	<i>No 6 Down Coast Line</i>	<i>No 7 Down Main Line.</i>	<i>No 8 Coast Line, Saturday</i>	<i>No 8 Down Main Line</i>	<i>No 9 Coast Line</i>	<i>No 3 Down Rubble</i>	<i>No 10 Down V harl</i>	<i>No 11 Down Coast Line</i>	<i>No 12 Down Coast Line</i>	<i>N 10 Down Main Line.</i>	<i>No 13 Main Line</i>	<i>No 14 Down Coast Line</i>	<i>No 15 Down Coast Line</i>	<i>No 12 R.R. Main Line</i>
P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
1 20	1 45	1 48	2 15	2 30	3 20	3 13	3 30	4 0	4 15	4 30	5 12	5 30	6 12	6 15	7 0	8 25
1 24	1 45	1 48	2 19	2 52	3 24	3 33	3 35	4 10	4 15	4 34	5 16	5 45	6 31	6 19	7 4	8 30
1 35	—	—	2 22	2 56	3 27	3 43	—	4 21	4 15	4 37	5 23	5 50	6 33	6 23	7 10	—
1 38	—	—	—	—	—	3 43	—	4 24	—	—	—	—	—	—	—	—
—	—	—	2 24	—	3 29	—	4 9	—	4 30	5 25	—	—	—	6 25	7 12	—
—	2 0	—	—	—	—	—	—	—	4 30	—	—	—	—	—	—	—

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STAFF WORKING FOR LOCAL TRAINS

UP.
Wharf to Fort
Fort to Pettah
Racquet Ct J to Pettah
Pettah to Maradana J
Maradana J to Kelaniya
Kelaniya to Mahara
Mahara J to Mahara Q

- * Staff to be returned to Pettah.
- † Staff to be returned to Fort
- ‡ Staff when R R runs
- || Ticket on Saturdays

STAFF WORKING FOR LOCAL TRAINS

DOWN.
Mahara Q to Mahara J
Mahara to Kelanya
Kelanya to Maradana J
Maradana Jc to Pettah
Pettah to Racquet Ct J*
Pettah to Fort
Fort to Wharf

- * Staff to be returned to Pettah
- † Staff to be returned to Fort.
- † Staff when Up R R runs

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BETWEEN WHARF AND MAHARA.—WEEK DAYS.

\$ Fort to send Staff to Racquet Court
 s Staff on Saturdays
 T Ticket when *R R* runs
 All Trains to and from the Racquet Court to be worked by Staff and Pilotman

BETWEEN MAHARA AND WHARF.—WEEK DAYS.

S Staff on Saturdays
T Ticket when Down RR runs

COAST LINE.—MARADANA JUNCTION, WHARF, AND GALLE.—WEEK DAYS.

Distance	DOWN. STATIONS	1	2 Mixed to Mtuwa, Goods only beyond	3	4	5	6	7	8	9	10	11	12	13	14	15
M C		Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Ex	Mixed
1	Maradana Junction	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1	6 × Pettah	—	6 20	7 35	9 37	11 38	2 15	1 45	3 20	4 0	4 15	4 30	5 12	—	6 15	7 0
1	45 × Fort	—	6 25	7 39	9 41	11 42	2 19	•	3 24	4 4	•	4 34	5 16	—	6 19	7 4
2	47 × Wharf	—	6 30	7 44	9 46	11 46	2 24	•	3 29	4 7	•	4 39	5 23	—	6 23	7 10
2	24 × Slave Island	—	6 32	7 46	9 50	11 50	2 26	2 0	3 31	4 10	4 30	4 41	5 27	—	6 27	7 14
3	23 × Kollupitiya	—	6 37	7 50	9 55	11 54	2 31	2 0	3 35	4 14	4 30	4 46	5 32	—	6 31	7 19
4	45 × Bambalapitiya	—	6 43	7 53	10 0	11 59	2 37	2 0	3 40	4 19	4 30	4 51	5 38	—	6 36	7 24
5	70 × Wellawatta	—	6 48	8 0	10 5	12 4	2 43	2 0	3 45	4 23	4 30	4 51	5 38	—	6 41	7 29
7	44 × Dehiwala	—	7 0	8 5	10 10	12 9	2 47	2 0	3 50	4 28	4 30	4 51	5 38	—	6 46	7 34
8	70 × Mount Lavinia	—	7 7	8 11	10 16	12 15	2 55	2 0	3 56	4 33	4 30	4 51	5 38	—	6 52	7 40
11	22 × Angulana	—	7 13	8 16	10 21	12 21	3 1	2 0	4 1	4 38	4 30	4 51	5 38	—	6 57	7 45
12	5 × Lunawa	—	7 14	8 25	10 25	12 28	3 8	2 0	4 10	4 47	4 30	4 51	5 38	—	7 0	7 53
13	7 × Moratuwa	—	7 26	8 32	10 32	12 35	3 15	2 0	4 17	4 55	4 30	4 51	5 38	—	7 8	7 57
17	51 × Panadure	—	7 36	8 36	10 36	12 40	3 19	2 0	4 24	5 0	4 30	4 51	5 38	—	7 12	8 0
21	37 × Wadduwa	—	7 46	8 46	10 46	12 50	3 29	2 0	4 34	5 12	4 30	4 51	5 38	—	7 22	8 10
26	6 × Kalutara North	—	7 56	8 56	10 56	13 0	3 39	2 0	4 44	5 22	4 30	4 51	5 38	—	7 32	8 20
27	28 × Kalutara South	—	8 0	9 1	11 01	13 5	3 49	2 0	4 54	5 32	4 30	4 51	5 38	—	7 42	8 30
29	8 × Katukurunda	—	8 28	9 2	11 02	14 0	3 59	2 0	5 04	5 42	4 30	4 51	5 38	—	7 52	8 40

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Distance	UP. STATIONS	1	2 Mixed to Mtuwa, Goods only beyond	3	4	5	6	7	8	9	10	11	12	13	14	15
M C		Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Ex	Mixed
31	16 × Payagala North	—	9 14	9 39	—	1 41	4 23	—	—	—	—	—	—	—	—	—
31	75 × Payagala South	—	9 20	9 44	—	1 45	4 27	—	—	—	—	—	—	—	—	—
33	10 × Maggona	—	9 30	9 51	—	1 57	4 39	—	—	—	—	—	—	—	—	—
35	7 × Beruwala	—	9 35	10 0	—	2 6	4 48	—	—	—	—	—	—	—	—	—
38	28 × Alutgama	—	9 45	10 4	—	2 13	4 52	—	—	—	—	—	—	—	—	—
45	29 × Kosgoda	—	9 55	10 20	—	2 29	5 0	—	—	—	—	—	—	—	—	—
49	63 × Balapitiya	—	10 05	10 31	—	2 44	5 19	—	—	—	—	—	—	—	—	—
52	62 × Ambalangoda	—	10 15	10 41	—	2 54	5 29	—	—	—	—	—	—	—	—	—
60	14 × Hikkaduwa	—	10 25	10 51	—	3 04	5 39	—	—	—	—	—	—	—	—	—
64	13 × Dodanduwa	—	10 35	11 01	—	3 14	5 49	—	—	—	—	—	—	—	—	—
68	28 × Gintola	—	10 45	11 11	—	3 24	5 59	—	—	—	—	—	—	—	—	—
71	68 × Galle	—	10 55	11 21	—	3 34	6 09	—	—	—	—	—	—	—	—	—

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T Ticket on Saturdays 8 Staff on Saturday*
NOTE —A cross opposite the name of a Station denotes that it is a Crossing Station

No. 3 Down will take on at Alutgama the wagons for stations from Balapitiya to Galle The times shown in the Public Time Table are earlier than those given here, but if the work can be done to run to the Public Time Table, those times may be taken
No. 5 Down to take the goods for Kosgoda

COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.—WEEK DAYS.

UP. STATIONS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Mondays only	Mixed	Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Goods only to Maradana, Mixed to Colombo	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
Galle	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
× Gintola	—	—	—	5 0	—	—	9 5	—	—	1 15	—	—	—	5 35	6 45
× Dodanduwa	—	—	—	5 9	—	—	9 15	—	—	1 25	—	—	—	5 45	—
× Hikkaduwa	—	—	—	5 10	—	—	9 20	—	—	1 26	—	—	—	5 46	6 56
× Ambaigoda	—	—	—	5 21	—	—	9 31	—	—	1 37	—	—	—	5 57	7 8
× Balapitiya	—	—	—	5 22	—	—	9 36	—	—	1 38	—	—	—	6 1	7 19
× Kosgoda	—	—	—	5 33	—	—	9 46	—	—	1 48	—	—	—	6 11	7 19
× Alutgama	—	—	—	5 35	—	—	10 7	—	—	1 49	—	—	—	6 12	7 35
× Beruwala	—	—	—	5 49	—	—	10 17	—	—	2 5	—	—	—	6 28	7 35
× Maggona	—	—	—	5 56	—	—	10 25	—	—	2 9	—	—	—	6 31	—
× Payagala S	—	—	—	6 6	—	—	10 31	—	—	2 17	—	—	—	6 39	—
× Payagala N	—	—	—	6 15	—	—	10 41	—	—	2 18	—	—	—	6 40	—
× Katukurunda	—	—	—	6 16	—	—	10 58	—	—	2 28	—	—	—	6 50	—
× Kalutara S	—	—	—	6 32	—	—	11 3	—	—	2 29	—	—	—	6 51	—
× Kalutara N	—	—	—	6 36	—	—	11 12	—	—	2 45	—	—	—	7 7	—
× "	—	—	—	6 45	—	—	11 19	—	—	2 49	—	—	—	7 10	—
× "	—	—	—	6 53	—	—	11 20	—	—	2 58	—	—	—	7 19	—
× "	—	—	—	6 57	—	—	11 25	—	—	3 5	—	—	—	7 20	—
× "	—	—	—	7 1	—	—	11 28	—	—	3 6	—	—	—	7 27	—
× "	—	—	—	7 8	—	—	11 29	—	—	3 10	—	—	—	7 28	—
× "	—	—	—	7 9	—	—	11 35	—	—	3 11	—	—	—	—	—
× "	—	—	—	7 14	—	—	11 36	—	—	3 15	—	—	—	—	—
× "	—	—	—	7 16	—	—	11 41	—	—	3 21	—	—	—	—	—
× "	—	—	—	7 22	—	—	11 45	—	—	3 22	—	—	—	—	—
× "	—	—	—	7 23	—	—	11 52	—	—	3 26	—	—	—	—	—
× "	—	—	—	8 10	—	—	—	—	—	3 30	—	—	—	—	—
× "	—	—	—	8 17	—	—	—	—	—	3 37	—	—	—	—	—

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DOWN. STATIONS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Mondays only	Mixed	Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Goods only to Maradana, Mixed to Colombo	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
Wadduwa	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
× Wadduwa	—	—	—	7 34	—	—	12 2	—	—	1 0	—	—	—	8 3	—
× Panadura	—	—	—	7 37	—	—	12 3	—	—	1 10	—	—	—	8 4	—
× Moratuwa	—	—	—	7 41	—	—	12 12	—	—	1 20	—	—	—	8 13	—
× Lunawa	—	—	—	7 50	—	—	12 18	—	—	1 40	—	—	—	8 19	—
× Angulana	—	—	—	8 0	—	—	12 28	—	—	1 50	—	—	—	8 29	—
× Mt Lavina	—	—	—	8 4	—	—	12 36	—	—	2 10	—	—	—	8 33	—
× Dehiwala	—	—	—	8 8	—	—	12 40	—	—	2 15	—	—	—	—	—
× Wellawatta	—	—	—	8 12	—	—	12 54	—	—	2 20	—	—	—	—	—
× Bamba'pitiya	—	—	—	8 18	—	—	12 58	—	—	2 27	—	—	—	—	—
× Kollupitiya	—	—	—	8 20	—	—	1 30	—	—	2 29	—	—	—	—	—
× Slave Island	—	—	—	8 26	—	—	1 36	—	—	2 36	—	—	—	—	—
× Wharf	—	—	—	8 32	—	—	1 42	—	—	2 42	—	—	—	—	—
× Fort	—	—	—	8 37	—	—	1 47	—	—	2 48	—	—	—	—	—
× Pettah	—	—	—	8 42	—	—	1 52	—	—	2 54	—	—	—	—	—
× Maradana J.	—	—	—	8 47	—	—	1 57	—	—	3 0	—	—	—	—	—
× Colombo	—	—	—	8 52	—	—	2 0	—	—	3 6	—	—	—	—	—

(53)

The black figures and dots denote that the Train takes Ticket

* Ticket on Saturdays
s Staff on Saturdays

* No time allowed for water at Kalutara South
No. 7 Up will do the Goods work from Galle to Alutgama. See Note for No 3 Down, which also applies to this Train.

COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.—SUNDAYS.

UP. STATIONS.			DOWN. STATIONS.									
1	2	3	4	5	STATIONS	1	2	3*	4	5	Pass.	
Pass	Pass	Pass	Pass.	Pass.		Pass	Pass	Pass	Pass	Pass	Pass.	
A.M.	A.M.	A.M.	P.M.	P.M.		A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
Galle	6 50	10 35	—	3 40	Maradana Jun	8 0	10 30	12 45	2 30	5 50	6 50	
Gintota	—	10 45	—	3 50	Petrah	8 4	10 34	12 49	2 34	5 54	6 54	
"	7 11	10 46	—	3 51	Fort	8 7	10 37	12 51	2 36	5 56	6 56	
Dodanduwa	—	10 57	—	4 2	"	8 8	—	—	—	5 58	—	
"	7 12	10 58	—	4 3	"	8 11	10 44	12 55	2 40	6 0	7 0	
Hikkaduwa	7 22	11 8	—	4 3	Wharf	—	—	—	—	—	—	
"	7 23	11 9	—	4 13	Slave Island	8 16	10 49	1 0	2 15	6 5	7 5	
Ambalangoda	7 39	11 25	—	4 34	Kollupitiya	8 21	10 54	1 5	2 50	6 10	7 10	
"	7 43	11 29	—	4 40	Bambalapitiya	8 26	—	1 10	2 5	—	—	
Belapitiya	7 51	11 38	—	4 48	"	8 27	10 59	1 11	2 56	6 15	7 15	
"	7 52	11 39	—	4 49	Wellawatta	—	—	—	—	—	—	
Kosgoda	8 2	11 50	—	4 59	"	8 32	11 4	1 16	3 1	6 20	7 23	
"	8 3	11 51	—	5 0	Dehiwala	8 34	11 11	1 22	3 7	6 26	7 28	
Alutgama	8 19	12 7	—	5 16	Mount Lavinia	8 43	—	1 27	3 12	6 31	7 33	
"	8 23	12 15	—	5 26	"	8 45	11 17	1 29	3 14	6 32	7 34	
Beruwala	8 32	12 24	—	5 35	Angulana	8 52	11 24	1 36	3 20	6 39	7 40	
"	8 33	12 25	—	5 36	Lunawa	8 56	11 28	1 40	3 25	6 43	7 45	
"	8 39	12 31	—	5 42	Moratuwa	9 0	11 32	1 43	3 30	6 46	7 50	
"	8 40	12 32	—	5 43	"	9 5	11 36	1 49	—	6 50	—	
Payagala South	8 44	12 36	—	5 47	Panadure	9 15	11 46	1 59	—	7 0	—	
"	8 45	12 37	—	5 48	"	9 18	11 52	2 3	—	7 6	—	
Payagala North	8 48	12 40	—	5 51	Wadduwa	9 27	12 1	2 3	—	7 15	—	
"	8 49	12 41	—	5 52	"	9 29	12 2	2 12	—	7 16	—	
Katukurunda	8 55	12 47	—	5 58	Kalutara North	9 41	12 14	2 25	—	7 28	—	
"	8 56	12 48	—	5 59	Kalutara South	9 43	12 20	2 32	—	7 34	—	
"	9	12 53	—	6 4	"	9 53	12 20	2 37	—	7 38	—	

[illegible]

TRAIN STAFF REGULATIONS
COAST LINE.—GALLE AND MARADANA JUNCTION.
WEEK DAYS.

(56)

UP. STATIONS		Mondays only														
From	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Galle	Gintota	Mixed	Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
Gintota	Dodanduwa	—	—	—	Staff	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Dodanduwa	Hikkaduwa	—	—	—	Staff	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Hikkaduwa	Ambalangoda	—	—	—	Staff	—	Staff	Staff	—	—	Staff	—	—	—	Ticket	Staff
Ambalangoda	Balapitiya	—	—	—	Ticket	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Balapitiya	Kosgoda	—	—	—	Staff	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Kosgoda	Alutgama	—	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Alutgama	Beruwala	—	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Beruwala	Piyagala South	Ticket	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Piyagala South	Kalutara South	Ticket	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Kalutara South	Kalutara North	Ticket	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Kalutara North	Wadduwa	Ticket	—	—	Ticket	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Wadduwa	Panadura	Ticket	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Panadura	Moratuwa	Ticket	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Moratuwa	Mount Lavinia	Staff	—	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Mount Lavinia	Wellawatta	Ticket	Staff	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Wellawatta	Bambalapitiya	Ticket	Staff	—	Staff	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Bambalapitiya	Slave Island	Staff	Staff	—	Ticket	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Slave Island	Fort	Staff	Staff	—	Ticket	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Fort	Wharf	Ticket	Staff	—	Ticket	—	Staff	Staff	—	—	Staff	—	—	—	Staff	Staff
Wharf	Port	—	—	—	—	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Port	Pettah	Staff	Staff	—	Staff	—	Ticket	Staff	—	—	Staff	—	—	—	Staff	Staff
Pettah	Maradana Junc.	Staff	Staff	—	Staff	—	Ticket	Ticket	—	—	Staff	—	—	—	Staff	Staff
Maradana Junc.		Staff	Staff	—	Staff	—	Ticket	Ticket	—	—	Staff	—	—	—	Staff	Staff

• Takes Staff on Saturdays

• Takes Ticket on Saturdays

TRAIN STAFF REGULATIONS.
COAST LINE.—MARADANA JUNCTION AND GALLE.
WEEK DAYS

DOWN. STATIONS		WEEK DAYS														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
From	To	Mixed	Mixed	Mixed	Pass	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Express Pass	Mixed
Maradana J	Pettah	—	Staff	Staff	Ticket	Ticket	Staff	Ticket	Ticket	Ticket	Ticket	Staff	Staff	—	Tkt S	Staff
Pettah	Fort	—	Staff	Staff	Staff	Ticket	Staff	Ticket	Ticket	Ticket	Staff	Staff	Staff	—	Staff	Staff
Fort	Wharf	—	—	—	—	—	Staff	Staff	—	—	—	—	—	—	—	—
Fort	Slave Island	—	Staff	Staff	Staff	Staff	Staff	Ticket	Ticket	Ticket	—	Staff	Ticket	—	Staff	Staff
Fort	Bambalapitiya	—	Staff	Staff	Staff	Staff	Staff	Staff	Ticket	Staff	—	Ticket	Tkt S	—	Staff	Staff
Slave Island	Bambalapitiya	—	Staff	Staff	Staff	Staff	Staff	Staff	Ticket	Staff	—	Ticket	Tkt S	—	Staff	Staff
Bambalapitiya	Wellawatta	—	Staff	Staff	Staff	Staff	Staff	Staff	Ticket	Staff	—	Ticket	Tkt S	—	Staff	Staff
Wellawatta	Mt Lavinia	—	Staff	Staff	Staff	Staff	Staff	Staff	Ticket	Staff	—	Ticket	Tkt S	—	Staff	Staff
Mount Lavinia	Moratuwa	—	Staff	Staff	—	Staff	Staff	Staff	Staff	Ticket	—	Ticket	Tkt S	—	Staff	Staff
Moratuwa	Panadura	—	Staff	Staff	—	Staff	Staff	Staff	Staff	Staff	—	Ticket	Ticket	—	Staff	Staff
Panadura	Wadduwa	—	Staff	Staff	—	Staff	Staff	Ticket	Ticket	—	—	Ticket	Ticket	—	Staff	Staff
Wadduwa	Kalutara N	—	Ticket	Staff	—	Staff	Ticket	Ticket	Ticket	—	—	Ticket	Ticket	—	Staff	Staff
Kalutara N	Kalutara S	—	Ticket	Staff	—	Staff	Ticket	Ticket	Ticket	—	—	Ticket	Ticket	—	Staff	Staff
Kalutara S	Panarala S	—	Ticket	Staff	—	Staff	Ticket	Ticket	Ticket	—	—	Ticket	Ticket	—	Staff	Staff
Panarala S	Beruwala	—	Ticket	Staff	—	Staff	Ticket	Ticket	Ticket	—	—	Ticket	Ticket	—	Staff	Staff
Beruwala	Alutgama	—	Ticket	Staff	—	Staff	Ticket	Ticket	Ticket	—	—	Ticket	Ticket	—	Staff	Staff
Alutgama	Kosgoda	—	—	Staff	—	Staff	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Kosgoda	Bambalapitiya	—	—	Staff	—	Ticket	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Bambalapitiya	Ambalangoda	—	—	Staff	—	Ticket	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Ambalangoda	Hikkaduwa	—	—	Staff	—	Ticket	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Hikkaduwa	Dodanduwa	—	—	Staff	—	Ticket	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Dodanduwa	Gintota	—	—	Staff	—	Ticket	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Gintota	Galle	—	—	Staff	—	Staff	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff
Galle	Galle	—	—	Staff	—	Staff	Staff	Staff	Staff	—	—	—	—	—	Staff	Staff

• Takes Staff on Saturdays.

• Takes Ticket on Saturdays.

TRAIN STAFF REGULATIONS.
COAST LINE.—GALLE, WHARF, AND MARADANA JUNCTION.
SUNDAYS.

UP.		DOWN.		STATIONS		1	2	3	4	5	6
STATIONS		STATIONS		From	To	A M	A M	P M	P M	P M	P M
Galle	Gintota	Gintota	Maradana J	Staff	Pettah	—	Ticket	Staff	Staff	Ticket	Staff
Dodanduwa	Hikkaduwa	Hikkaduwa	Pettah	Staff	Fort	—	Ticket	Staff	Staff	Ticket	Staff
Hikkaduwa	Ambalangoda	Ambalangoda	Fort	Staff	Slave Island	—	Ticket	Staff	Staff	Ticket	Staff
Balapiya	Kosgoda	Balapiya	Slave Island	Staff	Bambalapitiya	—	Ticket	Staff	Staff	Ticket	Staff
Kosgoda	Alutgama	Kosgoda	Wellawatta	Staff	Wellawatta	—	Ticket	Staff	Staff	Ticket	Staff
Alutgama	Beruwala	Alutgama	Mt Lavinia	Staff	Mt Lavinia	—	Ticket	Staff	Staff	Ticket	Staff
Beruwala	Payagala South	Beruwala	Moratuwa	Staff	Panadure	—	Ticket	Staff	Staff	Ticket	Staff
Payagala South	Kalutara South	Payagala South	Panadure	Staff	Wadduwa	—	Ticket	Staff	Staff	Ticket	Staff
Kalutara South	Kalutara North	Kalutara North	Wadduwa	Staff	Kalutara N	—	Ticket	Staff	Staff	Ticket	Staff
Kalutara North	Panadure	Kalutara North	Kalutara S	Staff	Kalutara S	—	Ticket	Staff	Staff	Ticket	Staff
Panadure	Moratuwa	Panadure	Payagala S	Staff	Payagala S	—	Ticket	Staff	Staff	Ticket	Staff
Moratuwa	Mount Lavinia	Moratuwa	Beruwala	Staff	Beruwala	—	Ticket	Staff	Staff	Ticket	Staff
Mount Lavinia	Wellawatta	Mount Lavinia	Alutgama	Staff	Kosgoda	—	Ticket	Staff	Staff	Ticket	Staff
Wellawatta	Bambalapitiya	Wellawatta	Alutgama	Staff	Balapiya	—	Ticket	Staff	Staff	Ticket	Staff
Bambalapitiya	Slave Island	Bambalapitiya	Balapiya	Staff	Ambalangoda	—	Ticket	Staff	Staff	Ticket	Staff
Slave Island	Fort	Slave Island	Hikkaduwa	Staff	Dodanduwa	—	Ticket	Staff	Staff	Ticket	Staff
Fort	Pettah	Fort	Dodanduwa	Staff	Gintota	—	Ticket	Staff	Staff	Ticket	Staff
Pettah	Maradana Junct	Pettah	Gintota	Staff	Galle	—	Ticket	Staff	Staff	Ticket	Staff

BRANCH LINE—GALLE AND MATARA.

Distance.	STATIONS	WEEK DAYS					SUNDAYS	
		1	2	3	4	5	1	2
		A M	A M	P M	P M	P M	A M	P M
0	× Galle	7 0	11 50	6 40	7 15	7 15	7 0	5 30
15	× Talpe	7 18	12 8	6 58	7 34	7 34	7 18	5 48
36	× Abangama	7 20	12 9	7 3	7 36	7 36	7 19	5 49
70	× Weligama	7 37	12 26	7 21	7 53	7 53	7 37	6 7
116	× Kamburugamuwa	7 38	12 27	7 30	7 54	7 54	7 38	6 22
148	× Matara	7 53	12 42	7 45	8 12	8 12	7 53	6 12
184	× Hamburugamuwa	7 59	12 46	7 50	8 18	8 18	8 12	6 18
216	× Galle	8 15	1 3	8 11	8 20	8 20	8 13	6 33
248	× Matara	8 25	1 12	8 20	8 29	8 29	8 23	6 43
280	× Hamburugamuwa	8 35	1 21	8 30	8 39	8 39	8 33	6 53
312	× Weligama	8 45	1 30	8 40	8 49	8 49	8 39	7 03
344	× Abangama	8 55	1 39	8 50	8 59	8 59	8 49	7 13
376	× Talpe	9 05	1 48	9 00	9 09	9 09	8 59	7 23
408	× Galle	9 15	1 57	9 10	9 19	9 19	9 13	7 33

* Ticket on return.

The passenger carrying of the trains between Galle and Matara will consist of 8 third, 1 first, 1 second, and 2 first-class vans. If a passenger wishes to take the train takes Ticket.

A cross reference for name of a station denotes it is a Crossing Station.

TRAIN STAFF REGULATIONS. BRANCH LINE—GALLE AND MATARA

STATIONS		WEEK DAYS			SUNDAYS.
From	To	1	2	3	1 2
DOWN.					
Galle	Talpe	Staff	Staff	Staff	Staff
Ahangama	Weligama	Staff	Staff	Ticket	Staff
Kamburugamuwa	Natara	Staff	Staff	Staff	Staff

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STATIONS		WEEK DAYS			SUNDAYS
From	To	1	2	3	1 2
UP.					
Matara	Kamburugamuwa	Staff	Staff	Staff	Ticket
Weligama	Ahangama	Ticket	Staff	Staff	Staff
Ahangama	Talpe	Staff	Staff	Staff	Staff
Talpe	Galle	Staff	Staff	Staff	Staff

* Ticket on Saturdays

STATIONS FROM COLOMBO TO BANDARAWELA WILL OPEN AND CLOSE AS UNDER.

STATIONS	WEEK DAYS		REMARKS	SUNDAYS		REMARKS
	Open at	Close at		Open at	Close at	
	A M	P M		A M	P M	
Colombo Telegraph Office	5 55	6 40	Always open.	5 0	10 0	After "Stop Work" from Galle and Kandy
Kelaniya ..	6 0	6 20	After "Line Clear" of No 13 Down	7 0	5 30	After "Line Clear" of No 2 Down
Hunupitiya ..	6 15	6 30	After "Line Clear" of No 13 Up and "Stop Work" from Colombo	7 10	5 20	After No 2 Down has left
Heneratgoda	6 30	6 50	do	7 15	5 20	After "Line Clear" of No 2 Down
Veyangoda	6 30	10 40	After No 14 Up has left	7 30	5 0	do
Mirigama ..	6 30	7 30	After "Line Clear" of No 13 Up and "Stop Work" from Colombo	7 45	4 45	After "Line Clear" of No 3 Up and No 2 Down
Amberupussa	6 30	7 45	do	8 0	4 55	After "Line Clear" of No 3 Up
Alawwa	6 30	8 0	do	8 0	5 15	do
Polgahawela	6 0	12 10	After "Line Clear" of No 14 Up	7 0	5 45	do
Rumbukkani	6 15	1 15	After "Stop Work" from Kadugannawa.	7 0	6 45	After "Stop Work" from Kadugannawa
Kadugannawa	5 30	1 15	After "Line Clear" of No 14 Up	7 45	6 45	After "Stop Work" from Kadugannawa
Alagalla ..	5 30	1 15	After "Stop Work" from Kadugannawa	7 45	6 45	After "Line Clear" of No 3 Up
Baliyana ..	5 30	1 15	After "Line Clear" of No 14 Up	7 0	7 15	do
Kadugannawa	5 0	1 30	do	7 0	7 15	After "Line Clear" of No 4 Down
Perumnya Junction	4 50	2 5	do	7 0	9 50	do
Gampola	5 30	2 30	do	10 30	9 40	do
Udappane	6 0	9 35	After "Line Clear" of No 16 Down	10 30	9 10	do
Nawalapitiya	4 0	8 45	Always open.	5 0	9 50	After "Line Clear" of No 4 Kandy Down
Galle	4 30	8 0	After "Line Clear" of No 16 Down	5 30	8 0	After "Line Clear" of No 4 Down
Watawala ..	5 0	7 30	do	6 0	7 30	do
Hatton ..	5 0	6 55	do	5 30	6 55	do
Kakazala	5 30	6 30	do	7 30	6 0	do
Talawakelle	5 15	7 10	After "Line Clear" of No 8 Up	7 45	5 40	do
Warakelle ..	4 45	7 10	do	8 0	5 10	After "Stop Work" from Bandarawela
Namunora	4 45	7 10	After "Line Clear" of No 6 Up	5 30	6 45	After "Line Clear" of No 2 Up
Amawala ..	7 0	5 15	do	7 0	5 0	do
Perumnya	7 0	5 15	do	6 45	5 15	do
Bandarawela	6 30	6 45	After "Stop Work" from Bandarawela	5 20	6 45	After "Stop Work" from Bandarawela
Bandarawela	6 30	6 45	After "Line Clear" of No 6 Up	5 15	6 45	After "Line Clear" of No 2 Up
Bandarawela	6 45	7 0	—	4 45	7 0	—

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STATIONS FROM MATARA TO MARADANA JUNCTION WILL OPEN AND CLOSE AS UNDER.

STATIONS	Non-days		WEEK DAYS		REMARKS	SUNDAYS		REMARKS
	Open at	Close at	Open at	Close at		Open at	Close at	
Matara	A M	P M	A M	P M	After "Stop Work" from Galle	A M	P M	After "Stop Work" from Matara
Kambungamuwa	—	—	6 30	8 30	do	6 45	8 0	do
Wellgama	—	—	7 20	8 0	do	7 45	8 0	do
Ahangama	—	—	7 40	8 0	do	7 30	8 0	do
Talpe	—	—	7 50	8 0	do	7 15	8 0	do
Galle	—	—	8 0	8 0	do	7 0	8 0	do
Gintola	—	—	4 30	10 20	After "Line Clear" of No. 14 Down	6 30	10 20	After "Line Clear" of No. 4 Down
Dodanduwa	—	—	4 50	9 50	do	6 45	10 0	do
Hikkaduwa	—	—	5 5	9 40	do	7 0	9 50	do
Ambalangoda	—	—	5 15	9 30	After "Line Clear" of No. 14 Down from Galle	7 30	9 40	After "Line Clear" of No. 4 Down from Galle
Balapitiya	—	—	5 45	9 50	After "Line Clear" of No. 14 Down	7 30	9 50	After "Line Clear" of No. 4 Down
Kosgoda	—	—	6 0	9 0	do	7 45	9 0	do
Alutgama	—	—	4 15	9 50	After "Line Clear" of No. 14 Down from Galle	6 30	10 0	After "Line Clear" of No. 4 Down from Galle
Beruwala	—	—	4 35	8 30	After "Line Clear" of No. 14 Down	8 15	8 20	After "Line Clear" of No. 4 Down
Maragona	—	—	4 45	8 15	After No. 14 Down has passed	8 20	8 10	After No. 4 Down has left
Payagala South	—	—	4 50	8 15	do	8 25	8 15	After "Line Clear" of No. 4 Down
Payagala North	—	—	4 55	8 10	After No. 14 Down has passed	8 30	8 0	do
Katukurunda	—	—	5 0	8 5	do	8 40	8 0	After No. 4 Down has left
Kalutara South	—	—	4 30	9 50	After "Line Clear" of No. 14 Down from Galle	4 30	10 0	After "Line Clear" of No. 4 Down from Galle
Kalutara North	—	—	5 15	8 5	After "Line Clear" of No. 14 Up	4 50	7 40	After "Line Clear" of No. 4 Down
Wadduwa	—	—	5 30	8 15	do	5 0	7 35	do
Panadura	—	—	5 45	8 30	do	5 15	7 30	do
Moratuwa	4 30	5 50	8 45	—	After No. 14 Up has passed	5 30	8 0	After No. 6 Down has left
Lunawa	4 50	6 0	8 35	—	do	5 40	8 0	do
Angulana	—	—	4 30	9 50	After "Line Clear" of No. 14 Down from Galle	5 40	7 55	After "Line Clear" of No. 4 Down from Galle
Mount Lavina	5 5	6 20	8 50	—	After No. 14 Up has left	5 55	7 30	After No. 6 Down has left
Dehiwala	5 10	6 15	9 5	—	After "Line Clear" of No. 14 Up	6 0	7 35	After "Line Clear" of No. 6 Down and No. 5 Up
Bambalapitiya	5 15	6 0	9 15	—	do	6 5	7 40	After "Line Clear" of No. 5 Up
Kollupitiya	5 20	6 15	9 15	—	After No. 14 Up has left	6 10	7 35	After No. 5 Up has left
Slave Island	5 25	6 0	9 20	—	After "Line Clear" of No. 14 Up	6 15	7 40	After "Line Clear" of No. 5 Up
Fort	5 30	6 0	9 25	—	do	6 20	7 45	do
Pettah	5 30	6 0	9 25	—	do	6 20	7 50	do
Maradana Junction	5 30	5 30	9 50	—	—	6 20	8 0	—

STATIONS ON THE MATALE AND KURUNEGALA LINES WILL OPEN AND CLOSE AS UNDER.

STATIONS	WEEK DAYS		REMARKS	SUNDAYS		REMARKS
	Open at	Close at		Open at	Close at	
Peraleniya New	A M	P M	—	A M	P M	—
Kandy	5 0	7 30	Always open	7 0	10 0	—
Mahaliyawa	6 15	8 55	After "Stop Work" from Kandy	6 0	10 10	After 7 35 P M has left
Katugastota	6 15	3 0	After "Line Clear" of Mail from Matale	6 30	7 45	After "Line Clear" of 7 35 P M Up from Matale
Wategama	6 0	3 0	do	6 0	8 45	do
Ukuwela	5 45	8 20	After "Stop Work" from Kandy	5 45	8 45	do
Matale	5 25	3 30	do	5 25	9 0	—
Potuhura	8 15	5 15	After "Line Clear" of 4 25 P M Up	8 25	6 15	After "Line Clear" of 5 25 P M Up
Kurunegala	7 45	5 45	—	7 50	6 45	—

FORMATION OF TRAINS

		DOWN.							
No of Train	Station for	Passenger Coaches					Corresponding No of Up Train	Goods Wagons for	
		First	Second	Third	Van	Trucks			
1	Galle from Ambalangoda	1	1	3	1	—	15	As required	
2	Moratuwa	1	1	3	1	—	9	All stations	
3	Alutgama	1	1	3	1	—	10	All stations south of Kogoda	
4	Galle	1	1	3	1	—	6	Nil	
5	Panadure	1	1	3	1	—	14	Kogoda, Ambalangoda and Galle	
6	Mount Lavinia	2	1	6	2	—	4	Gintota and Galle	
7	Galle	1	1	3	1	—	8 & 11	Wharf	
8	Panadure (Sat only)	1	2	6	2	—	12	Panadure and Moratuwa	
9	Moratuwa	2	2	7	1	—	13	Moratuwa	
10	Alutgama	1	1	3	1	—	1	Alutgama	
11	Panadure	1	1	5	1	—	5	Nil	
12	Kalutara South	1	1	5	1	—	7	Galle only	
13	Panadure	1	2	4	1	—	2	Moratuwa	
14	Galle	2	2	7	1	—			
15	Panadure	1	1	3	1	—			
15	Moratuwa	1	1	3	2	—			
Extra Coaches.									
Saturdays.									
5	Panadure	—	—	—	2	—	5	On Sunday	
6	Do	—	—	—	2	—	4	On Monday	
7	Galle	—	—	—	2	—	2	On Sunday	
Sundays.									
1	Galle	1	1	5	1	1	5		
2	Alutgama	1	2	5	1	—	1		
3	Kalutara South	1	1	5	1	—	7	do	
4	Panadure	1	2	4	1	—	4	do	
5	Galle	2	2	7	1	—	4	do	
6	Ambalangoda	—	—	5	1	—	—	Monday morning, workmen's train	
7	Moratuwa	2	1	8	1	—	—		
8	Galle	2	2	7	1	—	—		
9	Panadure	—	—	—	2	1	—		
10	Moratuwa	—	—	—	2	1	—		

* Formed of coaches fitted with the automatic vacuum brake

† Goods brake van

‡ To take these on at Ambalangoda on Monday mornings

§ Composite

|| The present daily goods trains will run only as between Colombo and Alutgama (No 2 Down and No 9 Up, which sec) Nos 3 and 5 Down Mixed will take the wagons forward from that station. No 7 Up will bring them to that station. The engine of No 2 Down will take forward No 3 Down from Alutgama, and must stand ready with its wagons to back on to that train as soon as No 3 engine is detached. Engine of No 3 Down will return working No 7 Up from Alutgama to Colombo. The Galle engine working No 7 Up will, with all the goods wagons, detach immediately on arrival at Alutgama and will work forward No 9 Up. Galle Guards will work through

ON THE COAST LINE

UP.

No of Train	Passenger Coaches					Corresponding No of Down Train	Goods Wagons from
	Station from	First	Second	Third	Van		
1	Workmen's train	1	1	5	1	—	6 On Sunday
2	Alutgama	1	1	5	1	—	11
3	Panadure	1	1	5	1	—	15 Moratuwa
4	Moratuwa	1	1	5	1	—	6
5	Galle	1	1	5	1	—	12 Nil
6	Panadure	1	1	5	1	—	4 Nil
7	Kalutara South	1	1	5	1	—	14 All Up wagons to be worked by this train to Alutgama, where they must be detached to be taken forward by No 9 Up
8	Panadure	1	1	5	1	—	7 & 10 Wharf
9	Mount Lavinia	2	1	6	2	—	
10	Galle	2	1	6	2	—	
11	Panadure	2	1	6	2	—	
12	Wharf	2	1	6	2	—	
13	Panadure (Sat only)	1	1	5	1	—	2 All stations
14	Moratuwa	1	1	5	1	—	8 Panadure
15	Alutgama	1	1	5	1	—	9 Moratuwa
16	Panadure	1	1	5	1	—	5 Galle only
17	Kalutara South	1	1	5	1	—	1 As required
18	Panadure	1	1	5	1	—	
19	Galle	1	1	5	1	—	
20	Ambalangoda from Galle	1	1	5	1	—	
Extra Coaches.							
Mondays.							
1	Panadure	—	—	—	2	—	6 On Saturday
Sundays.							
1	Kalutara South	1	1	5	1	—	2 To be formed of coaches of 12 Down of Saturday
2	Panadure	1	1	5	1	—	3 To be formed of coaches of 14 Down of Saturday
3	Galle	2	2	7	1	—	5 To be formed of coaches of 6 Down of Saturday
4	Panadure	—	—	—	3	1	
5	Moratuwa	1	1	5	1	—	3
6	Galle	1	1	5	1	—	1
7	Alutgama	1	1	5	1	—	5 On Saturday
8	Panadure	—	—	—	2	—	

6 No 6 Down will take forward the van goods wagon arriving by No 6 Down Main line train

NOTE.—When mail steamers arrive the Station Master must be prepared to strengthen the trains with 1st and 2nd class to Mount Lavinia or Moratuwa, as may be required.

Horse-boxes and carriage trucks not fitted with the vacuum brake, to the number of three, may be run in the rear of the vacuum trains when it is impracticable to send them by other trains

Sunday trains to take goods wagons if required. If the traffic is so heavy as to require extra accommodation on No 3 Down Sunday the Pettah and Fort Station Masters must arrange with Station Master, Colombo, as early as possible.

A spare fish truck to be kept in hand at Moratuwa, Alutgama, Ambalangoda and Galle. During the fish season fish trucks must be run as required.

1896.

SERIAL

30

NEW CENTRAL PASSENGER RAILWAY
STATION FOR COLOMBO.

REPORT of the COMMISSIONERS appointed to inquire into and report upon
the question of a Site for a new Central Passenger Railway Station for
Colombo.

Ordered by His Excellency the Governor to be Printed.



Colombo:

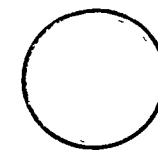
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To be purchased at the GOVERNMENT RECORD OFFICE, COLOMBO, price cents

1896.

COMMISSION.

IN the Name of Her Majesty VICTORIA, of the United Kingdom of Great Britain and Ireland Queen, Defender of the Faith
By His Excellency the Right Honourable Sir JOSEPH WEST RIDGEWAY, Knight Commander of the Most Honourable Order of the Bath, Knight Commander of the Most Exalted Order of the Star of India, Governor and Commander-in-Chief in and over the Island of Ceylon, with the Dependencies thereof



WEST RIDGEWAY.

To the Hon. F. R. SAUNDERS, C.M.G.; the Hon. R. K. MACBRIDE, C.M.G.; the Hon. W. W. MITCHELL, C.M.G., and C. W. HODSON, Esq., Superintending Engineer, State Railways, India.

GREETING

WHEREAS We deem it expedient that a Commission should issue for the purpose of inquiring into and reporting upon the question of a site for the new central passenger railway station, and in connection therewith, and more especially on (1) the comparative merits of the schemes proposed by Major G. F. WILSON, R.E., in his report on the Ceylon Railway System, and the General Manager of the Railway, and that proposed by Mr. F. J. WARING, C.M.G., judged from the point of view of convenience and expense, and on (2) the question whether the requirements and estimates of the General Manager of the Railway, as submitted in his letter No. 298, dated 17th March, 1896, are reasonable

Now know Ye that We, the said Governor, reposing great trust and confidence in your prudence, ability, and fidelity, have, with the advice of Our Executive Council, in pursuance of the powers in Us vested by the Ordinance No. 9 of 1872, nominated, constituted, and appointed, and by these presents do nominate, constitute, and appoint you, F. R. SAUNDERS, R. K. MACBRIDE, W. W. MITCHELL, and C. W. HODSON, to be Our Commissioners for the purpose aforesaid, with authority to exercise all the powers which Commissioners appointed under the said Ordinance may lawfully use and exercise.

And We do hereby authorize and empower you, Our said Commissioners, to make all necessary inquiries into the said matter, and to report to Us under your hands within three months from this date, or so much earlier as may be possible, upon the matter referred to you as aforesaid.

Given at Kandy, under the Seal of this Island, this Twentieth day of May, in the year of our Lord One thousand Eight hundred and Ninety-six

By His Excellency's command.

W. T. TAYLOR,
Acting Colonial Secretary.

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Confidential.

NEW CENTRAL PASSENGER RAILWAY STATION FOR COLOMBO.

REPORT OF THE COMMISSIONERS.

THE Commission appointed to inquire into and report upon the question of a site for a new central passenger station for Colombo, having taken evidence, report as follows.

They consider that—

1. The goods station as at present arranged at the terminus is too cramped for economical and efficient working, and that more shed and shunting accommodation and improved access for cart traffic are necessary, and should be provided without delay.

2. Relief can best be given by removing the coaching arrangements from the present terminus to another site, by extending the present goods sheds, and laying marshalling sidings, improving the road approaches, and enlarging the space allotted to cart traffic.

3. The difficulty of bringing the Galle traffic into the present Main Line station also points to the desirability of removing the present passenger station to another site.

4. Partial relief can be given by extending the goods sheds, and removing the present engine shed, &c., and laying marshalling sidings, so far as practicable, without immediately removing the coaching arrangements, and by improving the road approaches. This measure will, however, not materially relieve the congestion of cart traffic near the sheds, nor will the full benefit of the improved shunting arrangements be felt so long as the coaching business has to be done in the same yard.

5. If the goods traffic continues to increase at the same rate at which it has been increasing of late years (say 10 per cent per annum), this partial measure of relief will only suffice for three or four years. It may also prove insufficient earlier if the traffic anticipated from the further railway extensions now under consideration (*e.g.*, the Jaffna and Kelani Valley projects), has to be dealt with in the same yard.

6. It is therefore important that the coaching arrangements should be removed from their present position to another site within three or four years at most. The execution of this work will probably take at least two years, so the scheme should be worked out in full detail, and the work sanctioned and commenced within one year from the present date, or as much earlier as possible.

7. Two principal sites were recommended for a new central passenger station, and preliminary plans for the same were laid before the Commission, viz :—

- (a) By Mr. Waring at the site of the present Fort station.
- (b) By Mr. Pearce at Beira, as suggested in Major Wilson's report.

The Commission consider the former site, on account of the curvature of the line, is not suitable for such a station; but that the latter is the most suitable of any of the sites which have been suggested for making a new central passenger station at a moderate cost.

8. It has been suggested that a site might be obtained by filling up the Lotus Pond, and diverting the present lake-side line through the native town. Such a site might offer certain advantages for laying out convenient sidings, and arranging for easy access to the harbour face; but these advantages would be largely counterbalanced by the inconvenience inseparable from the taking of the Main Line traffic through a number of crowded thoroughfares crossed on the level. The cost also would probably exceed that of the Beira project by about Rs. 800,000. The Commission, therefore, do not recommend this scheme.

9. Another scheme has been suggested, viz., to locate the proposed central station in the open space west of the Lotus Pond, and to design it as a terminus. This station would however be very cramped, unless not only the Lotus Pond, but also a large area of the lake, be filled up. If this were done, the scheme would probably not cost less than that referred to in paragraph 8; and there are other obvious disadvantages. The Commission, therefore, do not recommend its further consideration.

10. The Commission consider that whatever scheme be adopted, the following conditions should be kept in view :—

- (a) The new station should provide for all coaching arrangements now carried on at the present terminus, with the exception of the sheltering of valuable or surplus stock.
- (b) It should provide for the whole passenger traffic of the present Fort and Terminus stations, and for that of the Pettah also if it is to be closed, as well as for all probable increases for the next ten years or so.
- (c) It should be *capable* of still further extension should traffic increase beyond the above expectation, and for the accommodation of the traffic of any new railways likely to be brought into Colombo (*e.g.*, the Jaffna and Kelani Valley projects), whether broad or narrow gauge.

- (d) It should provide for a good and convenient suburban service, and also for the running of through trains between Galle and Kandy should this eventually prove desirable.
- (e) It should provide convenient access to the present Custom House and Harbour Works lines, and be suitable also for the goods traffic which would arise if extensive warehouses and wharves be established along the harbour face, as is probable at some future date.
- (f) The arrangements referred to in (e) should, if possible, be capable of adaptation for the accommodation of a suburban passenger service along the harbour face, should necessity for this eventually arise.
- (g) All arrangements that may be considered necessary in order to comply with conditions (e) and (f) should be discussed with the Harbour authorities and laid down on the Municipal and Harbour Works plans; and no new vested interests should be allowed to arise which might interfere with the eventual execution of such arrangements.
- (h) The station building at the central station should provide for the accommodation of the offices of the General Manager and of the Traffic Superintendent; and also for that of the Accountant, if funds permit.
- (i) The connection between the new station and the present Maradana Junction should be a double line free from all points or crossings whatsoever, except such as are within the limits of stations, and under the direct control of the station masters concerned.
- (j) The possibility of a third line being eventually required for locomotive purposes, and even of a fourth for Harbour traffic, should be provided for.
- (k) Between Parson's road and Maradana Junction inclusive, all points over which passenger traffic may pass, and the entrances to the goods and locomotive yards and to the Wharf lines should be interlocked with the signals on an approved modern system; and traps should be provided to prevent the possibility of engines or vehicles coming out of the side yards on to the main lines against signals.
- (l) The question of road approaches to the station should be carefully considered and the number of level crossings kept down as much as possible. When these are unavoidable they should be capable of being interlocked with the signals; and the expediency of providing overbridges for foot passengers at any rate should be considered.
11. The General Manager produced preliminary plans and approximate estimates for the works recommended in his scheme, the cost of which is as follows:—

New Central Station at Beira		Rs
Passenger station building, 292 ft. by 53 ft., including upper story for offices	...	208,742
Platforms ... { 1 of 550 ft by 20 ft. } 27,500 square feet	...	45,010
Roofing ... { 2 of 550 ft by 15 ft. } do.	...	158,400
Furnishing and lighting	...	30,000
Two overbridges for platforms	...	30,000
Road deviation, 13,200 square yards at Rs. 1	...	472,152
Filling in Lotus Pond, 54,234 cubic yards, at Rs. 1	...	54,234
Permanent way complete, 5,936 lineal yards, at Rs. 15	...	89,040
Points and crossings, 29 sets	...	11,160
Native latrine	...	3,000
Signals and interlocking	...	30,000
Land and compensation	...	120,000
Double line from Maradana to Beira:—		792,786
Filling in lake, 17,050 cubic yards, at Rs. 1	...	17,050
Permanent way, 796 lineal yards, at Rs. 15	...	11,940
Total	...	28,990
Add contingencies, at 5 per cent	...	821,776
Total for the Beira Scheme	...	41,089
Add, if a third line be provided —		862,865
Filling 34,100 cubic yards, at Rs. 1	...	34,100
Permanent way, 800 lineal yards, at Rs. 15	...	12,000
Contingencies, at 5 per cent.	...	46,100
	...	2,305
	...	48,405
Grand Total	...	911,270

12. Besides the above, the General Manager produced estimates for the following works, urgently required at the present Maradana terminus, to give the partial relief referred to in paragraph 4, and he stated that these requirements are altogether independent of the proposed removal of the coaching arrangements, and that if they be sanctioned, he will be able to get along for about four years, unless the traffic continues to increase at the rate at which it has been increasing recently.

CENTRAL PASSENGER STATION FOR COLOMBO.

The cost is as follows:—

	Rs
Removal of old engine and turn-table and relaying of marshalling sidings in the space so obtained	117,653
Enlargement of certain workshops	36,600
Extra staff for supervision	5,000
	159,253
Add contingencies, at 5 per cent.	7,963
	167,216
Providing present open passenger platform with temporary covering (say)	25,000
Extending goods sheds and altering boundary	35,371
Widening canal bridge and improving approach road	28,659
Interlocking (say)	20,000
Lighting goods yard with electricity (say)	20,000
	129,030
Add contingencies, at 5 per cent	6,452
	135,482
Total	302,698

13. The Commission consider the above estimates adequate and reasonable for the works specified; but they would remark that the cost of the filling in connection with the passenger station will depend largely upon the nature of the material, and the place from which it is obtained; and they are of opinion that a notable economy is possible if the railway be allowed to obtain the material by removing sand at the Galle Buck. It is desirable that this should be carefully considered, as upon it depends the relative cost of land compensation and lake filling, and consequently the exact alignment to be selected.

14. They also consider that if the Beira scheme be adopted, the present Fort and Pettah stations should be closed; but there would be no objection to a separate station for the Pettah being hereafter re-established, either at the same or a neighbouring site, if it be found desirable so to do; meanwhile the present station should not be taken down.

15. They also consider that the plans produced fulfil fairly conditions (a), (b), (d), (h), (i), (j), and (l) of paragraph 10, and that they are susceptible of being made to comply with conditions (c), (e), (f), (g), and (k). The plans and estimates have, however, been prepared very hurriedly, and should now be carefully revised; and the Commissioners are of opinion that when so revised the complete working estimate of the Beira project should not exceed Rs. 900,000 to Rs. 950,000.

16. The Commission therefore recommend that—

- (I.) The works referred to in paragraphs 4 and 12 should be sanctioned forthwith.
- (II.) The Government should face the necessity for spending at least Rs. 900,000 or Rs. 1,000,000 on a new central station within the next three years.
- (III.) The General Manager should be directed to carefully revise the Beira scheme so as to fulfil the conditions laid down in paragraph 10, and to submit complete working plans and estimates for the same within three months.
- (IV.) The Beira scheme so revised should be sanctioned and commenced within twelve months of this date, unless in the meantime a complete project for a better scheme has been approved in its stead.

Colombo, June 18, 1896.

F. R. SAUNDERS.
R. K. MACBRIDE.
W. W. MITCHELL.
C. W. HODSON.

APPENDIX A.

MINUTES OF PROCEEDINGS.

Preliminary Meeting, held in Council Chamber at noon on Wednesday, June 3, 1896.

Present.—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. R. K. MacBride, C.M.G.; the Hon. W. W. Mitchell, C.M.G.

1. *Resolved* that Mr. F. J. Waring, the Chief Resident Engineer, and Mr. W. T. Pearce, the General Manager of the Railway, be called upon to attend a Meeting of the Commission, the latter on Monday, the 8th June, and the former on Wednesday, the 10th June, and give evidence regarding their respective schemes for a new central passenger station for Colombo.

2. *Resolved* that the Government be asked to allow the Commission to employ one of the railway officers to act as Secretary.

Second Meeting, held in Council Chamber at 12 noon on Monday, June 8, 1896.

Present.—Hon. F. R. Saunders, C.M.G., Chairman; Hon. R. K. MacBride, C.M.G.; Hon. W. W. Mitchell, C.M.G.; and C. W. Hodson, Esq., M.I.C.E.—*Secretary*, T. A. Wylie.

1. Commission read.

2. *Mr. W. T. Pearce* examined states:—

I am General Manager of the Ceylon Government Railways, and have held this position for about eleven years. My recommendation that a new central passenger station should be built in Colombo is necessitated by increased traffic both in passengers and goods, which cannot be dealt with properly in the present yard at Maradana.

My proposal is to build a new passenger station at Beira, and thereby give room for extending the goods warehouses and goods yard at Maradana. Either the passenger station or the goods sheds must be moved, otherwise there is no way of relieving the present compressed state of the yard. Before Major Wilson suggested the removal of the passenger station to Beira, I had proposed the placing of the goods warehouses there. A large passenger station in the position suggested will meet all native as well as European passenger requirements. It is true I propose to abolish three passenger stations: the present terminus at Maradana, Fort, and Pettah.

3. *Mr. Hodson*.—Will another station near the Royal College be necessary?

4. *Mr. Pearce*.—I do not think so. If built at Beira the new station will meet the requirements of the Law Courts.

5. *Mr. Hodson*.—Has the idea of continuing the present lines through the Ceylon Company's store ever been considered?

6. *Mr. Pearce*.—Yes, and plans were prepared, but not found suitable, as it does not relieve the Maradana yard.

7. *Mr. MacBride*.—Is a run-through station such as you have proposed the most suitable?

8. *Mr. Pearce*.—Yes.

9. *Mr. Mitchell*.—Would you propose to work upon the same system as at present?

10. *Mr. Pearce*.—Yes, but if necessary we might arrange to run certain coaches on the Galle trains through to the Main line—say to Kandy and Bandarawela.

11. *Mr. MacBride*.—If you do not run trains through, what is the use of a run-through station?

12. *Mr. Pearce*.—The terminal of the Sea Coast line will still be Maradana Junction, and consequently trains will run through as at present.

13. In reply to the Chairman's request that he would explain his proposals *Mr. Pearce* stated:—

The present passenger station is too close to the goods shed, and, as I have before mentioned, there is no room for extension. Both passenger station and goods sheds are too small to meet the present requirements of the traffic. The approach road to the warehouses is so narrow that bullock carts are often blocked for a considerable time before they can get out of the yard after discharging their loads. The sidings are insufficient, and the accommodation altogether inadequate.

One scheme for affording the necessary relief was to put the goods sheds on Captain's Garden. This proposal required a level crossing over the Coast line, and therefore meant great difficulty in working the traffic.

Another scheme was to remove the goods sheds to Beira, but when Major Wilson suggested the erection of a passenger station at Beira, I went into the matter with my officers, and afterwards decided to adopt it as the most suitable arrangement.

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In proposing to do away with the present passenger terminus at Maradana, I do not intend that the present buildings should be pulled down. I should use half the station for providing additional accommodation for goods traffic, and the remaining portion to house valuable passenger stock, such as the Governor's saloon and other spare carriages.

I propose to lengthen the existing goods sheds 150 or 200 ft. This means encroachment upon the public road, a portion of which we require to take into the railway yard. To admit of this the road over the canal bridge must be widened and the road deviated as shown on plan H, 84 M. This latter I consider a municipal work, and I have not submitted an estimate for it.

14. An inspection of the plan referred to led to a suggestion on the part of the Committee that the deviation of the road should be made between the Royal College grounds and the Ceylon Company's store, and thereby afford still greater relief to the railway by giving it the whole of the land inside the lock-gate.

15. *Mr. Pearce* agreed that this would be most desirable, and stated that he had already proposed something similar to this a long time ago.

16. *Mr. Pearce* requested to submit a plan showing the proposed deviation.

17. *Mr. Pearce* then proceeded with his explanation, and stated:—

The proposal I have made will give quite sufficient accommodation for any goods traffic which is likely to be brought to the terminus in future, although I think consideration might be given to a suggestion I made some years ago for a line to admit of railway warehouses being erected near the present coal sheds.

I am prepared to adopt Major Wilson's suggestion that the new passenger station should be fixed at Beira. It will not inconvenience the passengers who at present use the Fort and Pettah stations if these stations as well as the Maradana terminus are abolished.

I have not yet submitted an estimate for the new station buildings, as I wished first to have some idea as to what amount of money the Government would be prepared to spend upon it.

I propose to have a two-storied building with booking offices, waiting hall, first and second class waiting rooms, refreshment rooms, and the usual station offices, lamp room, &c., on the ground floor. Above this, offices for the General Manager, Traffic Superintendent, and Accountant.

The station will have three platforms, one connected with the booking offices from which the Main line trains will start, and two island platforms for the Sea Coast trains to transfer passengers to and from the up and down Main line trains. I propose to lay down two additional lines from Maradana yard. This will give three through lines: one up, one down, and one for engines alone to proceed to and from the running shed.

18. *Mr. Hodson*.—Then, do you propose to work double line from the new station to Maradana Junction?

19. *Mr. Pearce*.—Yes.

20. *Mr. Pearce* continuing.—The station will be placed on the straight, and the platforms will be 550 ft., sufficiently long to take our longest train—all on the straight.

21. *Mr. Hodson*.—If the station could be put still further forward towards the Racquet court and Lotus pond, it would be a decided improvement. The cost of acquiring the extra land would probably be not more than the cost of filling up the lake.

22. *Mr. MacBride*.—It would mean deviating Norris road and the purchase of the whole block at the corner where the Sailors' Home now stands.

23. *Decided* that the Government Agent should be asked to give cost of acquiring the block of land bounded by Norris road, Maliban street, Front street, and Kaffre lane.

24. *Mr. Mitchell*.—Were the bridge over Parson's road lowered, would it make any considerable or appreciable reduction in the gradient, and would this reduce the cost of the new station as regards reclaiming a portion of the lake?

25. *Mr. Pearce*.—Yes, it would make a considerable difference. The saving in filling, say 3 ft. of lake, would bring about a very large saving, but I do not know whether it would be practicable. The lowering of the bridge might not permit pada boats to go under with cargoes of tea for the mills situated on the far side of the lake.

26. *Decided* that the Secretary should arrange to take the necessary measurements to ascertain if the bridge can be lowered without preventing the passage of pada boats.

27. In reply to question by the Chairman, as to how it was proposed to work the new station, *Mr. Pearce* stated:—

28. I propose to work it both as a main and suburban station. Main line trains will start from and terminate there. Seaside trains will run through, but passengers, luggage, &c., will be transferred into the Main line trains there, and not at Maradana Junction.

29. In reply to question by *Mr. Hodson*, *Mr. Pearce* admitted that the plan of the station yard could be improved, and added that the actual details of working had not yet been settled.

30. *The Chairman*.—Will your plan also provide for the terminus traffic of the narrow gauge line from the Kelani Valley, if constructed?

31. *Mr. Pearce*.—Yes, I would put a separate platform for the narrow gauge line on the lake side of proposed station.

32. *Mr. Hodson*.—This would be an additional argument for going nearer into the Pettah so as to allow for extension on the lake side for narrow gauge platform and sidings, as the present plan does not admit of much extension on the lake side.

33. *Mr. Pearce* admitted that this was the case, but pointed out that with a narrow gauge sharper curves could be made.

34. *Mr. Hodson* pointed out that additional sidings would be required for standing spare stock, &c.

35. *Mr. Pearce* stated he would not propose to keep spare narrow gauge stock there, but would keep it in the present Maradana yard.

36. *The Chairman* remarked that surely it would be necessary to keep some additional carriages at the terminal station.

37. *Mr. Pearce* replied that one or two additional sidings would be required, but the sharper curves of the narrow gauge would admit of this, though of course *Mr. Hodson's* scheme of placing the station nearer the Racquet court would give more room.

38. *The Chairman*.—Is the proposal you have made to the Government for extending the line to the Wharf by way of the coal sheds, one which would fit in with this scheme?

39. *Mr. Pearce*.—The two schemes have never been considered together. They could be made to fit in so far as the railway is concerned, but it would affect the public roads. At present there is a line shown to the new Breakwater, and I would in time propose to make this a passenger line to Mattakkuli. It would also join the present Wharf line near the passenger jetty, and so form a loop.

40. *Mr. Pearce desired to furnish the Commission with the plans for the Mutual Railway projected many years ago, also plans of the proposal to place the new passenger station in the Fort behind the Public Works Offices and near Bristol Hotel.*

41. *Mr. Hodson* pointed out to the Commission that if it should be necessary to go to the Wharf at some future time to build sheds, &c., and to make a future passenger line to Mutwal, the possibility of this should be considered in the present scheme for a new central passenger station, as it would probably necessitate a fourth line from Maradana to Beira.

42. *Mr. Pearce* stated he considered that three lines would be sufficient for all future requirements, as a large goods traffic is already being conveyed to and from the Wharf, as well as a heavy passenger traffic over a single line between Fort and Maradana.

43. *The Chairman* pointed out that *Mr. Pearce* had not furnished all his estimates. No estimate appeared to have been sent in for the station building, lighting, or inter-locking.

44. *Mr. Pearce* explained, that as the style of building had not been settled upon, and as by the time the station is built the introduction of electric lighting might become general, he had deferred making any estimate for this work. As regards inter-locking, he could furnish approximate estimate.

45. *Mr. Mitchell* suggested that it would be well to get from *Mr. Pearce* an estimate of cost of lighting by gas.

46. *Mr. Pearce* requested to furnish estimate for lighting, and also for inter-locking.

47. *Mr. Hodson* suggested that *Mr. Pearce* should be asked to bring with him to the next Meeting of the Commission a rough sketch of the kind of station building he proposed, giving area and probable cost.

48. *Mr. Mitchell* asked if *Mr. Pearce* was prepared to accept the building suggested by *Mr. Waring*, and if not, what alterations he would propose.

49. *Mr. Pearce* replied that he had not seen or heard anything of *Mr. Waring's* plans and estimates until just before coming to the Meeting, and had not considered them.

50. *Mr. Hodson* asked if roofing the platforms alone would be sufficient without covering over the lines of rails.

51. *Mr. Pearce* stated that this would not be sufficient owing to the heavy driving rain-storms. It would be necessary to cover both lines and platforms.

52. *The Chairman* asked what *Mr. Pearce* thought his scheme could be carried out for.

53. *Mr. Pearce* replied that he estimated the total cost at about one and a half million rupees. Without the building, lighting, and inter-locking the estimates he had sent in amounted to about one million.

54. *Mr. Hodson* pointed out that the deviation of the road scheme should be included in *Mr. Pearce's* estimate, whoever had to pay for it.

55. *Mr. Pearce* directed to prepare estimate accordingly.

56. *The Chairman* inquired if 5 per cent. for contingencies was sufficient.

57. *Mr. Pearce* stated that it was.

58. *Mr. Hodson* asked if it was ever exceeded.

59. *Mr. Pearce* replied that it was not.

60. In reply to question by *Mr. Hodson*, *Mr. Pearce* stated that so far as he was concerned all previous schemes had been abandoned.

61. *Decided to request Messrs. Pearce and Cantrell to attend the next Meeting at 1.30 p m for examination.*

62. Meeting adjourned at 6.30 P.M. until 12 noon on Wednesday, June 10, 1896.

Third Meeting, held in Council Chamber at noon on Wednesday, June 10, 1896.

Present.—The Hon. F. R. Saunders, C.M.G., Chairman; the Hon. R. K. MacBride, C.M.G.; the Hon. W. W. Mitchell, C.M.G.; and C. W. Hodson, Esq., M.L.C.

Mr. Waring stated:—

63. I am Chief Resident Engineer. I have been connected with the Ceylon Railways since 1875, and have held the appointment of Chief Resident Engineer since June, 1882. From August, 1891, to August, 1892, I acted as General Manager of Railways. During that time I submitted a proposal to Government for improving and enlarging Fort station, so that trains could be run through from the Sea Coast to Main line and thereby relieve the pressure at the Main station caused by the cramped and insufficient space in Colombo yard. The intention was to close the main station as a passenger station, and as a matter of fact it was closed for two months as an experiment. I did not propose to close Pettah station. I am aware that a proposal has been made by Major Wilson to do away with Fort and Pettah stations, as well as the present terminus, and to build a new central station at Beira, and it was in consequence of seeing this proposal that I drew the attention of Government to my proposals of 1892.

I have seen the General Manager's plans and estimates which were sent to me by the Secretary to this Commission yesterday evening.

64. *The Chairman* requested *Mr. Waring* to express his opinion with regard to the General Manager's plans for giving effect to Major Wilson's proposal.

65. *Mr. Waring* first of all pointed out that the goods traffic on the railway had not increased since 1881, as in that year 317,000 tons of goods were carried, whereas in 1894 the

tonnage amounted to only 314,000 tons; but the revenue from goods traffic has doubled itself, as in 1881 it was Rs. 1,892,000 and in 1894 Rs. 3,585,000. This shows that goods are now carried much longer distances than was the case in 1881. Passenger traffic has also practically doubled itself, as in 1881 2,167,000 passengers were carried, and in 1894 the number had increased to 4,216,000, receipts also about double.

He therefore maintained that there has not been the enormous increase of goods traffic reported by *Mr. Pearce*—as compared with 1881.

66. *Mr. Waring* then stated with reference to the letter addressed by the General Manager to the Hon. the Colonial Secretary on the 17th March last:—

In paragraph 5 *Mr. Pearce* proposes to lengthen the goods shed—a work necessitating the removal of the plumbago platform and other alterations. Again, in the course of the evidence he gave before the Commission on Monday last, *Mr. Pearce* stated he proposed to use half the present passenger station as an extension of the goods shed. It appears to me that if this is done there is a question as to whether the extension of the goods shed, upon which *Mr. Pearce* proposes to spend Rs. 35,000, is necessary. This point may possibly not have been considered by *Mr. Pearce*.

67. In paragraph 12 of his letter, *Mr. Pearce* stated that the Main line goods trains consist of 24 loaded wagons, and mentions the number of these trains in and out of Colombo daily in support of his argument that additional siding accommodation is required for marshalling purposes.

I understand that the maximum load is 24 vehicles, and as some, if not most, of these trains are mixed trains, I do not think that they take 24 goods wagons as *Mr. Pearce's* letter implies.

68. In paragraph 16 *Mr. Pearce* speaks about the money spent upon sidings being ultimately recouped. He is wrong in what he says. The sum of Rs. 111,000 includes all materials. It includes ballast, sleepers, fastenings, points and crossings, as well as rails. He cannot sell anything but the rails for Rs. 60 per ton, and therefore the credit taken is not correct.

69. With regard to the additional sidings shown by *Mr. Pearce* on his plan No. 2. If the goods traffic has not increased, I admit that the number of stations to and from which wagons are sent has increased, and the difficulty of marshalling wagons must consequently have increased; but I really do not think that the increase in this work can be sufficient to justify an expenditure of nearly Rs. 185,000 in providing additional siding accommodation in Colombo yard.

70. In plan H.84 M *Mr. Pearce* has shown that a deviation of the road in front of the main station is necessary, to admit of his proposed extension of the goods sheds and to give more room for the cart traffic in the goods yard. If there be any congestion of the cart traffic to or from the goods sheds, it seems to me that it occurs at the bridge which carries the road over the canal, and which is much narrower than the other part of the road, and I think that the bridge might be widened on the railway side without interfering with the Ceylon Company's store. This appears to me to be a more economical arrangement, as it gives the required relief without any deviation of the road, and if *Mr. Pearce* knocks down the urinal between the entrance gates to the passenger and goods yards, he will be able, by slight alteration of the roads, to get much more room for the cart traffic.

71. In paragraphs 18 to 20 of *Mr. Pearce's* evidence, he states he proposes to work double-line between Maradana Junction and the new station at Beira, and to have a third line to run engines to and from the engine shed. I maintain that a third line is quite unnecessary. If double line working is brought into use at all, I consider that two lines are amply sufficient for all the traffic, including the running of the engines to and from the locomotive yard.

72. With reference to paragraphs 24 to 26, I would point out that any difficulty of headway might be obviated by the use of a swing bridge.

73. As regards paragraphs 30 to 36, sharper curves, so far as I can see, will not help *Mr. Pearce* at all, as, if he proposes to run a narrow gauge line on the lake side of the new station, he will still want breadth at the station. There is no question of curves there—it is simply a question of lines and platforms.

74. *Mr. Hodson* pointed out that what *Mr. Pearce* apparently meant was that a narrow gauge line could be brought into the station on the lake side, as it would admit of sharper curves being used in either direction for this purpose, but that of course the yard would have to be widened and one or more additional platforms added for the admission of the narrow gauge trains.

75. *Mr. Waring*.—Referring to questions 38 and 39 of *Mr. Pearce's* evidence, I see on plan H.84 O a new route is shown for the line to the Breakwater works. I think the proposal is objectionable, because it means a back shunt for all stone trains. Therefore, I think it would be an advantage if the existing Racquet court line could be maintained in its present position, as it might, if extended, form a loop to connect with the present Wharf line, but with *Mr. Pearce's* proposal this is not possible without a back shunt.

76. I will now offer one or two remarks with regard to *Mr. Pearce's* estimates. I do not know where *Mr. Cantrell* proposes to get his stuff for filling up the lake, but it seems to me that Re. 1.75 per cubic yard a very long price.

It seems to me that by going a few miles down the Seaside line, say as far as Lunawa or Angulana, where there is plenty of foreshore from which sand could be brought, it should be possible to do the filling in of the lake for much less than Re. 1.75 per cubic yard, and I cannot help thinking that this price is too high.

77. In *Mr. Pearce's* plan no horse and carriage dock is shown, and although this is included in estimate, no siding or approach road are estimated for.

78. *Mr. Hodson* pointed out that *Mr. Pearce* had explained to the Commission that his plan was merely a sketch plan, and that the details had not been worked out.

79. *Mr. Hodson*.—Do you consider, *Mr. Waring*, that it is not necessary to increase the accommodation already in the goods yard at Maradana very much? Do you think that the present accommodation in the way of goods sheds is sufficient?

80. *Mr. Waring*.—It is some years now since I was connected with the management of the Railway. I am aware that blocks used to take place, but I found that they were generally due to removable misunderstandings. The goods shed was lengthened at the time, and I think that if *Mr. Pearce* proposes to use half the present passenger station for goods work, it will give ample room without lengthening the goods shed and carrying out the other alterations consequent thereon.

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I do not think any necessary modification or alteration of the passenger station would cost one quarter as much as Mr. Pearce's proposal.

81. *Mr. Hodson*.—Can you remember when you were in charge of the Railway, or have you since (recently) noticed the state of the cart traffic in the Maradana goods yard? Have you seen carts jammed in the yard?

82. *Mr. Waring*.—I am aware that the cart traffic is frequently congested, but I maintain that the jam takes place at the bridge over the canal, which, if widened as I have already suggested, will remove this difficulty, and extra room can be given in the goods yard by pulling down the urinal and widening the carriage road alongside the arrival platform. I believe this would give a splendid roadway, about 40 ft. in width and about 400 ft long.

83. *The Chairman*.—Then are we to understand that you object to part of Mr. Pearce's scheme as unnecessary at present?

84. *Mr. Waring*.—Yes, that is so; but if later on it is found necessary, the remainder could be carried out.

85. *The Chairman*.—Would it not be possible to widen the bridge a little on the Ceylon Company's store side also, without interfering with the store?

86. *Mr. Waring*.—Yes, I think this might be done.

87. *Mr. Hodson*.—Do you dispute the fact that it is desirable to obtain more accommodation for goods traffic?

88. *Mr. Waring*.—I think if the passenger traffic is taken away from the main station it is not necessary to increase the boundary of the goods yard, or to spend money in increased goods shed accommodation at present.

89. *Mr. Hodson*.—Mr. Pearce wants to increase this accommodation immediately. It is not possible to remove the passenger traffic from the station within a year; in fact, you think it will take longer. What is to be done to relieve the pressure in the meantime?

90. *Mr. Waring*.—Colombo station has at present two arrival and two departure platforms. Perhaps it would be possible to use the departure platforms for both outgoing and incoming trains for the time being, and give up the other half of the station for goods traffic.

91. *Mr. Mitchell*.—Do you consider that more accommodation is necessary in Maradana yard for sheltering carriages?

92. *Mr. Waring*.—We have been told by Mr. Pearce in his Administration Report that carriages suffer deterioration owing to want of covered carriage sheds. I am not prepared to say anything about this.

93. *Mr. Mitchell*.—You spoke about getting sand from the seaside some distance from Colombo. Why not from Galle Buck?

94. *Mr. Waring*.—I understood that the Government objected to sand being taken from Galle Buck. If it is possible to obtain it from there, so much the better, as I believe it might be done for a total cost of 50 cents per cubic yard—getting and filling say 30 cents, emptying 5 cents, and running charges 15 cents. I base my estimate for the running charges on the assumption that the sand will be carried at 6 cents per ton per mile, which is the charge for transport of Engineer's materials.

95. *The Chairman*.—Do you know sufficient of the traffic at the Pettah to express an opinion as to whether or not it would be advisable to bring that passenger traffic all into the proposed main station at Beira and abolish Pettah station altogether?

96. *Mr. Waring*.—I am decidedly opposed to the abolition of Pettah station.

97. *Mr. Hodson*.—Why do you consider it not desirable to deal with the whole of the Fort and Pettah traffic at one station?

98. *Mr. Waring*.—Partly on account of the fact that a larger station would be necessary. It is quite practicable to deal with the traffic of the two stations together, but there are local conditions which render it desirable not to deal with the traffic at one station.

99. *Mr. Hodson*.—What are the local conditions that render it undesirable to combine the traffic of these two stations?

100. *Mr. Waring*.—First of all I submit that although the Fort and Pettah stations are very close together, they have an entirely distinct class of passengers. Again, to put one station at Beira in lieu of these two stations would mean—taking the General Post Office as the centre of the Fort and striking a radius—increasing the distance for the users of the Fort station 33 per cent, and practically doubling the distance for the users of the Pettah station, as from the present Fort Station to the entrance to the General Post Office the distance, *via* Chatham street, is 693 yards and to Beira it is 1,034 yards. From the present Pettah station to the Town Hall, *via* Gasworks road, the distance is only 550 yards, but from Beira it is 946 yards to the Town Hall *via* Front street and Main street.

The passenger traffic at Fort, Pettah, and Colombo Terminus is rapidly increasing, as the following figures will show:—

Number of Passengers booked.

		1889 No		1894. No	Increase Per Cent
Fort	...	74,195	...	114,518	54
Pettah	...	262,907	...	300,856	33
Colombo	...	55,461	...	77,587	40

101. *The Chairman*.—In 1895 there was a considerable decrease in the number of passengers booked at Colombo main station.

102. *Mr. Waring*.—That I was not aware of, as I have not seen the figures for last year.

103. *Mr. Hodson*.—It would appear that by the adoption of a station at Beira the distance from the heart of the Fort to Fort station, and from the heart of the Pettah to Pettah station, would be increased by about 400 yards as compared with the present distances. Do you think that the inhabitants of the Fort will suffer severely by this increase?

104. *Mr. Waring*.—I think they would suffer, and would object most strongly.

105. *Mr. Hodson*.—Do the bulk of the people who go to the Fort travel by train?

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106. *Mr. Waring*.—The bulk of the people using the Fort are people to whom the increased distance would be a decided objection.

107. *The Chairman*.—Do you anticipate as strong or stronger objections on the part of the people who use Pettah station?

108. *Mr. Waring*.—It was a mistake to build two stations so close together in the first place, but having built them, it would be a very serious matter to take them away.

109. *The Chairman*.—Is there not a large fish traffic at Pettah station?

110. *Mr. Waring*.—Yes, and that would also have to be considered.

111. *The Chairman*.—Pettah station is also a depot for lake traffic?

112. *Mr. Waring*.—Yes. It might be possible, however, to transfer the landing place to Beira.

113. *The Chairman*.—Will you now explain your scheme?

114. *Mr. Waring*.—Since I made my proposals in 1892 I have been told that the present Fort station is objected to on the grounds that it is on a very sharp curve, and that the gradients are unfavourable. On studying my plans I thought of a way by which they could be improved at a comparatively small cost. I now produce plans showing what I propose:—

Drawing No. 781 gives—

	Square Feet.	Rs.	Rs.
A passenger station building, including a verandah, 150 ft x 35 ft =	5,250		
A covered way for carriages, 60 ft x 12 ft =	720		
	5,970		
5,970 sq ft., at Rs. 8 per sq ft	...	47,760	
Platforms, covered with concrete or cement, including ramps — one 520 ft by 20 ft. = 10,400 sq ft, one 135 ft by 11 ft = 1,485 sq ft, one 520 ft by 25 ft = 13,000 sq ft, one 520 ft by 20 ft. = 10,400 sq ft, total 35,285 sq ft., at Rs. 1.27	...	44,812	
Roof supported by columns, 115 ft. by 500 ft. = 57,500 sq ft. at Rs. 200 per square 100 ft ...	...	115,000	
Overline foot-bridge, 15 ft wide, say	...	8,000	
Two steam or hydraulic traversers to traverse bogie carriages, say including engines, &c, fixed complete	...	20,000	
One engine turntable, 50 ft. diameter	...	12,000	
Furnishing and lighting	...	10,000	
Water closet and latrine accommodation for natives, say	...	3,000	
Total for station and appliances	...	260,572	
Permanent way in sidings, 2,285 lin. yds., at Rs. 15	...	34,275	
15 sets single points and crossings, at Rs. 380 each	...	5,700	
2 sets three throw switches, at Rs. 750	...	1,520	
3 sets diamond crossings, 4 in a set, at Rs. 1,000	...	3,000	
3 buffer stops, at Rs. 500	...	1,500	
		45,995	
<i>Road diversions.</i>			
29 chains = to 638 lin. yds, say 20 yds wide on the average = 12,760 sq. yds., at Rs. 1 per sq. yd	...	12,760	
Filling up corner of Lotus pond, 9 chains = 198 yds by 3 chains = 66 yds by say 3 yds deep = 39,204 cub. yds. at Rs. 1	...	39,204	
Purchase of land and buildings at corner of Norris road and Front street, including Sailors' Home, say	...	20,000	
Doubling the line from T (entrance to Fort station) drawing No. 781, to Colombo station goods warehouse siding, 60 chains = 1,320 lin. yds., at Rs. 15 per lin. yd	...	19,800	
Doubling bridge over canal near Eastern Produce Company's mills, say	...	3,000	
Addition to railway offices near present site, say 80 ft by 25 ft., 2,000 sq. ft., two stories, at Rs. 15 per sq. ft	...	30,000	
Interlocking all points and crossings in central station yard and establishment of absolute block system between Maradana Junction station and Slave Island, say	...	50,000	
		481,331	
<i>Summary.</i>			
Central station	...	260,572	
Permanent way in sidings, &c, in station yard	...	45,995	
Diversions of public roads	...	12,760	
Filling in corner of Lotus pond	...	39,204	
Purchase of land and buildings...	...	20,000	
Doubling line between central station and Colombo yard	...	19,800	
Doubling bridge over canal	...	3,000	
Addition to railway offices	...	30,000	
Interlocking points and crossings and establishment of absolute block system between Slave Island and Maradana Junction inclusive	...	50,000	
Add 5 per cent. for contingencies	...	24,066	
Grand Total	...	505,397	

115. In my estimate it will be seen that I have not provided new offices at the central station for the management establishment, but have included a liberal allowance for the enlargement of the present head offices, as in my opinion it is not essential that such offices should be at

the principal station. Witness Newcastle-on-Tyne on the North-Eastern Railway in England, Derby on the Midland Railway, also several of the Indian Railways, the East Indian in particular, the offices of which are in Calcutta and the station at Howrah.

116. In 1892 I proposed to give platforms 500 ft. in length. In present plan I have provided two of 520 ft. and two short platforms of 135 ft., from which mixed trains can be started.

117. The two bogie carriage traversers are for inserting or removing individual carriages of through trains.

118. In addition to the through platform lines, I have a spare line running outside the station for goods trains and connecting with the Wharf line.

118a. Trains running through the central station from up-country to Galle or the reverse might stop from 10 to 15 minutes to be re-marshalled. Carriages being added or taken off from the centre line marked C D on tracing No. 781, the clear length of which is about 720 ft., and which will therefore accommodate say 17 bogie carriages. For this purpose the traversers will be most convenient.

118b. If so sharp a curve as 6 chains radius can be admitted, I would recommend that line x — x on tracing No. 781 be put in. The curve might be made easier by altering the Wharf line for some distance.

118c. I have not made any provision for horses and carriages at the central station. They might be loaded and unloaded at Colombo station as at present.

118d. In reply to question by Mr. Hodson:—

My estimate does not include anything for altering the existing gradient, and if the new station is made, it will be necessary either to pull down the present bridge over the neck of the lake at the level crossing and put in a swing-bridge, or to flatten the existing gradient of 1 in 160 to 1 in 660, which is in effect altering the level of the station yard a maximum of 2 ft.

119. In the matter of permanent way material I have been more liberal than Mr. Cantrell in his estimate. He has put down Rs. 13.50 per lineal yard, but I have allowed Rs. 15.

For points and crossings Mr. Cantrell has calculated at the rate of Rs. 318.84 per set. I have allowed Rs. 380.

For diamond crossings I have put down Rs. 1,000 for each, but Mr. Cantrell has allowed only Rs. 300.

Again, I have provided three buffer stops at Rs. 500, Mr. Cantrell (20 ?) at Rs. 150 each.

120. Again, Mr. Cantrell has included only Rs. 6,000 in his estimate for two overbridges, whereas I have put down Rs. 8,000 for one.

121. Mr. Hodson.—On this alignment of the main line (drawing No. 781) do you think you could by any means get more lines or sidings in if required? Is that the utmost accommodation that can be given?

122. Mr. Waring.—I am afraid I could not get very much more in the way of through lines, but I could get in dead end sidings on the ground coloured pink in block plan No. 782.

123. Mr. MacBride.—Do you not think it objectionable to have a terminal station on a curve?

124. Mr. Waring.—Not if the curve be such a one from which sidings can be laid.

125. Mr. Hodson.—Does your estimate include cost of filling up lake and Lotus pond?

126. Mr. Waring.—It includes a portion of the Lotus pond, but not any portion of the lake.

127. The Chairman.—In the event of a narrow gauge line being constructed to the Kelani Valley, would your plan enable you to provide accommodation for the narrow gauge trains in the central station?

128. Mr. Waring.—I have not considered this question in connection with my terminus scheme. I fancy the route the narrow gauge line would take would make the transfer at Maradana Junction.

129. Mr. MacBride.—Why have transfer station at Maradana.

130. Mr. Waring.—Only in order to save money.

131. Mr. Hodson.—But could you work the narrow gauge line into your design?

132. Mr. Waring.—Yes, with sharper curves it could be brought in—that is, a 2 ft. line.

133. This concluded Mr. Waring's examination, and the further examination of Mr. Pearce was proceeded with after the evidence given by Mr. Waring had been read by the Secretary.

134. The Chairman.—Is it a fact that the traffic in goods in 1881 was practically as great as it is now?

135. Mr. Pearce.—I was here in 1881 and was Acting Finance and Traffic Manager. I dealt with the traffic, and had not the least difficulty in doing so in a goods shed about half the size of the present shed, as the bulk of the traffic was coffee, which can be dealt with much more easily than any other description of goods. In place of coffee we now have to deal with tea, which cannot be handled nearly so expeditiously, and requires more room.

I am frequently round the yard and warehouses. I have a thoroughly experienced and capable Station Master directly supervising the work, and a Traffic Superintendent who takes care that the best possible arrangements are made to deal with the traffic, and I say without fear of contradiction that the traffic cannot be better dealt with than it is at present; that we do require the additional accommodation asked for, and that we cannot do without it.

136. Mr. Mitchell desired that Mr. Pearce should describe more fully the difference in the traffic which made increased accommodation necessary.

137. Mr. Pearce.—When the bulk of the traffic was in coffee, it came down in train loads, and was often unloaded direct into boats and carts without going into the warehouse at all. I should say that six tons of coffee were unloaded in the time now taken in unloading four tons of tea. It came from fewer stations, and consequently fewer wagons were necessary. Again, the traffic was more concentrated, and was consigned in large quantities to a smaller number of consignees than at present. It was removed more by boat than cart, and carts used to take a heavier load, say one and a half ton of coffee to one ton of tea.

138. The Chairman.—As it is proposed to use part of the present passenger station as a goods shed, it is not quite clear that any extension of the goods shed is necessary?

139. Mr. Pearce.—There is not the least intention of using any portion of the present passenger station as a goods shed.

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140. The Chairman.—What do you propose to use it for?

141. Mr. Pearce.—For loading and unloading direct from carts to wagons and *vice versa*.

142. Mr. Mitchell.—But is it not a fact that you are using the passenger station at present as a goods store?

143. Mr. Pearce.—No, traffic is not stored there, it is merely placed there temporarily owing to want of accommodation in the sheds.

144. Mr. Hodson.—Do not you think it would be a very great convenience to have the inwards shed on one side and the outwards shed on the opposite side?

145. Mr. Pearce.—I have found it better and cheaper working to have the sheds as they are in one long length, so that as soon as wagons are emptied they can be pushed forward for use in the outwards shed.

146. Mr. Hodson.—I find that in two previous schemes—Captain's Garden and Skinner's road—two separate goods sheds were shown, one inwards and one outwards.

147. Mr. Pearce.—I have been watching the traffic and have since altered my views, as not only is one long shed for both inwards and outwards traffic more suitable from a railway point of view and more cheaply worked, but it is more convenient for the cart traffic. Sheds placed opposite one another would necessitate increased shunting.

148. The Chairman.—Could not the shunting difficulty be got over by putting in a turntable?

149. Mr. Pearce.—It is practicable, but not such a convenient arrangement as the present one.

150. The Chairman.—Mr. Waring considers that the cart traffic might be dealt with by widening the present road bridge over the canal, and that this could be done more economically on the railway side. Do you consider this would suffice?

151. Mr. Pearce.—Certainly not, for although there is occasionally a block at the canal bridge, which certainly ought to be widened both for railway traffic and for the convenience of the public road traffic, the block occurs chiefly in the railway yard, which must also be widened, in order that the traffic may be efficiently dealt with and the congestion of carts avoided. My scheme provides for this.

152. Mr. Hodson.—Do you consider that you could manage to work when the passenger station has been moved without increasing your boundary?

153. Mr. Pearce.—No, the boundary must be extended in order to admit of the extension of the goods shed. It is a *sine qua non*.

154. Mr. Hodson.—If, instead of extending the goods shed, you utilized half of the existing passenger station as a goods shed, could you manage without extending your boundary?

155. Mr. Pearce.—To use half of the present passenger station as a goods shed would be almost impracticable in ordinary working. The carts now stand along the whole length of the shed, and this proposal would bring them opposite to one another and would cause a still greater block.

156. The Chairman.—Could you by using the departure platforms for both out and in trains make sufficient room on the arrival side to carry out this proposal?

157. Mr. Pearce.—We certainly could not confine all trains, both arrival and departure, to two platforms, as the train service would not admit of it. The work of marshalling the trains would also not admit of it.

158. The Chairman.—You propose to have a double line from Maradana Junction to the new central station for ordinary traffic, and a third line for the locomotive traffic. Do you consider it absolutely necessary to have a third line for engines?

159. Mr. Pearce.—It is not essential though it is desirable.

160. Mr. Hodson.—Would you be prepared to work all your traffic with only two lines supposing all your other proposals were agreed to?

161. Mr. Pearce.—I could work without a third line, though I consider it would greatly facilitate the working of the traffic to have it.

162. Mr. Hodson.—You propose to pull up the present entrance to the Racquet Court line and substitute it by one facing the opposite direction. Do you consider that would prove convenient for working?

163. Mr. Pearce.—I consider it would be even more convenient seeing that the same engine does not work through, the stone trains being worked from the Junction through the Racquet Court by a special Breakwater engine.

164. Mr. Hodson.—Do you work only Breakwater trains over the Racquet Court lines?

165. Mr. Pearce.—Yes, nothing but stone trains.

166. Mr. Hodson.—Do you look forward to a time when you will have a public traffic in that direction?

167. Mr. Pearce.—I should think it will be necessary to provide for such traffic at some future time.

168. Mr. Hodson.—Do you consider that the arrangements you now propose will prove convenient when you have to work public traffic down to the Breakwater line?

169. Mr. Pearce.—I see no reason why it could not be done with an improved curve, but the present curve would not be suitable.

170. The Chairman.—Will your present station arrangements permit of better curves being given over the Breakwater line?

171. Mr. Pearce.—Yes, for the stone traffic.

172. The Chairman.—But would you have a public passenger traffic?

173. Mr. Pearce.—I have not taken that into consideration.

174. The Chairman.—Would you be able to incorporate Mr. Waring's entrance into the Racquet Court line into your proposed station?

175. Mr. Pearce.—Not satisfactorily.

176. This concluded the examination of Mr. Pearce. Mr. A. G. Perman, Traffic Superintendent, was next examined.

177. The Chairman.—Mr. Waring has pointed out that the goods traffic is practically the same now as it was in 1881. If such is the case, what is the necessity for additional accommodation in Colombo?

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178. *Mr. Perman.*—I admit that the total tonnage is only about the same, but the traffic has entirely changed since 1881, and where one consignment of coffee in those days would be 60, 80, or 150 tons, we now have a large number of small consignments, often almost equal to the tonnage; that is to say, we have to deal with upwards of 150 consignees in the transport of 150 tons of goods, whereas in the old coffee days this weight would be divided amongst two or three consignees only. Again, the traffic in coffee used to come in twice a year, and train load after train load of heavy consignments could be worked down as fast as the trucks were emptied direct into carts and boats and returned, and the shorter distance—I believe the line was only opened as far as Gampola or Nawalapitiya in 1881—greatly facilitated the expeditious transport of goods.

Now we have to carry hundreds, nay thousands, of small consignments over longer distances. Planters do not send down tea in such large consignments as they used to despatch coffee; and tea, instead of being loaded direct into boats and carts, has, as a general rule, to be stacked in the warehouses for a day or so until removed by consignees.

179. *Mr. Hodson.*—But the substitution of tea for coffee cannot be the only reason for such a large increase in small consignments?

180. *Mr. Perman.*—The small traffic has largely increased since the minimum charge of Re. 1 was abolished, and we have to deal with thousands of small consignments which have to be kept separate, and consequently require more warehouse room.

181. *Mr. Hodson.*—But surely you have a minimum charge for goods consignments?

182. *Mr. Perman.*—No, none whatever.

183. *Mr. Hodson.*—That seems to me to be a mistake. You ought to have a minimum charge for goods—small articles should go as parcels.

184. *The Chairman.*—Would it suffice if you use part of the present passenger station as a goods shed instead of extending the existing goods shed as proposed?

185. *Mr. Perman.*—My proposal is to use one line of the present passenger station, in addition to extending the goods shed for the accommodation of goods. Even if three lines could be spared—and I do not see how they are to be spared—we could not bring carts in to use more than one line.

186. *The Chairman.*—But if you use one line, would it not do for the present, without any extension of the goods shed?

187. *Mr. Perman.*—No, we practically use that line now for the loading and unloading of up-country goods.

188. *The Chairman.*—Mr. Waring considers that the congestion of the cart traffic can be relieved by widening the canal bridge on the railway side?

189. *Mr. Perman.*—The congestion is caused by our being unable to take the carts into the yard. It is not a question of the bridge at all, though I admit that the bridge requires widening for the convenience of the public, owing to carts blocking it on their way to the goods yard. If our yard were large enough to take in the carts, there would be no trouble on the bridge.

190. *The Chairman.*—From what you know of the traffic at Pettah station, do you think it desirable to bring the whole of the traffic at that station into the one central station as proposed?

191. *Mr. Perman.*—I would prefer to have one central station, as trains could be more easily loaded, and strengthened when necessary, and the traffic could be dealt with under the same supervision and with the same staff.

192. *The Chairman.*—But would it be satisfactory to combine the traffic of Fort and Pettah stations?

193. *Mr. Perman.*—I am aware that there is a distinct traffic at each of these stations, but I would propose to get over this objection by having separate entrances, and keeping the first and second class passengers apart from the third class.

194. *The Chairman.*—Your reply refers only to area, whereas the question is more one of convenience to native passengers now using the Pettah station.

195. *Mr. Perman.*—I do not think the proposal to abolish Pettah station would cause much inconvenience to the native traffic. I am in favour of having the whole of the traffic under one roof. It would be a terminus for most of the trains, and the passengers could be more easily dealt with. The discomfort which passengers at present experience, owing to the congestion at Pettah station, would be removed by the larger space in the new station.

The delays which now take place at Pettah would also be avoided. During the fish season trains are often detained on the up journey 8 or 9 minutes at Pettah.

196. *Mr. Hodson.*—Do you consider that you will be able to handle all the traffic satisfactorily in the area given in Mr. Pearce's plan?

197. *Mr. Perman.*—That is a question which I cannot answer until the working plan is prepared.

198. *The Chairman.*—Will the Seaside trains terminate at, and start from, the central station, or will they run to Maradana?

199. *Mr. Perman.*—That is a question I have been thinking over. We shall have to serve Maradana, but the through trains from Galle should terminate at the central station, the suburban traffic being provided for by a service of local trains between Maradana and say Moratuwa.

200. *The Chairman.*—If you have a double line from Maradana Junction to the central station, would that suffice for locomotive purposes, or do you consider a third line necessary?

201. *Mr. Perman.*—The traffic could be worked with two lines only, but I propose a third line as a matter of convenience, though it is not a *sine qua non*. By the opening of the new station as a terminus we shall nearly double the train service, and it will be a great convenience to keep the locomotive working separate from the traffic trains.

202. *The Chairman.*—Do you consider the advantage would justify the extra cost of a separate line?

203. *Mr. Perman.*—I do.

204. *The Chairman.*—If a railway is made to the Kelani Valley on a narrow gauge, will it be practicable to adapt the new station as proposed by Mr. Pearce?

205. *Mr. Perman.*—I should require time to reply to this question as regards goods traffic, but there would, I think, be no difficulty in putting in another platform and additional sidings on the lake side of the proposed new passenger station to accommodate narrow gauge trains. There

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would, however, be great difficulty in getting a narrow gauge line into the goods yard at Colombo.

206. *The Chairman.*—On the assumption that the present Colombo station is abolished as a passenger station, would the new Fort station, as shown in the plan which has been prepared by Mr. Waring, be sufficient for the traffic requirements without the abolition of Pettah station?

207. *Mr. Perman.*—It will not suffice for all the work in the preparation of trains, such as examining, washing, and marshalling, which is now done in Maradana yard.

208. *Mr. Hodson.*—Do you consider it would be a practicable state of working to continue the arrangement, &c., of the trains in Maradana yard and use the Fort as a terminal?

209. *Mr. Perman.*—No, I would prefer a large station in which all the work could be done. When Mr. Waring's plan was prepared in 1892, it was on the assumption that the work would be done at Maradana, as a proper terminal station was not contemplated.

210. *Mr. Hodson.*—Then this (Mr. Waring's latest plan) would be only a partial solution of the difficulty?

211. *Mr. Perman.*—Yes, it would only admit of the Main line trains being started from and terminated at the Fort station.

212. *Mr. Hodson.*—How much room would you have to keep in the goods yard at Maradana for your passenger stock?

213. *Mr. Perman.*—The same room as we require now, and consequently it would not give the relief required in the goods yard.

214. *Mr. Hodson.*—Supposing, for the sake of argument, that Mr. Waring's Fort station, which does not include widening into the lake for doubling the line from Maradana Junction, were to cost five lakhs of rupees, and that Mr. Pearce's central station, exclusive of widening into the lake, were to cost ten lakhs which do you consider would be the most economical?

215. *Mr. Perman.*—I think that Mr. Pearce's scheme would be the most economical because it provides for all the work in connection with the trains.

216. *Mr. Mitchell.*—Will the marshalling of trains and the washing of carriages now performed in Maradana yard be done in the new station suggested by Mr. Pearce?

217. *Mr. Perman.*—Yes.

218. *Mr. Hodson.*—Mr. Waring says that if it is desirable to abolish all the work in connection with passenger trains from Maradana, it can be done at Fort as shown upon his plan No. 782.

219. *Mr. Perman.*—I do not think it would be so satisfactory, as it gives a terribly sharp curves.

220. *Mr. Hodson.*—What is the objection to putting the station on a curve?

221. *Mr. Perman.*—One of the principal objections to a station on a curve is that carriage doors when opened slam, unless held. It also requires two men to hold open the van doors whilst luggage, &c., is being loaded and unloaded. In shunting the drivers cannot see signals unless the shunters are close at hand, and in shunting long trains two or three men are necessary to repeat the signals, and there is a greater liability of mishaps. I consider that if the shunting has to be done on the ground proposed to be reclaimed by Mr. Waring, it would be dangerous.

222. *Mr. Mitchell.*—Are there any other difficulties in the way of working a station on a curve?

223. *Mr. Perman.*—The greater the curve the more difficult it is for trains to start, especially if there is also a gradient to contend with.

224. *The Chairman.*—All things considered, are you of opinion no site can be found to give a better station than that at Beira?

225. *Mr. Perman.*—No, I consider a better station could only be obtained by going nearer the Pettah.

226. *Decided* that Mr. Pearce be asked to prepare by the 16th instant, in conjunction with his officers, a working plan of the yard he proposes to lay down at Beira.

227. *Mr. Cantrell*, Engineer of Ways and Works, in reply to the Chairman's request that he would give details of his estimate of Re. 1.75 per cubic yard for filling in the lake, stated:—

I propose to obtain cabook from the Main line between Hunupitiya and Mahara. Freight will cost 53 cents, cutting 40 cents, loading and unloading 40 cents. I should require 50 wagons and 2 brake vans, which would add say 32 cents per cubic yard, and 10 per cent. for contingencies makes up the total estimated cost. When the work is completed the trucks might be sold to the traffic for half their original cost.

If I can be permitted to take sand from Galle Buck, I should say it might be possible to do the work for 62 cents per cubic yard, but I was under the impression that the Government would not allow this.

228. *Mr. Hodson.*—Mr. Waring thinks there is sufficient room to get in two lines, that is, another line in addition to the present line between Fort and Colombo yard, without any filling up of the lake, by taking in part of the Municipal road.

229. *Mr. Cantrell.*—I did not think it would be possible to get the ground from the Municipality, and therefore have not considered the question.

Meeting adjourned at 7 P.M. until Tuesday, the 16th June.

Fourth Meeting, held in Council Chamber at noon on Tuesday, June 16, 1896.

All the Members of the Commission present.

230. The Chairman stated that in the interval since the last Meeting Mr. Waring had undertaken to prepare new plans giving increased platform accommodation and additional sidings at Fort to meet the objections raised by the Railway officers to his previous plans in respect of these two items, and that Mr. Waring was present to explain his further proposals. It was therefore decided to examine Mr. Waring before going into the plans and estimates prepared by the Railway officers.

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231. *The Chairman*.—Are you prepared, Mr. Waring, to submit new plans for the consideration of the Commission.

232. *Mr. Waring*.—I am now prepared with amended plans. When I prepared plans for the last Meeting I contemplated starting the local trains from Maradana Junction—in fact with a better train service it has occurred to me that Kelaniya, Hunupitiya, and Mahara might also become thriving suburban stations; and I am not at all certain that were attempts made to develop the local traffic with Colombo as far north as Mahara, it would not result in quite as large a suburban passenger traffic at these stations as on the Seaside line. I also contemplated running the through trains from Galle forward to Kandy and Bandarawela, only taking on or putting off carriages at the Fort to adapt the through trains on coming off the Seaside line for the altered conditions of traffic to Bandarawela and Kandy, and that is what I understood was desired in 1892; but now I understand the Railway officers propose a different system altogether, and that the trains for up-country are to start from the central station.

If so, it is perfectly plain that accommodation to make up the different trains is required, and I have now prepared additional sidings for this purpose in drawing No. 781 A, but I would point out that the additional sidings could really be added to the station on plan No. 781.

I also have to point out that I have two sets of sorting sidings, which might be used for washing, cleaning, &c., of carriages: one to the south marked AA, and another set on the east side of the station marked BB. I have had no opportunity of consulting with the Railway officers as to what length of sidings is required, neither have I had time to go into the matter as thoroughly as I could have wished to have done, but I have been able to put upon the space AA, plan 782, sidings to the aggregate length of 3,362 yards, and I have been able to put upon space BB sidings to the aggregate length of 1,292 yards, altogether 4,654 yards. They are laid out with a minimum breadth of 8 ft. in the clear between the lines. Until that breadth is obtained the sidings are what may be called non-effective. Allowing the non-effective length at say 40 per cent, we should have 1,862 yards of in-effective; deducting this we get an effective length of 2,792 lineal yards of sidings. Taking the bogie carriages to be 14 yards in length, we should thus have room for 200 such carriages, or 400 four-wheel carriages on these sidings.

233. Exception was taken, I think, at the last Meeting to the platform shown on tracing No. 781 being somewhat deficient in length; so I would like to point out that on tracing No. 781 A there are five platforms provided, three of which are 700 ft. in length and two about 660. I would also mention that something of the same kind could be done with the station as shown in plan No. 781. The roof remains 500 ft. in length, same as in my previous design. The alteration of the platforms between tracing 781 and 781 A made the adoption of two overbridges better than one, and these I have provided.

234. I now submit my amended estimate:—

	Rs.	Rs.
Passenger station and building as before	...	47,760
Platforms under roof, 32,500 superficial feet at Re 1 27	...	41,275
Extension of platforms beyond roof, 11,020 superficial feet at Re 1 27	...	13,996
Roof, including cantilever on the lake side, 500 ft. by 120 ft. at Rs 200 per 100 sq. ft.	...	120,000
Furnishing and lighting	...	10,000
Two foot-bridges at Rs. 6,000	...	12,000
Total for Station	...	245,031
Engine turntable	...	12,000
Metalling road diversion as before	...	12,760
Filling up Lotus pond, 39,204 cubic yards at Re 1	...	39,204
Permanent way complete, 4,330 yards at Rs. 15	...	64,950
Twenty-three sets of points and crossings at Rs. 350	...	8,050
Four sets of diamond crossings at Rs. 500	...	2,000
Signals, including interlocking	...	50,000
Land compensation	...	50,000
Water closets for third class passengers	...	3,000
Total	...	241,964
Add 5 per cent for contingencies	...	48,395
	...	24,349
Total	...	511,344
South Sorting Sidings —Filling up lake, including diversion of Parson's road, 330 yards by 70 yards by 3 yards deep=69,300 yards at Re 1	...	69,300
Metalling public road, 660 yards by 15 yards=9,240 superficial yards, at Re 1	...	9,240
Sidings and materials, 3,362 yards, at Rs. 15	...	50,430
Twenty-three points and crossings, at Rs. 350	...	8,050
Six buffer stops	...	500
Total	...	137,520
Add 5 per cent contingencies	...	6,876
Total	...	144,396
East sorting sidings (ground already made), 1,292 lineal yards at Rs. 15	...	19,380
Ten sets points and crossings at Rs. 350	...	3,500
Total	...	22,880
Add 5 per cent. contingencies	...	1,144
Total	...	24,024
Additions to Railway offices as in previous estimate, 2,000 square feet, at Rs. 15	...	30,000
Add 5 per cent. contingencies	...	1,500
Total	...	31,500

* Increased from Rs 20 000 to Rs. 50 000 by permission of the Commission. (See paragraph 320)

	Rs.	Rs.
Doubling line from end of station yard, Maradana Junction, as in previous estimate, 1,320 yards, at Rs 15 ..	...	19,800
Add 5 per cent contingencies...	...	990
	...	20,790
Grand Total ...	...	732,054

235. *Mr. Mitchell*.—At our last Meeting Mr. Perman described the difficulties of keeping the doors of carriages open when trains are standing at a station on a curve, and this is very noticeable at the present Fort station. Is your proposed new station on the same curve?

236. *Mr. Waring*.—No, the curve has been altered from 11 chains to 20 chains.

237. *Mr. Mitchell*.—Do I understand that with the altered curve the carriage doors will not slam?

238. *Mr. Waring*.—A train standing at any of the platforms would have very little cant.

239. *Mr. MacBride*.—But a guard standing on the platform would not be able to see the driver unless quite near to the engine. Do you admit the objection?

240. *Mr. Waring*.—I admit the objection.

241. *Mr. MacBride*.—In a recent question in connection with the Northern Railway Commission, you stated it was objectionable that Messrs. Ormsby and Waddell had put their station on a curve.

242. *Mr. Waring*.—Messrs. Ormsby and Waddell designed the Anurādhapura station, as I understood their plan, partly 300 ft. in radius and partly on a reverse curve of 400 ft. I pointed out that I thought 300 ft. was the minimum radius to be allowed for a metre gauge, and if so it is impossible to get sidings out of a 300 ft. curve, and therefore I said, what I now believe to be the fact, that the station was impracticable.

243. *Mr. Hodson*.—Will you kindly tell us what curves your plan for Fort station contains?

244. *Mr. Waring*.—I believe that in the approaches to the station itself the minimum curve is 10 chains. In the two shunting yards the minimum is 8 chains.

245. *Mr. Hodson*.—And these minimum curves are freely used?

246. *Mr. Waring*.—Yes; I dare say they are.

247. *Mr. Hodson*.—We have now a station that contains a great deal more accommodation than was given in your first plan No. 871. Do you consider that this station would be a convenient station to work from a traffic point of view?

248. *Mr. Waring*.—It could be worked, but would not of course be so convenient as if on the straight.

249. *Mr. Hodson*.—Do you not think it would be very inconvenient to work?

250. *Mr. Waring*.—I think it is a very simple station, and gives every facility.

251. *Mr. Hodson*.—Men shunting would never be able to see. If one line were blocked it would be almost impossible for the people on the line next to it to see anything?

252. *Mr. Waring*.—I think there would certainly be difficulties of the nature you have now pointed out, but they are not insuperable. I admit that it would be somewhat difficult.

253. *Mr. Hodson*.—On this plan if shunting is done on the end away from the station in either of the two yards, it would have to be done on the Main line?

254. *Mr. Waring*.—That could be obviated by putting in another line at each end, but I did not contemplate that the shunting would be done at the ends. I believed that it would be done mostly in the middle between the station and the yards.

255. *Mr. Hodson*.—Will you please give us the effective length of the sidings?

256. *Mr. Waring*.—In the south yard there are twelve sidings, varying in length from 88 yards to 203 yards, and the total effective length is 1,774 yards. In the east yard there are five sidings, varying in length from 88 yards to 165 yards, total effective length 610 yards; that is to say, the two yards have sidings with a total effective length of 2,384 yards, and in addition there are five platform lines in the central yard with 1,596 yards, the lines varying from 292 to 363 yards.

257. *The Chairman*.—Have you heard of a proposal made a few years ago to put a station on the spare ground behind the Public Works offices?

258. *Mr. Waring*.—No.

259. *Mr. Hodson*.—Could you put in a station upon the ground mentioned by the Chairman as suitable as the one shown on your present scheme?

260. *Mr. Waring*.—No, because the ground is too cramped even if the Lotus pond is filled in. Besides a back shunt station is an unmitigated nuisance.

261. *Mr. Hodson*.—Has the station you show on plan No. 871 A a single or double storey building?

262. *Mr. Waring*.—A single storey.

263. *The Chairman*.—Do you consider Re 1 per cubic yard for filling up the lake a high or low charge?

264. *Mr. Waring*.—I consider it a reasonable charge.

265. *Mr. Pearce* having intimated to the Chairman that he was prepared with the plans, &c., required by the Commission, his examination was next decided upon.

266. *The Chairman*.—Since you were last before the Commission, Mr. Pearce, you have prepared some amended plans. Will you be good enough to explain what you now propose.

267. *Mr. Pearce*.—The amendment of the plan of the proposed station at Beira is more especially with reference to the lines running into it. My first plan was merely one giving the general space required. I now produce a plan showing the lines as they would be actually worked.

268. I also produce a plan showing the new bridge and deviation of the road over the canal and estimate for same, which I had before deemed to be a municipal work.

269. In my revised plan of the new station I have provided only two lines instead of three between Maradana and Beira and I submit a revised estimate for a double line instead of three as before suggested, as the traffic can be worked upon two lines.

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270 I also produce estimates revised in accordance with certain suggestions made at the last Meeting, and I now hand in my final revised estimates. The original estimates as regards the Maradana yard have not been altered in any way.

271. Estimate of alterations and additions in Maradana yard:—

	Rs
Extension of goods shed and re-building of boundary wall ...	35,371
Widening canal bridge and deviation of public road ...	24,659
Sidings, &c., in goods yard, including removal of old running shed ...	184,696
Inter-locking ...	20,000
Lighting of yard by electricity ...	20,000
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	288,726
Add 5 per cent for contingencies ..	14,436
	<hr/>
Total ...	303,162

272. This amount, Rs. 303,162, is what I require for immediate expenditure. It is irrespective of any scheme for a central station, and is required to give the necessary additional accommodation for the proper working of the goods traffic. This is wholly independent of any change in the passenger station, and the passenger traffic is not in any way affected thereby, but if a new station is not given at present certain additions to the present terminus are necessary, e.g. the uncovered portion of the passenger platform should be provided with at least a temporary roof.

273. *Mr. Hodson*.—Do you mean to say that you will be able to get on for, say, a couple of years with this, though the passenger station is kept at Maradana?

274. *Mr. Pearce*.—Yes, and I should prefer to have this rather than a make-shift station.

275. *Mr. MacBride*.—Do you consider this amount indispensable to meet present requirements?

276. *Mr. Pearce*.—It is absolutely necessary. We cannot work the traffic properly without it.

277. *The Chairman*.—Assuming the Government limited the expenditure to three lacs of rupees, do you consider the alterations you propose in Colombo goods yard should have the preference over everything else?

278. *Mr. Pearce*.—Yes.

279. *The Chairman*.—If these three lacs of rupees are allowed, will you get the relief to the cart traffic congestion which you consider necessary?

280. *Mr. Pearce*.—No, it would not wholly remove the difficulty, but it would relieve it to a certain extent because I have provided in this amount for extension of the railway yard boundary.

281. *Mr. Hodson*.—If the Government do not permit the railway boundary to be extended as shown in plan H 84 M, or the canal bridge to be widened, but give you all the other items, which make up your estimate of three lacs of rupees, will you then be able to get along for, say, two years?

282. *Mr. Pearce*.—I shall, though of course not so conveniently as if I have the extra room estimated at Rs. 28,659.

283. *Mr. Hodson*.—How long do you imagine that your proposals at Beira would take to execute?

284. *Mr. Pearce*.—At least two years.

285. *The Chairman*.—How long would it take to execute the proposed works estimated to cost three lacs?

286. *Mr. Pearce*.—I could manage to get the work done within six months.

287. *Mr. Hodson*.—Do I understand you to say that you could afford to wait for two years before the Beira scheme is sanctioned, or that this work would only enable you to go on until the Beira scheme is finished if taken in hand now?

288. *Mr. Pearce*.—If the three lacs are sanctioned, I expect I should be able to go on for say four years.

289. *Mr. Hodson*.—Will you tell us what your goods traffic has increased since 1894.

290. *Mr. Pearce*.—The tonnage in 1894 being 314,461 and in 1895 411,915, the total increase amounted to 97,454 tons.

291. *Mr. Mitchell*.—Is not a great deal of that increase due to increase in stone traffic for the new Breakwater?

292. *Mr. Pearce*.—Yes, about sixty-seven thousand tons; excluding the stone traffic, the tonnage in 1894 was 275,212 and in 1895 305,365, giving an increase of 30,153 tons in ordinary traffic.

293. *Mr. Hodson*.—That is practically an increase of 10 per cent. on the 1894 traffic. Would you say that you could get along for four years altogether if you are given the extension now asked for, i.e., assuming you think this increase would continue at the same rate, would you have to modify your previous answer?

294. *Mr. Pearce*.—I should, but I do not anticipate that the 10 per cent. increase will continue for the next four years.

295. *Mr. Hodson*.—On referring to the Administration Report for 1894, I find that there has been a steady increase since 1886. What reason have you for supposing that the increase will not be maintained?

296. *Mr. Pearce*.—Because I do not think we can expect planting to develop for the next four years as it has during the last few years.

297. *Mr. MacBride*.—Has the traffic during 1896, so far as you know, increased, compared with that of 1895?

298. *Mr. Pearce*.—Yes, there has been a considerable increase, and I might add that I have estimated the same increase for 1896 over 1895 as for 1895 over 1894.

299. *The Chairman*.—Will you now let us know what you estimate the cost of your revised or amended plans for a new station at Beira?

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300. *Mr. Pearce*.—I hand in my statement of probable cost of carrying out my scheme including double line from Maradana Junction.

301. Details of estimate referred to:—

	Rs.	Rs.
Passenger station and building including head office accommodation on upper story ...	208,742	
Platforms, 27,500 square feet, at Re 1 63 ...	45,010	
Roof, 550 ft. by 120 ft., at Rs. 200 per 100 square ft ...	158,400	
Furnishing and lighting ...	30,000	
Two foot-bridges at Rs 15,000 ...	30,000	
Total for Station	—	472,152
Metalling road diversions, 13,200 square yards, at Re 1 ...	13,200	
Filling up Lotus pond, 54,234 cubic yards, at Re 1 ...	54,234	
Permanent way complete, 5,936 lineal yards, at Rs 15 ...	89,040	
Twenty-nine sets of points and crossings, including diamond crossings ...	11,160	
Signals, including inter-locking ...	30,000	
Land and compensation ...	120,000*	
Native urinals and water closets ...	3,000	
	—	320,634
Total for station and station yard	—	792,786
Add 5 per cent for contingencies ..	—	39,639
Total	—	832,425

Doubling Line from Maradana to Beira

Filling in lake, 17,050 cubic yards, at Re 1 ..	17,050
Permanent way complete, 796 square yards ...	11,940
	<hr/>
	28,990
Add 5 per cent for contingencies ..	1,449
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	30,439
Total cost of whole scheme for new station at Beira	862,864

302. After inspection of the plans of the works set forth in the foregoing estimate, the examination of Mr. Pearce was resumed.

303. *Mr. Hodson*.—Will you kindly tell us what accommodation is given in your new station yard at Beira in the way of platforms and effective length of sidings?

304. *Mr. Pearce*.—The total length of sidings at the station is 5,932 lineal yards. The effective length of sidings from 6 ft. clear to 6 ft. clear is 3,696 lineal yards. The platforms provided in the central station cover an area of 27,500 square feet. There are three platforms of 550 ft. in length, one of which is 20 ft. wide and the other two 15 ft. in width.

305. *Mr. Hodson*.—I notice that your platforms are only 15 ft. wide, whereas Mr. Waring in his estimate has provided two of 20 ft. and one of 25 ft. Do you think that 15 ft. platforms will suffice for your traffic?

306. *Mr. Pearce*.—I think they will, because they are not intended to hold a number of people waiting for a train, as the passengers will either join the train at once by going across the overbridges, or will simply change immediately from one train to another. Similar platforms at the present terminus are only 13 ft. wide.

307. *Mr. Hodson*.—I notice that your platforms are 550 ft. in length, whereas Mr. Waring has provided platforms 700 ft. long. Do you consider that 550 ft. is sufficiently long?

308. *Mr. Pearce*.—Yes; I consider 550 ft. quite sufficient.

309. *Mr. Hodson*.—What is the length of your trains?

310. *Mr. Pearce*.—Our longest train is 500 ft., say twenty-four vehicles of 21 ft. each.

311. *The Chairman*.—You have increased your requirements so much of late that do you consider 500 ft. sufficient for future requirements?

312. *Mr. Pearce*.—Quite.

313. *Mr. MacBride*.—What is the length of the present platform of Colombo terminus?

314. *Mr. Pearce*.—330 ft.

315. *Mr. Hodson*.—Do you not sometimes run trains in this neighbourhood of twenty-eight or more vehicles?

316. *Mr. Pearce*.—Not passenger vehicles.

This concluded Mr. Pearce's examination.

Mr. Waring was then recalled.

317. *Mr. Mitchell*.—In the course of your examination, Mr. Waring, I think you said with regard to the sidings in Colombo yard, that you deferred to the opinions expressed by the General Manager and Traffic Superintendent. Would you now be disposed to defer to the opinion expressed by those officers as to the necessity for the extension of accommodation for goods at the main station?

318. *Mr. Waring*.—I would very largely defer to the opinion of the officers who have to deal with the traffic; but in my examination I pointed out what appeared to me to be an error as the traffic in 1894 was not bigger than in 1881, that is to say, the tonnage of goods was not greater, and therefore it did not appear to me to be a reasonable thing to ask for increase of goods accommodation upon a basis which was not a correct basis, but now, in view of the explanations since given by the traffic officers, that the extra accommodation is asked for, not so much because the traffic has increased as because the nature of the traffic has altered, my position is somewhat changed, and I would therefore defer to the opinion of those officers, as their opinion must necessarily be more reliable than mine.

* Increased from Rs 70,000 to Rs 120,000 in accordance with a decision of the Commission. (See paragraph 299)