



# Ceylon Government Gazette

EXTRAORDINARY.

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## Part II.—Legal.

*Separate paging is given to each Part in order that it may be filed separately.*

### DRAFT ORDINANCES.

#### MINUTE.

The following Draft of a proposed Ordinance is published for general information :—

**An Ordinance to amend the Road Ordinance, 1861, and the Road Ordinance, 1861, Amendment Ordinance, 1884.**

**B**E it enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows :

1 This Ordinance may be cited as the Road Ordinance, No. of 1925.

Short title.

2 Section 30 of the Road Ordinance, 1861, Amendment Ordinance, 1884, is hereby repealed, and the following shall be substituted therefor, viz. :

Allocation of labour and commutation money.

30. (1) All labour or commutation money in lieu of labour due or paid under this or the principal Ordinance during the financial year 1925-26 or any subsequent financial year shall, subject to deduction of the expenses of carrying out the provisions of this or the principal Ordinance, be expended solely on thoroughfares, not being principal thoroughfares, and resthouses within the district in which the labour or commutation money is or became due.

(2) Expenditure under this section on resthouses shall be effected by the Provincial Committees.

(3) Expenditure under this section on thoroughfares shall be effected by the District Committees in accordance with estimates approved by the Provincial Committees.

(4) No work performed by a District Committee shall be admitted into account and pass audit unless the due and satisfactory performance thereof be certified to in writing by two members of the Provincial or District Committee, and an entry thereof be made in the proceedings.

3 Section 37 of the Road Ordinance, 1861, and sections 31, 32, and 33 of the Road Ordinance, 1861, Amendment Ordinance, 1884, are hereby repealed.

Repeal.

By His Excellency's command,

Colonial Secretary's Office

E. B. ALEXANDER,

Colombo, August 17, 1925.

Acting Colonial Secretary.

*Statement of Objects and Reasons.*

THE object of this Ordinance is to provide that for the future all labour and commutation money under the Road Ordinance (usually known as the poll tax) shall be devoted exclusively to minor roads and resthouses. Hitherto it has been the practice in the annual estimates to allocate, under section 33 of Ordinance No. 37 of 1884, one-half of the poll tax to principal thoroughfares and one-sixth to resthouses, the remaining one-third being expended on minor roads under section 37 of Ordinance No. 10 of 1861. For some years past part of the money so appropriated for principal thoroughfares has been returned to the Road Committees by grants for minor roads from general revenue. It is now proposed that the whole poll tax should be devoted to minor roads and resthouses, no part being paid to the central Government. The expenditure on resthouses will be effected by the Provincial Committees. The expenditure on minor roads will be effected by the District Committees in accordance with the estimates approved by the Provincial Committees.

Attorney-General's Chambers,  
Colombo, July 21, 1925.

L. H. ELPHINSTONE,  
Attorney-General.

## MINUTE.

The following Draft of a proposed Ordinance is published for general information :—

An Ordinance to amend the Ceylon Railways  
Ordinance, 1902.

BE it enacted by the Governor of Ceylon, by and with the advice and consent of the Legislative Council thereof, as follows:

Short title and commencement.

1 This Ordinance may be cited as the Ceylon Railways Ordinance, No. of 1925.

Substitution of new schedule for schedule in principal Ordinance.

2 For the schedule of the principal Ordinance referred to in section 5 thereof the following schedule shall be substituted:

## SCHEDULE.

## Rate of Railway Fares.

*Passengers.*

- 1st class, not exceeding 20 cents per mile.
- 2nd class, not exceeding 10 cents per mile.
- 3rd class, not exceeding 4 cents per mile.

Reductions to be made for children, pioneers, and coolies of any nationality, and for return or periodical tickets. The right of reduction in the case of children must be determinable either by age or height, as shall from time to time be provided for by the rules.

Special trains or reserved accommodation shall be charged for at special rates. Special rates shall be charged for H, C, and D traffic, luggage, and parcels.

*Goods.*

Rates from 4 cents to 59 cents per ton per mile according to the provisions to be made from time to time in the rules and regulations.

Special rates to be charged for live stock, corpses, specie, plate, carriages, and for articles exceeding 3 tons in weight or measuring more than 200 cubic feet in bulk or 14 feet in length, small or loose articles and articles of a light or frail nature which do not permit of remunerative freight on a weight for charge basis and/or requiring special accommodation, and gunpowder, kerosine oil, and other volatile oils, vitriol, lucifer matches, and other articles which, in the judgment of any of the railway officials, may be of a dangerous nature.

As respects goods, the fractional part of half a hundredweight shall be reckoned as half a hundredweight.

The minimum distance on which a mileage charge shall ordinarily be made is ten miles.

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

Demurrage, insurance on valuable articles, warehouse, loading, and like charges shall be made in addition to the above rates, which apply only to the carriage of goods.

As respects passenger and goods traffic, the fractional part of a cent will be charged as a cent, and the fractional part of a mile will be charged as a mile.

By His Excellency's command,  
Colonial Secretary's Office, E. B. ALEXANDER,  
Colombo, August 18, 1925. Acting Colonial Secretary.

*Statement of Objects and Reasons.*

THE Committee appointed to advise Government as to how the Railway may be put on a thoroughly commercial basis has recommended the adoption of a revised classification of goods traffic and new ton-mile basic rates for the various classes of the new classification.

2. It is necessary, in order to give effect to these recommendations, to substitute a new schedule for the schedule of rates fixed by the Ceylon Railway (Amendment) Ordinance, No. 16 of 1922.

3. The definition of each class of goods has been deleted, and the restriction of the number of classes to six has also been removed. In order to provide greater elasticity to the working of the railway, it is desirable to classify goods from time to time by rules made by the Governor in Executive Council under section 5. There is also no object to be gained by limiting the number of classes to six. The minimum and the maximum rates are retained. By section 6 of Ordinance No. 9 of 1902 all rules as to rates made by the Governor in Executive Council are subject to disallowance by the Legislative Council.

Attorney-General's Chambers, L. H. ELPHINSTONE,  
Colombo, August 12, 1925. Attorney-General.