

Supplement to the
Ceylon Government Gazette

PART I.

No. 6,210—FRIDAY, OCTOBER 11th, 1907.

THE CEYLON GOVERNMENT RAILWAY.

THE following rules, made under and in pursuance of the provisions of section 5 of the Ceylon Railways Ordinance, No. 9 of 1902, by the Governor in Executive Council, are published for general information. They will take effect from November 11, 1907.

By His Excellency's command,

Colonial Secretary's Office,
Colombo, October 11, 1907.

HUGH CLIFFORD,
Colonial Secretary.

All prior Rules are hereby cancelled.

**RULES RELATING TO THE CONVEYANCE OF
TRAFFIC BY PASSENGER TRAINS.**

1 Time.—Colombo time will be observed at all the stations.

2 Arrival and departure of trains.—The times shown on the Time Tables are those at which the trains are intended to arrive and depart from the various stations, but the Government do not guarantee that the trains shall arrive and depart at the times specified in the Time Table, nor that the connection between the Main and Branch Lines will be maintained, nor will they be responsible for any loss, inconvenience, or injury which may arise from delays or detention. Every attention will be paid to ensure punctuality as far as is practicable.

3 Inquiries.—The Government will not be responsible for information given by others than the principal officers in charge of the different stations, of whom inquiries should always be made.

4 Incivility.—Passengers are requested to report direct to the General Manager any instance of incivility, want of attention, or misconduct on the part of persons employed on the railway. Complaints should embody the name and address of the complainant.

5 Gratuities.—The Railway servants are forbidden, under pain of dismissal, to ask for or receive from the public any fee or gratuity.

6 Firearms.—Under no circumstances may loaded firearms be taken or placed in a carriage or other Railway vehicle or brought to any station or other premises of the Railway. When passengers desire to take firearms into carriages or hand them over to be conveyed in the brake van as luggage, they must first satisfy the Station Master and Guard that such firearms are not loaded. Any person contravening this regulation will be liable to prosecution under section 28 or 29 of the Railway Ordinance.

This regulation will not apply in the case of troops or military, naval, or police escorts, who will be conveyed in compartments by themselves when carrying loaded firearms.

7 Luggage.—(a) Passengers having a large quantity of luggage should be at the station fifteen minutes before the time of the departure of the train and see each article of their luggage correctly labelled, otherwise the Government will not accept any responsibility for loss or miscarriage.

(b) Each package of luggage must be well secured and plainly addressed in English with the name of the owner and the destination. The Government will not be responsible for any loss that may occur in consequence of luggage not being properly secured and addressed.

(c) Passengers should be careful to clear their luggage of all old labels before commencing the journey.

(d) Luggage will not be booked or labelled until the owner has obtained his ticket and presented it to the person in charge of the luggage labels.

(e) When numbered receipts are granted for luggage, such receipts must be given up before the luggage is delivered at destination.

In the event of the loss of the receipt, the person claiming the luggage must prove ownership and sign an indemnity note.

(f) Each adult passenger will be allowed, free of charge, the following weight of luggage, viz. :—

First Class	...	...	...	112 lb.
Second Class	...	...	...	84 lb.
Third Class	...	...	...	56 lb.

A free allowance of half these quantities will be made for each child travelling with half ticket.

No luggage will be conveyed free for infants under twelve months of age, who travel free.

Any excess over these weights will be charged full parcels rates. All excess luggage must be prepaid at the booking station, but in the event of the excess being overlooked at the starting station, it is liable to be charged at the end of the journey or at any intermediate point.

Luggage in bulk will be conveyed in carriage or goods wagons by passenger trains at owner's risk, and will be charged at the rate of 16 cents per ton per mile over the Coast Line, 25 cents per ton per mile over the Main and Branch Lines below Nawalapitiya, 31 cents per ton per mile over the Main Line above Nawalapitiya, and 44 cents per ton per mile over the Uda Pussellawa section. For distances under 30 miles the minimum charge for a carriage or goods wagon will be Rs. 5, and for distances over 30 miles no less charge will be made than for one ton.

(g) A printed and numbered receipt will be issued to passengers whenever charges are made for the conveyance of excess luggage. The receipt must be carefully preserved and given up at destination before removing the luggage.

(h) Articles which are not the property of a passenger by the same train, and luggage for a station beyond that to which a passenger has taken a ticket, will be charged as parcels at parcels rates.

(i) Articles will not be received for free conveyance as luggage at any station other than that at which the owner joins the train.

(j) Luggage will not be given out at a station other than that to which it is labelled.

(k) Passengers are allowed to take into the carriages, at their own risk and in their own charge, only such small packages as can be placed under the seat occupied by the owner, or in the hat racks (where provided). Under no circumstances may articles be placed in the gangways of carriages or entrances to lavatories. Station Masters and Guards are authorized to remove all packages which cannot be deposited under the seat or on the rack.

(l) The Government will not be responsible for any loss or damage which may occur to any luggage unless the same has been labelled and placed in charge of the Railway for conveyance in the luggage van or is booked and prepaid, nor for any loss of or damage to the following articles if conveyed as luggage, viz., musical instruments, plate, bullion, money, bills, deeds, notes or securities, precious stones, jewellery, trinkets, watches, clocks, china, glass, or other frail or fragile articles. Such articles will only be conveyed as parcels, and they must be insured in accordance with clause 56.

(m) The liability of the Government for loss of or damage to passengers' luggage conveyed free is limited to Rs. 150 for first class passengers, Rs. 100 for second class passengers, and Rs. 50 for third class passengers, unless the value is declared and an insurance charge of 1 per cent. on the excess value is paid to the railway before the luggage is despatched. For conditions to be complied with when insuring luggage see clause 56.

(n) The Government will not undertake to convey the following articles as passengers' luggage, viz.:—Gunpowder, fireworks, vitriol, aquafortis, turpentine, petrol, matches, mineral oils or acids or any other combustible or dangerous materials. Any person contravening this regulation will be liable to prosecution under section 28 or 29 of the Railway Ordinance. For conditions under which the above articles are conveyed see goods regulations; see also clause 32 regarding conveyance of petrol at parcels rates by passenger train.

(o) Passengers are warned not to include in their luggage oils or other liquids liable to cause damage by leakage, either to other luggage or parcels, or to the vehicle in which the luggage is conveyed or the fittings thereof, otherwise they will render themselves liable to be called upon to pay the full cost of making good any such damage.

(p) Furniture, bicycles, tricycles, invalid chairs, perambulators, jinrickshaws, portable harmoniums, piano organs, and other articles not the personal effects of passengers will not be conveyed as luggage, but will be charged for at parcels or other special rates as specified in parcels and goods regulations.

8. Naval and Military baggage, Camp equipage, and provisions are carried at the following rates :—

<i>Free Allowance.</i>	
1st Class ...	112 lb. per adult 56 lb. per child
2nd Class ...	84 lb. per adult 42 lb. per child
3rd Class ...	56 lb. per adult 28 lb. per child

All baggage, camp equipage, and provisions in excess of the quantity allowed free, as shown above, will be conveyed at owner's risk at 6th class ordinary goods rates if sent in lots of two tons or more over and above the free allowance irrespective of whether the excess charges are to be paid by the Naval or Military authorities or by the men themselves.

If less than two tons over and above the free allowance are conveyed, the charges (at owner's risk) for baggage, &c., in excess of the free allowance will be at 3rd class ordinary goods rates on actual weight, or as for two tons at 6th class ordinary goods rates, whichever is lower.

These reduced rates are granted subject to the conditions that the assistance of the Forces is given in loading and unloading baggage, &c., and that when baggage, &c., between Colombo and up-country stations is loaded into or unloaded from Railway vehicles opposite the Echelon Barracks, Colombo, the rates charged for the same shall be as between Wharf Goods station and the up-country station concerned.

Baggage, &c., preceding or following Naval and Military parties and belonging to those parties will be treated as if it actually accompanied the parties and will be subject to the reductions and conditions above mentioned.

The reduced rates apply to baggage, camp equipage, and provisions proper, and not to field guns, Military wagons and carts, and ammunition, which are charged for at ordinary rates.

9. Left luggage.—(a) The Government are not responsible for any luggage or articles left by passengers at the stations, whether in charge of the station staff or not, unless these be duly registered, for which a charge of 10 cents per article is made, payable at the time of deposit. An additional charge of 5 cents per day, or part of a day, is made on every article left in the Cloak-room for a longer period than two days, the day of deposit and the day of removal each counting as one day. Velocipedes, bicycles, perambulators, bath chairs, &c., are charged 25 cents each, and a further charge of 10 cents per day in addition is made on all such articles remaining in the Cloak-room longer than two days.

(b) The conditions laid down in clause 7, paragraphs (l), (m), (n), and (o), of these regulations also apply to articles deposited in Cloak-rooms. Motor cycles charged with electricity or gas or other inflammable liquid or vapour will not be accepted for storage in Cloak-rooms.

(c) In computing the charges on articles deposited in Cloak-rooms, Sunday is considered a *dies non*, unless it be the day on which the articles are deposited or taken out, in which case it must be reckoned the same as any other day.

(d) Articles of an objectionable nature will not be accepted for storage in the Cloak-room, and the official in charge of the Cloak-room may require the intending depositor to satisfy him that the

package to be deposited does not contain anything of an objectionable nature.

(e) When a passenger deposits any article in the Cloak-room a ticket is given him in exchange, and the article cannot be given up to him for any purpose whatever unless he first returns the ticket to the Cloak-room Attendant, or produces to the Station Master satisfactory evidence of his ownership.

(f) Parcels for season ticket holders, if sent from shops, and marked with the name and address of the ticket holder, are received at the foregoing charges, and delivered up on the production of the season ticket. Parcels from shops, to which either a printed or a written label bearing a number and name is attached, are received at the foregoing charges, and are delivered up to the person who produces a label bearing a corresponding number and name.

(g) Passengers who have deposited their luggage in a Cloak-room and require to remove one or more of the articles so left (leaving the remainder until a future day) may do so on their signing the counterfoil of the Cloak-room ticket showing what articles have been removed, and any additional charge accruing upon any articles left in the Cloak-room for the longer period will be collected when those articles are taken away.

(h) Left luggage unclaimed or unredeemed will be sold after expiry of six months.

10 Lost or unclaimed Property.—(a) Property (other than perishables) found at a station, or in a carriage at a station, will be immediately removed to the Cloak-room at the station and retained there for 24 hours, after which it will be conveyed to and kept at the Lost Property Office in Colombo, and if not claimed within three months it may be sold by Government.

Property found on the line will be conveyed to the nearest station and dealt with at that station in a similar manner.

(b) The following are the charges which must be paid before any property referred to in paragraph (a) is delivered up, and before it is so delivered, satisfactory evidence of ownership must be produced :—

If claimed at the station where found before des-	}	cts.
patch to Lost Property Office, Colombo ...		
		10
If despatched to Colombo Lost Property Office and	}	25
claimed there ...		
If despatched from the station where found to	}	½ parcels rates be-
another station for delivery to claimant ...		
		tween the stations ;
		minimum 10 cts.
If despatched to Colombo Lost Property Office and	}	25 cts. plus ½ parcels
thence sent to any station for delivery to clai-		
mant ...		rates from Colombo
		to station to which
		sent ; minimum 10
		cts.

(c) Perishables found at a station or in a carriage at a station, if not claimed at once, will be disposed of at the station where found, or at any other station, at the discretion of Government.

(d) When a telegram has to be sent inquiring for or giving directions regarding luggage or property which has been left at any of the stations or in the trains, a charge for forwarding the message (25 cts.) and, if necessary, for obtaining a reply (also 25 cts.), must be borne by the owner of the property.

Should the loss of the property be found to be due to the fault of any of the Railway staff, the amount paid will be refunded. These telegraphic charges are in addition to sums due as registration or transport fees.

(e) Inquiries for lost articles giving a full description of the property lost and particulars of the time and place where the loss occurred should be addressed to the Traffic Superintendent, Colombo.

11 Reserved accommodation :—

(a) **Ordinary compartments.**—The minimum charge for reserved accommodation will be as follows :—

1st Class ... $\frac{3}{4}$ ths of the seating capacity of the compartment or carriage reserved.

2nd Class ... $\frac{2}{3}$ ths of the seating capacity of the compartment or carriage reserved.

3rd Class ... $\frac{1}{2}$ ths of the seating capacity of the compartment or carriage reserved.

Compartment in Sleeping Car { An ordinary first class ticket and a sleeping car ticket for each berth in the compartment. For further details see paragraph (d).

Each person occupying a seat in a reserved compartment must hold a ticket of the class in which he travels.

Reserved accommodation may be secured on application at the principal stations, but no compartment will be reserved either from the starting or any intermediate station until the full fares as stated above have been prepaid. Notice must be given on the previous day.

Passengers desiring reserved accommodation from intermediate stations may be required to pay the full charge for such reserved accommodation from the starting station of the train by which they propose to travel.

Compartments of carriages will only be reserved when this can be done without refusing ordinary accommodation to other passengers wishing to travel by the same class and by the same train.

If an additional carriage has to be attached to a train to enable a compartment to be reserved for a party, the minimum charge will be as for half the seating capacity of the whole carriage for the distance the carriage has to be run.

(b) **Through carriages and invalid accommodation.**—Special charges are made for the running of through carriages, or the provision of special accommodation for invalids. For particulars apply direct to the General Manager, Colombo.

(c) **“Ladies only” compartments.**—First and second class compartments for the use of ladies and young children only, will be provided without extra charge on the through trains on notice being given on the previous day to the Station Master at the station from which the compartment is required.

Third class accommodation for females is provided on the principal trains without extra charge.

(d) **Sleeping cars: (1) Charges.**—The charge for a sleeping berth is Rs. 2.50 in addition to the ordinary first class fare for the distance the passenger intends to travel, whether the berth is booked in advance or not. When a berth is allotted, a sleeping car ticket will be issued, which must be delivered to the Car Attendant. No person is allowed to enter the sleeping car without a sleeping car ticket. Each berth is provided with sheets, pillows, blanket, and quilt, and is made up as a bed by the Car Attendant.

Children under 12 years of age accompanying adults are allowed to occupy sleeping berths on payment of half ordinary first class fare, plus full cost of the sleeping car ticket.

Two or more children can occupy the same berth with one sleeping car ticket.

(2) *Applications.*—Applications for berths must be made not later than 6.30 P.M. at any station on the line, but payment will not be accepted nor the accommodation promised until it has been ascertained that the required berths are available.

Application for upper or lower berths, or berths in any particular part of the car will be attended to as far as possible, but all allocations will be made in the order in which the applications are received. No berth will be booked for a station at which the train is not regularly timed to stop, except where the time tables show that it will “call when required.” Only one sleeping car is run on each train except on special occasions, but should there be a demand for six or more extra berths a second car will be provided if possible.

(3) *Ladies, married couples, and ayahs.*—One compartment, provided with lavatory, &c., and containing two berths, is reserved in each car for the use of ladies; but should the berths not be booked before 6.30 P.M., it will be placed at the disposal of married couples, and if disengaged at the time the train is due to start it may be given to gentlemen passengers.

A two-berthed compartment containing berths Nos. 3 and 4 is suitable for a married couple, but it should be noted that although provided with jug, basin, &c., it has no separate retiring accommodation. This compartment is not held in reserve, but is given to the first applicant. Ladies travelling alone will be allotted berths in the ladies' compartment only.

Ayahs are not allowed to travel in a sleeping car unless a compartment has been reserved in terms of paragraph (4). Under no circumstances will an ayah be allowed to occupy a sleeping berth. If two ladies reserve a two-berthed compartment in terms of paragraph (4), an ayah may travel with them on payment of the second class ordinary fare. If a lady travelling alone or accompanied by an infant in arms (free) reserves a two-berthed compartment in terms of paragraph (4), she may take an ayah with her without extra charge, provided only one berth is made up. If, however, she is accompanied by a child under 12 years of age (for which a half fare is paid), the ayah accompanying her must pay second class fare in addition.

(4) *Reserved compartments.*—The charge for reserved compartments in the sleeping cars is a full first class fare for each berth the compartment contains, plus Rs. 2.50 for each berth whether occupied or not.

(5) *General.*—Only such small boxes and bags as will go under the lower berths are permitted in the cars, and intending passengers should specially note this and make their arrangements accordingly.

Labels, as per specimen below, are affixed over each berth reserved, so that passengers on entering the cars will readily see the berths they are to occupy :—

BERTH No.....
Name
Joining at
Date

12 Special trains.—(a) On not less than twenty-four hours' previous notice being given to the General Manager, special trains can be provided at a charge of Rs. 4 per mile for a single and Rs. 6 per mile for a return journey, plus fares and luggage at ordinary rates for the passengers and luggage conveyed. The mileage will be calculated from and to the nearest station from which an engine can be supplied. The minimum charge for running a special train is Rs. 50.

(b) The charge for the detention of a special train, beyond the time occupied in the running, is Rs. 10 per hour for the engine and 50 cents per hour for each vehicle. A special train ordered but not used will have to be paid for, if six hours' previous notice is not given of the change.

(c) Special trains can be run from Colombo to Kandy and back for a minimum of fifty first class return fares without any further special charges. Application for the specials to be made to the General Manager, Colombo.

(d) The right is reserved to the General Manager to refuse to supply a special train from any station.

13 Platforms.—(a) No person is allowed to go on to the platforms at stations except passengers going by the trains, who must show their tickets when passing on to the platforms, but Station Masters may use their own discretion in allowing friends of passengers to go on to the platforms.

(b) No person shall offer for sale any goods or articles whatsoever in the trains or on the platforms or within the precincts of the railway, without written authority from the General Manager authorizing him to do so, or contrary to the terms of such authority. Any person acting in contravention of this rule will be liable to a penalty not exceeding Rs. 20 for each such offence.

14 Time for booking.—The Booking Offices will be open for the issue of tickets half an hour before the advertised time for the departure of trains, and may be closed five minutes earlier than the time of departure mentioned in the Time Table, after which no person can be booked.

15 Giving change.—In order to prevent inconvenience and delay passengers should provide themselves with suitable change to pay for their tickets, &c., as the Booking Clerks may not be able at all times to give change. Cheques or other orders for payment are not accepted.

16 Errors in tickets and change.—Passengers are requested to examine their tickets and change before leaving the Booking Office counter, as errors cannot afterwards be rectified.

17 Tickets, conditions of issue.—(a) Tickets given to passengers on payment of their fares are not transferable; they are the property of the Government, and must be produced or delivered up whenever demanded by the Railway servants. Special attention is directed to clauses 8, 9, 10, and 11 of the Railway Ordinance.

(b) The single journey tickets are available only on the day of issue or by a through train starting on the day of issue.

(c) Single journey tickets entitle the holders to travel once only in one direction, and return tickets once only in each direction between the points marked thereon.

(d) Tickets will not be issued to passengers at an intermediate station for the train by which they have travelled or are travelling; but passengers desirous of travelling beyond the station to which

they have booked must, before passing that station, hand their ticket to the Guard, at the same time informing him to which station they wish to travel. The Guard will then see to the collection of the excess fare at the proper point, *but under no circumstances can the advantage of a return ticket be obtained by payment of excess fare.*

(e) Passengers, having once booked, are not allowed to change their tickets for those of a lower class.

(f) The return halves of return tickets are not transferable.

(g) First and second class return tickets for distances thirty miles and under are available for return within three days, *inclusive of the day of issue and day of return (i.e., a ticket issued on Monday is available for return not later than Wednesday);* and for distances over thirty miles within seventeen days, *inclusive of the day of issue and day of return.*

(h) Third class return tickets for distances thirty miles and under are available for return on the day of issue only, excepting tickets issued on Saturday or Sunday, which are available for return on Monday; for distances over thirty and not exceeding fifty miles within three days, *inclusive of the day of issue and day of return (i.e., a ticket issued on Monday is available for return not later than Wednesday);* over fifty miles, seven days, *inclusive of the day of issue and day of return.*

(i) Should a passenger with a return ticket apply to travel in a carriage of a higher class than that for which the ticket was issued, he will be required to pay the difference between the fare of the two classes respectively *for the single journey.* Should the passenger apply to travel in a higher class both journeys, he will have to pay such difference for each journey.

(j) Except under the circumstances stated below (see paragraph

(k) Break of Journey), a passenger leaving the train at a station short of that to which he has booked must deliver up his ticket, and cannot be allowed to resume his journey except by obtaining a fresh ticket.

(k) *Break of journey.*—Holders of first and second class return tickets between stations over sixty miles apart are allowed to break their journey at any intermediate station once on the outward and once on the homeward route, provided that they do not travel more than once in each direction over the same section of the line, and that the return journey is completed within the time for which the return ticket is available. When passengers avail themselves of this privilege, they must, on alighting from the train, produce their ticket to the Station Master, who will endorse it "Broke journey at" (the name of the station being inserted), and initial and date the endorsement. Any passengers holding first or second class return tickets between any stations sixty miles apart, of which Peradeniya Junction is an intermediate station, may travel into Kandy and break journey there, without paying excess fare between Peradeniya Junction and Kandy in either direction. In this case the tickets must be endorsed by the Station Master at Kandy.

(l) Holders of first and second class return tickets between Matale Line stations and stations beyond Kandy, but less than sixty miles apart, are allowed to break journey at Kandy, provided they resume their journey the same day. Passengers wishing to avail themselves of this privilege must have their tickets endorsed by the Station Master, Kandy, before leaving the station premises.

(*m*) Passengers are not allowed to use a ticket on any day for which such ticket is not available.

(*n*) Passengers are booked at intermediate stations only on condition that there is room in the train by which they intend to travel.

(*o*) Should there not be room in the class of carriage for which passengers are booked, and it is possible to find temporary accommodation for them in a higher class without inconvenience to other passengers, they will be required to change as soon as room is available in the class for which they hold tickets.

(*p*) Tickets issued at specially reduced rates can only be used between the stations specified thereon. If used to or from any other stations, the whole tickets will be forfeited and full fares charged.

(*q*) Return tickets issued to Naval and Military Officers, Sailors and Soldiers (and their wives and children), on warrants, are available on the return journey without any limitation of time.

18 Children.—Children under three years of age will be carried free; children of that age and under twelve years will be charged half fare.

19 One female servant only will be allowed to accompany her mistress in a first class carriage (whether in charge of children or not) on payment of second class fare, provided such an arrangement does not interfere with the comfort of other passengers travelling in the same compartment.

Nurses in charge of children, when not accompanying their mistresses, must pay the fare of the class in which they travel.

20 Travelling without ticket.—(*a*) Should a passenger from an unavoidable cause be unable to obtain a ticket before starting, he must as soon as possible report the fact to the Guard and pay his fare at the destination station, or earlier if demanded.

(*b*) A passenger found travelling without a ticket or with a ticket of expired date, or with a ticket so torn or mutilated that the date, number, station from or to, cannot be deciphered, is liable to be charged from the station whence the train originally started, unless he can prove satisfactorily that he entered the train at some intermediate station. (See also clause 17.)

(*c*) A passenger who unintentionally travels beyond the distance for which he has paid fare, will be allowed to return to the station to which he was booked, on payment of a single fare for the distance overridden, provided he returns by the next passenger train, and does not leave the station premises in the interim.

21 Excess fares.—(*a*) Passengers travelling with wrong halves of return tickets will be charged excess fares, unless they can show good reason for being exempted.

(*b*) When excess fare is due on the homeward half of a return journey ticket, such half ticket will be considered as an ordinary single journey ticket, and excessed accordingly. When a passenger overrides on the outward or homeward half of a return ticket, such half ticket will be considered as an ordinary single journey ticket and excessed accordingly.

(*c*) When a passenger before commencing his journey wishes to change his ticket for one of a higher class and pays the difference of fare, the original ticket issued will be taken back and a fresh one for the higher class issued instead.

(d) When a passenger in the course of his journey wishes to change to a higher class of carriage than that for which he holds a ticket, he must inform the Guard of the train, who will see that he pays the excess fare and obtains an excess fare ticket, either at the station at which the change is made or at the first station at which this can be conveniently done. Care should be taken to obtain a printed and numbered excess fare ticket for the payment made, otherwise the fare may be demanded again at any other station at which tickets are examined or collected.

(e) Every passenger who pays excess fare should demand and at once receive a receipt for the amount paid.

(f) All claims for refund of excess charges must be made within six days of the date of payment, otherwise they may not be entertained. Claims should be addressed to the General Manager, Colombo, and should be written on a form which can be obtained free of charge from any Station Master. Claimants should carefully note the number printed on their ticket, as claims cannot be entertained unless the number is given.

22 Refunds on tickets.—(a) The Government are not bound to make any return to passengers who may have been called upon to pay fares a second time in consequence of their failure, from neglect or any other cause, to produce their tickets on application.

(b) The Government are not bound to make refunds on the unused halves of return tickets.

23 Extension of time.—(a) A passenger who is left behind at a roadside station through sickness or other unavoidable cause, or who is unable to use his ticket by the train for which he has been booked, should at once communicate with the Station Master, with a view of having his ticket made available by another train, if the cause of delay be satisfactorily explained, otherwise the passenger will have to purchase a fresh ticket.

(b) Passengers who are unable to make use of the homeward halves of their tickets within the time specified in clause 17 of these rules, can have their tickets extended by complying with the following conditions :—

- (1) The ticket must be presented at the Booking Office of the station to which it was originally issued, or may be presented at any intermediate station, within fourteen days after the date of expiry.
- (2) The passenger must pay the difference between the original return fare and two single-journey fares if the ticket is extended at the station to which it was originally issued. If the ticket is extended at any intermediate station, the passenger must pay the difference between the original fare and the sum of the return fare between the station at which the journey is broken and the original destination station, and two single-journey fares between the station at which the ticket is extended and from which originally issued ; e.g., a ticket is taken from Nuwara Eliya to Colombo, the return journey is broken at Talawakele, and the ticket is extended there. The fare to be paid is the difference between the Nuwara Eliya-Colombo return fare and the sum of the return fare Talawakele to Colombo and two single journey fares Talawakele to Nuwara Eliya.

Tickets will not be extended if the difference between the return fare and the two single-journey fares is less than 50 cents on each ticket.

(c) A passenger found travelling with an expired ticket must pay the full single fare, and no refund will be made.

(d) Tickets issued at specially reduced rates cannot be extended, nor will any refund be made on the unused portions of such tickets.

24 Periodical or season tickets.—(a) Rates and conditions for the issue of first, second, and third class season tickets can be had on application to any Station Master.

(b) In cases where, as a special concession, private refreshment baskets of season ticket holders are conveyed free by train, they will only be so conveyed at owner's risk, and subject to any special regulations that may be laid down from time to time.

25 Production of periodical or season tickets.—Season ticket holders are required to have their tickets with them when travelling, and to show them when asked by a Railway official to do so, otherwise they will be liable for payment of the ordinary fare.

26 Special terms to parties of travellers.—(a) Pleasure parties, consisting of not less than ten persons, travelling by ordinary trains between stations not less than twenty-five miles apart, except as stated below, may be allowed first, second, and third class return tickets, available for seventeen days, on payment of a single-journey fare for each member, and on production of a letter of authority from the General Manager, Colombo. The whole party must travel in the same train both on the outward and return journeys.

Pleasure party tickets are not issued to wedding parties nor to parties travelling for the purpose of attending any religious meeting, service, or ceremony.

Pleasure party tickets are issued to members of Sports Clubs, without restriction as to distance, on production of a certificate from the Secretary of the Club giving particulars of the engagement, match, or meeting which the party is attending.

When applying for "Pleasure Party" tickets the following information must be given:—

- (1) The dates fixed for the excursion.
- (2) The trains required to be used on outward and home-ward journeys.
- (3) The class and probable number of passengers.
- (4) The stations between which the party wishes to travel.
- (5) The nature or object of the excursion.

The application should be made, at least one week before the date on which the party intends to travel, to the General Manager, who reserves the right of refusing to grant the concession or of declining to allow the tickets to be available by particular trains. If the application is entertained, an authority will be sent to the applicant, to be presented at the station at which the tickets are to be issued.

(b) *Hunting and polo parties.*—The concession granted in the foregoing paragraph to pleasure parties will also apply to polo and hunting parties, consisting of four or more *bonâ fide* members, with not less than six ponies or horses.

(c) *Military, Volunteer, or Police bands*, of not less than six in number, when travelling by train for the purpose of playing at public or private entertainments, will be charged single second, or third class fare for the double journey. These tickets will be available for return within seventeen days. Application as above should be made to the General Manager.

Tickets at pleasure party rates in terms of clause (a) will be issued to *bonâ fide* private bands of not less than six in number for the purpose of giving performances at public or private entertainments, on production of certificate of engagement.

(d) *Police in uniform* attending meetings for inspection, drill, target practice, rifle competition, &c., and *Volunteers including Inspecting Officers* attending special meetings for inspection, drill, &c. (other than those mentioned in paragraph (f)), will be allowed to travel at single fare for the double journey on production of warrants signed by an officer of the force. The tickets will be available from the day prior to the meeting to the day after its close, both inclusive, and when the meeting commences on a Monday or ends on a Saturday, Sunday will be considered a *dies non*.

(e) *Sailors and Soldiers in uniform* attending meetings for target practice or rifle competition will be charged single fare for the double journey.

(f) *Volunteers* when travelling *bonâ fide* for the purpose of taking part in target practice will be conveyed free on production of warrants.

The warrants must be endorsed "For range practice" in red ink in the top right hand corner, and must be signed by a commissioned officer, who must enter on the back the name (or names) of the Volunteer (or Volunteers) and certify that the warrant is issued for target practice.

The warrants must be issued only to the range nearest the Volunteers' residences, except in the case of a Volunteer taking part in an inter-team competition fired for by all competing teams on the same range or attending the Annual Meeting of the Ceylon Volunteer Rifle Association or other recognized rifle meeting.

(g) Horses of Ceylon Mounted Rifles, Volunteers, and ordinary bicycles of Volunteer Cyclist Corps are conveyed at single fare for the double journey on production of a certificate signed by an officer of the force that they are for use on duty.

(h) *Sailors and Soldiers on furlough* will be allowed to travel at single fare for the double journey on surrendering at the Booking Office their special railway furlough warrant. The return half of the ticket issued to them will be available for the return journey up to and including the date of expiry of the furlough. This concession applies also to the wives and children, if they are included in the railway furlough warrant.

(i) Single journey tickets are issued to Naval and Military Officer, Sailors and Soldiers (and their wives and children), on production of warrants, at half return fares.

(j) *Parties of choristers, school children, and lads belonging to Boys' Brigades, under twelve years of age*, when not less than twenty in number, will be conveyed at half the single fare for the double journey; minimum fare 15 cents per head.

Choristers, school children, and brigade lads, over twelve years of age, and teachers accompanying the same, will be charged the

full single fare for the double journey (minimum fare 30 cents per head), provided the whole party are not less than ten in number. These reductions are only granted on production of a letter of authority from the General Manager.

Application for permission to travel at these reduced rates, giving particulars mentioned in paragraph (a) of this clause, must be made by the clergyman or principal of the school to the General Manager, Colombo, at least one week before the date on which the party is to travel.

(k) *Operatic, theatrical, and circus parties*, of not less than six in number, may be conveyed first, second, or third class at a single fare for the double journey when travelling between stations not less than twenty-five miles apart, to give a performance. The whole of the party must travel by the same train. The tickets will be available for return within seventeen days, including the date of issue and date of return. Baggage and scenery will be conveyed by goods train *at owner's risk* at sixth class goods rates, and half rates will be charged for horses and other animals. Attention is directed to clause 39 of Goods regulations. Application as above should be made to the General Manager.

The necessary tackle for securing scenery, furniture, fittings &c., loaded on open trucks must be provided by the owners or consignors. Tarpaulins will, when possible, be provided by the Railway, if required, free of charge, but the Government will not be responsible for any damage caused by wet. If the loading is done by the sender, the trucks must be loaded to the satisfaction of the officer in charge of the forwarding station, and the Government will not accept any responsibility for delay to the trucks if the contents are not properly loaded and secured, nor will they bind themselves to forward the goods by any particular train nor guarantee delivery within any specified time.

(l) Military prisoners and their escort are conveyed free from Colombo to Kandy.

27 Private telegraphic messages for the public.—The following are the conditions and rates at which the travelling public may send or receive private telegrams through the Railway Telegraph Department :—

(a) Messages must be *bonâ fide* from a passenger or to a passenger travelling by train.

(b) Private messages must be paid for at the "Urgent" rates of the Postal-Telegraph Department, and their despatch can only be effected when the line is clear of Railway Service Telegrams.

(c) Every endeavour will be made to ensure quick despatch and correct delivery, but the Railway Department will not be responsible for delay or non-delivery, nor will they undertake to investigate complaints with regard to such messages.

(d) The "Urgent" rates are as follows :—

	Rs.	c.
First eight words or group of three figures ...	0	75
Each additional word or group of three figures ...	0	10

The free address includes the names of the offices from and to which the telegram is to be despatched, the actual names and designations of the sender and addressee, and the latter's address. No other words can be transmitted unless paid for as part of the body of the message. If the sender of the telegram desires his own address to be telegraphed, it must be paid for.

(e) No charge will be made for the delivery of telegrams addressed to hotels and resthouses within a quarter of a mile of a station, nor for those addressed to the Railway refreshment cars, refreshment rooms at stations, and the Refreshment Car Office at Colombo; upon all other telegrams a charge of 50 cents for delivery within five miles of a station must be prepaid.

28 Telegrams regarding Parcels, Luggage, &c.—(a) Any person requiring a telegram to be sent relative to parcels, luggage, &c., such as requests for re-addressing, &c., will be charged 50 cents for such telegram, and a further sum of 25 cents if a reply is required.

Should it be found that the telegram became necessary from the fault of any of the Railway staff, the amount paid will be refunded.

(b) Passengers who may have left articles on the station premises or in the carriage in which they have travelled, and who wish inquiries to be made by wire instead of by inquiry note, will be required to pay 25 cents for telegram of inquiry and 25 cents for reply. If the articles lost were placed in the van, inquiry will be made by wire without charge.

29 Ammunition.—Only safety breech-loading cartridges may be despatched by passenger trains, and they will be conveyed at the ordinary parcels rates, carriage prepaid, on condition that they are packed in a box, barrel, or case of wood, metal, or other solid material of such strength that it will not become defective or insecure whilst being conveyed.

30 Horses and carriages.—Horses are loaded and unloaded at owner's risk.

The rates for the conveyances of horses and carriages are :—

			Rs. c.
One horse,	per mile	...	0 12½
Two horses,	do.	...	0 18¾
Three horses,	do.	...	0 25
One carriage,	do.	...	0 18¾
Two carriages,	do.	...	0 25
Minimum charge for 1 horse			2 50
Do.	2 do.	...	3 75
Do.	3 do.	...	5 0
Do.	1 carriage	...	3 75
Do.	2 do.	...	5 0

The reduced rate for more than one horse applies only when the horses are booked together from one consignor to one consignee.

The reduced rate for more than one carriage applies only when they can be loaded in one truck and are booked from one consignor to one consignee.

Horses or carriages should be at the station one hour before the departure of the train by which they are intended to be despatched, and to prevent disappointment twenty-four hours' notice should be given to the Station Master of the station where the horse-box or carriage truck may be required. A demurrage charge of Rs. 4 will be made for each horse-box or carriage truck ordered, but not used on the same day for which ordered.

Horses and carriages not removed immediately on arrival at destination, remain on the Railway premises at owner's risk, and are liable to a charge of Rs. 4 per day for each horse-box or carriage truck.

Horses and carriages cannot be booked to and from certain stations on the railway. Particulars of the same can be obtained from any Station Master.

One horsekeeper in charge of each horse will be allowed to travel free in the same vehicle as the animal.

For particulars of reduced rates for horses and ponies for hunting and polo parties and horses of the Ceylon Mounted Rifles see clauses 26 (b) and (g).

For particulars of horses conveyed in cattle wagons see clause 48 of Goods regulations.

Rates for horses and carriages between stations can be ascertained on application to any Station Master.

31 Race horses.—Return tickets at single fare available for one month may be issued for batches of three horses entered for a race meeting, on production of a letter of authority from the General Manager.

Each batch of three horses must travel together both on the outward and homeward journeys.

The application for the reduced rate, accompanied by the certificate of entry from the Secretary of the Meeting, must be made to the General Manager at least one week before the horses are to travel.

32 Motor vehicles.—(a) "Motor vehicle" includes all vehicles propelled by mechanical means on ordinary roads.

(b) "Petrol" includes all dangerous petroleum used for the propulsion of motor vehicles.

(c) Motor vehicles uncharged with electricity, gas, oil, or petrol (except as regards the small electric battery and coil usually affixed to petrol-propelled vehicles), are conveyed at the under-mentioned rates :—

	Per Mile. Cents.
One motor car	28½
Two motor cars loaded in one truck and booked from one consignor to one consignee	37½
<i>Note.</i> —When a motor car and an ordinary carriage are conveyed in the same truck the motor car is charged at 28½ cents per mile and the carriage at one-third the carriage rate.	
* Motor bicycles, each per mile, over the Main Line and all Branch Lines below Nawalapitiya	2
* Motor bicycles, each per mile, over the Main Line and Branch Lines above Nawalapitiya	4
* Motor tricycles ... ..	... At double the rate for motor bicycles.
* Motor cycles with trailers and motor cycles with fore-carriages ... ..	... Are charged at the rate for motor bicycles, plus the rate for ordinary invalids' chairs (<i>vide</i> rule 46).

* Owner's risk.

(d) Minimum charges :—

	Rs. c.
Motor car	5 0
Two motor cars or one motor car and one carriage loaded in one truck and booked from one consignor to one consignee	7 50
Motor bicycles	0 50
Motor tricycles, motor cycles with trailers, and motor cycles with fore-carriages	1 0

(e) Motor cars and motor cycles charged with electricity, gas oil or petrol (small electric battery and coil usually affixed to petrol-propelled vehicles excepted) will not be accepted for conveyance by train or for storage in Cloak-room.

(f) Petrol may be booked by passenger train at ordinary prepaid parcels rates in a vessel not attached to a motor vehicle, provided that the total quantity conveyed by any one train shall not exceed twelve gallons, and that no vessel shall contain more than five gallons. The full amount of twelve gallons petrol per passenger train may be accepted for one consignee provided that no other person wishes to consign petrol by the same train.

(g) The petrol so consigned will only be conveyed when contained in iron or steel vessels, so substantially constructed as not to be liable, save by gross negligence or extraordinary accident, to be broken or become defective or insecure in transit. Every such vessel must be so constructed and maintained that no leakage, whether of liquid or vapour, can take place therefrom.

(h) Every such vessel when used for transporting petrol shall have attached thereto a metallic or enamelled label stating in conspicuous characters the description of the petrol with the addition of the words "highly inflammable" legibly and indelibly stamped or marked thereon, with the addition of the name and address of the owner. The name and address of the consignee (if consigned to other than the owner) must also be attached to the vessels.

(i) Every such vessel shall have an air space equal to one-tenth of its capacity to allow for expansion of the petrol.

(j) No petrol will be accepted for conveyance by passenger train unless the consignment is accompanied by a declaration from the consignor in the following terms, viz. :—

I hereby declare that the petrol herewith consigned by me is in every respect in accordance with the regulations of the Railway governing the transport of petrol by passenger train, and that an air space of one-tenth of its capacity was left in the vessel at the time of filling.

Signed _____.

Date _____.

(k) Petrol will not be conveyed by passenger train under any other circumstances, but will be treated as explosives and sent by goods trains on the days fixed for conveyance of explosives.

(l) The following form of declaration must be signed by the owner or responsible agent of the owner of any motor vehicle before the vehicle can be accepted for conveyance by train, or, in the case of motor cycles, for storage in the station Cloak-rooms :—

I hereby declare that the motor _____, which I require to be despatched by rail from _____ station (or deposited in the Cloak-room or left at _____ station), is not charged with electricity, gas, oil, or petrol (small electric battery and coil affixed to

petrol-propelled vehicles excepted), and I hereby agree to indemnify the Ceylon Government against all damage, loss, or expense which may arise out of, or be incurred in consequence of, such transport or storage.

Signed ———.

(m) Return empty vessels in which petrol has been conveyed by railway will be charged at half parcels rates.

The screw plugs or caps of the empty vessels must be securely fastened.

33 Bulls, cows, oxen, and elk are conveyed at owner's risk, and when conveyed by passenger train under special agreement are put into a horse-box and charged 25 per cent. more than horses.

If bulls, &c., are loaded in a horse-box with horses, each bull will be charged 25 per cent. more than the corresponding horse rate as laid down in clause 30.

The minimum charge made for conveyance of bulls, &c., in a horse-box will be as for one cattle truck, *vide* clause 49 of Goods Regulations.

34 Imported live stock.—Live stock imported from England and Australia, and entire bulls imported from India, introduced for stock purposes, will be conveyed by railway at half the ordinary rates, on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by railway at the reduced rate is claimed, are *bonâ fide* imported animals, and that they are being conveyed by railway solely for stock purposes.

35 Liability and insurance of animals and vehicles.—The Government will not be accountable for any horses, cattle, sheep, pigs, dogs, and other animals, unless the same be entered and signed for as received by them, and they will not be responsible for any loss of or injury to any horse, beast, sheep, pig, dog, or other animal in the receiving, forwarding, or delivering of the same, if such loss or injury be occasioned either by the kicking, plunging, or unruliness of the same, or in the loading or unloading, or from suffocation, or exposure to heat or cold, or from being trampled on, or by any other cause or means whatever except the neglect or default of the Railway or its servants.

The Government further give notice that no greater damage shall be recovered for the loss of, or for any injury done to, any of such animals, beyond the sums hereinafter mentioned: that is to say, for any horse, Rs. 500; for any neat cattle, per head, Rs. 500; for any sheep, pigs, or dogs, per head, Rs. 20—unless the person sending or delivering the same shall, at the time of such delivery, have declared them to be respectively of higher value than as above-mentioned, in which case it shall be lawful to demand and receive by way of compensation for the increased risk and care thereby occasioned, a reasonable percentage upon the excess of the value so declared above the respective sums so limited as aforesaid, and which shall be paid in addition to the ordinary rate of charge, namely, a percentage of 5 per cent. will be charged in addition to the usual charge for conveyance upon any excess in the declared value of horses and neat cattle, and 2 per cent. in the case of other animals, over and above the amounts so fixed as aforesaid.

Notice is hereby further given that all declarations of the value of horses or other animals, where such value exceeds the above

sums respectively, must be signed by the sender thereof or by his agent before they can be received for transmission by the railway.

The senders of horses, cattle, &c., are hereby also informed that the Government will not be responsible for damage or injury of any kind happening to such animals after arriving at the station to which they are conveyed; but the same will be retained at or forwarded from such stations at the risk and expense of the sender. It is recommended that the parties for whom they are intended should send their own agent to the station to receive the same.

The Government further give notice that their liability for damage to carriages and other vehicles whether conveyed in a carriage truck, wagon, or other vehicle and whether conveyed by passenger or goods train is limited to the amounts stated below, unless at the time of delivery the value is declared to be higher than below mentioned, and in addition to the usual charge for conveyance a percentage of 5 per cent. is paid upon any excess in the declared value over and above the amounts herein fixed, viz. :—

	Rs.
Motor cars	250
Ordinary carriages	150
Motor bicycles and tricycles	100
Ordinary bicycles, jinrickshas, and other vehicles mentioned in clauses 45 and 46, of the railway coaching rules	50

36 Spotted deer, pigs, calves, sheep, or goats for conveyance in guards' vans are not received unless they are in crates or nets,—so as to prevent injury to luggage. They will not be accepted for conveyance on the railway in sacks or with their legs tied. The charges are: if weighing 112 lb. and under, 2 cents per mile over the Main, Coast, and Branch Lines below Nawalapitiya, and 4 cents per mile over the Main Line and Branches above Nawalapitiya; if weighing over 112 lb., at ordinary parcels rates. Minimum charge, 50 cents each.

37 Donkeys, if conveyed in a horse-box, are charged horse rates, two donkeys if conveyed in one horse-stall being charged as one horse. If conveyed in cattle truck, 25 cents per mile. They will not be conveyed in guards' vans. The minimum charge for a cattle truck is Rs. 5.

38 Small animals and poultry.—Puppies, sucking pigs, cats, mongooses, monkeys, mouse deer, ferrets, rabbits, and such small animals, also poultry and other birds, are only carried in strongly-made square crates or hampers, and they are charged for by weight at parcels rates.

39 Dogs.—(a) Dogs when conveyed in cases, crates, or hampers will be charged for by weight at parcels rates: when in dog locker 25 cents each for every twenty-five miles or part of twenty-five miles.

(b) All dogs brought for conveyance in the dog locker must be provided with chain, and leather or metal collar in good order, and any dog not so secured will be refused, unless a letter of indemnity is furnished.

(c) Special lockers are provided for dogs. No person is allowed to take any dog into a passenger carriage except with the consent of the Station Master at the starting station, and also with the concurrence of the fellow-passengers, and then only on prepayment

of a double rate for each dog. The acceptance of a dog at the double rate for carriage with the owner is subject to the condition that it shall be removed if subsequently objected to, no refund being given.

(d) Dogs carried in horse-boxes are charged the ordinary rate per dog with a minimum charge as for one horse.

(e) Dogs carried in cattle trucks are charged for at cattle truck rate.

(f) The Government will not be responsible for the loss of or injury to any dog which may escape from the custody of the Railway staff either in consequence of the animal becoming unmanageable or slipping its collar or by the breakage of the chain or collar by which it is secured.

40 Corpses.—The rate for the conveyance of a corpse is 50 cents per mile over the Main, Coast, and Branch Lines below Nawalapitiya and Re. 1 over the Main Line and Branches above Nawalapitiya. The minimum charge will be at the above rates as for ten miles, and charge must be prepaid. A corpse will not be conveyed by train unless secured in an air-tight coffin, and accompanied by a medical certificate that the cause of death was not an infectious disease, and some responsible person, who will be required to pay the ordinary fare for the class of carriage occupied, must travel by the same train to take charge of and remove the corpse at its destination.

The conveyance of a corpse by any particular train cannot be guaranteed unless sufficient notice is given to enable a vehicle to be provided for its reception.

Special attention is directed to the following by-laws made by the Municipal Councils of Colombo, Kandy, and Galle, and confirmed by His Excellency the Lieutenant-Governor in Executive Council, with effect from the 1st December, 1899 :—

By-laws under section 5 of Ordinance No. 2 of 1894.—(a) The corpse of every person dying within the Municipal towns of Colombo, Kandy, and Galle, shall be buried or cremated in one of the general cemeteries provided for the said towns of Colombo, Kandy, and Galle, or in a burial ground or cremation ground duly registered as such.

(b) No person or persons shall remove, or cause, suffer, or permit to be removed the corpse of any person dying within the said towns of Colombo, Kandy, and Galle, outside the limits of the said towns, for the purpose of burying or cremating such corpse in any burial ground or place other than a general cemetery provided for the said towns of Colombo, Kandy, and Galle, or a duly registered burial ground or cremation ground for the said towns of Colombo, Kandy, and Galle, provided that it shall be lawful for the Chairman of the Municipal Council of the said towns of Colombo, Kandy, and Galle, or in his absence the Secretary of such Council, upon application made to him in that behalf and on good and sufficient cause shown, to make order by writing under his hand that the corpse of any person named in the order may be buried or cremated in some burial ground or place outside the limits of such towns. Provided further that should the said Chairman or Secretary fail within six hours of the delivery of such application to him (or to the Secretary or Sanitary Officer of the Municipal Council of the said towns) to make order upon the said application, then it shall be lawful for any person to remove the corpse for burial or

cremation in some burial ground or place outside the limits of such towns. Proof of the delivery and time of the delivery of such notice shall be on the party making such application.

41 Parcels.—(a) The Booking Offices will be open on each week day for the receipt and delivery of parcels, horses, carriages, dogs, and live stock booked by passenger train from half an hour before the first train arrives at or departs from the station until half an hour after the last train has arrived at or departed from the station. On Sundays, Good Friday, and Christmas Day the offices will be open from half an hour before the arrival or departure of each train until half an hour after its arrival.

(b) Parcels should be delivered at the stations at least twenty minutes before the departure of the train by which they are intended to be forwarded. They should in all cases be fully and plainly addressed and securely packed.

When more parcels than one are sent to the same consignee by the same train, they are charged separately, unless sent by the same consignor.

(c) The Government do not guarantee the despatch of parcels by any particular train, nor will they be responsible for their arrival at any station by any specified date or train.

(d) The Government do not undertake the delivery of parcels or letters, and are not bound to advise consignees of the arrival of the same.

(e) When a parcel is not claimed within twenty-four hours of receipt at the station to which it has been booked, it is subject to Cloak-room charges.

All packages, from whomsoever received or to whomsoever belonging, are subject to a lien for freight and Cloak-room charges due thereon; and if after the expiration of one month after the Railway first received the packages, the money due be not paid, they may be sold by auction and the proceeds applied towards the liquidation of such lien and expenses, or the General Manager may recover any such sum by action at law.

(f) If a receipt is required for parcels handed in for despatch, or for the freight charges paid thereon, the sender must send to the station a receipt form with particulars duly filled in.

The Railway staff are not expected to fill in particulars on receipt forms, but only to sign them and enter the weight and the amount of the freight charges paid.

The Railway form of consignment note is only intended for use in connection with the despatch of articles by goods train at goods rates, and these forms will not be accepted by the Railway for articles tendered for conveyance at parcels rates, unless they are clearly endorsed "By passenger train" in ink. If consignment notes are tendered without this endorsement, the articles will be forwarded by goods train at goods rates and subject to goods regulations.

(g) The liability of Government with regard to parcels and the conditions for the insurance of the same are shown in clauses 55 and 56.

(h) Parcels will be conveyed from station to station at the rates as given in the following table :—

Rates for Ordinary Parcels.

Between Stations on the Main, Coast, and Branch Lines below Nawalapitiya.

Distance to be conveyed.	Not over 7 lb.		Over 7 lb. and not over 14 lb.		Over 14 lb. and not over 21 lb.		Over 21 lb. and not over 28 lb.		Over 28 lb. and not over 42 lb.		Over 42 lb. and not over 56 lb.		Over 56 lb. and not over 70 lb.		Over 70 lb. and not over 84 lb.		Over 84 lb. and not over 98 lb.		Over 98 lb. and not over 112 lb.		For 28 lb. or any part of it when the Parcel weighs more than 112 lb.				
	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.	Rs.	c.		
Over 25	10	0 15	15	0 25	20	0 30	25	0 35	30	0 40	35	0 45	40	0 50	45	0 55	50	0 60	55	0 65	60	0 70	65	0 75	
" 35	15	0 25	20	0 30	25	0 35	30	0 40	35	0 45	40	0 50	45	0 55	50	0 60	55	0 65	60	0 70	65	0 75	80	0 85	
" 45	20	0 35	25	0 40	30	0 45	35	0 50	40	0 55	45	0 60	50	0 65	55	0 70	60	0 75	65	0 80	70	0 85	90	0 95	
" 55	20	0 40	25	0 45	30	0 50	40	0 55	45	0 60	50	0 65	55	0 70	60	0 75	65	0 80	70	0 85	90	0 95	100	1 00	
" 65	25	0 50	30	0 55	35	0 60	50	0 65	55	0 70	60	0 75	65	0 80	70	0 85	75	0 90	80	0 95	100	1 00	1 05	1 10	
" 75	30	0 60	35	0 65	40	0 70	60	0 75	65	0 80	70	0 85	75	0 90	80	0 95	75	1 00	90	1 00	1 10	1 20	1 30	1 40	
" 85	30	0 65	35	0 70	40	0 75	65	0 80	70	0 85	75	0 90	80	0 95	85	1 00	80	1 10	100	1 10	1 20	1 30	1 40	1 50	
" 95	35	0 70	40	0 75	45	0 80	70	0 85	75	0 90	80	0 95	85	1 00	90	1 00	85	1 10	100	1 10	1 20	1 30	1 40	1 50	
" 105	35	0 75	40	0 80	45	0 85	75	0 90	80	0 95	85	1 00	90	1 00	95	1 05	90	1 00	110	1 10	1 20	1 30	1 40	1 50	
" 115	40	0 80	45	0 85	50	0 90	80	0 95	85	1 00	90	1 00	95	1 05	100	1 10	95	1 05	115	1 15	1 25	1 35	1 45	1 55	
" 125	40	0 85	45	0 90	50	0 95	85	1 00	90	1 00	95	1 05	100	1 10	100	1 10	100	1 10	120	1 20	1 30	1 40	1 50	1 60	
" 135	45	0 90	50	0 95	55	1 00	90	1 00	95	1 05	100	1 10	100	1 10	105	1 15	100	1 10	130	1 30	1 40	1 50	1 60	1 70	
" 145	50	0 95	55	1 00	60	1 05	95	1 05	100	1 10	105	1 15	110	1 15	110	1 20	110	1 20	140	1 40	1 50	1 60	1 70	1 80	
" 155	55	1 00	60	1 05	65	1 10	100	1 10	105	1 15	110	1 20	115	1 20	115	1 25	115	1 25	150	1 50	1 60	1 70	1 80	1 90	
" 165	55	1 05	60	1 10	65	1 15	105	1 15	110	1 20	115	1 25	120	1 25	120	1 30	120	1 30	160	1 60	1 70	1 80	1 90	2 00	
" 175	60	1 10	65	1 15	70	1 20	110	1 20	115	1 25	120	1 30	125	1 30	125	1 35	125	1 35	170	1 70	1 80	1 90	2 00	2 10	
" 185	65	1 15	70	1 20	75	1 25	115	1 25	120	1 30	130	1 35	130	1 40	130	1 45	130	1 45	180	1 80	1 90	2 00	2 10	2 20	
" 195	65	1 20	75	1 25	80	1 30	120	1 30	130	1 35	135	1 40	135	1 45	135	1 50	135	1 50	190	1 90	2 00	2 10	2 20	2 30	
" 205	65	1 25	80	1 30	85	1 35	125	1 35	140	1 40	140	1 45	140	1 50	140	1 55	140	1 55	200	2 00	2 10	2 20	2 30	2 40	
" 205 miles, for every 10 miles or part of 10 miles	5	0 5	5	0 10	5	0 10	10	0 15	5	0 10	10	0 15	5	0 10	10	0 15	5	0 10	5	0 10	5	0 15	5	0 20	5

Parcels conveyed over the Main Line and Branches above Nawalapitiya are charged double the above rates.

NOTE.—When parcels weighing over 1 cwt. are conveyed by passenger train the charge will be at the 112 lb. rate for every full cwt., and every additional fraction of 1 cwt. will be charged according to the last column of this rate table, unless the charge for the full cwt. is lower.

42 Perishables and library books at reduced rates.—(a) Poultry and pigeons (in crates or baskets with flat tops and bottoms sufficiently strong to admit of other packages being placed upon them), fish, game, fresh or frozen meat, fresh butter, bread, pastry, vegetables, fruit, cut flowers (cocoanut and arecanut flowers excepted), plants and cuttings, eggs, yeast, milk, cream, papaw juice, potatoes, and yams will be conveyed at owner's risk at half parcels rate. The freight on these must be prepaid. Minimum charge, 10 cents.

(b) Drinking water, ice, and also fish, poultry, game, and fresh meat packed in ice, will be conveyed at owner's risk at one-fourth parcels rate provided that not less than one pound weight of ice for each pound weight of fish, poultry, game, or fresh meat is provided at the time the consignment is tendered for conveyance by the railway. The freight on these consignments must be prepaid. Minimum charge, 10 cents.

(c) Packages of books to and from circulating libraries will be conveyed at half parcels rate at owner's risk. Minimum charge 10 cents.

(d) To obtain the benefit of these reduced rates the contents of the parcel must be clearly specified in English on the label.

NOTE.—Packages of moss, ferns, branches, and leaves for decorative purposes are charged at full parcels rates, and if bulky in proportion to weight will be charged 50 per cent. extra in terms of clause 48. Poultry and pigeons not contained in crates or baskets in accordance with the conditions in para (a) will be charged at 50 per cent. increase upon the ordinary parcels rate.

43 Empty return packages in which articles specified in clause 42 have been conveyed by rail, will be charged at one-fourth parcels rate. Minimum charge, 10 cents. The freight on these must be prepaid. Returned empties can only be sent back at these reduced rates from the station at which they were received full on the outward journey, and to the station from which they were despatched full, and the label must show the date on which received and the station from which received full.

44 Scientific and musical instruments will be conveyed only on payment of 50 per cent. increase upon the ordinary parcels rates, and will be carried at owner's risk, unless insured in terms of clause 56. Organs, pianofortes, or harmoniums, whether loaded in road van belonging to sender or packed in cases, will only be conveyed by passenger train in carriage truck at carriage rate.

45 Bicycles (not packed) when sent as parcels or carried as passengers' luggage will be conveyed at owner's risk, at 1 cent per mile over the Main, Coast, and Branch Lines below Nawalapitiya, and at 2 cents per mile over the Main Line and Branches above Nawalapitiya. Minimum charge, 25 cents. For charges for motor bicycles see clause 32.

46 Invalid and bath chairs, perambulators, mail carts, jinrickshaws, barrel and piano organs on wheels, portable harmoniums, large rocking horses, and ordinary tricycles will be conveyed at owner's risk by passenger train at double the rates for bicycles. Minimum charge, 50 cents.

Children's toy bicycles, tricycles, and rocking horses will be conveyed at owner's risk by passenger train at ordinary parcels rates. For charges for motor tricycles see clause 32.

47 Combustible and dangerous materials.—The Government will not undertake to convey the following articles as parcels, viz.:—Gunpowder, fireworks, vitriol, aquafortis, turpentine, matches, mineral oils or acids, or any other combustible or dangerous materials.

Any person contravening this regulation will be liable to prosecution under section 28 or 29 of the Railway Ordinance.

For conditions under which the above articles are conveyed, see Goods regulations.

EXCEPTION.—For rules for conveyance of petrol at parcels rates by passenger trains, see clause 32.

48 Light, frail, and bulky packages.—Packages of a light or frail nature, or such as are bulky in proportion to their weight, and parcels containing brittle articles, such as glass, china, or porcelain, are charged 50 per cent. increase upon the ordinary parcels rates. For conditions as to the liability of Government for such packages and parcels and for rates of insurance for the same see clauses 55 and 56.

NOTE.—This regulation does not apply to packages containing empty bottles, bottles of milk, aerated waters, beer, wine, or spirits, nor to earthenware.

49 Valuable articles.—(a) Valuable articles, such as plate, bullion, money, bills, deeds, notes or securities, precious stones, jewellery, trinkets, watches and clocks, will be conveyed as parcels at 50 per cent. increase on the ordinary parcels rates, and they must be insured at a charge of 1 per cent. on the declared value, the minimum charge for insurance being Re. 1. The charge for insurance is in addition to the charge for freight, which must be prepaid. For conditions of insurance see clause 56.

(b) Specie in copper from the General Treasury in charge of a peon is conveyed at half ordinary parcels rates.

50 Gifts of provisions, flowers, clothing, books, newspapers, and literature for the general use of patients in the under-mentioned hospitals are conveyed to the stations named free of charge, if addressed to the proper official as shown below, and if a signed certificate stating that the contents are gifts for the use of inmates is attached to the parcel:—

Name of Hospital.	Official to whom Parcel must be addressed.	Station to which Parcel must be addressed.
1. Civil Hospital ...	Medical Superintendent	Maradana Junction
2. Smallpox Hospital ...	Medical Officer in Charge	Maradana Junction
3. Eye Hospital ...	Medical Officer in Charge	Maradana Junction
4. Military Hospital ...	Medical Officer in Charge	Fort or Slave Island
5. Home for Incurables ...	Honorary Secretary ...	Maradana Junction
6. Little Sisters of the Poor	Sister in Charge ...	Maradana Junction
7. St. Margaret's Home ...	Sister in Charge ...	Maradana Junction or Kollupitiya
8. Lady Havelock Hospital	Medical Officer in Charge	Maradana Junction
9. Hospitals, Mission ...	The Secretary ...	Colombo
10. Leper Asylum, Hendala	Medical Superintendent	Maradana Junction
11. Civil Hospital ...	Medical Officer in Charge	Kandy
12. Military Hospital ...	Medical Officer in Charge	Diyatalawa
13. Soldiers and Sailors Home ...	Honorary Secretary ..	Colombo

No charge will be made for the return of empty baskets, made of cane or rattan, in which such gifts have been carried, provided the officer in charge of the institution certifies on the address label that the gifts have been used for the purpose stated.

51 Weights.—The Government are not bound by any weights inserted by consignors on their forwarding orders, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the Railway Department; nor will the Government admit any responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness between buyer and seller, such weights being taken merely for the purpose of calculating freight charges.

52 Perishable articles.—(a) The freight on all articles of a perishable nature must be prepaid.

(b) Perishable articles sent to a station without money to prepay the freight charges will not be refused (cut flowers excepted), but will be booked, freight to pay at destination station, at full parcels rates.

(c) All perishable articles will be accepted for conveyance, only at owner's risk, irrespective of the rate charged.

(d) Perishable articles refused by consignees or not claimed within twelve hours after arrival at the receiving station will be sold. No advice will be sent to consignors, but should the freight not have been prepaid and the amount realized by the sale of the articles be insufficient to cover the full amount of the freight charges due, the consignors will be required to pay the balance.

53 Amounts undercharged by the Railway staff may be subsequently recovered. Goods, luggage, &c., are liable to be detained and sold and the proceeds utilized to clear the charges due and expenses incurred by the Railway.

54 Cheques or other orders for payment of money are not accepted in payment of the charges for conveyance of passengers, parcels, &c., unless authorized by the General Manager.

55 Liability.—The Government are not liable for loss of or damage to any parcel valued at over Rs. 20, unless it has been insured.

56 Insurance.—(a) The charge for insurance, which must be prepaid, is 1 per cent. on the value (minimum charge Re. 1), to be declared in writing at the time of booking.

(b) Application for the insurance of any package valued at Rs. 500 or upwards is to be made to the General Manager, Colombo. Station Masters are authorized to accept insurance rate on packages valued at less than Rs. 500.

(c) Before any packages for conveyance as luggage or parcels can be insured, the owner or sender must satisfy the officer in charge of the forwarding station that they are securely packed and sealed with a legible seal in such a manner as to prevent the packages being opened without breaking the seals. A declaration of the contents must also be given in writing.

(d) The Railway reserves the right of inspecting, before effecting any insurance, all packages delivered to them for insurance, to

ascertain that the contents are in accordance with the declaration and are in good condition and well packed; also of calling upon the consignee to open the package at the station of destination.

57 Coolies.—Coolies shall be conveyed at the reduced rate of $1\frac{1}{2}$ cent. per mile on the Ceylon Government Railway as follows :—

- (a) From Tataparai to Ragama, only on production to the Superintendent of Immigration, Tataparai Depôt, of tin tickets issued by Superintendents of registered estates or by the Public Works, Irrigation, or Railway Construction Departments.
- (b) From Ragama to stations on the Ceylon Government Railway beyond Lunawa on the Coast Line, Ragama on the Main Line, and Pannipitiya on the Kelani Valley Line, only on production of tin tickets issued by Superintendents of registered estates, or by the Public Works, Irrigation, or Railway Construction Departments.
- (c) Between other stations on the Ceylon Government Railway, only on production of certificates issued by Superintendents of registered estates, or by the Public Works, Irrigation, or Railway Construction Departments.
- (d) From stations on the Ceylon Government Railway beyond Lunawa on the Coast Line, Ragama on the Main Line, and Pannipitiya on the Kelani Valley Line, to stations on the South Indian Railway or to Tuticorin, only on production of certificates issued by Superintendents of registered estates, or by the Public Works, Irrigation, or Railway Construction Departments.
- (e) Children of coolies to be charged as adults.
- (f) The minimum fare for each cooly to be 25 cents.
- (g) Coolies travelling at the reduced rate are only entitled to such free baggage as they may take with them in the carriage, and this must in no case exceed 28 lb. Government will not be responsible for loss of or damage to such baggage.
- (h) Books of certificate forms will be supplied, free of charge, on application in writing to the General Manager of the Railway, Colombo, only to Superintendents of registered estates and to officers of the Public Works, Irrigation, or Railway Construction Departments, and no other form of certificate will be accepted. The names of all coolies must be inserted on the back of the certificates in the columns provided for the purpose by the person who issues the certificates, and his signature must appear below the names.
- (i) "Cooly" means every labourer and kangany employed, about to be employed, or discharged from employment on an estate or on any public works in other than domestic labour.
 "Estate" means any land in which labourers are employed, and of which ten acres or more are actually cultivated.
- (j) These certificates must not be issued to coolies travelling on pilgrimage or other private affairs within the Island.

RULES AND RATES FOR THE CONVEYANCE OF GOODS TRAFFIC.

All prior Regulations, Rates, and Classification Lists not in accordance with the subjoined are hereby cancelled.

1. The Ceylon Government give public notice that they will not be accountable for any articles unless the same be signed for as received by their clerks or agents.

2. Nor will they be responsible for the loss of, or damage done to, money in cash, or bills or promissory notes, or securities for money, or jewellery, trinkets, rings, precious stones, bullion, gold and silver manufactured or unmanufactured, gold and silver plate, or plated articles, clocks, watches, timepieces, marbles, lace, furs, silks in a manufactured or unmanufactured state and whether wrought up or not wrought up with other materials, writings, title deeds, prints, paintings, maps, engravings, pictures, stamps, or other valuables; nor for damage done to china, glass, wearing apparel, musical instruments, furniture, toys, castings, or any other such frail or fragile articles, in packages or otherwise, unless the same be declared as such, and insured according to their value, and paid for at the time of delivery to the Railway.

3. Nor for the loss of, or damage to, goods put into returned wrappers or boxes or packages described as empties; nor for the loss of, or damage to, any goods left until called for, or to order, or warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned.

4. Nor for the loss of, or damage to, any packages insufficiently or improperly packed, marked, directed or described, or containing a variety of articles liable by breakage, to damage one another or other articles; nor for leakage, arising from defective casks, cases, tins, or drums, or bad cooperage, or from fermentation.

5. Nor for any loss of or damage to any goods whatsoever, by reason of accidental or unavoidable delays in transit or otherwise.

6. Nor will they bind themselves to forward goods from any station by any particular train, nor guarantee delivery within any specified time.

7. Nor will they hold themselves bound by any weights inserted by consignors on their consignment notes, as freight charges are calculated on the weights obtained, when necessary, by weighing on the weighing machines of the railway Department; nor do they admit any responsibility in respect of the weights thus arrived at, either as a basis of claim for shortage or as regards their absolute correctness as between buyer and seller,

the weights taken on the railway weighing machines being merely for the purpose of determining the amount of the freight charges.

If the owner of goods conveyed by railway should doubt the weight on which the freight charges have been based, the goods will be reweighed on payment of a reweighing charge of 25 cents per ton. Minimum charge 25 cents. If the difference is found to be 28 lb. or more per ton, the charge made for reweighing will be refunded and the freight charges rectified. If the difference is less than 28 lb. per ton, the original weight on railway invoice will be considered correct.

8. Nor will they undertake (except on the special conditions laid down in clauses 43 to 46 inclusive) the carriage of dangerous articles, and senders of any such dangerous articles will be held accountable for any damage arising thereto or therefrom. Senders of dangerous articles are liable to the penalties set forth in clause 28 of the Railway Ordinance, unless the nature of the contents is distinctly marked on the outside of the package containing the same and notice of the contents is given in writing to the Station Master or other Railway official to whom the same shall be delivered for the purpose of being so carried.

9. Nor will they accept cheques in payment of freight charges on goods unless a cash deposit is given as security, full particulars of which may be obtained from the General Manager, Colombo.

10. Rates.—(a) The rates for goods per ton per mile, as limited by the schedule of Ordinance No. 9 of 1902, are :—

First Class.		Second Class.		Third Class.		Fourth Class.		Fifth Class.		Sixth Class.	
From	To	From	To	From	To	From	To	From	To	From	To
c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.	c.
24	59	16	44	12½	25	10	20	8	20	4	16

By Ordinance No. 2 of 1904, special rates for the Uda Pussellewa Section are laid down.

(b) The rates actually charged for haulage per ton per mile are :—

	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.
Over the Main Line above Nawalapitiya ...	c.	c.	c.	c.	c.	c.
Over the Main Line below Nawalapitiya and Kandy to Matale, Polgahawela to Kurunegala, and Kelani Valley Sections ...	46½	31	25	20	20	16
Over the Coast Line and Northern Line north of Kurunegala ^a ...	37½	25	17	12½	10	8
Over the Uda-Pussellawa Line ...	24	16	12½	12½	10	8
44 cents per ton per mile for goods of every description.						

* See Rule 11.

(c) Rice, tea, and manure, and packing materials for tea, rubber, and desiccated coconuts are conveyed over the Main Line above Nawalapitiya at the same rates per mile as charged on the Main Line below Nawalapitiya.

(d) A list of the principal articles of commerce allocated to their respective classifications is published as an Appendix to these rules, together with an alphabetical classification.

(e) Articles not enumerated in the accompanying classification will be charged according to the class in which they are placed from time to time by the Government.

(f) Goods not included in the Appendix to these rules and which have not been specially classified in accordance with paragraph (e) and also packages containing sundry goods will be charged at second class rates.

(g) Goods of the sixth class in quantities of less than 4 tons will be charged for as 4 tons, or at third class rate on actual weight, whichever is lower (see clauses 34 and 35 for exception).

(h) When mixed consignments, consisting of second, third, fourth, or fifth class goods from one consignor to one consignee are tendered for despatch, the total weight of the several classes may be invoiced at the rate of the highest class if this would give a lower freight charge than if the several classes were invoiced separately. (Exception clause 41 (c)). Dangerous articles and articles which are conveyed at owner's risk cannot, however, be classed with ordinary goods of other classes; but if the sender chooses to include upon an owner's risk consignment note ordinary goods with goods of the same class conveyed at owner's risk, they will be charged together as one consignment at owner's risk.

The minimum of 4 tons for sixth class goods can be made up of the various articles entered in the classification under the sixth class.

(i) The above rates for goods do not include collection and delivery, but are only station to station charges. They include conveyance by railway as per paragraph (b) and removal from and to the conveyance by which the goods are brought to or taken from the station, warehouse, or other place duly authorized for the receipt and delivery of goods, for which a charge of twenty-five cents per ton is made on actual weight and is included in the rate, except in cases of "bulky or heavy articles" (see clause 39), which must be loaded into and unloaded from wagons by or at the cost of the owner.

(j) When a minimum mileage charge is made on goods conveyed under clauses 30, 41, 42, and 46 (b), a loading and unloading charge of twenty-five cents per ton will be added.

(k) The Government reserves discretion to decline to undertake the loading or unloading, or both, of unpacked earthenware, chatties, tiles, bottles, slates, and articles of a similar character.

(l) Demurrage, warehouse rent, wharfage, insurance, and other special charges as hereafter specified, will be made in addition to the station to station rates.

11. Special Rates on Northern Line.—(a) A special reduced through rate for consignments of not less than 4 tons is in force between Colombo and stations in the Jaffna Peninsula in both directions, calculated on the following basis, viz., between

Colombo and Kurunegala on ordinary Main Line rates and between Kurunegala and the Jaffna Peninsula on special reduced rates as follows :—

Class of Goods.			Cents.	Class of Goods.			Cents.
First	...	...	18	Fourth	...	...	10
Second	...	...	12	Fifth	...	...	8
Third	...	...	10	Sixth	...	...	6

(b) Goods of every description landed from steamers and boats at Kankasanturai will be conveyed from the Customs premises at that port to Jaffna at the rate of Re. 1 per ton, if forwarded in consignments of not less than 4 tons. This charge includes the cost of loading into trucks at Kankasanturai and unloading from trucks into carts at Jaffna.

No reduction in rates will be granted in the opposite direction between Jaffna and Kankasanturai.

(c) A reduced rate will be charged for copra from stations in the Jaffna Peninsula to Colombo based on a throughout rate of 8 cents per ton per mile (ordinary 6th class rates) for consignments of not less than 4 tons.

(d) Returned empty gunnies from Colombo only, to stations in the Jaffna Peninsula, certified as per clause 38 of the Goods regulations (*i.e.*, returned empties of genuine consignments of copra by rail), will be conveyed at the following rates :—

(a) 8 cents per ton per mile throughout (ordinary 6th class rates) for lots of one ton and over.

(b) 10 cents per ton per mile throughout (ordinary 5th class rates) for lots of less than one ton, or as for one ton at ordinary 6th class rates, whichever is lower.

(e) Manufactured tobacco (including cigars), dry fish, and chillies from stations in the Jaffna Peninsula to Colombo only, will be conveyed at ordinary 4th class rates, and will be subject to the special reduction shown in paragraph (a), if tendered in consignments of not less than three tons.

(f) Unmanufactured tobacco from stations in the Jaffna Peninsula to Colombo only, will be conveyed at ordinary 5th class rates, and will be subject to the special reduction shown in paragraph (a), if tendered in consignments of not less than three tons.

11a. Goods Rates on the Northern Line.—With reference to the Notification published in *Government Gazette* of January 19, 1906, the following additional concessions made by His Excellency the Officer Administering the Government came into operation on Monday, September 2, 1907 :—

(1) In order to obtain advantage of the special reduced rates for 4-ton lots from stations in the Jaffna Peninsula to Colombo, it will not be necessary for the consignments to be only from one consignor to one consignee.

(2) Returned empty gunny bags in which copra has been transported by rail from stations in the Jaffna Peninsula to Colombo will be conveyed at the special reduced rate of Rs. 10 per ton (50 cents per cwt.), subject to the usual conditions governing the transport of returned empties.

(3) As an experiment for six months, the rate from Colombo to stations in the Jaffna Peninsula for mixed consignments of 2nd

3rd, and 4th class goods in minimum consignments of 4 tons will be reduced to 8 cents per ton per mile throughout, viz., the ordinary 6th class rate.

(4) As an experiment for six months, the rate for grain and tobacco from Vavuniya to Jaffna in 4-ton lots will be reduced to the ordinary 6th class rate of 8 cents per ton per mile, viz., Rs. 7-37.—*Government Gazette*, August 30, 1907.

12. Minimum and Fractional Charges.—(a) Single and separate packages under 56 lb. in weight will be accepted as goods and charged as for 56 lb.

(b) The fractional part of half a hundredweight of goods will be reckoned as half a hundredweight.

(c) The minimum charge for a consignment of goods is 25 cents.

(d) When not specially provided, the minimum distance on which a mileage charge will be made is ten miles.

(e) The fractional part of 1 cent will be charged as 1 cent, and the fractional part of a mile will be charged as one mile.

(f) In calculating the charges on integral parts of a ton, fractions of 10 cents in the rates per ton will be charged as follows:—

Cents one to five will be dropped, and cents six to nine will be charged as ten cents.

Rate per Ton.		<i>Example.</i>			
Rs. c.		Figures on which Integral Parts of a Ton will be calculated.			
Rs.	c.			Rs.	c.
1	5	...	...	1	0
1	6	...	...	1	10
1	54	...	...	1	50
1	57	...	...	1	60

(g) A *Bogie Wagon* (*i.e.*, 8-wheeled) is reckoned as two ordinary (*viz.*, 4-wheeled) wagons.

Wherever "wagons" are mentioned in these rules it is understood that 4-wheeled wagons are referred to.

13. Special trains or reserved accommodation for goods will be charged for at special rates. For particulars apply to the General Manager, Colombo.

14. Hours of Business.—Goods offices are open for the receipt and delivery of goods at all goods stations from 7 A.M. to 5 P.M. daily (Sunday, Christmas Day, and Good Friday excepted), after which latter hour goods can neither be received nor delivered.

15. Lien on Goods.—All goods from whomsoever received or to whomsoever consigned or belonging are subject to a lien for any sums due by such consignor, consignee, or owner for freight, undercharges, demurrage, wharfage, or warehouse rent; and if such sums due have not been paid at the expiration of one month from the date on which the goods were detained, they may be sold by auction and the proceeds applied towards the payment of all sums due, including freight, undercharges, demurrage, wharfage, or warehouse rent, for the goods so detained, or the General Manager may recover the sums due by action at law.

16. Consignment Notes.—(a) Every consignment of goods must be legibly addressed in English or clearly marked as per clause 17, and must be accompanied by a consignment note (in a form approved by Government) written in English and signed by the consignor or his agent in which the description of the goods is clearly set forth.

Distinctive forms are used for—

- (1) Ordinary goods.
- (2) Goods conveyed at owner's risk.
- (3) Dangerous articles.

(b) Goods will not be despatched from any station if the marks and description set out in the consignment note and receipt do not agree (see clauses 17 and 18).

(c) Printed consignment notes may be obtained free of charge at any goods station.

(d) Officers and servants of the Railway are not permitted to write out consignment notes on behalf of consignors.

17. Marks.—Goods will not be accepted for conveyance by train unless each article or package has firmly affixed to it a label legibly addressed in English, or bears such distinctive marks or letters as will enable the Railway officials to identify it. Plantains must be marked on the stem of each bunch.

The marks must be set out in detail on the consignment note and receipt (see clauses 16 and 18). All old marks or labels must be effaced.

This rule does not apply to truck loads of articles conveyed under clauses 41 and 42.

18. Railway Receipts.—Receipt forms (which are attached to consignment note forms) must be sent by consignor with the goods, with particulars of consignment duly filled in. The Railway staff do not fill in the particulars in receipt forms, but only sign them and enter the amount of freight charges if prepaid.

Before goods can be delivered, the railway receipt granted to the sender at the despatching station must be duly endorsed by the consignee and given up at the receiving station, except where Station Masters are authorized to make an exception in the case of well-known consignees. In such cases the Government will not be responsible for any errors in delivery when the goods are removed without production of the receipt granted to the sender. The goods delivery book or delivery note must also be signed before the goods are removed.

19. Indemnity Notes.—When the railway receipt is lost, the consignee may obtain delivery of the goods by signing an indemnity note bearing a revenue stamp value Rs. 2.50. At minor stations where such stamps are not procurable, an unstamped indemnity note will be accepted on the deposit of the sum of Rs. 2.50.

If the railway receipt is given up within seven days of the delivery of the goods, the value of the stamp or deposit will be refunded.

20. Notice of Arrival of Goods.—(a) It is to be distinctly understood that the Railway is not bound to issue advice of the arrival of goods, but only does so in certain cases for the convenience of consignees and to ensure quicker delivery. Notice of arrival of goods is generally issued at the principal stations to consignees whose addresses are known. *The non-receipt of such notice by consignees does not involve the Government in any responsibility nor does it in any way relieve consignees of liability for warehouse rent, demurrage, or wharfage.*

(b) In the event of the person taking delivery of the goods being unable to sign the delivery book, the possession by the

Railway staff at the destination station of the railway receipt granted to the sender at the forwarding station, or of an order to deliver, signed by the consignee, will be considered as sufficient and conclusive proof of the due delivery of the goods to consignee.

21. Undelivered Goods.—The responsibility of the Government for goods terminates when twenty-four hours have expired after arrival at the station to which they are consigned, and goods other than perishables not taken away within one month after their arrival will be sold by public auction to defray charges. For the disposal of undelivered perishables see clause 25. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M. the latter hour will, for the calculation of the twenty-four hours, be considered the hour of arrival.

22. Warehouse Rent.—(a) All goods left on the railway premises beyond the day after their arrival, with the exceptions stated below, either for the convenience of or by the desire or neglect of the consignors or consignees, will be at the owner's risk, and will be subject to a rent charge of 4 cents per hundred weight per diem (exclusive of Sundays) with a minimum charge as for 1 cwt. and as for one day. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the purpose of warehouse rent, be considered the hour of arrival.

(b) Consignees residing more than 2 miles and not exceeding 10 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the second day after arrival.

Consignees distant more than 10 and not exceeding 15 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the third day after arrival.

Consignees distant more than 15 miles and not exceeding 20 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the fourth day after arrival.

Consignees distant more than 20 miles from the railway station (outside the Municipal limits of Colombo, Kandy, and Galle) will be allowed free storage up to and including the fifth day after arrival.

(c) In the case of estate traffic intended to be cleared and dealt with by forwarding agents, the goods should be consigned thus:—

To _____ (name of agents) for _____ estate _____ station or to _____ (name of superintendent) _____ estate care of _____ (name of agents) _____ (station).

Advice of the arrival of such goods at destination station will be sent to the forwarding agents only, who as a general rule should remove them not later than the day after their arrival, but, when necessary, free storage will be allowed according to the distance of the estate from the station, *vide* clause No. 20b (except in the case of bulky articles and 6th class goods which must be removed within 24 hours in accordance with clause No. 23).

23. Demurrage on Wagons.—(a) Consignors ordering wagons and not loading them will be liable to a demurrage charge of Rs. 4 per wagon for each day or portion of a day until notice is given that the wagon or wagons will not be required.

(b) In the event of consignors who have ordered and loaded wagons failing to furnish consignment notes on the day on which such wagons are loaded, they will be liable to a demurrage charge of Rs. 4 per wagon for every day or portion of a day they are detained beyond the day of loading.

(c) All wagons containing articles which the railway does not undertake to unload, and which are not discharged within twenty-four hours after their arrival at the station of delivery, will be liable to a demurrage charge of Rs. 4 per wagon for each day or portion of a day (exclusive of Sundays), and no concession will be made (as shown in clause 22) on account of distance. If the goods arrive at the station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the calculation of the twenty-four hours be considered the hour of arrival.

(d) Wagons loaded with sixth class goods will not be unloaded until the consignee has supplied carts or other conveyances into which the goods can be at once transferred, and if delivery is not taken within the prescribed time, the demurrage charge of Rs. 4 per wagon for each day or portion of a day (exclusive of Sundays) will be made, instead of a charge for warehouse rent, as the Government do not supply warehouse accommodation for goods of the sixth class.

(e) The Government, however, reserve to themselves the right of unloading wagons at any time after the expiration of the twenty-four hours at the expense of the consignees, and in every such case warehouse rent or wharfage will be charged.

(f) The conditions regarding demurrage on dangerous goods are shown in clause 46h.

(g) The demurrage charges for eight-wheeled wagons will be double the above charges.

24. Wharfage.—A charge of 10 cents per ton or portion of a ton for each day or portion of a day will be charged on goods, &c., which are not placed in the warehouse, but are left on the Railway ground for the convenience of owners, if not loaded and forwarded by railway within two days. Wharfage will also be charged on such goods which have been conveyed by railway but have not been removed from Railway grounds within the times specified for warehouse rent (*vide* clause 22).

25. Perishable Goods.—(a) Goods of a perishable nature are conveyed at owner's risk. If they are refused by consignee, or not claimed when available for delivery at the station of destination within twelve hours, they are liable to be sold by public auction at the risk of the owner.

(b) *The freight on perishable articles must be prepaid*, except in the case of regular consignors of perishable goods, for whose convenience such goods may be forwarded without freight being prepaid, if the consignor signs a guarantee form and gives a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the General Manager, Colombo.

26. Fruit and Vegetables will be booked by goods trains at goods rates from goods stations above Peradeniya Junction to Coast Line stations, Kollupitiya to Alutgama inclusive, which are not goods stations.

Fruit and vegetables so booked will be conveyed by goods train to Colombo, and will be forwarded from Colombo to the Coast Line stations by passenger train.

27. Goods consigned to Station Masters.—Goods will not be accepted consigned to Station Masters unless intended for their personal use.

28. Insurance.—(a) Any article shown in the classification as accepted for conveyance only at owner's risk may be insured on prepayment (in addition to the freight charge) of 1 per cent. on the value, to be declared in writing at the time of booking. Minimum charge for insurance Re. 1.

(b) Application for the insurance of any consignment of one or more packages valued at Rs. 500 or upwards must be made to the General Manager, Colombo. Station Masters and Goods Agents are authorized to accept insurance rates on packages valued at less than Rs. 500.

(c) Before any consignment can be insured the consignor must satisfy the officer in charge of the forwarding station that it is sufficiently packed and secured. A declaration of the contents must also be given in writing.

(d) The Railway reserves the right of inspecting, before effecting any insurance, all consignments delivered to them for insurance, to ascertain that the contents are in accordance with the declaration and are in good condition and well packed ; also of calling upon the consignee to open the consignment at the station of destination.

(e) The liability for damage to carriages and other vehicles when conveyed as goods in a wagon or other vehicle is limited to the amounts stated below, unless at the time of delivery the value is declared to be higher than below mentioned ; and in addition to the usual charge for conveyance a percentage of 5 per cent. is paid upon any excess on the declared value over and above the amounts herein fixed, viz:—

	Rs.
Motor cars	250
Ordinary carriages	150
Motor bicycles and tricycles ..	100
Ordinary bicycles, jinrickshaws, and other vehicles mentioned in clauses 45 and 46 of the Railway coaching rules	50

29. Valuable Articles, such as plate, bullion, money, bills, deeds, notes or securities, precious stones, jewellery, trinkets and watches, and also clocks valued at more than Rs. 25 each, will not be accepted for conveyance by train as goods at goods rates.

30. Boats and Canoes not requiring special accommodation for their conveyance, and which can be loaded in a four-wheeled wagon along with other goods, will be charged 4 cents each per mile over the Main, Coast, and Branch Lines below Nawalapitiya and 8 cents each per mile over the Main Line and Branches above Nawalapitiya, or on actual weight at third class rate, whichever is higher, subject to a minimum charge of Re. 1.50 each below Nawalapitiya and Rs. 3 each above Nawalapitiya. When the boats and canoes are so large as to require a special wagon or wagons, the charge will be 25 cents per wagon per mile below Nawalapitiya and 50 cents per wagon per mile above Nawalapitiya, or at third class rate on actual weight, whichever is higher.

31. Carts.—Carts on wheels requiring a wagon for their conveyance will be charged :—For each wagon used, same rate as a private

carriage. But carts in packages, and loaded with other goods, will be charged third class rate on actual weight.

32. Petroleum and Liquid Fuel in Bulk.—Petroleum and liquid fuel carried in bulk in special tank wagons will be conveyed at the special rate of 8 cents per ton per mile over the Main, Coast, Kelani Valley, and Branch Lines below Nawalapitiya, and 10 cents per ton per mile over the Main Line above Nawalapitiya.

Return empty tank wagons will be charged at 12 cents per wagon mile.

32a. Transport of Liquid Fuel by Train.—Liquid fuel in consignments of not less than 3 tons will be accepted at any goods station (except as stated below) on the Ceylon Government Railway for conveyance by goods train at 6th class rate, provided that each consignment is from one consignor to the order of one consignee.

If forwarded in quantities of less than 3 tons, the charge will be at 6th class rate, as for 3 tons, or at 3rd class rate on actual weight whichever is lower.

EXCEPTION.—The above rates and conditions will hold good on the Kelani Valley Section of the Ceylon Government Railway on one or two days in the week, which will be notified by the General Manager.

33. Raw Hides.—Raw hides having an offensive smell will be accepted for transport by railway, only in separate wagons, when they will be carried at third class rate charged on a minimum quantity of two tons per wagon.

34. Cotton Seed and Cotton.—(a) For a period of five years commencing from July 1, 1904, cotton seed imported for planting land served by the Northern Extension of the Railway will be conveyed from Colombo to any station between Kurunegala and Kankasanturai by railway free of charge, on a certificate by the sender that it is solely for planting purposes.

(b) During the same period, raw cotton in bales (pressed) will be transported from any station on the Northern Extension to Colombo at sixth class rate when sent in consignments of 1 ton or more.

35. Packing for Tea, Rubber, and Desiccated Coconuts.—Lead, hoop iron, nails, shooks, and other articles used for tea packing or for the packing of tea, rubber, or desiccated coconuts which are entered in the Goods Classification for conveyance at sixth class rates, if certified as such, will be accepted for conveyance by rail in consignments of from 1 to 4 tons at sixth class rates.

36. Unhooped Tea Chests.—Wooden tea chests containing more than 60 lb. of tea, which are not bound or hooped with iron, are accepted and conveyed at owner's risk only.

37. Unwrought Timber.—(a) Unwrought timber, including beams and rough planks sawn, but not planed or adzed, of such sizes as to admit of 3 tons being loaded in any ordinary 4-wheeled wagon will, if sent in consignments of not less than 3 tons per wagon, be charged fifth class rate on actual weight. Consignments of less than 3 tons will be charged at fourth class on actual weight, or at fifth class on 3 tons, whichever is the lesser amount.

(b) Consignments of more than one wagon load will be charged as for a minimum of 3 tons per wagon at fifth class rate, or

the quantity in excess of a full wagon load will be charged on actual weight at fourth class rate, whichever gives the lower freight charge.

38. Returned Empties.—(a) Bags and other packages in which goods have been conveyed by railway, will be returned empty from the original consignee to the original consignor at the reduced rate shown in the classification, viz., fourth class rate provided they do not require special accommodation as per clause 42, page 38.

(b) To obtain this rate the packages must be consigned as "returned empties," and the consignment note must show—

- (1) Name of original consignor ;
- (2) Station from which received full ;
- (3) Date on which received full ;
- (4) Name of person to whom consigned when full.

(c) The freight on "returned empties" *must be prepaid*, except in the case of regular consignors of "return empties," who must sign a guarantee form and give a cash deposit as security for freight. Printed guarantee forms and full particulars may be obtained from the General Manager, Colombo.

39. Bulky or Heavy Articles.—(a) When an 8-wheeled wagon or two or more 4-wheeled wagons are required for the conveyance of boilers, engines, girders, machinery, shafts, masts, logs, beams, and such articles as from their great length or weight cannot be carried in one ordinary 4-wheeled wagon, the minimum charge will be as for 2 tons per wagon for first, second, third, and fourth class goods, 3 tons per wagon for fifth class goods, and 4 tons per wagon for sixth class goods ; but should the freight, if calculated on 2 tons per wagon at third or fourth class rate, amount to less than for 3 tons per wagon for fifth class goods, or 4 tons per wagon for sixth class goods, the lower charge will be made.

(b) All bulky or heavy articles under this clause are conveyed at owner's risk, and the owners must provide the necessary tackle and labour to load and unload them, but the use of the Railway fixed cranes will be granted free of charge, provided the weight to be lifted does not exceed the capacity of the crane (see clause 51 for capacity of cranes).

(c) The usual loading and unloading charge of 25 cents per ton will be deducted from freight on such goods.

(d) All articles measuring more than 14 ft. in length, 7 ft. in breadth, or 7 ft. in height, will be charged as "bulky articles."

(e) On the Uda Pussellawa Section the minimum charge referred to in (a) will be as for 2 tons and the measurements as mentioned in (d) will be 10 ft. in length, 5 ft. in breadth, and 5 ft. in height.

40. Straw, Cadjans, and other Articles specially liable to ignition will not be unloaded into railway warehouses, and if delivery is not taken within the time allowed, demurrage charges will be enforced.

41. Small or Loose Articles.—(a) The Government do not undertake the counting of small articles, such as nuts, plantains bones, bottles, shells, chanks, earthenware, bricks, tiles, shingles, staves, &c.

(b) If small articles of this description are forwarded loose, they will be liable to a minimum charge of 25 cents per wagon per mile over the Main, Coast, and Branch Lines below Nawalapitiya and 50 cents per wagon per mile over the Main Line and Branches above Nawalapitiya, plus the usual loading and unloading charge of 25 cents per ton on the weight of contents; and if delivery is not taken within the time allowed free after arrival, demurrage will be charged. If the freight calculated on actual weight amounts to more than the minimum, the higher charge will be made.

(c) When mixed consignments of loose articles are forwarded in one wagon from the same consignor to the same consignee, the charge will be calculated on the total weight at the rate of the highest class of goods so sent, should such charge amount to more than the minimum charge per wagon.

42. Plants, Straw, Cadjans, Empties, and Packages of a light or frail nature (tea and rubber baskets excepted), requiring special accommodation—*i.e.*, goods of which less than 2 tons ($1\frac{1}{2}$ ton on Uda Pussellawa Section) occupy a whole wagon—will be liable to a minimum charge of 25 cents per wagon per mile over the Main, Coast, and Branch Lines below Nawalapitiya, and 50 cents per wagon per mile over the Main Line and Branches above Nawalapitiya, and if delivery is not taken within the time allowed free after arrival, demurrage will be charged.

43. Liquefied compressed Carbonic Acid Gas.—Liquefied carbonic acid gas will be accepted at Colombo Terminus and Wharf Stations for conveyance by goods train at third class rate, subject to the following conditions:—

(a) The liquefied compressed carbonic acid gas must be contained in wrought iron cylinders or solid drawn steel flasks which have been tested under a pressure of 3,750 lb. per square inch without deformation, and must be re-annealed and re-tested after annealing every two years. By deformation it is to be understood that no sudden stretch occurs under testing in a water-jacket furnished with a gauge glass, and that the total external bulk of the cylinder or flask is not increased after test by more than 1 per cent.

(b) The valve should be protected by an outer metal cap screwed on to the head of the cylinder or flask.

(c) The cylinders or flasks should either be packed in separate boxes or be completely cased in a fibrous covering not less than half an inch thick.

(d) A cylinder or flask shall not contain more than two-thirds of a pound of carbonic acid for each pound of water capacity.

(e) The letters "A and R, T 3,750 lb.," the date, and a mark indicating the firm and individual responsible for such annealing and re-testing are to be stamped on the neck or shoulder of each cylinder or flask in order to indicate the date of re-testing and re-annealing. The weight of the cylinders when empty and when filled with gas to the extent prescribed must also be shown.

(f) All cases and packages containing carbonic acid gas must be clearly marked as such.

(g) No consignment of compressed gas in cylinders or flasks will be accepted for carriage by rail unless the consignor has

signed a certificate (*vide* specimen form), which must accompany the consignment note.

(h) The returned empty cylinders and flasks will be conveyed at fourth class rate in accordance with the conditions stated in clause 38 of these Regulations.

(i) Every precaution must be taken against exposing the cylinders or flasks to excessive heat, when charged with gas, either in wagons or by exposure to the direct rays of the sun, and they must be very carefully handled by the Railway staff.

Certificate referred to in Clause (g).

Certified that the cylinders or flasks containing liquefied carbonic acid gas tendered by me as per consignment note No. — of this date to the Station Master at ——— for despatch to ——— station have been packed and tested in accordance with the rules published in the Rules and Rates for the conveyance of Goods Traffic to regulate the carriage by rail of liquefied carbonic acid gas in wrought iron cylinders or solid drawn steel flasks. Also that the weight of carbonic acid in each cylinder or flask does not exceed two-thirds of a pound for each pound of the water capacity of that cylinder or flask.

Date ———, 190 —.

Signature of Consignor.

44. Petrol.—(a) Petrol includes all dangerous petroleum used for the propulsion of motor vehicles.

(b) Petrol tendered for transport by goods train will only be conveyed when contained in iron or steel vessels so substantially constructed as not to be liable, save by gross negligence or extraordinary accident to be broken or become defective or insecure in transit. Every such vessel must be so constructed and maintained that no leakage whether of liquid or vapour can take place therefrom.

(c) Every such vessel when used for transporting petrol shall have attached thereto a metallic or enamelled label stating, in conspicuous characters, the description of the petrol with the addition of the words "Highly inflammable" legibly and indelibly stamped or marked thereon, and with the addition of the name and address of the owner. The name and address of the consignee must also be attached to the vessel.

(d) Every such vessel shall have an air space equal to one-tenth of its capacity to allow for expansion of the petrol, and a certificate to this effect must be given on the consignment note.

(e) No such vessel shall contain more than ten gallons.

(f) The charge for freight will be at first class rate, and in addition to the conditions herein provided the petrol will be subject to the regulations governing the transport of explosives by railway (*vide* clause 46).

(g) Return empty vessels in which petrol has been conveyed by railway at goods rates will be conveyed at fourth class rate in terms of clause 38. The screw caps or plugs of empty vessels must be securely fastened.

45. Carbide of Calcium.—Carbide of calcium may be transported by Railway at first class goods rates under the rules and conditions laid down in clause 46 of these regulations, but subject also to the following additional special rules.

(a) Carbide of calcium must be contained in hermetically closed vessels containing each not more than 112 lb., and sufficiently strong to remain in that condition through wear and tear of transport, so that the carbide of calcium cannot be affected by air or moisture.

(b) There must be no copper in the composition of any vessel containing carbide of calcium.

(c) The vessels must be so constructed and closed as to exclude water and atmospheric moisture.

(d) The label on each hermetically closed vessel containing carbide of calcium must bear in conspicuous characters in English, Sinhalese, and Tamil the words "Carbide of Calcium. Dangerous if not kept dry," and with the following caution: "The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas."

The name and address of the sender as well as the consignee should also be labelled on each package.

46. Gunpowder, Fireworks,* Aquafortis, Vitriol, Acids, Ardent Spirits, Matches, Petroleum, or other Goods of a dangerous nature marked (*) in Classification.—(a) No person shall send to the railway premises any consignment of the above goods unless he has given to the Station Master of the station of despatch forty-eight hours' previous notice in writing of his intention to send such consignment, and stating the true name, description, and quantity of the said goods proposed to be conveyed, and his own name and address, and also the name and address of the proposed consignee, and has had an intimation in writing from the said Station Master that he is prepared to receive such consignment. Consignments of the said goods shall be sent to the forwarding station, and shall be received by the railway officials, only at such time during the hours of daylight—that is to say, between sunrise and sunset—as the General Manager may appoint; and every consignment and package containing any such goods proposed to be conveyed on the railway shall immediately on the arrival thereof at the station, be delivered to, and be received by, the railway officials authorized to receive dangerous goods, and by no other person whatsoever.

(b) Goods of a dangerous nature can only be conveyed on prepayment of the minimum charge for an explosives van, viz., 25 cents per mile below Nawalapitiya and 50 cents per mile above Nawalapitiya, except as provided for in clause (g).

(c) No such goods shall be loaded or unloaded on the railway premises except between sunrise and sunset. Packages containing any such goods must be removed by the consignee from the station or depôt of the railway to which they have been conveyed as soon as practicable and with all due diligence; after twelve hours after arrival there will be a charge for demurrage of Rs. 4 for the wagon, and if the goods be not removed within twenty-four hours after arrival, the packages and contents may be forthwith sold or otherwise disposed of. If a wagon containing dangerous goods

* Dashing crackers will not be accepted for transmission.

arrives at a station of delivery between 5 P.M. and 7 A.M., the latter hour will, for the purpose of demurrage, be considered the hour of arrival.

(d) No such goods will be received or conveyed unless securely packed up in strong and sufficient packages, and the packages are in good condition, plainly and fully addressed to the consignee, nor unless upon the outermost package containing the same shall be written, or printed, or affixed in conspicuous characters, the description of the inner package and the words "goods of a dangerous nature," followed by the name of the said goods together with the name and address of the owner and sender.

(e) If such goods be not accepted in due course by the consignee, they will be forthwith sold or returned to the station of despatch; and the sender will, if they be returned, be bound to receive them at once, and pay all the charges incurred for carriage and back carriage in terms of clause (h).

(f) The Government will not incur any risk or responsibility in respect of the loading, stowage, or unloading of such goods; nor in respect of any loss or damage arising in or by reason of the loading, stowage, or unloading thereof; nor will they be answerable for any loss or damage, actual or consequential; nor for any discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of any such goods; nor for overcarriage of the goods; nor for detention or delay in or in relation to the conveyance or delivery thereof.

(g) Dangerous articles in quantities not exceeding one ton will be accepted without previous notice at the Colombo Terminus goods station, between the hours of 7 A.M. and 4 P.M. on the authorized days, for conveyance, freight prepaid, at the classified rates, the General Manager reserving the right to refuse to receive the same if the special transport accommodation will not permit of the articles brought being at once despatched.

(h) To facilitate the delivery of explosives a telegram will be despatched from the forwarding station to all stations for which consignments have been received on the day preceding the despatch of the special explosives van, and on receipt of this telegram the receiving station will advise the consignee of the expected arrival of the van, so that he can arrange for some one to be present to take delivery on its arrival. Should the consignment be over-carried owing to the failure of the consignee to meet the train a charge of Rs. 4 per consignment will be made for its return, and this charge in addition to the original freight charge must be paid on delivery. Should the consignee again fail to meet the train by which the consignment is returned it will be conveyed back to the original forwarding station and delivered to senders on payment of all charges due. Should the sender fail or refuse to remove the consignment, it will be sold, and proceedings for the recovery of any balance of charges due in excess of the amount realized by the sale of the goods will if necessary be taken under the provisions of section 23 of the Railway Ordinance of 1902.

(i) A special form of consignment note will be required for dangerous articles. Copies of this note are obtainable free of charge on application at any goods station.

(j) Consignment notes for dangerous articles to be conveyed by the Railway, which are not in the form authorized by Government, will not be accepted.

(k) Consignors tendering for conveyance by rail small consignments of oil in tins are hereby informed that their consignments will only be forwarded in oil wagons (*i.e.*, in wagons loaded with oil for other stations) or when other suitable goods can be found, and that probably delay will take place in reaching destination, for which the Government will not hold themselves responsible.

47. Telegrams sent for Consignors or Consignees of Goods.—When it is necessary to telegraph relative to a consignment, the person at whose instance the telegram is sent will be required to pay 50 cents for the telegram of inquiry and 25 cents for the reply.

If the mistake in address or instruction is found to be due to the fault of any of the railway staff when booking the goods, the amount paid will be refunded.

Preference will in all cases be given to urgent railway messages.

48. Horses, &c., conveyed in Cattle Wagons.—The following animals carried together in cattle wagons by goods or passenger trains, for the same consignor or consignee, will be conveyed at owner's risk and will be charged at the following rates, which include free carriage of one attendant with each consignment or wagon load :—

Horses or ponies declared as of less value than Rs. 200 each	{	Four animals or less—25 cents per wagon per mile over the Main, Coast, and Branch Lines below Nawalapitiya, 50 cents over the line above Nawalapitiya.
		More than four animals—37½ cents per wagon per mile over the Main, Coast, and Branch Lines below Nawalapitiya, 75 cents over the line above Nawalapitiya.

49. Rates and Conditions for the Conveyance of Live Stock by Goods Train.—(a) Pigs, calves, sheep, or goats sent singly, or in one consignment not exceeding three in number, in crates or nets, will each be charged 2 cents per mile, over the Main, Coast, and Branch Lines below Nawalapitiya and 4 cents per mile over the line above Nawalapitiya. Minimum charge, 50 cents. They will not be accepted for conveyance by railway in sacks or with their legs tied.

(b) Donkeys, cattle, calves, pigs, sheep, goats, and hounds will be carried at 25 cents per wagon per mile. The maximum to be loaded in one ordinary wagon is eight Coast or ten Sinhalese cattle, twelve calves, forty pigs, seventy-five sheep, sixty goats, or thirty-six hounds. One attendant is allowed to travel free with each wagon load.

(c) Elephants, 25 cents per elephant per mile over the Main, Coast, and Branch Lines below Nawalapitiya, 50 cents over the line above Nawalapitiya.

(d) Live stock imported from England and Australia and entire bulls imported from India introduced for stock purposes will be conveyed by Railway at half the ordinary rates on production of a certificate from the Government Veterinary Surgeon that the live stock for which transport by Railway at the reduced rate is claimed are *bonâ fide* imported animals, and that they are being conveyed by Railway solely for stock purposes.

(e) Live poultry and birds will not be conveyed by goods train except in wagon loads, when they will be charged at the minimum rate of 25 cents per wagon per mile over the Main,

Coast, and Branch Lines below Nawalapitiya, and 50 cents per wagon per mile over the Main Line above Nawalapitiya.

(f) The minimum charge for a cattle wagon will be Rs. 5.

(g) Live stock must be loaded and unloaded by the owner's at their own risk, and will be carried at their risk only, and the freight must be prepaid.

50. Cattle Permits.—In accordance with the regulations made by the Governor in Executive Council and published in the *Ceylon Government Gazette* No. 6,062 of July 7, 1905, it is necessary that any person removing cattle by Railway should be required to produce a printed certificate, signed by a headman or other officer appointed to issue such certificates by the Government Agent of the Province from which the cattle are being transferred.

If the cattle do not belong to the person consigning them, he must have in addition a written pass signed by the owner stating where the animals are going to and for what purposes they are being removed.

The number of the certificate and the name of the officer by whom it is signed should be entered upon the H. C. and D. ticket. Before being allowed to remove the cattle from the destination station the consignee must be required to produce the certificate, and the Railway officer delivering the animals must satisfy himself that the certificate agrees with the particulars entered on the H. C. and D. ticket.

51. Accommodation at Stations :—

STATION.	Horse and Carriage Docks.	Goods Sheds.	Weigh Bridges.		Cranes.	
			No.	Capacity.	No.	Lifting Capacity.
Colombo ...	2	3	2	Tons. 20 each	1	Tons. 5
Kelaniya ...	—	—	1	—	—	—
Hunupitiya ...	—	—	—	—	—	—
Ragama ...	—	—	—	—	—	—
Henaratgoda ...	—	1	1	20	—	—
Veyangoda ...	1	1	1	20	1	3
Mirigama ...	1	1	1	20	1	3
Ambepussa ...	1	1	—	—	1	1
Alawwa ...	—	—	—	—	1	1½
Polgahawela ...	1	1	1	18	—	—
Rambukkana ...	1	1	1	12	1	3
Kadigamuwa ...	—	—	—	—	—	—
Alagalla ...	—	—	—	—	—	—
Ballany ...	—	—	—	—	—	—
Kadugannawa ...	1	1	1	24	1	1
Peradeniya Junction ...	1	—	—	—	—	—
Peradeniya New ...	1	1	1	24	—	—
Kandy ...	1	3	2	20 each	1	3
Mahaiyawa ...	—	—	—	—	—	—
Katugastota ...	—	1	1	20	—	—
Wattegama ...	1	1	1	20	1	3
Ukuwela ...	—	—	—	—	—	—
Matale ...	1	1	1	20	1	3
Gampola ...	1	1	1	20	1	3
Ulapane ...	—	1	1	20	—	—
Nawalapitiya ...	1	1	1	22	1	5
Galboda ...	—	1	—	—	—	—
Watawala ...	1	1	1	20	1	3
Rozelle ...	—	1	—	—	—	—
Hatton ...	1	1	1	20	1	5
Kotagala ...	1	1	1	20	1	3
Talawakele ...	1	1	1	20	1	5
Watagoda ...	1	1	1	20	1	3
Nanu-oya ...	1	2	1	10	1	6
Ambawela ...	—	1	—	—	—	—
Pattipola ...	—	—	—	—	—	—
Ohiya ...	—	1	—	—	—	—
Haputale ...	1	1	1	20	1	5
Diyatalawa ...	1	1	—	—	—	—
Bandarawela ...	1	1	1	20	1	5
Nuwara Eliya ...	—	1	1	10	—	—
Kandapola ...	—	—	—	—	—	—
Brookside ...	—	1	—	—	—	—
Ragalla ...	—	1	1	10	—	—
Pettah ...	—	—	—	—	—	—
Fort ...	—	—	—	—	—	—
Wharf ...	—	—	1	20*	2 1 1	5 each 5 10

* The capacity of the new weigh bridge about to be put down is 60 tons.

STATION.	Horse and Carriage Docks.	Goods Sheds.	Weigh Bridges.		Cranes.	
			No.	Capacity. Tons.	No.	Lifting Capacity. Tons.
Slave Island ...	—	—	—	—	—	—
Kollupitiya ...	—	—	—	—	—	—
Bambalapitiya ...	—	—	—	—	—	—
Wellewatta ...	—	—	—	—	—	—
Dehiwala ...	—	—	—	—	—	—
Mount Lavinia ...	—	—	—	—	—	—
Angulana ...	—	—	—	—	—	—
Lunawa ...	—	—	—	—	—	—
Moratuwa ...	—	1	1	20	1	3
Panadure ...	1	1	1	20	1	1½
Wadduwa ...	—	—	—	—	—	—
Kalutara North ...	—	—	—	—	—	—
Kalutara South ...	1	1	1	1½	1	1½
Katukurunda ...	—	—	—	—	—	—
Paiyagala North ...	—	—	—	—	—	—
Paiyagala South ...	—	—	—	—	1	1
Maggona ...	—	—	—	—	—	—
Beruwala ...	—	1	—	—	—	—
Alutgama ...	1	1	1	20	1	3
Kosgoda ...	1	1	1	20	—	—
Balapitiya ...	—	1	1	1	1	3
Ambalangoda ...	1	—	1	20	1	3
Hikkaduwa ...	—	1	1	20	—	—
Dodanduwa ...	—	1	1	20	1	3
Gintota ...	1	1	1	20	1	3
Galle ...	1	1	1	1	1	5
Talpe ...	—	1	1	20	—	—
Ahangama ...	—	1	—	—	—	—
Weligama ...	1	1	1	20	1	3
Kamburugama ...	—	1	—	—	—	—
Matara ...	1	1	1	1	1	5
Maradana, K. V. ...	1	1	1	26	1	3
Nugegoda ...	—	—	—	—	—	—
Cotta Road ...	—	—	—	—	—	—
Pannipitiya ...	—	—	—	—	—	—
Homagama ...	—	1	—	—	—	—
Padukka ...	1	1	—	—	—	—
Waga ...	—	1	—	—	—	—
Kosgama ...	—	1	—	—	—	—
Puwakpitiya ...	—	1	—	—	—	—
Avisawella ...	1	1	1	20	1	3
Dehiowita ...	1	1	1	20	—	—
Karawanella ...	1	1	1	25	—	—
Yatiantota ...	1	1	1	25	1	3
Potuhera ...	—	—	—	—	—	—
Kurunegala ...	1	1	1	20	1	5
Wellawa ...	1	—	—	—	—	—
Ganewatta ...	—	—	—	—	—	—
Maho ...	—	—	—	—	—	—
Ambanpola ...	—	—	—	—	—	—
Galgamuwa ...	—	—	—	—	—	—
Talawa ...	—	—	—	—	—	—

STATION.	Horse and Carriage Docks.	Goods Sheds.	Weigh Bridges.		Cranes.	
			No.	Capacity.	No.	Lifting Capacity.
				Tons.		Tons.
Anuradhapura ...	1	1	1	20	1	3
Madawachchi ...	1	—	—	—	—	—
Vavuniya ...	1	1	—	—	1	3
Mankulam ...	1	—	—	—	—	—
Paranthan ...	—	—	—	—	—	—
Pallai ...	1	1	—	—	1	3
Kodikamam ...	—	1	—	—	—	—
Chavakachcheri ...	1	1	—	—	1	3
Navatkuli ...	—	1	—	—	—	—
Jaffna ...	1	1	1	20	1	3
Chunakam ...	—	1	—	—	—	—
Kankasanturai ...	1	1	1	20	1	3

52. Travelling Cranes.—The charges for sending a travelling crane to deal with heavy goods at stations not provided with cranes is at third class rate between the stations concerned, according to the lifting capacity of the crane used, with a minimum charge of Rs. 10, labour being provided by the person for whom the crane is sent. No charge will be made for the return journey of the crane.

53. Estate Platforms.—For particulars as to conditions on which estate platforms are granted and for rates for same, application should be made to the General Manager.

ALPHABETICAL CLASSIFICATION OF GOODS.

(* Indicates Dangerous Articles conveyed under Clause 46.)

ARTICLES.	CLASS.	ARTICLES.	CLASS.
A.		Asbestos	3
Aërated waters (owner's risk)	3	Ashes (coal)	6
Acids (carbolic, for disinfecting purposes)	3	Asphalte	6
Acids : fluoric, muriatic, hydrochloric, nitric, sulphuric, anhydride, carbolic, oleic, oxalic, tartaric (in carboys, drums, or in bottles packed in cases at owner's risk, see clause 46, page 41)	1	Assafœtida	2
Acids (medicinal)	2	Atlas preservatives	3
Adzes	2	Axles with wheels and tyres..	3
Agricultural implements, not machinery	3	B.	
Alavangoes	3	Bacon and ham	2
Ale or beer in cask, imported (owner's risk)	3	Bags, hand	2
Ale in bottles (packed in cases or casks)	2	Bags, coir	3
Almonds	3	Bags, empty	3
Aloes	3	Bags, "empty return" (see clause 38, page 37)	4
Aloe fibre (in bales)	4	Baggage	2
Alum	2	Ballast	6
Ambulance on wheels (same as carts, clause 31, page 35)	3	Bamboos (see clause 39, page 37)	4
Ambulance in packages	3	Bandakka (owner's risk)	5
Ammonia	3	Bark	3
Ammonia, sulphate of, for manure	6	Barley for brewing	6
*Ammunition (at owner's risk, see clause 46, page 41)	1	Barley, in sacks	3
Ammunition chests, empty	3	Barley, prepared, in tins or cases	2
Anatto	4	Barometers (owner's risk)	2
Anchors	3	Barrows, wheel	3
Aneline (dyes)	3	Baskets, empty	3
Animals, stuffed (owner's risk)	2	Baskets, "empty return" (see clause 38, page 37)	4
Aniseed	2	Baskets, tea (actual weight)..	3
Antiseptic mixtures	2	Bass mats	3
Anvils	3	Bath chairs packed in cases ..	2
Apparel, wearing	2	Bath chairs, unpacked (parcels rates).	
Apples (owner's risk)	3	Battens (see Staves)	4
Archery materials	2	Batteries, electric	3
Arecanuts	4	Beads, glass (owner's risk)	2
Arm chests	3	Beadings and mouldings	2
Arms, fire	3	Beams, timber, unwrought (see clauses 37 and 39, pages 36 and 37)	5
Arrowroot, imported	2	Beams, timber; wrought (see clause 39, page 37)	4
Arrowroot, native	3	Beans, broad (owner's risk)	5
Arrack in bottles or tins (owner's risk)	2	Beans, French (owner's risk)..	5
Arrack in casks (owner's risk)	3	Beans, dried	3
Artichokes (owner's risk)	5	Beds and bedding	2
		Bedsteads	2
		Beef and pork in casks (wet)..	3
		Beer in casks (owner's risk) ..	3
		Beer, locally brewed, for export (owner's risk)	6

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Beer in bottles ..	2	Bricks, common ..	6
Beeswax ..	2	Bricks, bath ..	3
Beetroot (owner's risk) ..	5	Bricks, fire ..	6
Bellows (smiths') ..	3	Bricks, glazed or enamelled ..	3
Bells, electric (owner's risk) ..	2	Brimstone ..	3
Bells (owner's risk) ..	3	Brinjals (owner's risk) ..	5
Belting ..	3	Brooms or ekels in bundles ..	4
Benches ..	3	Brushes ..	3
Betel leaves in bundles not exceeding 84 lb. in weight (owner's risk) ..	3	Brussels sprouts (owner's risk) ..	5
Bhang (owner's risk) ..	2	Buckets ..	3
Bicycles or tricycles (packed) ..	2	Buckles of all sorts ..	3
Bicycles not packed are charged parcels rate. ..	2	Bulbs ..	3
Bicycle and tricycle fittings ..	2	Butter ..	2
Bilimbi (owner's risk) ..	5	Bullets in bags or cases ..	3
Billiard and bagatelle tables (owner's risk) ..	2	Bushel measures ..	3
Billiard slates (owner's risk) ..	2		
Bins ..	2	G.	
Birds and animals, stuffed (owner's risk) ..	2	Cabbages (owner's risk) ..	5
Bird cages (owner's risk) ..	2	Cabook ..	6
Biscuits ..	2	Cacao ..	4
Bitumen ..	6	Cacao leaves (see clause 42, page 38) ..	4
Black boards (owner's risk) ..	2	Cacao pods ..	4
Blacking ..	2	Cadjans (see clauses 40 and 42, pages 37 and 38, at owner's risk) ..	4
Blacklead ..	3	Cadjunuts (owner's risk) ..	5
Blacksmith's tools ..	3	Cages, bird (owner's risk) ..	2
Blankets in bales or bundles ..	2	Calendars ..	3
Blind rollers ..	3	Calicoes ..	2
Blocks ..	3	Camphor ..	2
Block tin ..	4	Candles, tallow and wax ..	2
Block tin (if certified for tea packing, see clause 35, page 36) ..	6	Canes, sugar ..	3
Bluestone ..	3	Canes, other ..	4
Boards, drawing ..	2	Canisters (tea or coffee) ..	2
Boards for building purposes (see clause 39, page 37) ..	4	Cannon balls ..	3
Boats (clause 30, page 35) ..	3	Cannon (see clause 39, page 37) ..	3
Boiled oil ..	3	Canoes (see clause 30, page 35) ..	3
Boiler plates ..	3	Canvas ..	2
Boilers (see clause 39, page 37) ..	3	Caps, percussion ..	2
Bolts ..	3	Carbide of calcium in metal drums (clause 45, page 40) ..	1
Bon-bons (owner's risk) ..	2	Carbolic acid (see Acids) ..	
Bones for manure ..	6	Carbolic powder ..	3
Bones not for manure ..	3	Carbolineum ..	3
Bonnets (owner's risk) ..	1	Carbolized powder (for manure) ..	6
Books ..	2	Carbon (for electric lighting) ..	2
Boots and shoes ..	2	Cardamoms ..	3
Bottles, empty (owner's risk) ..	3	Cardboard ..	3
Bottles, return empty (owner's risk, see clause 38, page 37) ..	4	Carpenter's tools ..	2
Bottle racks ..	2	Carpeting ..	2
Boundary stones ..	6	Carrots (owner's risk) ..	5
Boxes, wooden, empty ..	3	Carriage bodies, cased (see clause 39, page 37) ..	2
Boxes, wooden, empty, on legs (owner's risk) ..	2	Carriage, coach, or cart wheels ..	3
Boxes, tin, containing personal effects ..	2	Carriage fittings in cases (owner's risk) ..	3
Boxes, empty tin ..	3	Cartridges, empty ..	2
Boxing apparatus ..	3	*Cartridges, loaded (owner's risk) ..	1
Bran ..	3	Cartridges, safety or breech-loading (owner's risk) ..	2
Branding irons ..	3	Carts on wheels (see clause 31, page 35) ..	
Brass and brassware ..	3		
Bread ..	2		
Breadfruit (owner's risk) ..	5		

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Carts in packages (see clause 31 page 35) ..	3	Clubs, golf, polo, and hockey	2
Casks, empty (see clauses 39 and 42, pages 37 and 38) ..	3	Coal ..	6
Casks, returned empty (see clauses 38, 39, and 42, pages 37 and 38) ..	4	Coal tar in casks or drums (owner's risk) ..	3
Castor seed ..	3	Coca leaves ..	3
Castings (owner's risk) ..	3	Cochineal ..	4
Castor oil in casks or drums (owner's risk) ..	3	Coconuts in bags ..	4
Castor oil, medicinal, in bottles packed in cases (owner's risk) ..	2	Coconuts, loose (see clause 41, page 37) ..	4
Cattle brands ..	3	Coconuts, king, in bunches or bags (owner's risk) ..	5
Catechu or cassicutty ..	4	Coconut, young, for drinking purposes (owner's risk) ..	5
Catties (knives) ..	3	Coconut, desiccated ..	4
Cattle food, prepared ..	3	Coconut fibre and husk ..	4
Cauliflowers (owner's risk) ..	5	Coconut oil (owner's risk) ..	4
Celery (owner's risk) ..	5	Coconut plants (owner's risk, see clause 42, page 38) ..	3
Cement ..	6	Coconut scrapers ..	3
Chaff (horse and cattle food) ..	3	Coconut shell spoons ..	3
Chains ..	3	Coconut shells (see clause 41, page 37) ..	3
Chairs, furniture (owner's risk)	2	Cod liver oil, medicinal, in bottles packed in cases ..	2
Chairs, iron (railway) ..	6	Coffee ..	4
Chalk, prepared (owner's risk)	2	Coffee imported in tins or cases	2
Chalk for agricultural purposes	6	Coffee chaff (see clause 42, page 38) ..	6
Chanks ..	3	Coffee stumps (with roots, &c.)	3
Chandeliers (owner's risk) ..	2	Coffee stumps, trimmed ..	5
Charcoal ..	6	Coffins ..	3
Chatties and earthenware pots (owner's risk, see clause 41 page 37) ..	3	Colloo ..	3
Chekoos ..	3	Compressed food for horses or cattle ..	3
Chemicals (same as Acids).		Cooking utensils ..	3
Cheese ..	2	Coir bags ..	3
Chests, arm or ammunition ..	3	Coir fibre (see clause 42, page 38) ..	4
Chillies ..	3	Coir mats and matting ..	3
Chillies, green (owner's risk) ..	5	Coir refuse for manuring purposes ..	6
Chinaware (broken) ..	6	Coir yarn or rope ..	4
Chinaware in crates or cases (owner's risk) ..	2	Coke ..	6
Chlorides of calcium ..	2	Colours ..	3
Chunam ..	6	Combs ..	2
Cider in bottles (packed in cases or casks) ..	2	Compost ..	6
Cider in casks (owner's risk) ..	3	Condiments ..	2
Cigarettes ..	2	Confectionery ..	2
Cigars ..	2	Copper coins, defaced ..	3
Cinchona bark (unpressed) ..	3	Copper, manufactured ..	3
Cinchona bark (pressed to 1,400 lb., per 50 cubic feet)	4	Copperah ..	4
Cinders ..	6	Copying presses ..	3
Cinnamon ..	3	Coral for building ..	6
Cinnamon oil ..	3	Cordage, country-made ..	4
Circus materials (exception, clause 26 (k), page 14) ..	3	Cordage, imported ..	3
Cisterns, iron (see clause 39, page 37) ..	3	Cordials in bottles or jars (owner's risk) ..	2
Citronella oil in bottles or casks (owner's risk) ..	3	Cordia.s in casks (owner's risk)	3
Clay ..	6	Corks ..	2
Clocks (owner's risk) ..	2	Cornflour in barrels ..	3
Cloth ..	2	Cornflour in tins and other packets ..	2
Cloth, firing ..	3	Corn, Indian ..	4
Cloth, withering ..	3	Corrugated iron ..	3
Cloth, oil ..	2	Cotton, manufactured ..	2
		Cotton, raw (clause 34, page 36)	4
		Cotton seed* (clause 34, page 36)	4

* Cotton seed cannot be conveyed as manure.

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Cotton seed poonac ..	4	Drum frames and sticks, native ..	3
Cotton gin rollers ..	2	Dumb bells ..	3
Cotton, waste (see clause 42, page 38) ..	3	Dyes ..	3
Cowries ..	3	Dye woods ..	3
Crabs ..	2	*Dynamita (see clause 46, page 40) ..	1
*Crackers (see clause 46, page 40) ..	1	Dynamos (see Machinery) ..	
Cranes belonging to the public (see Machinery) ..			
Crape ..	2		
Creosote ..	3	E.	
Cricket implements ..	2	Earthenware, country made, in crates or cases (owner's risk) ..	3
Crockery in crates or cases (owner's risk) ..	2	Earthenware, country, loose (see clause 41, page 37, owner's risk) ..	3
Croton oil ..	3	Earthenware imported in crates or cases (owner's risk) ..	2
Croton seeds ..	3	Earthenware, imported, loose (owner's risk, see clause 41, page 37) ..	2
Croquet implements ..	2	Eggs in cases or hampers (owner's risk) ..	4
Crowbars ..	3	Ekels ..	3
Cumbliens ..	3	Elephants' heads, teeth, or feet ..	2
Curry stuffs ..	3	Electric goods (owner's risk) ..	2
Cucumbers (owner's risk) ..	5	Embroidery ..	2
Custard apples (owner's risk) ..	5	Emery ..	3
Cutlery ..	3	Empties return (see clause 38, page 37) ..	4
Cuttings (owner's risk, see clause 42, page 38) ..	3	Empties (see clause 42, page 38) ..	3
Cuttings in bundles or baskets for planting purposes ..	5	Empty tin boxes (owner's risk) ..	3
Cuttings, dadap ..	5	Empty trunks ..	2
Cuttings (fencing sticks) ..	4	Enamelled ware (owner's risk) ..	3
Crucibles ..	3	Endive (owner's risk) ..	5
		Engines, unpacked (see clause 39, page 37) ..	2
D.		Engines packed in cases (see clause 39, page 37) ..	3
Dammar ..	3	Engine packing ..	3
*Dangerous goods (see clause 46, page 40) ..	1	Engravings (owner's risk) ..	1
Dates ..	3	*Ether (see clause 46, page 40) ..	1
Decorations, madu and fern branches, moss (owner's risk, see clause 42, page 38) ..	4	Evergreens (see clause 42, page 38) ..	4
Deer heads (owner's risk) ..	2	*Explosive goods (see clause 46, page 40) ..	1
Deer horns in bundles ..	3		
Deer skins ..	3		
Derricks (see Masts) ..			
Desks, school ..	3		
Desks, other, as furniture ..	2		
*Detonators (see clause 46, page 40) ..	1		
Dhall ..	4		
Dhoolies ..	2		
Diaphragm plates ..	3	F.	
Disinfecting fluid or powder ..	3	Fans for tea factories (see clause 39, page 37) ..	3
Dog biscuits ..	2	Farina ..	2
Dog kennels ..	2	Fat in tins, kegs, or bags ..	3
Dog meal ..	3	Feathers (see clause 42, page 38) ..	2
Door sashes (see clause 39, page 37) ..	4	Felt ..	3
Drain pipes (owner's risk, see clause 39, page 37) ..	3	Felloes (see clause 39, page 37) ..	4
Drapery ..	2	Fencing irons ..	3
Drawings (owner's risk) ..	2	Fencing sticks ..	4
Dresses ..	2	Fenders ..	3
Dripping, imported ..	2	Fibre, vegetable (in bales) ..	4
Dripping, country-made (see Lard) ..	3	Figs ..	2
Drugs ..	2	Figures and ornaments (owner's risk) ..	2
Drums, native ..	2	Files ..	3
		Filters (owner's risk) ..	2

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Firearms	3	Gas, liquefied, compressed :	
Fire bricks	6	carbonic acid gas in iron	
Fire clay	6	cylinders or solid drawn steel	
Fire grenades (extinguishers)	2	flasks (clause 43, page 38) ..	3
Firewood	6	Gauges (owner's risk)	2
*Fireworks, excepting dashing		Gelatine	2
crackers (owner's risk, see		Ghee	3
clause 46, page 40)	1	Gingelly	4
Firing cloth	3	Gingelly oil (owner's risk) ..	4
Fish, fresh (owner's risk)	2	Ginger	3
Fish, dried and salted	3	Ginger, preserved	2
Fish netting, in bales	3	Girders (see clause 39, page 37)	3
Fishing tackle (other than deep		Glass, broken	6
sea nets)	2	Glass mirrors (owner's risk) ..	1
Fish oil	3	Glass plate (owner's risk)	1
Flannel	2	Glass tiles (owner's risk)	2
Flax	3	Glassware (owner's risk)	2
Flints	6	Glass windows in boxes (owner's	
Floor boards, wrought (see		risk)	2
clause 39, page 37)	4	Gloves	2
Floor cloth	2	Glue	3
Flour in tins or cases	2	Golf clubs	2
Flour in bags or barrels	3	Goods, sundry	2
Flowers (owner's risk)	2	Goods, undescribed	2
Flowers, coconut	2	Gram (imported)	3
Flower pots (see Earthenware).		Gram (country-grown)	4
Fluids, disinfecting	3	Grass (owner's risk, see clause	
Forges, portable	3	42, page 38)	3
Frames, doors and windows		Grates, fire	3
(see clause 39, page 37)	4	Gravel	6
Frames, picture (owner's risk)	2	Grave stones (owner's risk)	2
Fruits, apples, and pears (ow-		Grease	3
ner's risk)	3	Greaves	3
Fruits, dried or preserved, im-		Green peas, country-grown	
ported	2	(owner's risk)	5
Fruits, dried or preserved,		Green tea leaf (owner's risk) ..	3
country	3	Grenades, hand, securely	
Fruits, fresh, not specified		packed (owner's risk)	2
(owner's risk)	5	Grindstones	3
Fuel, patent (see Coal)	6	Groceries	2
Fuel, liquid, in drums or		Groundnuts	4
barrels	6	Guano	6
Fuel in bulk, special, (clause		Guavas (owner's risk)	5
32, page 36)	3	Gum	3
Fuller's earth	3	Gunjah or bhang (owner's	
Funnels	3	risk)	2
Furniture packed in cases		*Gun-cotton (owner's risk, see	
(owner's risk)	3	clause 46, page 40)	1
Furniture, unpacked and load-		Gunny bags, empty	3
ed with other goods in the		Gunny bags, return empties	
same wagon (owner's risk) ..	2	(see clause 38, page 37)	4
Furniture requiring a whole		Guns	3
wagon, minimum charge as		Gun carriages	3
for 1 ton (owner's risk)	2	Gunnies (see Bags)	
Furs	2	*Gunpowder (owner's risk, see	
*Fuze (owner's risk, see clause		clause 46, page 40)	1
46, page 40)	1	Guttapercha	3
		Guttering (spouting)	3
G.		Gymkhana or polo kit	2
Gallows (in pieces)	3	Gymnastic appliances	2
Galvanic batteries (owner's		Gypsum (plaster of Paris)	3
risk)	2		
Galvanized iron	3		
Garden seats	3	H.	
Garden implements	3	Hackeries in packages (see	
Gates (see clause 39, page 37)	4	clause 31, page 35)	3
*Gas, compressed, in drums or		Haberdashery	2
chests (see clause 46, page		Hair	3
40)	1		

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Hammers	3	Iron, railway rails (see clause 39, page 37) ..	6
Hampers	3	Iron, railway spikes or chairs ..	6
Hampers, return empties (see clause 38, page 37) ..	4	Iron rods	3
Hams	2	Iron roofing	3
Handcarts (see Carts).		Iron, sheet	3
Hand grenade fire extinguishers, securely packed (owner's risk) ..	2	Iron, scrap	6
Hardware, such as brass or copper pots or vessels or ironmongery ..	3	Iryals (owner's risk) ..	3
Harness	2	Isinglass	2
Hats and caps (owner's risk, see clause 42, page 38) ..	2	Ivory	2
Hay, loose (see clauses 40 and 42, pages 37 and 38) ..	4	Izal, powder or fluid ..	3
Hay, pressed	4		
Heads, deer or stag (owner's risk)	2	J.	
Hemp	3	Jaggery	3
Herbs	2	Jak fruit (owner's risk) ..	5
Hides and skins (see clause 33 page 36) ..	3	Jak seed	3
Hinges, iron	3	Jamboos (owner's risk) ..	5
Hominy	3	Jambola (owner's risk) ..	5
Honey	2	Japanware (owner's risk) ..	2
Honestones or whetstones ..	3	Jars, empty (see Earthenware).	
Hoofs and horns, cattle ..	3	Jinrickshaws packed in cases ..	2
Hoop iron	3	Jinrickshaws not packed are charged parcels rate.	
Hooping iron (if certified for tea packing, see clause 35, page 36) ..	6	Jungle posts (see clauses 37 and 39, pages 36 and 37) ..	6
Hoops, wood and iron ..	3	Jute	3
Hops	3	Jute hessian	3
Horn tumblers	2		
Horns, stag, in bundles ..	3	K.	
Horse food, prepared ..	3	Kakuna	4
Horse shoes	3	Kakuna oil	4
Hose, leather or canvas ..	3	Kakuna pods	4
Hoisery, cotton	2	Kale (owner's risk)	5
Hoisery, silk	2	Kankun (owner's risk) ..	5
House fittings, timber (see clause 39, page 37) ..	4	Kansa leaves	2
Hurdles, iron or wood ..	3	Karavila (owner's risk) ..	5
Husk, coconut	4	Kennels, dog	2
		*Kerosine oil (owner's risk, see clause 46, page 40) ..	2
I.		Ketchup in bottles	2
Ice (owner's risk)	2	King-coconuts in bunches or bags (owner's risk) ..	5
Implements, agricultural ..	3	Kips, hides, &c.	3
Incense	2	Kitool fibre	4
Indiarubber	3	Knives, pruning	3
Indiarubber goods	2	Do. rubber tapping ..	3
Indian corn	4	Knol-khol (owner's risk) ..	5
Indian corn flour	3	Kola nuts	3
Indigo	3	Kon (owner's risk)	5
Indigo seed	3	Kota-killangu	3
Ink	2	Kurakkan	4
Instruments, scientific and surgical (owner's risk) ..	2		
Insulators, packed	3	L.	
Iron, manufactured	3	Lac dye and shellac ..	3
Ironmongery	3	Lac stick	2
Iron nails (certified for tea packing, see clause 35, page 36) ..	6	Lace	2
Iron, pig or ore	6	Ladders (see clause 39, page 37) ..	4
		Lamps (owner's risk) ..	2

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Lamp cotton or wick ..	3	M.	
Lanterns (owner's risk) ..	2	Mace ..	3
Lanterns, magic, apparatus (owner's risk) ..	2	Machinery packed in cases (see clause 39, page 37) ..	3
Lard, country ..	3	Machinery, unpacked (see clause 39, page 37) ..	2
Lard, imported, in tins ..	2	Madu stumps ..	4
Lathwood (see Timber) ..	2	Magic lanterns (owner's risk) ..	2
Lawn mowers ..	2	Mahogany ..	3
Lawn tennis goods ..	2	Maize ..	4
Lead ore ..	6	Malt and meal ..	3
Lead for packing tea (see clause 35, page 36) ..	6	Mamoties ..	3
Lead in pipes, sheet, or pig ..	3	Mana grass (owner's risk) ..	5
Lead, white or red ..	3	Mangoes (owner's risk) ..	5
Leaf sifters (see clauses 39 and 42, pages 37 and 38) ..	3	Mangosteens (owner's risk) ..	5
Leather ..	3	Manures (see note on page 68) ..	6
Leather hose ..	3	Marble, polished or wrought (owner's risk) ..	2
Leather belting ..	3	Marble, rough ..	6
Leaves, coca ..	3	Margosa oil ..	4
Leaves, medicinal ..	3	Marjoram (owner's risk) ..	5
Leaves, jak ..	3	Masts (see clause 39, page 37) ..	4
Leaves, karapinchi (owner's risk) ..	3	*Matches, lucifer and con- greve (see clause 46, page 40) ..	1
Leaves, coconut, cacao, and plantain (see clause 42, page 38) ..	4	Mats and mattings ..	3
Leeks (owner's risk) ..	5	Mattresses ..	2
Lemonade in bottles (owner's risk) ..	3	Meal ..	3
Lemons and limes (owner's risk) ..	5	Meats, fresh or preserved ..	2
Lettuce (owner's risk) ..	5	Meats, dried, in bundles ..	3
Levels, spirit (owner's risk) ..	2	*Methylated spirits (see clause 46, page 40) ..	1
Lime juice in casks ..	3	Medicines ..	2
Lime juice in bottles packed in cases or casks ..	2	Medicinal leaves ..	3
Lime, slaked ..	6	Medicinal oils in bottles pack- ed in cases (owner's risk) ..	2
Lime, sulphate of lime- stone ..	6	Medicinal roots, in bags ..	3
Lime, unslaked ..	6	Mee oil ..	4
Lime water in kegs ..	3	Mee poonac ..	4
Linen ..	2	Melons (owner's risk) ..	5
Linoleum ..	2	Metal, road ..	6
Linseed ..	3	Metals or castings (owner's risk) ..	3
Linseed oil (owner's risk) ..	3	Mica ..	4
*Liquid fuel in drums or bar- rels (owner's risk) ..	6	Milk, condensed, in tins packed in cases ..	2
Liquid fuel in bulk, special (see clause 32, page 36) ..		Millinery (owner's risk, see clause 42, page 38) ..	2
Liquor (wine or spirits) in bottle (owner's risk) ..	2	Millstones ..	3
Liquor (wine or spirits) in casks (owner's risk) ..	3	Mineral oils, lubricating, not specified ..	3
Liquorice ..	3	Mineral waters (owner's risk) ..	3
Lithographic stones (owner's risk) ..	2	Mint (owner's risk) ..	5
Locks ..	3	Mirrors, glass (owner's risk) ..	1
Logwood ..	3	Models (owner's risk) ..	2
Looking - glasses (owner's risk) ..	1	Molasses ..	3
Lovi-lovis (owner's risk) ..	5	Moonstones (owner's risk) ..	2
Lubricators ..	2	Mora (owner's risk) ..	5
Lubricator glasses ..	2	Mortars and pestles of glass, china, or stone ..	2
Lubricating oil ..	3	Mortars, metal ..	3
Luggage ..	2	Mortars, wooden ..	3
*Lucifer matches (see clause 46, page 40) ..	1	Moss (owner's risk, see clause 42, page 38) ..	4
		Motor bicycles or tricycles in cases (owner's risk) ..	2

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Pennattu	3	Poonac, castor cake	4
Pens	2	Poonac, gingelly	4
Perambulators packed in cases	2	Polish, furniture	2
Perambulators not packed are charged at parcels rates.		Pork in casks	3
Percussion caps	2	Porter in casks (owner's risk)	3
Perfumery (owner's risk)	2	Porter in casks, locally-brewed for export (owner's risk)	6
Pestles, glass, china, stone	2	Porter in bottles (owner's risk)	2
Pestles, metal	3	Portmanteaux	2
Pestles, wood	3	Posts and rails, wood, for fen- cing (see clauses 37 and 39, pages 36 and 37)	4
*Petrol (owner's risk, see clause 44, page 39)	1	Posts and rails, metal, for fen- cing (see clause 39, page 37)	3
*Petroleum, dangerous (by special agreement only).		Potatoes (owner's risk)	3
Petroleum in bulk (see clause 32, page 36)		Potatoes, sweet	4
Phenyl	3	Potash	3
Photographic apparatus (owner's risk)	2	*Potentite (see clause 46, page 40)	1
Pianos packed in cases (owner's risk)	1	Powder, carbolized (for manure)	6
Piano cases, empty (see clause 42, page 38)	3	Powder, vermonite	3
Piano cases, empty, returned (see clause 38, page 37)	4	Preserves, imported	2
Pickaxes	3	Preserves, country-made	3
Pickles, country	3	Prickly comfrey	3
Pickles, imported	2	Printing presses	3
Pictures (owner's risk)	2	Printed labels, covers, &c.	2
Pillows	2	Provisions, salt (vot)	3
Pineapples (owner's risk)	5	Provisions (imported, packed in cases, casks, or hampers)	2
Pipes, iron or earthenware	3	Pruning knives	3
Pitch	3	Pruning saws	3
Pith (see clause 42, page 38)	3	Pulpers	3
Planks, wrought (see clause 39, page 37)	4	Pulleys	3
Planks for staves cut into barrel length but not shaped (see clause 37, page 36)	5	Purpuline for manure	6
Planks for staves ready shaped and fit for making into casks	4	Pumpkins, wattakkas (owner's risk)	5
Planks, unwrought (see clauses 37 and 39, pages 36 and 37)	5	Pumpkins, loose, requiring a whole truck (see clause 41, page 37 (owner's risk)	5
Plantains (owner's risk, (see clauses 17 and 41, pages 32 and 37)	5	Putty	3
Plantain leaves (see clause 42, owner's risk)	4	Preservatives, atlas	3
Plantain trees (see clause 42, owner's risk)	3		
Plants in pots (owner's risk, see clause 42, page 38)	3	Q.	
Plants in bundles or baskets (owner's risk)	5	Quartz	6
Plaster of Paris (gypsum)	3	Quicksilver (owner's risk)	2
Platedware (owner's risk)	2	Quills, porcupine	2
Plate glass (owner's risk)	1	Quilts	2
Plumbago	6		
Poles and masts (see clause 39, page 37)	4	R.	
Pollard	3	Racquets	2
Pomegranates (owner's risk)	5	Radishes (owner's risk)	5
Pompelmous or jambola (owner's risk)	5	Rags	3
Poonac, coconut, for cattle food	4	Rain gauges (owner's risk)	2
Poonac, cotton seed	4	Rambattams (owner's risk)	5
Poonac for manure	6	Rails (see clause 39, page 37)	6
		Rangoon oil	3
		Rape seed	3
		Rat and mouse traps	3
		Rattans and canes	4
		Rhoa fibre in bales	4
		Reeds and rushes	4
		Resin	3
		Retorts	3
		Rhubarb (owner's risk)	5

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Ribbons ..	2	Shavers ..	3
Rice (see foot note on page 62) ..	3	Shawls ..	2
Rifles in cases ..	3	Shellac ..	3
Rivets ..	3	Shells and chanks ..	3
Road tracers and poles ..	2	Sherbet ..	2
Rollers, blind ..	3	Shingles (see clause 41, page 37) ..	5
Rollers, road ..	4	Shooks ..	4
Rope, coir ..	4	Shooks for tea packing and the packing of rubber and desiccated coconuts (see clause 35, page 36) and foot note on page 68 ..	6
Ropes, cotton and hemp ..	3	Shoddy ..	3
Rose water ..	2	Shoes and boots ..	2
Rubber, country grown ..	3	Shot, cannon, in bags ..	3
Rubber tapping knives ..	3	Shovels ..	3
Rubber collecting tins ..	3	Shrubs, quicks, and trees (owner's risk, see clause 42, page 38) ..	3
Rubber seed (owner's risk) ..	3	Sieves ..	3
Rugs, woollen ..	2	Shifters, tea ..	3
Rugs, coir ..	3	Signboards ..	3
		Silicate of soda and alumina ..	3
S.		Silk, manufactured or unmanufactured (owner's risk) ..	2
Sacks, empty ..	3	Size ..	3
Sacks, empty return (see clause 38, page 37) ..	4	Skins (see clause 33, page 36) ..	3
Saddlery ..	2	Slag ..	6
Safes, iron ..	3	Slates, billiard (owner's risk) ..	2
Saffron ..	3	Slates, roofing ..	6
Sage (owner's risk) ..	5	Slates, writing ..	3
Sago ..	3	Slates, monumental (owner's risk) ..	2
Salad (owner's risk) ..	5	Sleepers (see clause 37, page 36) ..	5
Salsafy (owner's risk) ..	5	Slime apples (owner's risk) ..	5
Salt, country ..	3	Snake-gourds (owner's risk) ..	5
Salt, rock ..	6	Snuff ..	2
Salt for manure ..	6	Soap ..	3
Salt, imported ..	2	Sodawater in bottles (owner's risk) ..	3
Saltpetre ..	3	Soda ..	3
Saltpetre for manure ..	6	Solder ..	3
Salt provisions (wet) ..	3	Solder (if certified for tea packing, see clause 35, page 36) ..	6
Samples packed in cases ..	2	Soldering fluid (owner's risk) ..	2
Samples, tea ..	4	Soluble tea in bottles packed in cases (owner's risk) ..	2
Sand ..	6	Sorrel (owner's risk) ..	5
Sandals in packages ..	3	Sour-sops (owner's risk) ..	5
Sandalwood ..	3	Spelter ..	3
Sandpaper ..	3	Spices ..	2
Sapanwood ..	3	Spinach (owner's risk) ..	5
Sashes, door (see clause 39, page 37) ..	4	Spirits in casks (owner's risk) ..	3
Saws ..	2	Spirits in bottles (owner's risk) ..	2
Sawdust ..	6	*Spirits of turpentine (see clause 46, page 40) ..	1
Scales ..	3	*Spirits of wine (see clause 46, page 40) ..	1
Scenery (theatrical) in cases ..	6	*Spirits, methylated (see clause 46, page 40) ..	1
Scoops ..	3	Spokes ..	4
Scrap iron ..	6	Sponges ..	2
Screens, plain (see Furniture). ..		Spouting ..	3
Screens, ornamental (owner's risk) ..	2	Stag horns in bundles ..	3
Screws and nails ..	3	Stampers ..	4
Seats or chairs, garden ..	3	Stands, battery ..	3
Seaweed ..	6	Stands, wooden ..	3
Seeds not specified ..	3	Starch ..	3
Seed, cotton ..	4	Stationery of all kinds ..	2
Seed, rubber (owner's risk) ..	3		
Seed tea (owner's risk) ..	3		
Sewing machines (owner's risk) ..	2		
Shafting, unpacked (see clause 39, page 37) ..	2		
Shafting packed in cases (see clause 39, page 37) ..	3		
Shafts for carriages ..	3		

ARTICLES.	CLASS.	ARTICLES.	CLASS.
Statuary (owner's risk) ..	2	Tea shelves ..	3
Staves for casks ..	4	Tea shooks (see clause 35, page 36 and note on page 68)	6
Staves for brewers ..	6	Tea sifters ..	3
Stays ..	2	Telegraph apparatus ..	3
Steel ..	3	Telegraph posts (see clause 39, page 37) ..	4
Stencil plates ..	2	Telephone apparatus, packed (owner's risk) ..	2
Stereotype casts (owner's risk) ..	3	Tennis materials ..	2
Stick lac ..	2	Tents and tent equipage ..	2
Sticks, walking ..	3	Terra japonica ..	3
Stones, sharpening ..	3	Theodolites (owner's risk) ..	1
Stones, wrought, for building purposes ..	6	Thermometers, packed (owner's risk) ..	2
Stones, rough ..	6	Thread or twist, cotton ..	2
Stones, cut or engraved, for monumental or other pur- poses (owner's risk) ..	2	Thyme (owner's risk) ..	5
Stoves and grates ..	3	Tiles for building purposes (owner's risk) ..	6
Straw, loose (see clauses 40 and 42, pages 37 and 38) ..	4	Tiles, ornamental (owner's risk) ..	3
Straw, pressed ..	4	Tiles, glass (owner's risk) ..	2
Stretchers ..	3	Timber, unwrought (see clau- ses 37 and 39, pages 36 and 37)	5
Stumps, coffee, with roots ..	3	Timber, wrought (see clause 39, page 37) ..	4
Sugar in casks and bags ..	3	Tins, rubber collecting ..	3
Sugar, lump, imported ..	2	Tinware ..	3
Sugarcandy ..	3	Tobacco, manufactured ..	2
Sugarcane ..	3	Tobacco, unmanufactured ..	3
Sulphate of ammonia (for manure) ..	6	Toddy in tins or bottles packed in cases (owner's risk)	2
Sulphate of copper ..	3	Toddy in casks (owner's risk)	3
Sulphur ..	6	Tomatoes (owner's risk) ..	5
*Sulphuric acid (see clause 46, page 40) ..	1	Tom-toms ..	2
Sundries, all packages of ..	2	Tom-tom frames and sticks ..	3
Surveying appliances (theodo- lites excepted) ..	2	Tongues, dried ..	2
Syrup ..	3	Tonic water in bottles (owner's risk) ..	3
		*Tonite (see clause 46, page 40)	1
T.		Tools, blacksmith's ..	3
Tacks ..	3	Tools, other ..	2
Talc ..	4	Tools, unserviceable ..	2
Tallow ..	3	Tow ..	3
Talipots (see clauses 40 and 42, pages 37 and 38) ..	3	Toys (owner's risk) ..	2
Tamarinds ..	3	Treacle ..	3
Tape ..	3	Traps, rat or mouse ..	3
Tapioca, local, in bags ..	3	Trays ..	2
Tapioca, imported, in tins or other packets ..	2	Trees and shrubs (owner's risk, see clause 42) ..	3
Tappal boxes ..	3	Tree tomatoes (owner's risk) ..	5
Tapping knives ..	3	Trollies on wheels ..	2
Tapping tins ..	3	Trollies on wheels requiring a whole truck (clause 31, page 36) ..	2
Tar in casks (owner's risk) ..	3	Trollies in packages ..	3
Tarpaulins ..	3	Tortoise-shell goods ..	2
*Tartaric acid ..	1	Tortoise shells, unwrought ..	3
Tats ..	3	Tricycles (packed) ..	2
Tea (see foot note on page 68)	4	Tricycles unpacked are charged parcels rate ..	
Tea fluff, dust, or sweepings ..	4	Trowels ..	3
Tea, soluble, in bottles (owner's risk) ..	2	Trunks, empty ..	2
Tea baskets ..	3	Trunks containing personal effects ..	2
Tea lead (see clause 35, page 36) ..	6	Tubs ..	3
Tea leaf (owner's risk) ..	3	Turf ..	6
Tea packing (see note on page 68; see clause 35, page 36) ..	6	Turmeric ..	3
Tea seed (owner's risk) ..	3	Turnips (owner's risk) ..	5

ARTICLES.	CLASS.	ARTICLES.	CLASS
Turpentine	2	Watercress (owner's risk) ..	5
Turtles	2	Wattakas, pumpkiná (owner's risk) ..	5
Twine	4	Wattekolu (owner's risk) ..	5
Type and printing presses ..	3	Wax, bees'	2
Typewriters (owner's risk) ..	3	Whalebone	3
Tyres	3	Wearing apparel (owner's risk)	2
U.			
Umbrellas	2	Wedges	3
Urinals (metal)	3	Weighing machines (see Machinery).	
Urinals, earthenware, packed (owner's risk)	2	Wheels, carriage or coach, with or without tyres ..	3
Upholstery	2	Wheels, cart	4
Utensils, kitchen	3	Wheels on axles	3
V.			
Valises	2	Wheelbarrows	3
Vanilla	3	Whetstones	3
Varnish	3	Wickerwork (see clause 42, page 38)	3
Vegetables, fresh, not specified (owner's risk) ..	5	Wicks (lamp)	3
Vegetables, dried	3	Winches	3
Vegetable fibre in bales ..	4	Window frames (see clause 39, page 37)	4
Vegetable marrows (owner's risk)	5	Wine in casks (owner's risk) ..	3
Velvet tamarinds (owner's risk)	5	Wine in bottles (owner's risk)	2
Veneers	2	Wire	3
Venison, dried	3	Wire netting	3
Veraloo, 'or native olives (owner's risk)	5	Wire fencing	3
Verdigris	3	Wire shoot runners	3
Vinegar in bottles packed in cases (owner's risk) ..	2	Withering cloth	3
Vinegar in casks (owner's risk)	3	Woods, ornamental	2
*Vitriol, oil of (see clause 46, page 40)	1	Woods, jungle posts (see clauses 37 and 39, pages 36 and 37)	6
W.			
Walking-sticks	3	Woollen goods	2
Wall paper	2	Wood apples (owner's risk) ..	5
Wardian cases (owner's risk, see clause 42 page 38) ..	2	Wooden ladders (see clause 39, page 37)	4
Waste, cotton (see clause 42)	3	Wood oil	3
Waste paper (see clause 42) ..	3	Y.	
Water, aerated or mineral, in glass or stone bottles packed in cases or casks (owner's risk)	3	Yams	4
Z.			
		Yarn, coir	4
		Yarn, hemp	3
		Yeast (owner's risk)	2
		Zinc	3
		Zinc ore	6

CLASSIFICATION OF GOODS.

(Rates are exclusive of loading and unloading charges.)

Goods conveyed by Special Agreement only.

Dangerous petroleum oil.

Goods conveyed at First Class Rates.

Viz., 24 cents per ton per mile Coast Line and Northern Line, 37½ cents per ton per mile Main Line below Nawalapitiya and also on the Kurunegala and Matale Branches, 46½ cents per ton per mile Main Line above Nawalapitiya.)

Dangerous Articles (owner's risk, see clause 46, page 40).

*Acids: fluoric, muriatic, hydrochloric, nitric, sulphuric, anhydride, carbolic, oleic, oxalic, tartaric (in carboys, drums, or in bottles packed in cases)	*Gunpowder
*Ammunition	*Gun-cotton
*Carbide of calcium in metal drums (see clause 45, page 40)	*Lucifer matches
*Cartridges, loaded	*Matches, lucifer and congreve
*Crackers	*Methylated spirits
*Detonators	*Naphtha
*Dynamite	*Oil, paraffin
*Ether	*Paraffin oil
*Fireworks a	Petrol or motor spirit (owner's risk, see clause 44, page 39)
*Fuze	*Potentite
*Gas compressed in drums or chests	*Spirits of turpentine
	*Spirits, methylated
	*Spirits of wine
	*Tonite
	*Vitriol, oil of

a Dashing crackers prohibited.

Other Articles at First Class Rates.

Bonnets (owner's risk)	Musical instruments (owner's risk)
Engravings (owner's risk)	Organs (owner's risk)
Glass mirrors (owner's risk)	Pianos packed in cases (owner's risk)
Glass plate (owner's risk)	Plate glass (owner's risk)
Mirror glass (owner's risk)	Theodolites (owner's risk)

Goods conveyed at Second Class Rates.

(Viz., 16 cents per ton per mile Coast Line and Northern Line, 25 cents per ton per mile Main Line below Nawalapitiya and also on the Kurunegala and Matale Branches, 31 cents per ton per mile Main Line above Nawalapitiya.)

Acids, medicinal	Archery materials
Adzes	Arrowroot, imported
Ale in bottles packed in cases or casks	Arrack in bottles or tins—(owner's risk)
Alum	Assafostida
Animals, stuffed (owner's risk)	Bacon and ham
Aniseed	Bags, hand
Antiseptic mixtures	Baggage
Apparel, wearing	

Barley (prepared) in tins or cases	Confectionery
Barometers (owner's risk)	Condiments
Bath chairs packed	Cordials in bottles and jars (owner's risk)
Beads, glass (owner's risk)	Corn flour in tins and other packets
Beading and mouldings	Corks
Beds and bedding	Cotton gin rollers
Bedsteads	Cotton, manufactured
Beer in bottles	Crabs
Beeswax	Crape
Bells, electric (owner's risk)	Crickets implements
Bhang	Crockery in crates or cases (owner's risk)
Bicycles or tricycles	Croquet implements
Bicycle and tricycle fittings	Deer heads
Billiard and bagatelle tables (owner's risk)	Dog biscuits
Billiard slates (owner's risk)	Drapery
Bins	Drawings (owner's risk)
Birds and animals, stuffed (owner's risk)	Dripping, imported
Bird cages (owner's risk)	Drugs
Biscuits	Drums, native
Blackboards (owner's risk)	Dhoolies
Blankets in bales or bundles	Dresses
Blacking	Earthenware, imported, in crates or cases (owner's risk)
Boards, drawing	Earthenware, imported, loose (owner's risk, see clause 41, page 37)
Bon-bons (owner's risk)	Electric goods (owner's risk)
Books	Elephants' head, teeth, and feet
Boots and shoes	Embroidery
Bottle racks	Empty trunks
Boxes, tin, containing personal effects	Engines, unpacked (see clause 39, page 37)
Boxes, wooden, empty, on legs (owner's risk)	Farina
Boxes, empty, tin	Feathers (see clause 42, page 38)
Bread	Figs
Butter	Figures and ornaments (owner's risk)
Cages, bird (owner's risk)	Filters (owner's risk)
Calicoes	Fire grenades (extinguishers)
Camphor	Fish, fresh (owner's risk)
Candles, tallow and wax	Fishing tackle other than deep-sea nets
Canisters, tea or coffee	Flannel
Canvas	Floor cloth
Caps, percussion	Flour in tins or cases
Carbon for electric lighting	Flowers (owner's risk)
Carpenters' tools	Flowers, coconut
Carpeting	Frames, picture (owner's risk)
Carriage bodies, cased (see clause 39, page 37)	Fruits, dried or preserved, imported
Cartridges, empty	Furniture, unpacked and loaded with other goods in the same wagon (owner's risk)
Cartridges, safety or breech loading (owner's risk)	Furniture requiring a whole wagon, minimum charge as for 1 ton (owner's risk)
Castor oil, medicinal, in bottles packed in cases (owner's risk)	Furs
Chairs, furniture (owner's risk)	Galvanic batteries (owner's risk)
Chalk, prepared (owner's risk)	Gauges (owner's risk)
Chandeliers (owner's risk)	Gelatine
Cheese	Ginger, preserved
Chinaware in crates or cases (owner's risk)	Glassware (owner's risk)
Chlorides of calcium	Glass windows in boxes (owner's risk)
Cider in bottles (packed in cases or casks)	Gloves
Cigars	Grave stones (owner's risk)
Cigarettes	Grenades, hand, securely packed (owner's risk)
Clocks (owner's risk)	Goods, sundry
Cloth	Groceries
Clubs, golf, polo, and hockey	Gunjah or bhang (owner's risk)
Cod liver oil, medicinal, in bottles packed in cases (owner's risk)	Gymkhana or polo kit
Coffee, imported, in tins or cases	
Combs	

Gymnastic appliances
 Haberdashery
 Hams
 Harness
 Hats and caps (owner's risk, see clause 42, page 38)
 Herbs
 Honey
 Horn tumblers
 Hosiery, cotton
 Hosiery, silk
 Ice (owner's risk)
 Incense
 Indianrubber goods
 Ink
 Instruments, scientific and surgical (owner's risk)
 Isinglass
 Ivory
 Japanware (owner's risk)
 Jinrickshaws packed in cases
 Kennels, dog
 *Kerosine oil (owner's risk, see clause 46, page 40)
 Ketchup in bottles
 Kansa leaves
 Kennels, dog
 Lac-stick
 Lace
 Lamps (owner's risk)
 Lanterns (owner's risk)
 Lard, imported, in tins
 Lawn mowers
 Lawn tennis goods
 Level, spirit (owner's risk)
 Lime juice in bottles packed in cases or casks
 Linen
 Linoleum
 Liquor, wine or spirits in bottles
 Lithographic stones (owner's risk)
 Lubricators
 Lubricator glasses
 Luggage
 Machinery, unpacked (see clause 39, page 37)
 Magic lanterns (owner's risk)
 Marble, polished or wrought (owner's risk)
 Mattresses
 Medicines
 Medicinal oils, in bottles packed in cases (owner's risk)
 Meats, fresh or preserved
 Millinery (owner's risk, see clause 42, page 38)
 Milk, condensed, in tins packed in cases
 Models (owner's risk)
 Moonstones
 Mortars and pestles of glass, china, or stone
 Motor bicycles or tricycles in cases (owner's risk)
 Motor cars packed in cases (owner's risk) (see clause 39, page 37)
 Motor car bodies in cases (see clause 39, page 37)
 Mouldings and beadings
 Mustard in bottles, tins, or packets
 Needles
 Ola leaves
 *Oil, kerosine (owner's risk, see clause 46, page 40)
 Oil, king coconut, in bottles
 Oil cloth
 Oilmanstores
 Oil for medicinal or toilet purposes in bottles packed in cases (owner's risk)
 Opium (owner's risk)
 Ornaments (owner's risk)
 Organ materials in cases (owner's risk)
 Oysters, fresh (owner's risk)
 Paintings or drawings (owner's risk)
 Paper, writing, or stationery in general
 Paper, wall
 Papier mache goods (owner's risk)
 Pappada
 Peas, preserved, in tins
 Parchment
 Pens
 Perambulators packed in cases
 Percussion caps
 Perfumery (owner's risk)
 Pestles, glass, china, or stone
 Photographic apparatus (owner's risk)
 Pickles, imported
 Pillows
 Pictures (owner's risk)
 Porter in bottles
 Polish, furniture
 Portmanteaux
 Printed labels, covers, &c.
 Platedware (owner's risk)
 Provisions, imported, packed in cases, casks, or hampers
 Preserves, imported
 Quicksilver (owner's risk)
 Quills, porcupine
 Quilts
 Racquets
 Ribbons
 Road tracers
 Rose water
 Rugs, woollen
 Saddlery
 Salt, imported
 Samples packed in cases
 Saws
 Screens, ornamental
 Sewing machines (owner's risk)
 Shafting, unpacked (see clause 39, page 37, owner's risk)
 Shawls
 Sherbet
 Shoes and boots
 Silk, manufactured or unmanufactured (owner's risk)
 Slates, billiard (owner's risk)
 Slates, monumental (owner's risk)
 Snuff
 Soldering fluid (owner's risk)
 Soluble tea in bottles packed in cases (owner's risk)
 Spices
 Spirits in bottles (owner's risk)
 Sponges
 Stationery of all kinds

Statuary (owner's risk)	Tennis materials
Stays	Tools
Stencil plates	Toys (owner's risk)
Stick lac	Tortoise-shell goods
Stones, cut or engraved, for monumental or other purposes	Trays
Sugar, lump, imported	Tricycles
Sundries, all packages of	Trolleys on wheels
Surveying instruments (theodolites excepted)	Trunks, empty
Tapioca, imported, in tins or other packets	Trunks containing personal effects
Tea, soluble, in bottles packed in cases (owner's risk)	Turpentine
Telephone apparatus, packed (owner's risk)	Turtles
Tents and tent equipage	Umbrellas
Thermometers, packed (owner's risk)	Upholstery
Thread or twist cotton	Urinals, earthenware, packed (owner's risk)
Tiles, glass	Valises
Toddy in tins or in bottles packed in cases (owner's risk)	Veneers
Tobacco, manufactured	Vinegar in bottles packed in cases
Tools, unserviceable	Wardian cases (owner's risk) see clause 42, page 38)
Tools, other	Wax, bees
Tom-toms	Wearing apparel (owner's risk)
Tongues, dried	Wine in bottles
	Woods, ornamental
	Woollen goods
	Yeast (owner's risk)

Goods conveyed at Third Class Rates.

(Viz., 12½ cents per ton per mile Coast Line, and Northern Line, 17 cents per ton per mile Main Line below Nawalapitiya and also on the Kurunegala and Matale Branches, 25 cents per ton per mile Main Line above Nawalapitiya.*)

Aërated waters (owner's risk)	Baskets, tea, actual weight
Acid, carbolic, for disinfecting purposes	Bass mats
Agricultural implements, not machinery	Batteries, electric
Alavangoes	Beans, dried
Ale or beer in casks, imported (owner's risk)	Beef and pork in casks, wet
Almonds	Bellows, smiths'
Aloes	Bells (owner's risk)
Ambulance in packages	Belting
Ammonia	Benches
Ammunition chests, empty	Beer in casks (owner's risk)
Anchors	Betel leaves in bundles not exceeding 84 lbs. in weight (owner's risk)
Aniline (dyes)	Blacksmiths' tools
Anvils	Blacklead
Apples and pears (owner's risk)	Blind rollers
Arms, fire	Blocks
Arm chests	Blue stone
Arrowroot, native	Boats (see clause 30, page 36)
Arrack in casks (owner's risk)	Boiled oil
Atlas preservatives	Boilers (see clause 39, page 37)
Asbestos	Boiler plates
Axles, with wheels and tyres	Bolts
Bags, empty	Bones, not for manure
Bags, coir	Bottles, empty (owner's risk)
Bark	Boxes, wooden, empty
Barley	Boxes, tin, empty (owner's risk)
Barrows, wheel	Boxing apparatus
Baskets, empty	Bran
	Branding irons

* Rice is conveyed over Main Line at the same rate above as below Nawalapitiya.

Brass and brassware	Copper coins, defaced
Bricks, bath	Copper, manufactured
Bricks, glazed or enamelled	Copying presses
Brimstone	Cordage, imported
Brooms or ekels	Cordials in casks (owner's risk)
Brushes	Cornflour in barrels
Buckets	Corrugated iron
Buckles of all sorts	Cotton waste
Bulbs	Cowries
Bullets in bags or cases	Creosote
Bushel measures	Crowbars
Calendars	Croton oil
Canes, sugar	Croton seeds
Cannon balls	Crucibles
Cannon (see clause 39, page 37)	Cumbles
Canoes (see clause 30, page 36)	Curry stuffs
Carbolineum	Cutlery
Carbolic powder	Cuttings, owner's risk (see clause 42, page 38)
Cardamoms	Dammar
Cardboard	Dates
Carriage, coach, or cart wheels	Deer horns and skins in bundles
Carriage fittings in cases (owner's risk)	Derricks
Carts in packages (see clause 31, page 36)	Desks, school
Castor seed	Disinfecting fluid or powder
Castor oil in casks or drums (owner's risk)	Diaphragm plates
Castings (owner's risk)	Dog meal
Casks, empty (see clauses 39 and 42, pages 37 and 38)	Drain pipes (see clause 39, page 37 owner's risk)
Catties (knives)	Dripping, country made
Cattle brands	Drum frames and sticks, native
Cattle food, prepared	Dumb-bells
Chaff (horse and cattle food)	Dyes
Chains	Dye woods
Chanks	Earthenware, country-made, in crates or cases (owner's risk)
Chatties and earthenware pots (owner's risk, see clause 41, page 37)	Earthenware, country, loose (owner's risk, see clause 41, page 37)
Chekoos	Ekels
Chests, arm or ammunition	Emery
Cider in casks (owner's risk)	Empties (see clause 42, page 38)
Chillies	Enamelware (owner's risk)
Cinchona bark, unpressed	Engine packing
Cinnamon	Engine packed in cases (see clause 39, page 37)
Cinnamon oil	Fans for tea factories (see clause 39, page 37)
Circus materials (exception see clause 26, page 14)	Fat in tins or kegs
Cisterns, iron (see clause 39, page 37)	Felt
Citronella oil in bottles or casks (owner's risk)	Fencing iron
Cloth, firing	Fenders
Cloth, withering	Files
Coal tar in casks (owner's risk)	Firearms
Coca leaves	Firing cloth
Cochineal	Fish, dried and salted
Coconut plants (owner's risk, see clause 42, page 38)	Fish oil
Coconut scrapers	Fish netting in bales
Coconut shell spoons	Flax
Coconut shells (see clause 41, page 37)	Flour, in bags or barrels
Coir bags	Flower pots (see earthenware)
Colloo	Forges, portable
Colours	Fruits, dried or preserved, country
Coffee stumps with roots, &c.	Fullersearth
Coffins	Funnels
Coir mats and matting	Furniture packed in cases (owner's risk)
Compressed food for horses and cattle	Gallows in pieces
	Galvanized iron
	Garden implements
	Garden seats

Gas, liquefied, compressed, carbonic acid gas, in iron cylinders or solid drawn steel flasks (owner's risk, see clause 43, page 38)
 Ginger
 Ghee
 Girders (see clause 39, page 37)
 Glue
 Gram, imported
 Grass (owner's risk, see clause 42, page 38)
 Grates, fire
 Grease
 Greaves
 Green tea leaf (owner's risk)
 Grindstones
 Gum
 Gunny bags, empty
 Guns
 Gun carriages
 Guttapercha
 Guttering or spouting
 Gypsum or plaster of Paris
 Hackeries in packages (see clause 31, page 36)
 Hardware, such as brass or copper pots or vessels, or ironmongery
 Hampers
 Hair
 Hammers
 Hoop iron
 Hops
 Hemp
 Hides and skins (see clause 33, page 36)
 Hinges, iron
 Hominy
 Honestones or whetstones
 Hoofs and horns, cattle
 Hoops, wood and iron
 Horns, stag, in bundles
 Horse food, prepared
 Horse shoes
 Hose, leather or canvas
 Hurdles, iron or wood
 Implements, agricultural
 Indiarubber
 Indian cornflour
 Indigo
 Indigo seed
 Insulators, packed
 Iron, manufactured
 Iron rods
 Iron roofing
 Iron sheet
 Ironmongery
 Izal powder or fluid
 Jaggery
 Jak seed
 Jars, empty (see Earthenware)
 Jute
 Jute hessian
 Kips, hides, &c.
 Knives, pruning
 Knives, tapping
 Kola nuts
 Kota-kilangu
 Lac dye and shellac
 Lamp cotton or wick
 Lard, country
 Lead in pipes, sheet, or pig
 Lead, white or red
 Leather
 Leaf sifters (see clauses 39 and 42, pages 37 and 38)
 Leather belting
 Leaves, jak
 Leaves, karapincha (owner's risk)
 Leaves, coca
 Leaves, medicinal
 Lemonade (owner's risk)
 Lime juice in casks
 Limewater in kegs
 Linoleum
 Linseed
 Linseed oil
 Liquor, wine or spirits in casks (owner's risk)
 Liquorice
 Locks
 Logwood
 Lubricating oil
 Mace
 Machinery packed in cases (see clause 39, page 37)
 Mahogany
 Malt and meal
 Mamoties
 Medicinal leaves
 Metals or castings (owner's risk)
 Mats and mattings
 Meal
 Meats, dried, in bundles
 Medicinal roots in bags
 Millstones
 Mineral oils (lubricating) not specified
 Mineral waters (owner's risk)
 Molases
 Mortars, metal
 Mortars, wooden
 Motor car wheels and other motor car fittings packed in cases (see clause 39, page 37, owner's risk)
 Moulds
 Muskets in cases
 Nails of all kinds
 Nutmegs
 Nuts
 Netting, fishin, in bales
 Newspapers, old
 Oakum
 Oats
 Ochre
 Oil cake, foreign
 Oils, lubricating mineral not specified (owner's risk)
 Onions (owner's risk)
 Oxalic acid
 Packing, engine
 Pails and buckets
 Painters' materials
 Paint
 Palmirah roots
 Paper, coarse or waste
 Piano cases, empty (see clause 42, page 38)
 Paper, sand
 Phenyl
 Pears (owner's risk)
 Penattu
 Pepper

- Pestles, metal
 Pestles, wood
 Pickaxes
 Pickles, country
 Pipes, iron or earthenware
 Pitch
 Pith (see clause 42, page 38)
 Plantain trees (see clause 42, page 38, owner's risk)
 Plants in pots (see clause 42, page 38, owner's risk)
 Pollard
 Pork in casks
 Porter in casks (owner's risk)
 Posts and rails, metal for fencing (see clause 39, page 37)
 Potatoes (owner's risk)
 Potash
 Powder, vermonite
 Preserves, country-made
 Preservatives, atlas
 Prickly comfrey
 Printing presses
 Provisions, salt, wet
 Pruning knives
 Pruning saws
 Pulpers
 Pulleys
 Putty
 Rags
 Rangoon oil
 Rape seed
 Resin
 Retorts
 Rifles in cases
 Rivets
 Rice (see foot note on page 62)
 Ropes, cotton and hemp
 Rollers, blind
 Rugs, coir
 Rubber, country grown
 Rubber tapping knives
 Rubber collecting tins
 Rubber seed (owner's risk)
 Safes, iron
 Saffron
 Sago
 Salt
 Saltpetre
 Salt provisions, wet
 Sandals in packages
 Sandalwood
 Sandpaper
 Sapanwood
 Sacks, empty
 Scales
 Scoops
 Screws and nails
 Seats or chairs, garden
 Seeds not specified
 Seed, rubber (owner's risk)
 Seed, tea (owner's risk)
 Shafting packed in cases (see clause 39, page 37)
 Shavers
 Shafts for carriages
 Shellac
 Shells and chanks
 Shoddy
 Shot, cannon, in bags
 Shovels
 Shrubs, quicks trees (see clause 42, page 38)
 Size
 Skins (see clause 33, page 36)
 Sieves
 Sifters
 Sifters, tea
 Signboards
 Silicate of soda and alumina
 Slates, writing
 Soap
 Sodawater in bottles (owner's risk)
 Soda
 Spelter
 Solder
 Spirits in casks (owner's risk)
 Spouting
 Stag horns in bundles
 Stands, battery stands, wooden
 Starch
 Stretchers
 Steel
 Stereotype casts (owner's risk)
 Sticks, walking
 Stoves and grates
 Stones, sharpening
 Sugar candy
 Sugar in casks and bags
 Sugar, country-made
 Sugar cane
 Sulphate of copper
 Stumps, coffee, with roots
 Syrup
 Tacks
 Tallow
 Tamarinds
 Tapioca, local, in bags
 Tarpaulins
 Tar in casks (owner's risk)
 Talipots (see clauses 40 and 42, pages 37 and 38)
 Tappal boxes
 Tape
 Tapping knives
 Tapping tins
 Tats
 Tea baskets (actual weight)
 Tea leaf (owner's risk)
 Tea seed (owner's risk)
 Tea shelves
 Tea sifters
 Telegraph apparatus
 Terra japonica
 Tiles, ornamental (owner's risk)
 Tins, rubber collecting
 Tinware
 Tobacco, unmanufactured (see clause 11 on page 30)
 Toddy in casks (owner's risk)
 Tools, blacksmiths'
 Tom-tom frames and sticks
 Tonic water in bottles (owner's risk)
 Tortoise-shell unwrought
 Tow
 Treacle
 Trees and shrubs (owner's risk)
 Traps, rat and mouse
 Trolleys in packages
 Turmeric
 Trowels
 Tubs

Type and printing presses	Waste paper (see clause 42)
Typewriters (owner's risk)	Wedges
Tyres	Whalebone
Urinals, metal	Wheels, with or without tyre, carriage or coach
Utensils, cooking	Wheels on axles
Utensils, kitchen	Wheelbarrows
Vanilla	Whetstones
Varnish	Wicks, lamp
Vegetables, dried	Winches
Vegetable oils, not specified	Wine in casks (owner's risk)
Venison, dried	Wire
Verdigris	Wire netting and wire fencing
Vinegar in casks (owner's risk)	Wire shoot runners
Water, aerated or mineral, in glass or stone bottles packed in cases or casks (owner's risk)	Wood oil
Walking-sticks	Yarn, hemp
Waste, cotton (see clause 42)	Zinc

Goods conveyed at Fourth Class Rates.

(Viz., 12½ cents per ton per mile Coast Line and Northern Line, 12½ cents per ton per mile Main Line below Nawalapitiya and also on Kurunegala and Matale Branches, 20 cents per ton per mile Main Line above Nawalapitiya. *)

Aloe fibre, in bales	Cotton seed poonac
Anatto	Decorations, madu and fern branches, moss (owner's risk, see clause 42, page 38)
Arecanuts	Dhall
Bags, empty return (see clause 38, page 37)	Door sashes (see clause 39, page 37)
Bamboos (see clause 39, page 37)	Eggs in hampers or cases (owner's risk)
Baskets, empty return (see clause 38, page 37)	Empties, return (see clause 38, page 37)
Battens (see Staves)	Evergreens (see clause 42)
Beams, wrought timber (see clause 39, page 37)	Felloes (see clause 39, page 37)
Block tin	Fencing sticks
Boards, wrought, for building purposes (see clause 39, page 37)	Fibre, vegetable, in bales
Bottles, return empties (see clause 38, page 37)	Flooring boards, wrought (see clause 39, page 37)
Cacao	Gas oil (owner's risk)
Cacao pods	Gates (see clause 39)
Cacao leaves (see clause 42, page 38)	Gram, country grown
Cadjans (owner's risk, see clauses 40 and 42, pages 37 and 38)	Gingelly
Casks, return empty (see clauses 38, 39, and 42, pages 37 and 38)	Ground nuts
Catechu or cassiecutty	Gunny bags, return empties (see clause 38, page 37)
Cinchona bark, pressed to 1,400 lb., per 50 cubic feet	Hampers, return empties (see clause 38, page 37)
Coconuts in bags	Hay, loose (see clauses 40 and 42, pages 37 and 38)
Coconuts, loose (see clause 41, page 37)	Hay, pressed
Coconut fibre and husk	House fittings, timber (see clause 39, page 37)
Coconut, desiccated	Indian corn
Coconut oil	Kekuna
Coffee	Kekuna oil
Coir fibre	Kekuna pods
Coir yarn or rope	Kitool fibre
Copra	Kurakkan
Cordage, country-made	Lathwood
Cotton, raw (see clause 34, page 36)	Ladders (see clause 39, page 37)
Cotton seed (see clause 34, page 36)	

* Tea is conveyed over the Main Line at the same rate above as below Nawalapitiya.

Leaves, coconut, cacao, and plantain (see clause 42, page 38)	Posts and rails, wood, for fencing (see clauses 37 and 39, pages 36 and 37)
Madu stumps	Potatoes, sweet
Maize	Rattan and canes
Margosa oil	Rhea fibre in bales
Masts (see clause 39, page 37)	Reeds and rushes
Mee oil	Rollers, road
Mee poonac	Sacks, empty return (see clause 38, page 37)
Mica	Samples, tea
Moss (owner's risk, see clause 42, page 38)	Sashes, door (see clause 39, page 37)
Mustard seed in bags	Seed, cotton
Nuts, arecanuts	Shooks (except for tea packing and the packing of rubber and desiccated coconuts)
Nuts, coconuts	Spokes
Nuts, ground nuts	Stampers
Oil, cake, native	Staves for casks
Oil, coconut (owner's risk)	Straw, loose (see clauses 40 and 42, pages 37 and 38)
Oil, gingelly	Straw, pressed
Oil, margosa	Talc
Paddles	Tea (see foot note on page 66)
Paddy or rice in husk	Tea, fluff, dust, or sweepings
Palmyra laths and rafters (see clauses 37 and 39, pages 36 and 37)	Telegraph posts (see clause 39, page 37)
Planks, wrought (see clause 39, page 37)	Timber, wrought (see clause 39, page 37)
Planks for staves ready shaped and fit for making into casks	Twine
Peas, dried, in sacks	Vegetable fibre (in bales)
Piano cases, empty returned (see clause 38, page 37)	Wheels, cart
Poles and masts (see clause 39, page 37)	Window frames (see clause 39, page 37)
Poonac, coconut, for cattle food	Wooden ladders (see clause 39, page 37)
Poonac, cotton seed	Yarn, coir
Poonac, castor cake	Yams
Poonac, gingelly	

Goods conveyed at Fifth Class Rates.

(Viz., 10 cents per ton per mile Coast Line and Northern Line, 10 cents per ton
per mile Main Line below Nawalapitiya and also on the Kurunegala
and Matale Branches, 20 cents per ton per mile Main Line
above Nawalapitiya.)

Artichokes (owner's risk)	Cuttings, dadaps
Bandakka (owner's risk)	Endive (owner's risk)
Beams, timber, unwrought (see clauses 37 and 39, pages 36 and 37)	Fruits, fresh, not specified (owner's risk)
Beans, broad (owner's risk)	Green peas, country-grown (owner's risk)
Beans, French (owner's risk)	Guavas (owner's risk)
Beetroot (owner's risk)	Jak fruits (owner's risk)
Bilimbi (owner's risk)	Jambo (owner's risk)
Breadfruit (owner's risk)	Jambola (owner's risk)
Brinjals (owner's risk)	Kale (owner's risk)
Brussel sprouts (owner's risk)	Kankun (owner's risk)
Cabbages (owner's risk)	Karavila (owner's risk)
Cadju nuts (owner's risk)	King coconuts in bunches or bags (owner's risk)
Carrots (owner's risk)	Knol-khol (owner's risk)
Cauliflowers (owner's risk)	Kon (owner's risk)
Celery (owner's risk)	Leeks (owner's risk)
Chillies, green (owner's risk)	Lemons and limes (owner's risk)
Coconuts, young, for drinking pur- poses	Lettuce (owner's risk)
Coffee stumps, trimmed	Lovi-lovi (owner's risk)
Cucumbers (owner's risk)	Mana grass (owner's risk)
Custard apples (owner's risk)	Mangoes (owner's risk)
Cuttings in bundles or baskets for planting purposes	Mangosteens (owner's risk)

Marjoram (owner's risk)	Radishes (owner's risk)
Melons (owner's risk)	Rambatam (owner's risk)
Mint (owner's risk)	Rhubarb (owner's risk)
Mora (owner's risk)	Sage (owner's risk)
Murunga (owner's risk)	Salad (owner's risk)
Nellika (owner's risk)	Salsify (owner's risk)
Oranges (owner's risk)	Shingles (see clause 41, page 37)
Papawa (owner's risk)	Sleepers (see clause 37, page 36)
Parsley (owner's risk)	Slime apples (owner's risk)
Parsnips (owner's risk)	Snake gourds (owner's risk)
Peas, green (owner's risk)	Sorrel (owner's risk)
Pineapples (owner's risk)	Soursops (owner's risk)
Planks, unwrought (see clauses 37 and 39, pages 36 and 37)	Spinach (owner's risk)
Planks for staves cut into barrel length but not shaped (see clause 37, page 36)	Thyme (owner's risk)
Plantains (owner's risk, see clauses 17 and 41, pages 32 and 37)	Timber unwrought (see clauses 37 and 39, pages 36 and 37)
Plants in bundles (owner's risk)	Tomatoes (owner's risk)
Pomegranates (owner's risk)	Tree tomatoes (owner's risk)
Pompelmeous or jambola (owner's risk)	Turnips (owner's risk)
Pumpkins, wattakkas (owner's risk)	Vegetables, fresh, not specified (owner's risk)
Pumpkins, loose, requiring a whole truck (owner's risk, see clause 41, page 37)	Vegetable marrows (owner's risk)
	Velvet tamarinds (owner's risk)
	Veralu or native olive (owner's risk)
	Watercress (owner's risk)
	Wattakkas (owner's risk)
	Wetakolu (owner's risk)
	Woodapples (owner's risk)

Goods conveyed at Sixth Class Rates.

Minimum, 4 tons (for exception see clause 35, page 36.)

(Viz., 8 cents per ton per mile Coast Line and Northern Line, 8 cents per ton per mile Main Line below Nawalapitiya and also on Kurunegala and Matale Branches, 16 cents per ton per mile Main Line above Nawalapitiya.*)

Ammonia, sulphate of, for manure	Fire bricks
Asphalte	Fire clay
Ashes, coal	Firewood
Ballast	Flints
Barley for brewing	Fuel, liquid, in drums or barrels
Beer, locally brewed, for export (owner's risk)	Fuel, patent
Bitumen	Glass, broken
Block tin (if certified for tea packing, see clause 35, page 36)	Gravel
Boundary stones	Guano
Bones for manure	Hooping iron for tea chests (if certified for tea packing, see clause 35, page 36)
Bricks, common	Iron, pig or ore
Bricks, fire	Iron, railway rails (see clause 39, p. 37)
Cabook	Iron, railway spikes or chairs
Carbolized powder for manure	Iron, scrap
Cement	Iron nails (if certified for tea packing, see clause 35, page 36)
Chairs, iron (railway)	Jungle posts (see clauses 37 and 39, pages 36 and 37)
Chalk for agricultural purposes	Lead ore
Charcoal	Lead for packing tea (see clause 35, page 36)
Chinaware, broken	Lime, slaked
Chunam	Lime, unslaked
Cinders	Lime, sulphate of limestone
Clay	* Liquid fuel in drums or barrels (owner's risk)
Coffee chaff	Manures (see note on page 68)
Coir dust	
Coke	
Compost	
Coral for building	

* Tea packing and manure are conveyed over the Main Line at the same rate above as below Nawalapitiya.

Marble, rough	Seaweed
Nails, if certified for tea, desiccated coconuts, or rubber packing (see clause 35, page 36)	Shooks for tea packing (see clause 35, page 36)
Ores	Slag
Packing, tea, desiccated coconuts, and rubber (see clause 35, page 36)	Slates, roofing
Plumbago	Solder (if certified for tea packing, see clause 35, page 36)
Poonac for manure	Staves for brewers
Porter, in casks, locally-brewed, for export (owner's risk)	Stones, wrought, for building purposes
Powder, carbolized	Stones, rough
Purpuline for manure	Sulphate of ammonia (for manure)
Quartz	Sulphur
Rails (see clause 39, page 37)	Tea lead (see clause 35, page 36)
Road metal	Tea shooks (see clause 35, page 36, and note on page 68)
Salt, rock	Tiles for building purposes
Salt for manure	Turf
Saltpetre, for manure	Wood, jungle posts (see clauses 37 and 39, pages 36 and 37)
Sand	Zinc ore
Sawdust	
Scenery, theatrical, packed in cases	

Articles other than Dangerous Articles which are accepted for conveyance at Owner's Risk only, and for which a special form of Consignment Note is required.

Aërated waters	Citronella oil
Ale or beer in casks	Clocks
Animals, stuffed	Coconut plants
Arrack in casks and bottles	Coconut oil
Artichokes	Cordials in jars, bottles, and casks
Bandakka	Crockery
Barometers	Cucumbers
Beads, glass	Custard apples
Beans, broad	Cuttings (plant)
Beans, French	Decorations, madu and fern branches
Beer in casks	Deer heads
Bells	Drain pipes
Beetroot	Drawings
Betel leaves	Earthenware
Bhang	Eggs
Bilimbi	Enamelware
Billiard and bagatelle tables and slates	Endive
Bird cages	Engravings
Birds and animals, stuffed	Figures and ornaments
Bonnets	Filters
Bottles	Fish, fresh
Breadfruit	Flowers
Brinjals	Frames, picture
Brussel sprouts	Fruits, fresh
Bulky articles (see clause 39, page 53)	Furniture, unpacked
Cabbages	Galvanic batteries
Cadjans	Glass mirrors
Cadju nuts	Glass plate
Carrots	Glassware including tiles
Castings	Glass windows
Cauliflowers	Grass
Castor oil	Gravestones
Celery	Green peas, fresh
Chairs, furniture	Green tea leaf
Chalk, prepared	Grenades, hand
Chandeliers	Guavas
Chatties and earthenware pots	Hats and caps
Chillies, green	Ice
Chinaware	Instruments, scientific and surgical
Cider in casks	Jak fruits

Jamboos	Plants in bundles
Jambois	Plantains
Japanware	Plants
Kale	Platedware
Kankun	Plate, glass
Karapincha leaves	Pomegranates
Karawila	Pompelmeous
King coconuts in bunches	Porter in casks
Knol-khol	Pumpkins
Kon	Quicksilver
Lamps and lanterns	Radishes
Leeks	Rain gauges
Lemonade in bottles	Rambatam
Lemons and limes	Rhubarb
Lettuce	Sage
Levels, spirit	Salad
Lithographic stones	Salsify
Magic lanterns	Screens, ornamental
Mana grass	Sewing machines
Mangoes	Shafting, unpacked
Mangosteens	Shrubs, quicks, and trees
Marble, polished or wrought	Silk
Marjoram	Slates, ornamental and billiard
Melons	Slime apples
Millinery	Snake gourds
Mint	Sodawater in bottles
Mineral waters	Soldering fluid
Mirrors, glass	Sorrel
Models	Soursops
Moonstones	Spinach
Mora	Spirits in casks
Moss	Statuary
Motor cars in cases	Stereotype casts
Motor car wheels and other fittings, packed in cases	Tar in casks
Murunga	Tea leaf
Musical instruments	Tea, soluble, in bottles
Nellika	Telephone apparatus
Oils, medicinal, in bottles packed in cases	Théodolites
Oil, castor	Thermometers
Oil, citronella	Thyme
Oil, coconut	Tiles, glass, ornamental or building
Oil, gingelly	Tomatoes
Oil, lubricating mineral, not specified	Tonic water in bottles
Oil, linseed	Toys
Onions	Tree tomatoes
Opium	Turnips
Oranges	Typewriters
Organs	Urinals, earthenware
Organ fittings packed in cases	Vegetables, fresh
Ornaments	Vegetable marrows
Oysters, fresh	Velvet tamarinds
Paintings or drawings	Veralu, or native olives
Papawa	Vinegar in casks
Papier maché goods	Water, aerated or mineral, in glass or stone bottles, packed in cases or casks
Paraley	Watercress
Parsnips	Wattakka, pumpkins
Peas (green)	Wetakolu
Perfumery	Wearing apparel
Photographic apparatus	Wine in casks or bottles
Pianos packed in cases	Woodapples
Pictures	Yeast
Pineapples	

General Manager's Office,
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T. A. WYLIE,
Acting General Manager.

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