

SUPPLEMENT

TO

The Ceylon Government Gazette.

No. 5,104—FRIDAY, DECEMBER 18, 1891.

THE following rules, made under and in pursuance of the provisions of section 5 of "The Railways Ordinance, 1885," and approved by the Governor in Executive Council, are published for general information.

By His Excellency the Governor's command,

Colonial Secretary's Office,  
Colombo, December 14, 1891.

E. NOEL WALKER,  
Colonial Secretary.

THE CEYLON GOVERNMENT RAILWAYS.

All prior Rules are hereby cancelled.

RULES

Made by the Governor, with the advice of the Executive Council, under Section 5 of "The Ceylon Railways Ordinance, 1885."

The Rules are to take effect from and after January 1, 1892.

The doors of the Booking Offices may be closed Five Minutes earlier than the times of departure of trains mentioned in the Time Table, after which no person can be booked.

**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 Bill, 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.**—These must not be taken by passengers into the carriages, but must be handed by them to the Guard, whom they are required to satisfy that they are unloaded. This regulation will not apply in the case of troops being conveyed on the railway.

**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 their luggage labelled.

(b) Luggage will not be booked or labelled until the owner has obtained his ticket and presented it to the Parcels Clerk.

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

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

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

Any excess over these weights will be charged in strict accordance with the published parcels rates, except luggage conveyed in carriage or goods trucks by passenger trains, which 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 line below Návalapitiya and the Mátalé Branch, and 31 cents per ton per mile over the Main line above Návalapitiya, at owner's risk. For distances under 20 miles the minimum charge for a carriage or goods truck will be Rs. 5, and for distances over 20 miles no less charge will be made than for one ton.

On luggage booked in advance no free allowance will be made.

(e) 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.

(f) 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.

All Luggage must be Prepaid at the Booking Station.

(g) Passengers are allowed to take into the carriages, at their own risk and in their own charge, such small packages

as can be placed under the seat occupied by the owner, or so disposed as not to inconvenience the other passengers. Station Masters and Guards are required to remove all packages which cannot be deposited under the seat or on the rack.

(h) 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 addressed and secured.

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

(j) 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 sent as luggage or parcels, viz. : musical instruments, plate, bullion, money, bills, notes or securities, jewellery, trinkets or watches ; nor will the Government undertake to carry luggage or parcels containing musical instruments, plate, bullion, money, bills, notes or securities, jewellery, trinkets, watches, clocks, or gunpowder, vitriol, aquafortis, turpentine, lucifer matches, or any combustible or dangerous materials, except by special agreement.

(k) Kerosine oil and mineral acids will not be carried as luggage, but can be booked (at *owner's risk*) by passenger trains in quantities of not more than 80 lb., at 50 per cent. over the ordinary parcels rates, if securely packed in tin or iron cases, and the contents legibly marked in *English* on the outside of each package.

#### 8 Military baggage, &c. :—

	lb.	
1st Class ..	112	per man free
2nd " ...	84	" "
2nd " ...	56	" woman free
2nd " ...	28	" child free
3rd " ...	56	" man free
3rd " ...	56	" woman free
3rd " ...	28	" child free

All baggage and provisions, &c., in excess of the quantity allowed free by the railway, 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 line below Nāwalapitiya and the Matalé Branch, and 31 cents per ton per mile over the Main line above Nāwalapitiya.

9 **Left Luggage.**—(a) The Government are not responsible for any luggage or articles left by passengers at the stations 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. The Government are not responsible for any article exceeding the value of Rs. 50.

(b) Loaded firearms and articles of a dangerous or 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 a dangerous or objectionable nature.

(c) When a passenger deposits any article in the Cloak-room a ticket is given him in exchange, and no article can be given up to him for any purpose whatever unless he first returns that ticket to the Cloak-room attendant, or produces to the Station Master satisfactory evidence of his ownership.

(d) The 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.

(e) 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.

(f) Left luggage unclaimed or unredeemed within twelve months will be sold.

(g) Booked luggage left on the railway premises for more than twenty-four hours is subject to Cloak-room charges as above.

10 **Lost or unclaimed Luggage.**—(a) Property other than perishables found at stations, or in carriages, or on the line, will be conveyed to and kept at Colombo, and will be given up to claimants only on production of satisfactory evidence of ownership, and on payment of a registration fee of 25 cents ; and if not claimed within twenty-four hours the Cloak-room charges set forth in the 9th paragraph of these rules will be charged in addition. If not claimed within three months the property may be sold by Government. Perishables will be at once disposed of.

(b) 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 General Manager, Colombo.

(c) If the articles have, at the request of the owner, to be forwarded from one station to another, the owner may be required to pay freight charges at ordinary parcels rates.

(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 railway stations or in the trains, the cost of forwarding the message and, if necessary, of obtaining a reply must be borne by the owner of the property. Should the mistake in address or instructions be found to be due to the fault of any of the railway staff, the amount paid will be refunded. (See rule 28 b)

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

1st Class ...	$\frac{3}{4}$	of the seating capacity of the compartment or carriage reserved.
2nd Class ...	$\frac{2}{3}$	of the seating capacity of the compartment or carriage reserved.
3rd Class ...	$\frac{1}{2}$	of the seating capacity of the compartment or carriage reserved.

Whenever these numbers are exceeded, each passenger in excess of the number specified will be charged the ordinary fare.

(b) Reserved accommodation may be secured on application at the principal stations. Twenty-four hours' notice should be given when possible.

(c) Compartments or 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.

(d) If an additional carriage has to be attached to a train to enable a compartment to be reserved for a party for whom there would be ample accommodation in the train, the minimum charge will be as for half the seating capacity of the whole carriage.

**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 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 passengers holding ordinary return tickets. Application for the specials to be made to the General Manager, Colombo.

**13 Platforms.**—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 persons on to the platforms when accompanying friends proceeding by train.

**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.

**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.

(b) The single journey tickets are available only 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.

(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 under thirty miles are available for return within three days, *inclusive of the day of issue and day of return*; 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 under thirty miles 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 under fifty miles within three days, *inclusive of the day of issue and day of return*; fifty miles and over 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 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.

(l) Holders of first and second class return tickets between Matalé 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 at the Booking Office, 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) Passengers are booked and carried subject to these By-laws, and attention is specially called to clauses 17 to 21.

**18 Children.**—Infants under twelve months old will be carried free; children above that age and under 4 ft. in height will be charged half fare.

**19 A Female Servant** will be allowed to accompany her mistress in a first class carriage on payment of second class fare, provided such an arrangement does not interfere with the comfort of other passengers travelling in the same compartment.

**20 Travelling without Ticket.**—(a) Should a passenger from an unavoidable cause be unable to obtain a ticket before starting, he must at once 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 paragraph 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.

(d) Should a passenger wish to travel to a station beyond that for which he holds a ticket, he must, before passing the station at which he should have alighted, hand his ticket to the Guard, at the same time informing him of the station to which he wishes to travel. The Guard will inform the Station Master of the next convenient station, who will collect the ticket and the additional fare due and grant a receipt, which will pass the passenger to destination.

**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 second 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 first half or second 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 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 will not be entertained. Claims should be addressed to the General Manager, Colombo, and should be written on a form which may 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 Lost or Mislaid.**—(a) The Government are not liable 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 liable 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 return 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 from which the passenger returns within fourteen days of the date of expiry.
- (2) The passenger must pay the difference between the original and two single-journey fares.
- (3) The ticket must be exchanged at the return starting station, and before entering the train.

Tickets will not be extended if the difference between the amount paid 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) Excursion tickets or return tickets issued at single fare for the double journey cannot be extended, nor will any refund be made on the unused portions of such tickets.

**24 Periodical or Season Tickets.**—First, second, and third class season tickets can be had on application to any Station Master, from whom rates and conditions of issue can also be obtained.

**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.

**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 25 miles apart may be allowed first and second 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.

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

(c) 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 for going and returning.
- (3) The class and probable number of passengers.
- (4) The stations between which the party wish to travel.

The application should be made to the General Manager at least one week before the date on which the party intend to travel.

The power of refusing to grant the concession or of declining to allow the tickets to be available by particular trains is reserved. 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.

(d) 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 of the Railway.

Each batch of three horses must travel by the same train 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 of the Railway at least one week before the horses are to travel.

(e) *Military, Volunteer, or Police bands*, of not less than six in number, when travelling by train for the purpose of playing at fetes, &c., will be charged single second or third class fare for the double journey. (These tickets will be available for return within seventeen days.)

(f) *Soldiers, Volunteers, or Police in uniform* attending meetings for inspection or rifle competition drill, target practice, &c., will be allowed to travel at single fare for the double journey. 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*.

(g) *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 wife and children of the soldier if they are included in the railway furlough warrant.

(h) Parties of choristers or school children under 4 ft. in height, when not less than twenty in number, will be conveyed at half the single fare for the double (return) journey. Teachers and choristers and scholars over 4 ft. in height, and not less than ten in number, accompanying the children, will be charged the full single fare for the double (return) journey on production of a letter of authority from the General Manager of the Railway.

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

(i) Operatic, Theatrical, and Circus parties, of not less than six in number, may be conveyed, first or second class, at a single fare for the double journey when travelling to give a performance. The whole of the party must travel by the same train. The tickets will be available for return within fifteen 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.

**27 Transmission of Messages for the Public.**—(a) The following are the conditions and rates at which the travelling public may send or receive private telegrams through the Railway Telegraph Department:—

(b) No message will be sent by the Railway Telegraph from a station at which there is a Postal Telegraph station at or adjacent to the railway station, unless addressed to a passenger in a train who could only be reached by Railway Telegraph.

(c) The message must be *bona fide* from a passenger or to a passenger travelling by train.

(d) 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.

(e) **Rates.**—The "Urgent" rates are as follows:—

	Rs. c.
First eight words or group of three figures ...	1 60
Each additional word or group of three figures ...	0 20

The address of sender, if given, but not of addressee, to be charged for.

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.

**28 Telegrams sent for Consignors or Consignees of Goods and for Passengers who have lost their Luggage.**—(a) In the event of a telegram being sent relative to a consignment, the person at whose instance the telegram is sent will be required to pay Re. 1 for the telegram of inquiry and Re. 1 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.

(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 Re. 1 for telegram of inquiry and Re. 1 for reply. If the articles lost were booked and placed in the van, inquiry will be made by wire without charge.

**29 Ammunition.**—Sporting ammunition may be despatched by passenger trains at the ordinary parcels rates on the following conditions:—

Not more than three packages of 20 lb. each of gunpowder, cartridges, and percussion caps will be sent by the same train.

This does not apply to breech-loading cartridges in respect of weight, there being no restriction as to the weight of such cartridges.

The gunpowder must be securely packed in tin canisters with an outer case of wood or tin, and be quite sparkproof, and a certificate to the effect that the package is so packed must be given by the sender.

**30 Horses and Carriages.**—Horses must be loaded and unloaded by owners at their own risk.

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

	Rs. c.
One horse, per mile ...	0 12½
Two horses, do. ...	0 18½
Three horses, do. ...	0 25
One carriage, do. ...	0 18½
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 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 or carriage.

Rates for horses and carriages between stations can be ascertained on application to the General Manager, Colombo, or to any Station Master.

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

**31** When six or more ponies or horses accompany a polo or hunting party (under clause 26 b), the animals will be booked at a single fare for the double journey.

**32** When batches of three race horses are conveyed under clause (26 d) they will be carried at the single fare for three horses.

**33 Liability and Insurance.**—If any horse, ox, bull, or cow be of greater value than Rs. 500, the value of such animal must be declared by the sender and an extra rate of 5 per cent. on the excess value over Rs. 500 as declared should be paid to the railway before the animal is despatched, otherwise the Government will not be liable for loss or injury to a greater extent than on an animal of Rs. 500 value.

Whether the horse be insured or not insured, the Government will not be liable for damage arising from fright or restiveness, or delay not caused by the negligence or misconduct of their servants.

**34 Horses, Carriages, or Palanquins** (a) 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.

(b) Horses and carriages cannot be booked to and from the stations at Alawwa, Kelaniya, Hunupitiya, Mahara, Henaratgoda, Mahaiyawa, and Ukuwala; nor to and from any station on the Coast line except Kalutara South and Alutgama.

**35 Bulls, Cows, and Oxen** when conveyed by passenger train under special agreement are put into a horse box and charged 25 per cent. more than horses.

**36 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 under 112 lb., 2 cents per mile over the Main line below Náwalapitiya and the Mátalé and Coast line Branches, and 4 cents per mile over the Main line above Náwalapitiya; if weighing over 112 lb., at ordinary parcels rates. Minimum charge, 50 cents each.

**37 Asses and Donkeys**, if conveyed in a horse box, are charged horse rates (two asses or 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.**—Puppies, sucking pigs, cats, mungoses, monkeys, ferrets, rabbits, and such small animals are only carried in cages or hampers, and they are charged for by weight at parcels rate.

**39 (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 25 miles or part of 25 miles.

(b) All dogs brought for conveyance in the dog locker must be provided with chain and collar, 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 payment 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.

**40 Corpses.**—The rate for the conveyance of a corpse is 50 cents per mile over the Main line below Náwalapitiya and over the Mátalé and Coast line Branches, and Re. 1 over the Main line above Náwalapitiya. The minimum charge will be at the above rate as for ten miles. 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.

**41 Parcels.**—(a) The Booking Offices will be open on each weekday 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 Sunday, Good Friday, and Christmas Day the office 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 20 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.

(c) Parcels will be conveyed from station to station at rates as under:—

**Rates for Ordinary Parcels.**

Between Stations on the Main Line below Náwalapitiya and on the Mátalé and Coast Line Branches:—

Distance to be conveyed.	Not over 7 lb.	7 lb. and not over 14 lb.	14 lb. and not over 21 lb.	21 lb. and not over 28 lb.	28 lb. and not over 42 lb.	42 lb. and not over 56 lb.	56 lb. and not over 70 lb.	70 lb. and not over 84 lb.	84 lb. and not over 98 lb.	98 lb. and not over 112 lb.	For 28 lb. or any part of 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.
1 mile to 25 miles	10	0.15	0.20	0.25	0.30	0.35	0.40	0.45	0.50	0.60	0.15
25 " to 35 "	15	0.25	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.75	0.25
35 " to 45 "	20	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.70	0.85	0.30
45 " to 55 "	20	0.35	0.40	0.45	0.50	0.55	0.60	0.65	0.75	0.90	0.35
55 " to 65 "	20	0.40	0.45	0.50	0.55	0.60	0.65	0.70	0.80	0.95	0.40
65 " to 75 "	20	0.45	0.50	0.55	0.60	0.65	0.70	0.75	0.85	1.00	0.45
75 " to 85 "	20	0.50	0.55	0.60	0.65	0.70	0.75	0.80	0.90	1.05	0.50
85 " to 95 "	20	0.55	0.60	0.65	0.70	0.75	0.80	0.85	0.95	1.10	0.55
95 " to 105 "	20	0.60	0.65	0.70	0.75	0.80	0.85	0.90	1.00	1.15	0.60
105 " to 115 "	30	0.70	0.75	0.80	0.85	0.90	0.95	1.00	1.10	1.25	0.60
115 " to 125 "	30	0.75	0.80	0.85	0.90	0.95	1.00	1.05	1.15	1.30	0.70
125 " to 135 "	30	0.75	0.80	0.85	0.90	0.95	1.00	1.05	1.15	1.30	0.75
135 " to 145 "	35	0.85	0.90	0.95	1.00	1.05	1.10	1.15	1.25	1.40	0.80
145 " to 155 "	40	0.85	0.90	0.95	1.00	1.05	1.10	1.15	1.25	1.40	0.85
155 " to 165 "	40	0.95	1.00	1.05	1.10	1.15	1.20	1.25	1.35	1.50	0.95
165 " to 175 "	40	1.0	1.05	1.10	1.15	1.20	1.25	1.30	1.40	1.55	1.0
175 " to 185 "	40	1.0	1.05	1.10	1.15	1.20	1.25	1.30	1.40	1.55	1.0
185 " to 195 "	45	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.50	1.65	1.05
195 " to 205 "	45	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.50	1.65	1.10
Over 205 miles, for every 10 miles or part of 10 miles	5	0.05	0.10	0.10	0.10	0.15	0.15	0.20	0.20	0.25	0.05

**Upper Section.**—Parcels conveyed over the Main Line above Náwalapitiya are charged double the above rates.

**42 Gifts of provisions, flowers, clothing, books, newspapers, and literature generally for the under-mentioned hospitals are conveyed to the stations named free of charge, if addressed to the proper official as marked 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 Supdt. ...	... Maradana Junction
2. Smallpox Hospital ...	... Medical Officer in Charge ...	... Maradana Junction
3. Military Hospital ...	... Medical Officer in Charge ...	... Fort or Slave Island
4. Home for Incurables...	... Honorary Secretary ...	... Maradana Junction
5. Little Sisters of the Poor	... Sister in Charge ...	... Maradana Junction
6. St. Margaret's Home ...	... Sister in Charge ...	... Maradana Junction or Kollupitiya
7. Civil Hospital ...	... Medical Officer in Charge ...	... Kandy

**43 Storage of Parcels.**—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.

The Government are not bound to advise consignees of the arrival of parcels.

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 Ceylon Government 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.

**44 Ice, fish, poultry** (including pigeons) in square crates or baskets with closely-woven bottom, fresh meat, fresh butter, bread, pastry, vegetables, fruit, cut flowers, plants, eggs, yeast, milk, potatoes, and returned gunnies, will be conveyed at owner's risk at half parcels rate. The freight on these must be prepaid. Minimum charge, 10 cents.

*To obtain the benefit of this reduced rate, the contents of the parcel must be clearly specified in English on the label.*

**45 Empty Return Baskets** and packages in which bread, ice, fish, poultry, game, eggs, fresh butter, meat, vegetables, fruits, and other perishable provisions, or yeast, or cut flowers 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 the label must show the date on which received and the station from which received full.

**46 Weights.**—The Government does not hold itself bound by any weights inserted by consignees 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 does the Government admit any responsibility in respect of the weights thus arrived at as regards their absolute correctness as between buyer and seller.

**47 Liability.**—The Government are not liable for loss of, or damage to, any animal booked under clauses 36 to 39, or to any parcel or package booked and valued at over Rs. 20, unless it has been insured. The charge for insurance, which must be prepaid, is 5 per cent. on the value, to be declared in writing at the time of booking.

**48 Scientific or Musical Instruments** will be conveyed by passenger trains at owner's risk on payment of 50 per cent. increase upon the ordinary parcels rates.

**49 Bicycles** when sent as parcels or carried as passenger's luggage will be conveyed, at owner's risk, at 1 cent per mile over the Main line below Návalapitiya and the Mátalé and Coast line Branches, and at 2 cents per mile over the Main line above Návalapitiya. Minimum charge, 25 cents.

**50 Invalids' Chairs, Perambulators, Jinrickshaws, and Tricycles** will be conveyed at owner's risk by passenger train at double the rates for bicycles. Minimum charge, 50 cents.

**51 Barrel and Piano Organs on Wheels and Portable Harmoniums** will be conveyed at owner's risk by passenger train at double the rates for bicycles. Minimum charge, 50 cents.

**52 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.

**53 Light, Frail, and Bulky Packages.**—Packages of a light, frail nature, or such as are bulky in proportion to

their weight, such as paper boxes containing artificial flowers, paper bonnet or hat boxes, hat boxes in crates, straw bonnets, packages of lace, marble clocks packed in cases, pasteboard boxes of light millinery or feathers, cages of stuffed birds or animals, driving whips, parcels of mouldings, picture frames, light furniture, violins in cases, barometers, thermometers, ships' chronometers, small birds (alive) in cases or cages, poultry in packages which are not square with closely-woven bottom, bottles of medicine, magic lantern slides when not packed in boxes, and parcels containing brittle articles, such as glass, china, or porcelain, are charged 50 per cent. increase upon the ordinary parcels rates.

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

**54 Specie.**—(a) When specie is conveyed in charge of passengers and at their risk, the actual gross weight, without deduction, is charged for at the ordinary parcels rates.

(b) Specie and treasure are only carried as parcels when insured at a charge of 5 per cent. on the declared value, the minimum charge for insurance being Rs. 5. The charge for insurance is in addition to the charge for freight, which is double the ordinary parcels rates.

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

**55 Insurance.**—Application for the insurance of any package valued at Rs. 500 or upwards is to be made to the General Manager of the Railway, Colombo. The Station Masters are authorised to accept insurance rate on packages valued at less than Rs. 500.

**56 Pre-payment.**—The freight on passengers' luggage, specie, and on all articles of a perishable or dangerous nature must be prepaid.

**57 Amounts undercharged** by the railway staff will be subsequently recovered. Goods, luggage, &c., are liable to be detained and sold, and the proceeds utilised to clear the charges due and expenses incurred by the railway.

**58 Cheques** or other orders for payment of money are not accepted in payment of the charges for conveyance of passengers, parcels, &c.

**59 Coolies.**—Detachments of pioneers or gangs of coolies of not less than six in number, each cooly  $1\frac{1}{4}$  cent per mile. Provided that no detachment or gang shall be conveyed at the rate aforesaid unless upon the production of a certificate from the importer of such coolies, or from the manager of the estate or work from or to which they are going, that such pioneers or coolies have been employed, or are about to be employed, on the said estate or work. Children of pioneers of coolies in gangs to be charged as adults. The minimum fare of pioneers and coolies in gangs shall be 25 cents each person. It is essential that each certificate shall state what number of pioneers or coolies form the detachment or gang to which such certificate applies. Books of printed certificate forms can be obtained on application to the General Manager of the Railway, Colombo.

One or more coolies producing the Government Immigration Officer's certificate will be booked at the reduced rate for coolies in gangs.

Pioneers or 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.).

**60 Policemen and Porters** are strictly forbidden to accept charge of passengers' luggage, but passengers may place their luggage in charge of the Station Masters on payment of a small fee (see clause 9, Left Luggage).

# THE CEYLON GOVERNMENT RAILWAYS.

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

## RULES REGULATING THE CLASSIFICATION OF GOODS, AND SPECIAL RATES TO BE CHARGED FOR CERTAIN GOODS,

*Made by the Governor, with the advice of the Executive Council, under Section 5 of "The Ceylon Railways Ordinance, 1885."*

**The Rules are to take effect from and after January 1, 1892.**

### CONDITIONS.

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 hazardous or brittle 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 Ceylon Government.

3 Nor for the loss of, or damage done to, goods put into returned wrappers or boxes or packages described as empties; nor of 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 done to, any packages insufficiently or improperly packed, marked, directed, or described, or containing a variety of articles liable by breaking to damage each other or other articles; nor for leakage, arising from bad casks, or bad cooperage, or from fermentation.

5 Nor for any loss or damage as 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 the first succeeding train.

7 All freight on goods is payable in advance unless by special arrangement.

8 All goods left on the railway premises above twenty-four hours after their arrival, either for the convenience 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 cwt. per diem, exclusive of Sundays. It is to be distinctly understood that consignees are not entitled to receive any notice of arrival of goods.

9 Nor will they undertake except on special conditions the carriage of gunpowder, lucifer or congreve matches,

ardent spirits, acids, aquafortis, oil of vitriol, or other dangerous articles, and in no case will the Ceylon Government be responsible for the loss of any such 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 a penalty of Rs. 200 unless the nature of the contents be distinctly marked on the outside of the package containing the same, and notice of the contents be given in writing to the Station Master or other railway official to whom the same should be delivered for the purpose of being so carried. (See clause 44.)

10 All goods, from whomsoever received, or to whomsoever belonging, are subject to a lien for freight of goods, demurrage, and warehouse rent thereon; and if, in one month after the Ceylon Government Railway first received the goods, the money due be not paid, they may be sold by auction, and the proceeds applied towards satisfaction of such lien and expenses, or the General Manager may recover any such sum by action at law.

11 All goods will be subject to a charge for demurrage or warehouse rent if not removed from the railway premises within twenty-four hours after arrival; and fish, fruit, meat, poultry, or other perishable articles are conveyed at the owner's risk, and will be immediately sold to secure the freight, if it be not paid when such articles arrive at the railway terminus, or are offered for delivery.

12 No goods can be delivered if the railway receipt granted to the sender at the despatching station be not duly endorsed by the consignee and given up at the receiving station. The goods delivery book or delivery note must also be signed before the goods are removed.

13 Consignors ordering trucks and not loading them shall be subject to a charge of Rs. 5 per truck for the first day, and to a further charge of Rs. 4 per truck for demurrage thereof, for each day or portion of a day until notice is given that the truck will not be required.

14 In the event of consignors who have ordered and loaded trucks failing to order them away within twenty-four hours after such trucks are loaded, they will be subject to a charge of Rs. 4 per truck for demurrage thereof for every day or portion of a day they are detained after the expiration of such twenty-four hours.

15 All empties not taken away within one month after their arrival will be sold by auction to defray expenses.



## REGULATIONS AND RATES.

**16 Rates.**—The rates for goods do not include collection and delivery, but are only station to station charges. They include—

- (1) Conveyance by railway ;
- (2) Removal from and to the conveyance by which the goods are brought to or taken from the station ;

*except in cases of "bulky or heavy articles" (see clause 39), which must be loaded into and unloaded from the truck or wagon by or at the cost of the owner.*

**17 Undercharge.**—The Government have the right to collect any undercharges made on goods in the railway invoice.

**18 Consignment Notes.**—(a) Every consignment of goods must be legibly addressed in English, and must be accompanied by a consignment note (in a form approved by Government) written in English and signed by the consignee or his agent.

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 19 and 20).

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

(d) *Consignment notes for goods to be conveyed by the Ceylon Government Railway which are not in the form authorised by Government will not be accepted.*

**19 Marks.**—Goods will not be accepted for conveyance by train unless each article or package 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 clause 18).

**20 Railway Receipts.**—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. The goods delivery book or delivery note must also be signed before the goods are removed.

Receipt forms with particulars of consignment duly filled in must be sent by consignor with the goods. The railway staff do not fill in the particulars in receipt forms, but only sign them.

Printed receipt forms are supplied free.

**21 Indemnity Note.**—When the railway receipt is lost, the Government reserve the right to demand a stamped indemnity note before delivering the goods.

**22 Notice of Arrival of Goods.**—For the convenience of consignees and to ensure quicker delivery of goods, notice of arrival of goods is generally issued at the principal stations to consignees whose addresses are known ; but it is to be distinctly understood that the non-receipt of such notice by consignees in no way affects the charges for warehouse rent, demurrage, or wharfage.

**23 Undeclared Goods** will be charged second class rates.

**24 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 not taken away within one month after their arrival will be sold by public auction to defray charges.

**25 Warehouse Rent.**—All goods left on the railway premises beyond twenty-four hours after their arrival, either for the convenience or by the desire or neglect of the

consignor or consignees, will be at the owner's risk, and will be subject to a rent charge of 4 cents per cwt. per diem, exclusive of Sundays.

**26 Demurrage on Wagons.**—(a) All wagons loaded with bulky articles, &c., which are not unloaded within twenty-four hours after their arrival at the station of delivery will be liable to a demurrage charge of Rs. 4 each per diem, exclusive of Sundays (see special conditions 44 c, re demurrage on account of dangerous articles).

(b) Wagons loaded with sixth class goods will not be unloaded until the consignee has supplied a cart or other conveyance 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 truck per diem (exclusive of Sundays) will be made instead of a charge for warehouse rent, as the Government do not supply warehouse accommodation for goods in the sixth class.

(c) The Government, however, reserve to themselves the right of unloading trucks 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.

**27 Wharfage.**—A charge of 10 cents per ton per diem 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 six days. Wharfage will be charged on such goods which have been conveyed by railway if not removed from railway grounds within twenty-four hours after arrival.

**28** No less charge than for a whole day will be made for warehouse rent, demurrage, or wharfage, and as the railway goods sheds are kept open on public holidays the warehouse, demurrage, and wharfage charges will not be remitted for those days.

**29 Perishable Goods.**—(a) Goods of a perishable nature are conveyed at owner's risk. If they are refused by consignee, or not claimed within twelve hours after their arrival at the receiving station, they will be sold by public auction at the risk of the owner. No advice will be sent to consignors.

(b) *The freight on perishable articles must be prepaid.*

(c) *Exception.*—For the convenience of regular consignors of perishable goods such goods will be consigned 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.

**30 Fruits and Vegetables** will be booked by goods trains at goods rates from goods stations above Pérádeniya Junction to Coast line stations, Kollupitiya to Alutgama inclusive, which are not goods stations.

Fruits 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.

**31 Goods consigned to Station Masters.**—Goods will not be accepted consigned to Station Masters unless a written order from the Station Master is produced.

**32 Specie.**—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, will not be accepted for conveyance by train as goods at goods rates.

**33 Boats and Canoes** not requiring a special truck for their conveyance will be charged 4 cents each per mile over the Main line below Návalapitiya and over the Mátalé and Coast line Branches, and 8 cents each per mile over the Main line above Návalapitiya ; minimum charge, Re. 1.50 each below Návalapitiya and Rs. 3 above Návalapitiya. And when the boats and canoes are so large as to require a

special truck or trucks, the charge will be 25 cents per truck per mile below Návalapitiya and 50 cents per truck per mile above Návalapitiya.

**34 Carts.**—Carts on wheels requiring a truck for their conveyance will be charged:—For each truck 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.

**35 Tea Packing.**—Tea lead, hoop iron, nails, shooks, and other articles used for tea packing which are entered in classification for conveyance at sixth class rate\* “if certified for tea packing” will be accepted at Colombo and Wharf stations for conveyance by rail in consignments of from 1 to 4 tons at sixth class rate on two specified days each week. The days on which these small lots are received at sixth class rates will be advertised and posted at the goods stations.

Four-ton lots at sixth class rates or small lots at third class rate will be received on any week day.

**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 Timber Unwrought,** including beams and rough planks sawn, but not planed or adzed, of such sizes as to admit of 3 tons being loaded in an ordinary wagon will, if sent in consignments of not less than 3 tons, be charged fifth class rate, but if of less than 3 tons the freight will be charged at fourth class on actual weight, or at fifth class on 3 tons, whichever is the lesser amount.

**38 Returned Empties.**—(a) Bags and other packages not requiring special accommodation, 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.

(b) To obtain the reduced rates 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.
- (4) Name of person to whom consigned when full.
- (5) Freight paid on the full consignment.

(c) *The freight on “returned empties” must be prepaid.*

(d) *Exception.*—For the convenience of regular consignors of “return empties,” such empties will be consigned without 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.

**39 Bulky or heavy Articles.**—(a) When two or more 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 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.

(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.

(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) Articles of greater weight than the capacity of the crane at the station to or from which they are to be conveyed, must be loaded or unloaded by the owners with their own tackle and labour, and at their own risk. (See clause 69 for capacity of cranes.)

**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.**—The Government do not undertake the counting of small articles, such as cocoanuts, plantains, bottles, shells, or chanks, earthenware, bricks, tiles, shingles, staves, &c.

If cocoanuts, arecanuts, bones, bottles, shells, chanks, earthenware, shingles, staves, or other small articles are forwarded loose, a minimum charge will be made of 25 cents per wagon per mile over the Main line below Návalapitiya and over the Mátalé and Coast line Branches, and 50 cents per wagon per mile over the Main line above Návalapitiya; and if delivery is not taken within the time allowed free after arrival, demurrage will be charged.

**42 Plants, Straw, Cadjans, Empties, and Packages of a light or frail nature,** requiring special accommodation, will be liable to a minimum charge of 25 cents per wagon per mile over the Main line below Návalapitiya and over the Mátalé and Coast line Branches, and 50 cents per wagon per mile over the Main line above Návalapitiya; and if delivery is not taken within the time allowed free after arrival, demurrage will be charged.

**43 Weights.**—The Government do not 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, as regards their absolute correctness as between buyer and seller.

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 the reweighing charge of 25 cents per ton. If the difference is found to be 56 lb. or more per ton, the charge made for reweighing will be refunded and the freight charges rectified. If the difference is less than 56 lb. per ton, the original weight on railway invoice will be considered correct.

**44 Conveyance of Gunpowder, Aquafortis, Vitriol, Acids, Ardent Spirits, Lucifer or Congreve 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 exceeding 56 lb. in weight 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 times 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 authorised to receive dangerous goods, and by no other person whatsoever.

(b) Goods of a dangerous nature can only be conveyed on payment of the minimum charge for a powder van, viz., 25 cents per mile below Návalapitiya and 50 cents per mile above Návalapitiya, except as provided for in 44 g.

(c) No such goods shall be loaded or unloaded on the railway premises by the consignor or consignee thereof, or their servants, 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 wagon, and if the goods be not removed within twenty-four hours after arrival, the packages and contents may be forthwith sold by the General Manager or otherwise disposed of as he thinks fit. If a wagon containing dangerous goods arrives at a station of delivery between 5 P.M. and 7 A.M., 7 A.M. will, for the purpose of demurrage, be considered the hour of arrival.

(d) No such goods will be received or conveyed unless plainly and fully addressed to the consignee, and 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. And further, no such goods will be received or conveyed unless securely packed up in strong, secure, and sufficient packages, and the packages are in good condition.

(e) If such goods be not accepted in due course by the consignee, they will, at the option of the General Manager, 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.

(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 over-carriage of the goods; nor for detention or delay in, or in relation to, the conveyance or delivery thereof.

(g) Provided, however, at the Colombo Terminus and Wharf goods stations dangerous articles in any quantity will be received without previous notice on days to be advertised, and at all goods stations in less quantity than 56 lb., on any working day; 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) A special form of consignment note will be required for dangerous articles.

(i) 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 Ceylon Government Railway which are not in the form authorised by Government, will not be accepted.

**45 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 Re. 1 for the telegram of inquiry and Re. 1 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.

**46 Horses, &c., conveyed in Cattle Wagons.**—The following animals carried in cattle wagons by goods or passenger trains, conveyed together 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 an attendant with each consignment or truck load, extra attendants being carried at third class fare :—

Horses or ponies declared as of less value than Rs. 200 each

Four animals or less—25 cents per truck per mile below Nāwalapitiya, 50 cents above Nāwalapitiya.  
More than four animals—37½ cents per truck per mile below Nāwalapitiya, 75 cents above Nāwalapitiya.

**47 Rates and Conditions for the Conveyance of Live Stock by Goods Train.**—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 below Nāwalapitiya and 4 cents per mile above Nāwalapitiya. Minimum charge, 50 cents. They will not be accepted for conveyance by railway in sacks or with their legs tied.

**48** Donkeys, cattle, calves, pigs, sheep, and goats will be carried at 25 cents per truck per mile. The maximum to be loaded in one ordinary truck is eight Coast or ten Siphalese cattle, twelve calves, forty pigs, seventy-five sheep, or sixty goats.

**49** Elephants, 25 cents per elephant per mile below Nāwalapitiya, 50 cents above Nāwalapitiya.

**50** Cattle must be loaded and unloaded by the owners, at their own risk, and will be carried *at their risk only*.

**51** The carriage of cattle must be prepaid.

**52** One attendant is allowed to travel free with each truck load of cattle.

**53 Live Poultry and Birds**, when not sent in baskets or other packages, will be charged at the minimum rate of 25 cents per truck per mile below Nāwalapitiya and 50 cents per truck per mile above Nāwalapitiya; but if sent in square hampers or cages with closely-woven bottoms, they will be charged at parcels rates.

**54** The minimum charge for a truck will be Rs. 5.

**55** The present rates for goods per ton per mile, as limited by schedule B of Ordinance No. 26 of 1885, are :—

First Class.		Second Class.		Third Class.	
From	To	From	To	From	To
c.	c.	c.	c.	c.	c.
16	59	12	44	4	25

**56** 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 Nāwalapitiya	c. 46½	c. 31	c. 25	c. 20	c. 20	c. 16
Over the Main Line below Nāwalapitiya and the Matalé Branch ...	37½	25	17	12½	10	8
Over the Coast Line	24	16	12½	12½	10	8

**57** Demurrage, warehouse, loading, insurance, and other special charges will be made in addition to the above rates, which apply only to the haulage of goods.

**58** 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. Dangerous articles and articles which are conveyed at owner's risk cannot, however, be classed with ordinary goods.

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.

59 Articles not herein enumerated will be charged according to the class in which they are placed from time to time by the Government.

60 Single and separate parcels under 56 lb. in weight will be accepted as goods, and charged as for 56 lb.

61 The fractional part of half a hundredweight of goods will be reckoned as half a hundredweight.

62 When not specially provided the minimum distance on which a mileage charge will be made is ten miles.

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

64 Goods of the sixth class in quantities less than 4 tons to be charged as 4 tons, or at third class rate on actual weight (see clause 35 for exception).

65 The fractional part of 1 cent will be charged as 1 cent, and the fractional part of a mile will be charged as 1 mile.

66 A *Bogie Wagon* or *Truck* is reckoned as two ordinary wagons or trucks.

67 **Despatch of Goods.**—The Government do not guarantee the despatch of goods by any particular train, nor will they be responsible for their arrival at any station by any specified date or train.

**68 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.

**69 Particulars of accommodation at stations:—**

Station.	Horse and Carriage Dock.	Goods Sheds.	Wagon Weighing Machines.	Cranes.	Lifting capacity of Cranes.
Alutgama ...	1	1	1	1	3 tons
Kalutara South ...	1	1	1	1	30 cwt.
Pánaduré ...	—	1	1	1	30 cwt.
Moratuwa ...	—	—	—	1	3 tons
Wharf ...	—	—	1	1	5 tons
Colombo Yard ...	2	2	3	2	6 tons and 30 cwt.
Yéyangoda ...	1	1	1	1	20 cwt.
Mirigama ...	1	1	—	1	30 cwt.
Ambépussa ...	1	1	1	1	20 cwt.
Polgahawela ...	1	1	1	1	3 tons, travelling
Kadugannáwa ...	1	1	1	1	20 cwt.
Deltota ...	1	1	1	—	—
Kandy ...	1	3	1	1	3 tons, travelling
Katugastota ...	—	1	1	—	—
Wattegama ...	1	1	1	—	—
Mátalé ...	1	1	1	1	3 tons
Gampola ...	1	1	1	1	3 tons
Náwalapitiya ...	1	1	1	1	5 tons
Galboda ...	1	1	—	—	—
Watawala ...	1	1	1	1	3 tons
Hatton ...	1	1	1	1	3 tons
Kotagala ...	1	1	1	1	3 tons
Talawakele ...	1	1	1	1	5 tons
Watagoda ...	1	1	1	1	3 tons
Nánu-oya ...	1	1	1	1	5 tons

## ALPHABETICAL CLASSIFICATION OF GOODS.

(\* Indicates Dangerous Articles conveyed under clause 44).

A.		ARTICLES.		CLASS	ARTICLES.		CLASS	ARTICLES.		CLASS	
ARTICLES.	CLASS										
Aerated waters (owner's risk) ...	3	Bass mats ...	3	Bottles, return empty (owner's risk, see clause 38, page 10) ...	4	Carts in packages (see clause 34, page 10) ...	3	Castor seed ...	3		
Acids (medicinal) ...	2	Beads, glass (owner's risk) ...	2	Bottle racks ...	2	Castings (owner's risk) ...	3	Casks, empty (see clause 39, page 10) ...	3		
Acids (carbolic, for disinfecting purposes) ...	3	Beading and mouldings ...	2	Boundary stones ...	6	Casks, returned empty (see clauses 38 and 39, page 10) ...	4	Cattle brands ...	3		
*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 44, page 10) ...	1	Beams, timber, unwrought (see clauses 37 and 39, page 10) ...	5	Boxes, tin, empty ...	2	Chairs, furniture (owner's risk) ...	2	Cattle food, prepared ...	3		
Agricultural implements, not machinery ...	3	Beams, timber, wrought (see clause 39, page 10) ...	4	Boxes, tin, containing personal effects ...	2	Chairs, iron (Railway) ...	6	Cauliflowers (owner's risk) ...	5		
Alavangoes ...	3	Beans, broad (owner's risk) ...	5	Bran ...	3	Chalks ...	3	Celery (owner's risk) ...	5		
Ale or beer in cask, imported (owner's risk) ...	3	Beans, French (owner's risk) ...	5	Branding irons ...	3	Chandeliers (owner's risk) ...	2	Cement ...	6		
Ale in bottles (packed in cases or casks) ...	2	Beds and bedding ...	2	Brass and brassware ...	3	Charcoal ...	6	Chatties and earthenware pots (owner's risk, see clause 41, page 10) ...	3		
Almonds ...	3	Bedsteads ...	2	Bread ...	2	Chinaware in crates or cases (owner's risk) ...	2	Cheques ...	3		
Aloes ...	3	Beef and pork in casks (wet) ...	3	Breadfruit (owner's risk) ...	5	Chlorides of calcium ...	2	Cheese ...	2		
Alum ...	2	Beer in casks (owner's risk) ...	3	Bricks, common ...	6	Cider in casks (owner's risk) ...	3	Chillies ...	3		
Ammonia ...	3	Beer, locally brewed, for export (owner's risk) ...	6	Bricks, fire ...	6	Cider in bottles (packed in cases or casks, owner's risk) ...	2	Chinam ...	6		
*Ammunition (at owner's risk, see clause 44, page 10) ...	1	Beer in bottles ...	2	Bricks, bath ...	3	Chinona bark (unpressed) ...	3	Cigars ...	2		
Anatto ...	4	Beeswax ...	2	Brimstone ...	3	Cincha bark (pressed to 1,400 lb., per 50 cubic feet) ...	4	Cigarettes ...	2		
Anchors ...	3	Bestroot (owner's risk) ...	5	Brinjals (owner's risk) ...	5	Cinders ...	6	Cinchona ...	2		
Animals, stuffed (owner's risk) ...	2	Bells of smiths' ...	3	Brooms ...	3	Cinnamon ...	3	Cinnamon oil ...	3		
Aniseed ...	2	Bells of all kinds ...	3	Brushes ...	3	Cisterns, iron (see clause 39, page 10) ...	3	Citronella oil (owner's risk) ...	3		
Anvils ...	3	Belting ...	3	Brussel sprouts (owner's risk) ...	5	Clay ...	6	Clocks (owner's risk) ...	2		
Apparel, wearing ...	2	Benches ...	3	Buckets ...	3	Clay ...	6	Cloth ...	2		
Apples ...	3	Betel leaves (owner's risk) ...	3	Buckles of all sorts ...	3	Clothing, firing ...	3	Cloth, withering ...	3		
Arecanut ...	4	Bicycles or tricycles ...	2	Butter ...	2	Coal ...	6	Coconut ...	3		
Arms, fire ...	3	Bilimbi (owner's risk) ...	5	Bullets in bags or cases ...	3	Cacao pods ...	3	Cochineal ...	3		
Arrowroot, imported ...	2	Billiard and bagatelle tables (owner's risk) ...	2	Bushel measures ...	3	Cocoanuts in bags ...	4	Cocoanuts, loose (see clause 41, page 10) ...	—		
Arrowroot, native ...	3	Billiard slates ...	2	Cabbage (owner's risk) ...	5	Cocoanut, desiccated ...	4	Cocoanut fibre and husk ...	4		
Arrack in bottles ...	2	Bins ...	2	Cabook ...	6	Cocoanut oil ...	4				
Arrack in casks ...	3	Birds and animals, stuffed (owner's risk) ...	2	Cacao ...	3						
Artichokes (owner's risk) ...	5	Biscuits ...	2	Cadajans (see clauses 40 and 42, page 10, at owner's risk) ...	4						
Asphalte ...	6	Bitumen ...	6	Cadajnuts (owner's risk) ...	5						
Axles, wheels, and tyres ...	3	Blankets in bales or bundles ...	2	Calendars ...	3						
Assafoetida ...	2	Blacking ...	2	Calicoes ...	2						
Ashes (coal) ...	6	Blacklead ...	3	Campbor ...	2						
		Blind rollers ...	3	Candles, tallow and wax ...	2						
		Blocks ...	3	Canes, sugar ...	3						
		Block tin ...	4	Cannon balls ...	3						
		Block tin (if certified for tea packing, see clause 35, page 10) ...	6	Cannon (see clause 39, page 10) ...	3						
		Boards, drawing ...	2	Canoes (see clause 33, page 9) ...	2						
		Boats (see clause 33, page 9) ...	3	Canvas ...	6						
		Boiler plates ...	3	Caps, percussion ...	3						
		Boilers (see clause 39, page 10) ...	3	Carbolised powder ...	2						
		Bolts ...	3	Carbolic powder ...	3						
		Bones not for manure ...	3	Carbon (for electric lighting) ...	2						
		Bones for manure ...	6	Cardamoms ...	3						
		Bonnets (owner's risk) ...	1	Carpeting ...	2						
		Books ...	2	Carrots (owner's risk) ...	5						
		Boots and shoes ...	2	Carriage bodies, cased (see clause 39, page 10) ...	2						
		Bottles, empty (owner's risk) ...	3	Carriage and coach wheels ...	3						
				Cartridges, empty ...	2						
				*Cartridges, loaded (owner's risk) ...	1						
				Carts on wheels (see clause 34, page 10) ...	—						

ARTICLES.	CLASS	ARTICLES.	CLASS	ARTICLES.	CLASS	ARTICLES.	CLASS
Cocoanut plants (owner's risk, see clause 42, page 10) ...	3	Earthenware, imported, loose (owner's risk, see clause 41, page 10) ...	2	Furniture requiring a whole wagon, minimum charge as for 1 ton (owner's risk) ...	2	Hooping iron (if certified for tea packing, see clause 35, page 10) ...	6
Cocoanut scrapers ...	3	Earthenware, country made, in crates or cases (owner's risk) ...	3	Furs ...	2	Hops ...	3
Cocoanut shell spoons ...	3	Earthenware, country, loose (see clause 41, page 10) ...	3	*Fuze (owner's risk, see clause 44, page 10) ...	1	Horn tumblers ...	2
Cocoanut shells (see clause 41, page 10) ...	3	Eggs in hampers (owner's risk) ...	4			Horse shoes ...	3
Coffee ...	4	Elephants' teeth ...	2	<b>G.</b>		Horns, stag, in bundles ...	3
Coffee chaff ...	6	Embroidery ...	2	Gallows (in pieces) ...	3	Hosiery, cotton ...	2
Coffee stumps (with roots, &c.) ...	3	Emery ...	3	Gelatine ...	2	Hosiery, silk ...	2
Coffee stumps, trimmed ...	5	Empties, return (see clause 38, page 10) ...	4	Ginger ...	3	House fittings, timber (see clause 39, page 10) ...	4
Cooking utensils ...	2	Empties (see clause 42, page 10) ...	3	Gingerelly ...	4	Hurdles, iron or wood ...	3
Coir yarn ...	4	Endive (owner's risk) ...	5	Ginger preserve ...	2		
Coke ...	6	Engines, unpacked (see clause 39, page 10) ...	2	Girders (see clause 39, page 10) ...	3	<b>I.</b>	
Colours ...	3	Engines packed in cases (see clause 39, page 10) ...	3	Glass mirrors (owner's risk) ...	1	Ice (owner's risk) ...	2
Combs ...	2	Engine packing ...	3	Glass plate (owner's risk) ...	1	Implements, agricultural ...	3
Compost ...	6	Engravings (owner's risk) ...	1	Glassware (owner's risk) ...	2	Incense ...	2
Confectionery ...	2	Evergreens ...	4	Glass, broken ...	6	Indiarubber ...	3
Copper coins, defaced ...	3			Glass windows in boxes (owner's risk) ...	2	India-rubber goods ...	2
Copper, manufactured ...	3	<b>F.</b>		Gloves ...	2	Indian corn ...	4
Coppersh ...	4	Fans for tea factories (see clause 39, page 10) ...	3	Glue ...	3	Indian cornflour ...	3
Coral for building ...	6	Farina ...	2	Grass (owner's risk) ...	3	Indigo ...	3
Cordage ...	4	Fat in bags ...	2	Grates, fire ...	3	Indigo seed ...	3
Corks ...	2	Fat in tins or kegs ...	3	Gravel ...	6	Ink ...	2
Cornflour (in barrels) ...	3	Feathers ...	2	Gravestones ...	2	Instruments, scientific and surgical (owner's risk) ...	2
Do. (in tins and other packets) ...	2	Felt ...	3	Grease ...	3	Iron, manufactured ...	3
Corrugated iron ...	3	Felloes (see clause 39, page 10) ...	4	Greaves ...	3	Ironmongery ...	3
Cotton, manufactured ...	2	Fencing irons ...	3	Green peas, country grown (owner's risk) ...	5	Iron nails (certified for tea packing, see clause 35, page 10) ...	6
Cotton, raw ...	4	Fencing sticks ...	4	Green tea leaf (owner's risk) ...	3	Iron, pig or ore ...	6
Cotton seed ...	4	Fenders ...	3	Grindstones ...	3	Iron railway rails (see clause 39, page 10) ...	6
Cotton seed poonac ...	4	Fibre, vegetable (in bales) ...	4	Groceries ...	2	Iron railway spikes or chairs ...	6
Cottongin rollers ...	2	Figs ...	2	Guano ...	6	Iron rods ...	3
Cotton waste ...	3	Figures and ornaments (owner's risk) ...	2	Guavas (owner's risk) ...	5	Iron roofing ...	3
Cowries ...	3	Files ...	3	Gum ...	3	Iron, sheet ...	3
Crabs ...	2	Filters (owner's risk) ...	2	Gunga leaves ...	3	Iron, scrap ...	6
*Crackers (see clause 44, page 10) ...	1	Firearms ...	3	Gunny bags, empty ...	3	Isinglass ...	2
Crape ...	2	Fire bricks ...	6	Gunny bags, return empties (see clause 38, page 10) ...	4	Ivory ...	2
Creosote ...	3	Fire clay ...	6	Guns ...	3		
Crockery in crates or cases (owner's risk) ...	2	Fire grenades (extinguishers) ...	2	Gun carriages ...	3	<b>J.</b>	
Croton oil ...	3	Firewood ...	6	*Gunpowder (owner's risk, see clause 44, page 10) ...	1	Jaggery ...	5
Croton seeds ...	3	Firing cloth ...	3	Gun cotton (owner's risk, see clause 44, page 10) ...	1	Jakfruits (owner's risk) ...	5
Crowbars ...	3	Fish, fresh (owner's risk) ...	2	Guttapercha ...	3	Jamboos (owner's risk) ...	5
Cucumbers (owner's risk) ...	5	Fish, dried and salted ...	3			Jambola (owner's risk) ...	2
Cumbles ...	3	Fish oil ...	3	<b>K.</b>		Japanware (owner's risk) ...	3
Custard apples (owner's risk) ...	5	Flannel ...	2	Hair ...	3	Jinrickshaws packed in cases ...	2
Crucibles ...	3	Flax ...	3	Hammers ...	3	Jinrickshaws not packed are charged parcels rate ...	—
Curry stuffs ...	3	Flints ...	6	Hampers ...	3	Jungle posts (see clauses 37 and 39, page 10) ...	6
Cutlery ...	3	Floor boards, wrought (see clause 39, page 10) ...	4	Hampers, return empty (see clause 38, page 10) ...	4	Jute ...	3
		Floor cloth ...	2	Hams ...	2	Jute, hessians ...	3
<b>D.</b>		Floor in tins or cases ...	2	Hardware, such as brass or copper pots or vessels or ironmongery ...	3		
Dammar ...	3	Floor in bags or barrels ...	3	Harness ...	2	<b>K.</b>	
Dates ...	3	Flowers (owner's risk) ...	2	Hats and caps (owner's risk, see clause 42, page 10) ...	2	Kakuna ...	4
Decorations, madu and fern branches, moss (owner's risk, see clause 42, page 10) ...	4	Forges, portable ...	3	Hay, loose (see clauses 40 and 42, page 10) ...	4	Kakuna oil ...	4
Dhoolies ...	2	Fruits, dried or preserved, imported ...	2	Hay, pressed ...	4	Kakuna pods ...	4
Dhall ...	4	Fruits, dried or preserved, country ...	3	Hemp ...	3	Kale (owner's risk) ...	5
Diaphragm plates ...	3	Fruits, fresh, not specified (owner's risk) ...	5	Hides and skins ...	3	Kaykup (owner's risk) ...	5
Disinfecting fluid or powder ...	3	Fuller's earth ...	3	Ringes, iron ...	3	Kansa leaves ...	2
Door sashes (see clause 39, page 10) ...	4	Funnels ...	3	Hominy ...	3	Karavila (owner's risk) ...	5
Drain pipes (owner's risk, see clause 39, page 10) ...	3	Furniture packed in cases (owner's risk) ...	3	Honey ...	2	*Kerosine oil (owner's risk, see clause 44, page 10) ...	2
Dresses ...	2	Furniture, unpacked and loaded with other goods in the same wagon (owner's risk) ...	2	Hoops and horns, cattle ...	3	Ketchup in bottles ...	2
Drugs ...	2			Hoops, wood and iron ...	3	Kips, hides, &c. ...	3
Drums, native ...	2			Hoop iron ...	3	Kitool fibre ...	4
Drum frames and sticks, native ...	3					Knol-khol (owner's risk) ...	5
Dye woods ...	3					Kong (owner's risk) ...	5
*Dynamite (see clause 44, page 10) ...	1					Kurakkan ...	4
<b>E.</b>						<b>L.</b>	
Earthenware, imported, in crates or cases (owner's risk) ...	2					Lac dye and shellac ...	3

ARTICLES.	CLASS	ARTICLES.	CLASS	ARTICLES.	CLASS	ARTICLES.	CLASS
Lamp cotton ...	3	Millstones ...	3	Pappada ...	2	*Potentite (see clause 44, page 10) ...	1
Lard ...	3	Mineral waters (owner's risk) ...	3	Paper, coarse or waste ...	3	Powder, carbonised ...	6
Lashwood ...	4	Mint (owner's risk) ...	5	Paper, writing, or stationery in general ...	2	Preserves, imported ...	2
Lawn mowers ...	2	Mirrors, glass (owner's risk) ...	1	Paper, sand ...	3	Preserves, country made ...	3
Lawn tennis goods ...	2	Molasses ...	3	Paper maché goods (owner's risk) ...	2	Prickly comfrey ...	3
Lead ore ...	6	Mora (owner's risk) ...	5	Parchment ...	2	Printing presses ...	3
Lead in pipes, sheet, or pig ...	3	Mortars and pestles of glass, china, or stone ...	2	*Paraffin oil (see clause 44, page 10) ...	1	Printed labels, covers, &c. ...	2
Lead, white or red ...	3	Mortars, metal ...	3	Parsley (owner's risk) ...	5	Provisions, salt (wet) ...	3
Leaf sifters (see clauses 39 and 42, page 10) ...	3	Mortars, wooden ...	3	Parasnis (owner's risk) ...	5	Provisions (imported, packed in cases, casks, or hampers) ...	2
Leather ...	3	*Muriatic acid (see clause 44, page 10) ...	1	Peas (owner's risk) ...	5	Pulpers ...	3
Leather belting ...	3	Murunga (owner's risk) ...	5	Pepper ...	3	Pulleys ...	3
Leeks (owner's risk) ...	5	Musical instruments (owner's risk) ...	1	Pens ...	2	Purpuline (for manure) ...	6
Lemonade in bottles (owner's risk) ...	3	Moss (owner's risk, see clause 42, page 10) ...	4	Perambulators packed in cases ...	2	Pumpkins, wattakkas (owner's risk) ...	5
Lemons and limes (owner's risk) ...	5	Mustard in bottles, or tins, or packets ...	2	Perambulators not packed are charged at parcels rates ...	—	Putty ...	3
Lettuce (owner's risk) ...	5	Mustard seed in bags ...	4	Percussion caps ...	2		
Lime juice in casks ...	3			Pertumery (owner's risk) ...	2	<b>Q.</b>	
Lime juice in bottles packed in cases or casks ...	2			Pestles, glass, china, or stone ...	2	Quicksilver (owner's risk) ...	2
Lime, slaked ...	6	<b>N.</b>		Pestles, metal ...	3	Quilts ...	2
Lime, unslaked ...	6	Nails of all kinds ...	3	Pestles, wood ...	3		
Lime, sulphate of limestone ...	6	Nails (if certified for tea packing, see clause 35, page 10) ...	6	Phenyle ...	3	<b>R.</b>	
Lime water in kegs ...	3	*Naphtha (owner's risk, see clause 44, page 10) ...	1	Photographic apparatus (owner's risk) ...	2	Racquets ...	2
Linen ...	2	Needles ...	2	Pianos packed in cases (owner's risk) ...	1	Radishes (owner's risk) ...	5
Linseed ...	3	Nellika (owner's risk) ...	5	Pickles, country ...	3	Rags ...	3
Liquorice ...	3	*Nitric acid (see clause 44, page 10) ...	1	Pictures (owner's risk) ...	2	Rambattam (owner's risk) ...	5
Locks ...	3	Nutmegs ...	3	Pineapples (owner's risk) ...	5	Rails (see clause 39, page 10) ...	6
Logwood ...	3	Nuts not specified ...	3	Pipes, iron or earthenware ...	3	Rangoon oil ...	3
Lovi-lovis (owner's risk) ...	5	Netting, fishing, in bales ...	3	Pitch ...	3	Rape seed ...	3
Lubricators ...	2			Planks, wrought (see clause 39, page 10) ...	4	Rattan and canes ...	4
Lubricator glasses ...	2			Planks, unwrought (see clauses 37 and 39, page 10) ...	5	Reeds and rushes ...	4
Lubricating oil ...	3			Plantains (owner's risk, see clauses 19 and 41, pages 9 and 10) ...	5	Retorts ...	3
Luggage ...	2			Plants in pots (see clause 42, page 10) ...	3	Rhubarb (owner's risk) ...	5
*Lucifer matches (see clause 44, page 10) ...	1			Plants in bundles (owner's risk) ...	5	Ribbons ...	2
		<b>O.</b>		Plated ware (owner's risk) ...	2	Rice ...	3
		Oakum ...	3	Plate glass (owner's risk) ...	1	Rivets ...	3
		Oats ...	3	*Petroleum, dangerous (by special agreement only) ...	—	Road tracers ...	2
		Ochre ...	3	Plumbago ...	6	Rollers, blind ...	3
		Oil cake, foreign ...	4	Pollard ...	3	Rollers, road ...	4
		Oil cake, native ...	3	Pomegranate (owner's risk) ...	5	Ropes ...	3
		Oil, castor (owner's risk) ...	3	Pompelmeous or jambola (owner's risk) ...	5	Rose water ...	2
		Oil, cocoanut ...	4	Poonac, cocoanut, for cattle food ...	4	Rosin ...	3
		Oil, gingelly (owner's risk) ...	4	Poonac, cotton seed ...	4	Rugs, woollen ...	2
		*Oil, kerosine (owner's risk, see clause 44, page 10) ...	2	Poonac for manure ...	6		
		*Oil, paraffin (see clause 45, page 11) ...	1	Poonac, castor cake ...	6	<b>S.</b>	
		*Oil, dangerous petroleum (by special agreement only) ...	—	Poonac, gingelly ...	4	Saddlery ...	2
		Oilmanstores ...	2	Polish, furniture ...	2	Safes, iron ...	3
		Onions ...	3	Pork in casks ...	3	Saffron ...	3
		Opium (owner's risk) ...	2	Porter in casks (owner's risk) ...	3	Sage (owner's risk) ...	5
		Oranges (owner's risk) ...	5	Porter in casks, locally brewed, for export (owner's risk) ...	6	Sago ...	3
		Ores ...	6	Portmanteaux ...	2	Salad (owner's risk) ...	5
		Organs (owner's risk) ...	1	Posts and rails, wood, for fencing (see clauses 37 and 39, page 10) ...	4	Salsafy (owner's risk) ...	5
		Ornaments (owner's risk) ...	2	Posts and rails, metal (see clause 39, page 10) ...	3	Salt ...	3
		Oxalic acid ...	3	Potatoes ...	3	Salt, rock ...	6
		Oysters, fresh (owner's risk) ...	2	Potatoes, sweet ...	4	Salt for manure ...	6
		Oysters, preserved ...	2	Potash ...	3	Salt, imported ...	3
						Saltpetre ...	2
		<b>P.</b>				Salt provisions (wet) ...	3
		Packing, engine ...	3			Samples (packed in cases) ...	3
		Paddy or rice in husk ...	4			Sand ...	3
		Pails and buckets ...	3			Sandals in packages ...	3
		Painters' materials ...	3			Sandalwood ...	6
		Paint ...	3			Sandpaper ...	2
		Paintings or drawings (owner's risk) ...	2			Sapanwood ...	3
		Palmyrah laths and rafters (see clauses 37 and 39, page 10) ...	4			Sashes, door (see clause 39, page 10) ...	3
		Papawas (owner's risk) ...	5			Sawdust ...	6
						Scales ...	3
						Scenery (theatrical) in cases ...	6
						Scoops ...	3
						Scrap iron ...	6
						Seaweed ...	5
						Seeds not specified ...	3
						Sewing machines ...	2
						Shafting, unpacked (see clause 39, page 10) ...	2
						Shafting packed in cases (see clause 39, page 10) ...	3

ARTICLES.	CLASS	ARTICLES.	CLASS	ARTICLES.	CLASS	ARTICLES.	CLASS
Shafts for carriages ...	3	Sponges ...	2	Tennis materials ...	2	Vegetable marrows (owner's risk) ...	5
Shavers ...	3	Spouting ...	3	Tents and tent equipage ...	2	Velvet tamarinds (owner's risk) ...	5
Shawls ...	2	Stampers ...	4	Terra japonica ...	3	Veneers ...	2
Shellac ...	3	Starch ...	3	Theodolites (owner's risk) ...	1	Veraloo, or native olives (owner's risk) ...	5
Shells and chanks ...	3	Stationery of all kinds ...	2	Thread or twist cotton ...	2	Verdigris ...	3
Sherbet ...	2	Statuary (owner's risk) ...	2	Thyme (owner's risk) ...	5	Vinegar ...	3
Shingles ...	5	Staves for casks ...	4	Tiles for buildings purposes ...	6	*Vitriol, oil of (see clause 44, page 10) ...	1
Shooks ...	4	Staves for brewers ...	6	Ties, ornamental ...	3		
Shooks for tea packing (see clause 35, page 10) ...	6	Stays ...	2	Timber, unwrought (see clauses 37 & 39, page 10) ...	5	<b>W.</b>	
Shoddy ...	3	Steel ...	3	Timber, wrought (see clause 39, page 10) ...	4	Walking-sticks ...	3
Shoes and boots ...	2	Stencil plates ...	2	Tinware ...	3	Waste, cotton ...	3
Shot, cannon, in bags ...	3	Stick-lac ...	2	Tobacco, manufactured ...	2	Water, aerated or mineral, in glass or stone bottles packed in cases or casks (owner's risk) ...	3
Showels ...	3	Sticks, walking ...	3	Tobacco, unmanufactured ...	3	Watercress (owner's risk) ...	5
Shrubs, quicks, and trees (owner's risk, see clause 42, page 10) ...	3	Stones, wrought, for building purposes ...	6	Tomatoes (owner's risk) ...	5	Wattaka pumpkin (owner's risk) ...	5
Sieves ...	3	Stones, rough ...	6	Tom-toms ...	2	Wattekollu (owner's risk) ...	5
Sifters, tea ...	3	Stones, cut or engraved, for monumental or other purposes ...	2	Tongues, dried ...	2	Wax, bees ...	2
Signboards ...	3	Stoves and grates ...	3	Tonic water, in bottles (owner's risk) ...	3	Whalebone ...	3
Silicate of soda and alumina ...	3	Straw, loose (see clauses 40 and 42, page 10) ...	4	*Tonite (see clause 44, page 10) ...	1	Wearing apparel (owner's risk) ...	2
Silk, manufactured or unmanufactured (owner's risk) ...	2	Straw, pressed ...	4	Tools ...	2	Wedges ...	3
Size ...	3	Stumps, coffee, with roots ...	3	Tow ...	3	Wheels ...	4
Skins ...	3	Sugar in casks and bags ...	3	Toys (owners' risk) ...	2	Window frames (see clause 39, page 10) ...	4
Slates, roofing ...	6	Sugar, lump, imported ...	2	Treacle ...	3	Wine in casks (owner's risk) ...	3
Slates, writing ...	3	Sugar, country made ...	3	Trays ...	2	Wine in bottles ...	2
Slates, monumental ...	2	Sugarcane ...	3	Tree and shrubs ...	3	Wire ...	3
Sleepers (see clause 37, page 10) ...	5	Sulphate of copper ...	3	Tree tomatoes (owner's risk) ...	5	Wire netting ...	3
Slime apple (owner's risk) ...	5	Sulphur ...	6	Trollies on wheels ...	2	Wire shoot runners ...	3
Snake-gourds (owner's risk) ...	5	*Sulphuric acid (see clause 44, page 10) ...	1	Tricycles ...	2	Withering cloth ...	3
Snuff ...	2	Sundries, all packages of ...	2	Trowels ...	3	Woods, ornamental ...	2
Soap ...	3	Syrup ...	3	Trunks, empty ...	2	Woods, jungle posts (see clauses 37 and 39, page 10) ...	6
Sodawater in bottles (owner's risk) ...	3			Trunks containing personal effects ...	2	Woolen goods ...	2
Soda ...	3	<b>T.</b>		Tubs ...	3	Woodapple (owner's risk) ...	5
Solder ...	3	Tallow ...	3	Turf ...	6	Wooden ladders (see clause 39, page 10) ...	4
Solder (if certified for tea packing see clause 35, page 10) ...	6	Talipots (see clauses 40 and 42, page 10) ...	3	Turmeric ...	3	Wood oil ...	3
Soldering fluid (owner's risk) ...	2	Tamarinds ...	3	Turnips (owner's risk) ...	5		
Sorrel (owner's risk) ...	2	Tape ...	3	Turpentine ...	2	<b>Y.</b>	
Sour-sops (owner's risk) ...	5	Tapioca, local, in bags ...	3	Turtles ...	2	Yams ...	4
Spelter ...	3	Tapioca, imported, in tins or other packets ...	2	Twine ...	4	Yarn, coir ...	3
Spices ...	2	Tappal boxes ...	3	Type and printing presses ...	3	Yarn, hemp ...	4
Spinach (owner's risk) ...	5	Tar in casks (owner's risk) ...	3	Tyre ...	3	Yeast (owner's risk) ...	2
Spirits in casks (owner's risk) ...	3	Tarpaulins ...	3				
Spirits in bottles ...	2	Tartaric acid ...	2	<b>U.</b>			
*Spirits of turpentine (see clause 44, page 10) ...	1	Tats ...	3	Umbrellas ...	2		
*Spirits, methylated (see clause 44, page 10) ...	1	Tea ...	3	Utensils, kitchen ...	2		
Spokes ...	4	Tea lead (see clause 35, page 10) ...	6				
		Tea seed ...	3	<b>V.</b>			
		Tea shelves ...	3	Vanilla ...	3		
		Tea shooks (see clause 35, page 10) ...	6	Varnish ...	3		
		Tea sifters ...	3	Vegetables not specified (owner's risk) ...	5		
		Telegraph apparatus ...	3	Vegetable fibre ...	4	<b>Z.</b>	
						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, 37½ cents per ton per mile Main Line below Náwalapitiya and Mátalé Branch  
46½ cents per ton per mile Main Line above Náwalapitiya.)

*Dangerous Articles (owner's risk, see clause 44, page 10).*

<p>*Acids : fluoric, muriatic, hydrochloric, nitric, sulphuric, anhydride, carbolic, oleic, oxalic, tartaric (in carboys, drums, or in bottles packed in cases)</p>	<p>*Ammunition *Cartridges, loaded *Crackers *Dynamite *Fuze *Gunpowder</p>	<p>*Gun cotton *Lucifer matches *Matches, lucifer and congreve *Methylated spirits *Naptha *Oil, paraffin</p>	<p>*Paraffin oil *Potentite *Spirits of turpentine *Spirits, methylated *Tonite *Vitriol, oil of</p>
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### *Other Articles at First Class.*

<p>Bonnets (owner's risk) Engravings (owner's risk) Glass mirrors (owner's risk)</p>	<p>Glass plate (owner's risk) Mirror glass (owner's risk) [risk] Musical instruments (owner's risk)</p>	<p>Organs (owner's risk) Pianos packed in cases (owner's risk)</p>	<p>Plate glass (owner's risk) Theodolites (owner's risk)</p>
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### *Goods conveyed at Second Class Rates.*

(Viz., 16 cents per mile Coast Line, 25 cents per mile Main Line below Náwalapitiya and Mátalé Branch, 31 cents per mile Main Line above Náwalapitiya.)

<p>Acids, medicinal Ale in bottles (packed in cases or casks) Alum Animals, stuffed (owner's risk) Aniseed Apparel, wearing Arrowroot, imported Arrack in bottles (see note) Assafoetida Bacon and hams Baggage Beads, glass (owner's risk) Beading and mouldings Beds and bedding Bedsteads Bicycles or tricycles Billiard and bagatelle tables (owner's risk) Billiard slates Bins Birds and animals, stuffed (owner's risk) Beer in bottles Beeswax Biscuits Blankets in bales or bundles Blacking Boards, drawing Books Boots and shoes Bottle racks Boxes, tin, empty Boxes, tin, containing personal effects Bread</p>	<p>Butter Calicoes Camphor Candles, tallow and wax Canvas Caps, percussion Carbon for electric lighting Carpeting Carriage bodies, cased (see clause 39, page 10) Cartridges (empty) Chairs, furniture (owner's risk) Chandeliers (owner's risk) Cheese Chinaware in crates or cases (owner's risk) Chlorides of calcium Cider in bottles (packed in cases or casks) Cigars Cigarettes Clocks (owner's risk) Cloth Combs Confectionery Cooking utensils Cornflour in tins and other packets Corks Cottongin rollers Cotton, manufactured Crabs Crape Crockery in crates or cases (owner's risk) Drugs Drums, native</p>	<p>Dhoolies Dresses Earthenware, imported, in crates or cases (owner's risk) Earthenware, imported, loose (owner's risk, see clause 41, page 10) Elephants' teeth Embroidery Engines unpacked (see clause 39, page 10) Farina Feathers Fat in bags Figs Figures and ornaments (owner's risk) Filters (owner's risk) Fire grenades (extinguishers) Fish, fresh (owner's risk) Flannel Floor cloth Flour in tins or cases Flowers (owner's risk) Fruits, dried or preserved, imported Furniture, unpacked and loaded with other goods in the same wagon (owner's risk) Furniture, requiring a whole wagon, minimum charge as for 1 ton (owner's risk) Furs Gelatine Ginger preserve Glassware (owner's risk) [risk] Glass windows in boxes (owner's</p>	<p>Gloves Gravestones Groceries Hams Harness Hats and caps (owner's risk, see clause 42, page 10) Honey Horn tumblers Hosiery, cotton Hosiery, silk Ice (owner's risk) Incense Indiarubber goods Ink Isinglass Ivory Instruments, scientific and surgical (owner's risk) Japanware (owner's risk) Jinrickshaws, packed in cases *Kerosine oil (owner's risk, see clause 44, page 10) Ketchup in bottles Kansa leaves Lac stick Lace Lamps (owner's risk) Lawn mowers Lawn tennis goods Lime juice in bottles packed in cases or casks Linen Lubricators Lubricator glasses Luggage [39, page 10] Machinery, unpacked (see clause</p>
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Marble, polished or wrought (owner's risk)	Percussion caps	Shafting, unpacked (see clause 39, page 10)	Tobacco, manufactured
Mattresses	Perfumery (owner's risk)	Shawls	Tom-toms
Medicines	Pestles, glass, china, or stone	Sherbet	Tongues, dried
Meats, fresh or preserved	Photographic apparatus (owner's risk)	Shoes and boots	Tennis materials
Millinery (owner's risk, see clause 42, page 10)	Pictures (owner's risk)	Silk, manufactured or unmanufactured (owner's risk)	Tools
Mortars and pestles of glass, china, or stone	Pappada	Slates, monumental	Toys (owner's risk)
Mustard bottles, tins, or packets	Porter in bottles	Snuff	Trays
Needles	Polish, furniture	Soldering fluid (owner's risk)	Tricycles
*Oil, kerosine (owner's risk, see clause 44, page 10)	Portmanteaux	Spices	Trolleys on wheels
Oilmanstores	Printed labels, covers, &c.	Spirits in bottles	Trunks, empty
Opium (owner's risk)	Platedware (owner's risk)	Sponge	Trunks containing personal effects
Ornaments (owner's risk)	Provisions, imported, packed in cases, casks, or hampers	Stationery of all kinds	Turpentine
Oysters	Preserves, imported	Statuary (owner's risk)	Turtles
Paintings or drawings (owner's risk)	Quicksilver (owner's risk)	Stays	Umbrellas
Paper, writing, or stationery in general	Quilts	Stencil plates	Utensils, kitchen
Papier maché goods (owner's risk)	Racquets	Stick-lac	Veneers
Parchment	Ribbons	Stones, cut or engraved, for monumental or other purposes	Wax, bees'
Pens	Road tracers	Sugar, lump, imported	Wearing apparel (owner's risk)
Perambulators packed in cases	Rose water	Sundries, all packages of	Wine in bottles
	Rugs, woollen	Tapioca, imported	Woods, ornamental
	Saddlery	Tartaric acid	Woollen goods
	Salt, imported	Tents and tent equipage	Yeast (owner's risk)
	Samples packed in cases	Thread or twist cotton	
	Sewing machines		

*Goods conveyed at Third Class Rates.*

(Viz., 12½ cents per mile Coast Line, 17 cents per mile Main Line below Návalapitiya and Mátalé Branch, 25 cents per mile Main Line above Návalapitiya.)

Aerated waters	Cannon (see clause 39, page 10)	Drain pipes (see clause 39, page 10, owner's risk)	Hoop iron
Acids, carbolic, for disinfecting purposes	Canoes (see clause 33, page 9)	Drum frames and sticks, native	Hops
Agricultural implements not machinery	Carbolic powder	Dye woods	Hemp
Alavangoes	Cardamoms	Earthenware, country made, in crates or cases (owner's risk)	Hides and skins
Ale or beer in casks, imported (owner's risk)	Carrriage and coach wheels	Earthenware, country, loose (see clause 41, page 10)	Hinges, iron
Almonds	Carts in packages (see clause 34, page 10)	Emery	Hominy
Aloes	Castor seed	Empty	Hoofs and horns, cattle
Ammonia	Castings (owner's risk)	Engine packing	Hoops, wood and iron
Anchors	Casks, empty (see clauses 39 & 42, page 10)	Engines, packed in cases (see clause 39, page 10)	Horns, stag, in bundles
Anvils	Cattle bands	Fans for tea factories (see clause 39, page 10)	Horse shoes
Apples	Cattle food, prepared	Fat in tins or kegs	Hurdles, iron or wood
Arms, fire	Chains	Felt	Implements, agricultural
Arrowroot, native	Chanks	Fencing iron	Indiarubber
Arrack in casks (owner's risk, see note)	Chatties and earthenware pots (owner's risk, see clause 41, page 10)	Fenders	Indian cornflour
Axles, wheels, and tyres	Chekoos	Files	Indigo
Bags, empty	Cider in casks (owner's risk)	Firearms	Indigo seed
Bark	Chillies	Firing cloth	Iron, manufactured
Barley	Cinchona bark, unpressed	Fish, dried and salted	Iron rods
Baskets, empty	Cinnamon	Fish oil	Iron roofing
Bass mats	Cinnamon oil	Flax	Iron sheets
Beef and pork in casks, wet	Cisterns, iron (see clause 39, page 10)	Flour in bags or barrels	Ironmongery
Bellows, smiths'	Citronella oil (owner's risk)	Forges, portable	Jaggery
Bells of all kinds	Cloth, firing	Fruits, dried or preserved, country	Jute
Belting	Cloth, withering	Fullersearth	Jute, hessian
Benches	Cochineal	Funnels	Kips, hides, &c.
Beer in casks (owner's risk)	Cocconut plants (owner's risk, see clause 42, page 10)	Furniture packed in cases (owner's risk)	Lac dye and shellac
Betel leaves (owner's risk)	Cocconut scrapers	Gallows in pieces	Lamp cotton
Blacklead	Cocconut shell spoons	Ginger	Lard
Blind rollers	Cocconut shells (see clause 41, page 10)	Ghee	Lead in pipes, sheet, or pig
Blocks	Colours	Girders (see clause 39, page 10)	Lead, white or red
Boats (see clause 33, page 9)	Coffee stumps with roots, &c.	Glue	Leather
Boilers (see clause 39, page 10)	Copper coins, defaced	Gram	Leaf sifters (see clauses 39 and 42, page 10)
Boiler plates	Copper, manufactured	Grass (owner's risk)	Leather belting
Bolts	Cornflour in barrels	Grates, fire	Lemonade (owner's risk)
Bones not for manure	Corrugated iron	Grease	Lime juice in casks
Bottles (owner's risk)	Cotton waste	Greaves	Linseed
Bran	Cowries	Green tea leaf (owner's risk)	Liquorice
Branding irons	Creosote	Grindstones	Locks
Brass and brassware	Crowbars	Gum	Lime water in kegs
Bricks, bath	Croton oil	Gunny bags, empty	Logwood
Brimstone	Croton seeds	Guns	Lubricating oil
Brooms	Crucibles	Gun carriages	Mace
Brushes	Curry stuffs	Guttapercha	Machinery packed in cases (see clause 39, page 10)
Buckets	Cutlery	Hardware, such as brass or copper pots or vessels, or ironmongery	Mahogany
Buckles of all sorts	Cumbles	Hampers	Malt and meal
Bullets in bags or cases	Dammar	Hair	Medicinal leaves
Bushel measures	Dates	Hammers	Metals or castings
Cacao	Disinfecting fluid or powder	Hammers	Mats and matings
Cacao pods	Diaphragm plates		Meal
Calendars			Meats dried in bundles
Canes, sugar or other			Medicinal roots in bags
Cannon balls			Millstones
			Mineral waters (owner's risk)
			Molasses

Mortars, metal	Provisions, salt, wet	Shrubs, quicks, trees (see clause 42, page 10)	Tats
Mortars, wooden	Pulpers	Signboards	Tea seed
Nails of all kinds	Pulleys	Silicate of soda and alumina	Tea shelves
Nutmegs	Putty	Size	Tea sifters
Nuts	Rags	Skins	Telegraph apparatus
Netting, fishing, in bales	Rangoon oil	Sieves	Terra japonica
Oakum	Rape seed	Sifters, tea	Tiles, ornamental
Oats	Retorts	Slates, writing	Tinware
Ochre	Rivets	Soap	Tobacco, unmanufactured
Oil, castor (owner's risk)	Rice	Sodawater in bottles (owner's risk)	Tonic water in bottles (owner's risk)
Oil cake, foreign	Ropes	Soda	Tow
Onions	Rosin	Spelter	Treacle
Oxalic acid	Rollers, blind	Solder	Trees and shrubs
Packing, engine	Safes, iron	Spirits in casks (owner's risk)	Turmeric
Pails and buckets	Saffron	Spouting	Trowels
Painters' materials	Sago	Starch	Tubs
Paint	Salt	Sticks, walking	Type and printing presses
Paper, coarse or waste	Saltpetre	Stoves and grates	Tyres
Paper, sand	Salt provisions, wet	Sugar in casks and bags	Vanilla
Phenyle	Sandals in packages	Sugar, country made	Varnish
Pepper	Sandalwood	Sulphate of copper	Verdigris
Pestles, metal	Sandpaper	Stumps, coffee, with roots	Vinegar
Pestles, wood	Sapanwood	Syrup	Water, aerated or mineral, in glass or stone bottles packed in cases or casks (owner's risk)
Pickles, country	Sashes, door (see clause 39, page 10)	Tallow	Walking-sticks
Pipes, iron or earthenware	Scales	Tamarinds	Waste, cotton
Pitch	Scoops	Tapioca, local, in bags	Whalebone
Plants in pots (see clause 42, page 10)	Seeds not specified	Tarpaulins	Wedges
Pollard	Shafting packed in cases (see clause 39, page 10)	Tar in casks (owner's risk)	Wine in casks (owner's risk)
Pork in casks	Shavers	Talipots (see clauses 40 and 42, page 10)	Wire
Porter in casks (owner's risk)	Shafts for carriages	Tappal boxes	Wire netting
Posts and rails, metal, for fencing (see clause 39, page 10)	Shellac	Tape	Wire shoot runners
Potatoes	Shells and chanks	Tea	Wood oil
Potash	Shoddy		Yarn, hemp
Prickly comfrey	Shot, cannon, in bags		Zinc
Printing presses	Shovels		

*Goods conveyed at Fourth Class Rates.*

(Viz., 12½ cents per ton per mile Coast Line, 12½ cents per ton per mile Main Line below Nāwalapitiya and Matalé Branch, 20 cents per ton per mile Main Line above Nāwalapitiya.)

Anatto	Copperah	Hay, pressed	Poonac, cotton seed
Arecanut	Cordage	House fittings, timber (see clause 39, page 10)	Poonac, gingelly
Bags, empty return (see clause 38, page 10)	Cotton, raw	Indian corn	Posts and rails, wood, for fencing (see clauses 37 and 39, page 10)
Bamboos (see clause 39, page 10)	Cotton seed	Kakuna	Potatoes, sweet
Baskets, empty return (see clause 38, page 10)	Cotton seed poonac	Kakuna oil	Rattan and canes
Beams, wrought (see clause 39, page 10)	Decorations, madu and fern branches, moss (owner's risk, see clause 42, page 10)	Kakuna pods	Reeds and rushes
Block tin	Dhall	Kitool fibre	Rollers, road
Bottles, return empties (see clause 38, page 10)	Door sashes (see clause 39, page 10)	Kurakkan	Shooks
Cadjans (owner's risk, see clauses 40 and 42, page 10)	Eggs in hampers (owner's risk)	Lath wood	Spokes
Casks, return empty (see clauses 38, 39, and 42, page 10)	Empties, return (see clause 38, page 10)	Madu stumps	Stampers
Cinchona bark, pressed to 1,400 lb., per 50 cubic feet	Evergreens	Masts (see clause 39, page 10)	Staves for casks
Cocconuts in bags	Felloes (see clause 39, page 10)	Mee oil	Straw, loose (see clauses 40 and 42, page 10)
Cocconuts, loose (see clause 41, page 10)	Fencing sticks	Mee poonac	Straw, pressed
Cocconut fibre and husk	Fibre, vegetable	Mica	Timber, wrought (see clause 39, page 10)
Cocconut, dessicated	Flooring boards, wrought (see clause 39, page 10)	Moss (owner's risk, see clause 42, page 10)	Twine
Cocconut oil	Gingelly	Mustard seed in bags	Vegetable fibre
Coffee	Gunny bags, return empties (see clause 38, page 10)	Oil cake, native	Wheels
Coir yarn	Hampers, return empty (see clause 38, page 10)	Oil, cocconut	Wooden ladders (see clause 39, page 10)
	Hay, loose (see clauses 40 and 42, page 10)	Oil, gingelly	Yarn, coir
		Paddy or rice in husk	Yams
		Palmyrah laths and rafters (see clauses 37 and 39, page 10)	
		Planks, wrought (see clause 39, page 10)	
		Poonac, cocconut, for cattle food	

*Goods conveyed at Fifth Class Rates.*

(Viz., 10 cents per ton per mile Coast Line, 10 cents per ton per mile Main Line below Nāwalapitiya and Matalé Branch, 20 cents per ton per mile Main Line above Nāwalapitiya.)

Artichokes (owner's risk)	Bruessel sprouts (owner's risk)	Custard apples (owner's risk)	Kale (owner's risk)
Bandakka (owner's risk)	Cabbage (owner's risk)	Endive (owner's risk)	Kanjun (owner's risk)
Beams, timber, unwrought (see clauses 37 and 39, page 10)	Cadjunuts (owner's risk)	Fruits, fresh, not specified (owner's risk)	Karavila (owner's risk)
Beans, broad (owner's risk)	Carrots (owner's risk)	Green peas, country-grown (owner's risk)	Knol-khol (owner's risk)
Beans, French (owner's risk)	Carts on wheels (see clause 34, page 10)	Guavas (owner's risk)	Kōn (owner's risk)
Beet-root (owner's risk)	Cauliflowers (owner's risk)	Jakfruits (owner's risk)	Leeks (owner's risk)
Bilimbi (owner's risk)	Celery (owner's risk)	Jambo (owner's risk)	Lemons and limes (owner's risk)
Breadfruit (owner's risk)	Coffee stumps, trimmed	Jambola (owner's risk)	Lettuce (owner's risk)
Brinjals (owner's risk)	Cucumbers (owner's risk)		Lovi-lovi (owner's risk)
			Mana grass (owner's risk)

Mangoes (owner's risk)	Planks, unwrought (see clauses 37 and 39, page 10)	Sage (owner's risk)	Tree tomatoes (owner's risk)
Mangoosteens (owner's risk)	Plantains (owner's risk, see clauses 19 and 41, pages 9 and 10)	Salad (owner's risk)	Turnips (owner's risk)
Marjoram (owner's risk)	Plants in bundles (owner's risk, Pomegranates (owner's risk)	Salsafy (owner's risk)	Vegetables not specified (owner's risk)
Melons (owner's risk)	Pompelmeous or jambola (owner's risk)	Shingles	Vegetable marrows (owner's risk)
Mint (owner's risk)	Pumpkins, wattakas (owner's risk)	Sleepers (see clause 37, page 10)	Velvet tamarinds (owner's risk)
Mora (owner's risk)	Radishes (owner's risk)	Slime-apples (owner's risk)	Veraloo, or native olive (owner's risk)
Murunga (owner's risk)	Rambattams (owner's risk)	Snake-gourds (owner's risk)	Watercress (owner's risk)
Nellika (owner's risk)	Rhubarb (owner's risk)	Sorrel (owner's risk)	Wattekollu (owner's risk)
Oranges (owner's risk)		Sour-sops (owner's risk)	Woodapples (owner's risk)
Papawa (owner's risk)		Spinage (owner's risk)	
Parsley (owner's risk)		Thyme (owner's risk)	
Parsnips (owner's risk)		Timber, unwrought (see clauses 37 and 39, page 10)	
Peas (owner's risk)		Tomatoes (owner's risk)	
Pineapples (owner's risk)			

*Goods conveyed at Sixth Class Rates.*

Minimum, 4 tons (for exception see clause 35, page 10.)

(Viz., 8 cents per ton per mile Coast Line, 8 cents per ton per mile Main Line below Nāwalapitiya and Matalé Branch. 16 cents per ton per mile Main Line above Nāwalapitiya.)

Asphalte	Coffee chaff	Iron nails (if certified for tea packing see clause 35, page 10)	Sawdust [cases]
Ashes (coal)	Coke	Jungle posts (see clauses 37 and 39, page 10)	Scenery, theatrical, packed in
Ballast	Compost	Lead ore	Seaweed
Barley for brewing	Coral for building	Lime, slaked	Shooks for tea packing
Beer locally brewed, for export	Fire bricks	Lime, unslaked	Slates, roofing
Bitumen	Fire clay	Lime, sulphate of limestone	Solder (if certified for tea packing see clause 35, page 10)
Block tin (if certified for tea packing see clause 35, page 10)	Firewood	Manures	Staves for brewers
Boundary stones	Flints	Marble, rough	Stones, wrought, for building purposes
Bones for manure	Glass, broken	Ores	Stones, rough
Bricks, common	Gravel	Plumbago	Sulphur
Bricks, fire	Guano	Poonac for manure	Tea lead (see clause 35, page 10)
Cabool	Hooping iron for tea chests (if certified for tea packing see clause 35, page 10)	Poonac, castor cake	Tea shooks (see clause 35, page 10)
Carbolised powder	Iron, pig or ore	Powder, carbolised	Tiles for building purposes
Cement	Iron, railway rails (see clause 39, page 10)	Purpuline for manure	Turf
Chairs, iron (railway)	Iron railway spikes or chairs	Rails (see clause 39, page 10)	Wood, jungle posts (see clauses 37 and 39, page 10)
Charcoal	Iron, scrap	Salt, rock	Zinc ore
Chunam		Salt for manure	
Cinders		Sand	
Clay			

*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.*

Aerated waters	Custard apples	Melons	Radishes
Ale or beer in casks	Decorations, madu and fern	Millinery	Rambattams
Animals, stuffed	Drain pipes [branches]	Mint	Rhubarb
Arrack in casks	Earthenware	Mineral waters	Sage
Artichokes	Eggs	Mirrors, glass	Salad
Bandakka	Endive	Mora	Salsafy
Beads, glass	Engravings	Moss	Shrubs, quicks, and trees
Beans, broad	Figures and ornaments	Murunga	Silk
Beans, French	Filters	Musical instruments	Snake-gourds
Bilimbi	Fish, fresh	Nellika	Slime-apples
Billiard and bagatelle tables	Flowers	Oil, castor	Sorrel
Birds and animals, stuffed	Fruits, fresh	Oil, gingelly	Sour-sope
Beer in casks	Glass mirrors	Opium	Spinage
Beetroot	Glass plate	Oranges	Sodawater in bottles
Betel leaves	Glassware	Organs	Soldering fluid
Bonnets	Glass windows	Ornaments	Spirits in casks
Bottles	Grass	Oysters, fresh	Statuary
Breadfruit	Green peas, fresh	Paintings or drawings	Tar in casks
Brinjals	Green tea leaf	Papawa	Theodolites
Brussel sprouts	Guavas	Papier maché goods	Thyme
Bulky articles (see clause 39, page 10)	Hats and caps	Parsley	Tree tomatoes
Cabbage	Ice	Parsnips	Turnips
Cadjans	Instruments, scientific and surgical	Peas	Tonic water in bottles
Cadjunuts	Jakfruits	Perfumery	Toys
Carrots	Japanware	Photographic apparatus	Vegetables, fresh
Castings	Kale	Pianos packed in cases	Vegetable marrows
Cauliflowers	Knol-khol	Pictures	Velvet tamarinds
Chairs, furniture	Leeks	Pineapples	Veraloo, or native olive
Chandeliers	Lemons and lime	Plants in bundles	Water, aerated or mineral, in glass or stone bottles packed in cases or casks
Chatties and earthenware pots	Lettuce	Plantains	Watercress
Chinaware	Mana grass	Platedware	Wattaka pumkins
Cider in casks	Mangoes	Plate glass	Wattekollu
Citronella oil	Mangosteens	Pomegranates	Wearing apparel
Clocks	Marble, polished or wrought	Pompelmeous	Wine in casks
Cocoanut plants	Marjoram	Porter in casks	Woodapples
Crockery		Pumpkins	Yeast
Cucumbers		Quicksilver	