

EXECUTIVE COUNCIL.

No. 297.

Rules made by the Railway Administration with the approval of the Governor-in-Council under Section 32 of the Railways Ordinance, 1909, (Ordinance No. 21 of 1909), this 19th day of September, 1910.

Kowloon-Canton Railway.

PART I.
COACHING TARIFF.
General Rules.

Timing of
Trains.

1.—The hours at which Passenger trains will arrive and depart from the several stations on the Kowloon-Canton Railway are given in the published Time-tables as authorised from time to time, but punctuality is not guaranteed, nor is the Railway responsible for any inconvenience or loss arising from delay in respect thereof.

Booking of
Passengers.

2.—Passengers, to ensure being booked, should be at the Station at least ten minutes before the train is timed to start.

3.—Passengers will be booked, and fares accepted, subject to the condition that room is available in the train for which the tickets are issued.

4.—Passengers are requested to examine their tickets and change before leaving the Booking Office counter, as mistakes cannot afterwards be rectified.

5.—At all Stations, Booking Offices will be opened an hour before the advertised time for the departure of the train.

Re-booking.

6.—At road-side stations, re-booking of passengers by the train in which they have arrived is not guaranteed.

Missed
Tickets.

7.—The holder of a ticket, for whom there is not room available in the train by which he is booked, will be permitted to use the ticket by any succeeding train, or, if he elects not to travel, will have his fare refunded on application the same day.

Want of
Accommoda-
tion.

8.—A person for whom there is no room available in the class of carriage for which his ticket is purchased, may elect to travel in a carriage of a lower class, and will be entitled to a refund of the difference between the fare paid by him and the fare payable for the class of carriage in which he may have travelled.

Changing into a
higher class.

9.—Passengers, while travelling, may have their tickets made available for a higher class of carriage, on application to the Stationmaster, and on payment of the difference in fare. In all such cases the Passenger will receive a special excess fare ticket, as his permit to travel in the higher class.

Passenger
left behind.

10.—A Passenger who is left behind at any station through sickness or other valid cause, or is unable to use his ticket by the train for which he has been booked, should at once communicate with the Stationmaster, so as to have his ticket made available for a subsequent train.

11.—No person shall, without the permission of a Railway ^{Ticket} servant, enter any carriage on the railway for the purpose of ^{Holder's only} travelling therein as a passenger unless he holds a proper pass or ^{to Travel.} ticket.

12.—Tickets or passes must be shown to any of the Railway ^{Tickets to} servants on demand, and be given up at destination. Failure to ^{be Shown.} do so will render the passenger liable to be charged excess fares as detailed in paragraphs 13, 14, 15 and 16 below.

13.—If any passenger is found travelling without a ticket, ^{Travelling} or with a ticket of expired date, or with a ticket so torn or muti- ^{without} lated that the number and date cannot be deciphered, or if a pas- ^{Tickets.} senger refuses to give up his ticket on the requisition of any Railway servant, he may be charged double the ordinary fare from the station whence the train originally started, unless he reports to the Guard the fact of his having entered the train at some other station and obtains a certificate from him to that effect, which must be produced at destination, in which latter case he will be charged the single fare only from that station.

14.—If a passenger travels, without permission, in a higher ^{Travelling in} class carriage than that for which he holds a ticket, or travels ^{a Higher class} beyond the place authorised by his ticket, he may be charged ^{Carriage.} double the difference due.

15.—When a passenger, before commencing his journey, ^{Changing into} wishes to change his ticket for one of a higher class, and pays the ^{a Higher class} difference of fare, the original ticket will be exchanged for a fresh ticket available for the higher class carriage.

16.—When a passenger, in the course of his journey, changes to a higher class of carriage than that for which he holds a ticket, the Guard of the train will see that he pays the excess fare and obtains an excess fare ticket as provided in paragraph 9 herein.

17.—Every passenger who pays the excess fare charge is ^{Excess fare} entitled to demand and receive a receipt, in due form, for the ^{Tickets.} amount paid, and passengers are particularly requested to see that this is correctly and properly issued to them.

18.—Except in accordance with the conditions named below, ^{Infectious} no person suffering from any infectious or contagious disease will ^{Diseases.} be permitted to travel on the Railway:

- (a) A person suffering from such disease must not enter into any carriage without the special permission of the Stationmaster.
- (b) He must travel only in a compartment or carriage reserved for himself and his attendants.

19.—For purposes of paragraph 18 above the following shall be deemed infectious or contagious disorders, viz.:—

- Bubonic Fever,
- Cholera,
- Diphtheria,
- Leprosy,
- Measles,
- Scarlet Fever,
- Smallpox,
- Typhus Fever,
- Typhoid Fever, and
- Whooping Cough.

20.—Three classes of ordinary passenger accommodation will ^{Three classes.} be provided on the Kowloon-Canton Railway, and designated First Class, Second Class and Third Class.

21.—The fares given in the Appendix tables will be charged ^{Class fares.} for the various classes for bookings to the several Stations on the Railway.

Children's fares

22.—Children of three years of age and under will be carried free; those above three and under twelve years of age will be charged half fares.

Separate compartments for females third class.

23.—Separate compartments will be provided whenever possible in Passenger trains for the use of Females travelling with ordinary Third Class tickets.

Separate compartments for third and second classes.

24.—Separate reserved accommodation in First and Second Class Carriages, for ladies travelling alone, should be applied for at least twenty-four hours before it is required.

Checking of tickets.

25.—Every passenger by Railway shall, on the requisition of any Railway servant appointed by the Railway Administration on this behalf, present his pass or ticket to the Railway servant for examination, and at or near the end of the journey for which the pass or ticket was issued, or in the event of Season pass or ticket, at the expiration of the period for which it is current, deliver up the pass or ticket to the Railway servant.

Cheques.

26.—Cheques will not be accepted in any payments made to the Railway by the public.

Return tickets.

27.—A return ticket is not transferable, and may be used only by the person for whose journey, to and from the places specified thereon, it was issued.

Refunds thereon.

28.—No refund can be granted on unused, expired or unexpired second halves of Return Journey Tickets, except on application to the General Manager. Any refund made will be subject to a deduction of ten per cent.

Excursionists, etc.

29.—Special terms will be quoted, on application, in the case of picnic parties, sporting teams, or theatrical troupes.

Reserved Accommodation.

30.—Reserved accommodation for all classes must be made the subject of special reference to the Traffic Superintendent at Kowloon, and twenty-four hours notice invariably be given.

Special trains.

31.—Special trains may be similarly arranged for by application to the General Manager at Kowloon.

Gratuities.

32.—Passengers are particularly requested not to pay any gratuities to Railway servants, and to report every case of incivility to the Traffic Superintendent or the General Manager, Kowloon.

Crowding of Stations.

33.—Persons other than Bona-fide Passengers are not allowed to crowd the platforms at Stations. Stationmasters may, at their discretion, allow on the platform the friends of passengers arriving or proceeding by train.

Caution.

34.—To prevent accidents, passengers are specially requested not to stand on the platform or steps of carriages when in motion or promenade about the corridors of carriages other than the class of carriage in which they have booked a seat. Any passenger attempting to get into or to quit any carriage in motion is liable to a penalty not exceeding \$100.

Where Smoking and Chewing Prohibited.

35.—Every person who shall smoke or shall chew tobacco, opium or other like substance either inside a waiting-room or in or upon any of the carriages belonging to the Railway which may be specially provided for females or non-smokers, or shall expectorate in any waiting-room or in or upon any railway carriage or upon any railway platform, shall be liable on summary conviction to a penalty not exceeding ten dollars for each offence; and if any person persists in infringing this regulation after being warned to desist by any railway official or passenger, such person, in addition to incurring the liability above mentioned, may be removed by any such official from any such carriage and from the premises appertaining to the railway, and shall forfeit his fare.

36.—Single journey tickets are available for the day of issue only. Single Tickets.

37.—A journey, except by season ticket holders, cannot be broken at intermediate stations. Breaking Journey at Intermediate Stations.

38.—Tickets are not transferable.

39.—The ordinary rates shown in this Tariff, less a discount of 25 per cent., will apply to all Naval and Military Traffic when warrants duly signed by the proper authority are presented with or in payment. Naval and Military Bookings.

This rule applies to all Government servants, including Police on duty in uniform who present warrants signed by the head of their department in exchange for tickets. All warrants must be presented at the Booking Office, and tickets obtained in exchange, before starting the journey. Police on Railway duty will be furnished with passes by the Manager.

40.—The following is a list showing the Passenger fares between all stations:—

Kowloon-Canton Railway.

BRITISH SECTION.

PASSENGER RATES.

TO AND	KOWLOON OR HUNGHOM.					
YAUMATI.	1st. 2nd. 3rd.	35 cents 15 " 5 "	YAUMATI.			
SHATIN.	1st. 2nd. 3rd.	95 cents 40 " 15 "	60 cents 25 " 10 "	SHATIN.		
TAIPO.	1st. 2nd. 3rd.	1.65 cents 70 " 25 "	1.30 cents 55 " 20 "	75 cents 30 " 15 "	TAIPO.	
FANLING.	1st. 2nd. 3rd.	2.30 cents 95 " 40 "	2.05 cents 85 " 35 "	1.45 cents 60 " 25 "	70 cents 30 " 15 "	FANLING.
LOWU.	1st. 2nd. 3rd.	2.65 cents 1.10 " 45 "	2.40 cents 1.00 " 40 "	1.80 cents 75 " 30 "	1.05 cents 45 " 20 "	35 cents 15 " 5 "

41.—Return tickets will be issued to First and Second Class Passengers at one and a half Single fare, and are available for return up to the day after date of issue. Return Tickets.

42.—The following rates will apply to Picnic parties of five or over to Taipo or Lowu, but previous application must be made before the privilege will be granted:— Picnic Parties.

- Five First Class Returns to Taipo \$10, and
Each Passenger over five \$2.
- Five First Class Returns to Lowu \$15, and
Each Passenger over five \$3.
- Five Second Class Returns to Taipo \$5, and
Each Passenger over five \$1.
- Five Second Class Returns to Lowu \$7.50, and
Each Passenger over five \$1.50.

Market Tickets. 43.—Market tickets will be issued on Taipo and Lowu Market days between these and intermediate stations at one and a half Single Fares, provided accommodation is available.

Passenger's luggage. 44.—Each passenger's luggage must be booked.

To be addressed in English. 45.—All luggage intended for despatch by railway must be plainly and legibly marked and addressed in English.

Free allowance. 46.—A person may take in his carriage small packages (not merchandise) that can be placed on the rack or under the seat occupied by him, provided that such luggage does not interfere with the comfort of other passengers, or does not contain anything of an offensive and dangerous nature.

The following quantities of luggage are allowed to be carried free of charge, viz. :—

Each Passenger in the	
First Class	100lbs.
Second Class	50lbs.
Third Class	25lbs.

Any luggage in excess of these quantities will be charged for at the following rates, which must be prepaid:—

For distances not exceeding 25 miles, one cent. per lb.

In reserved carriages. 47.—The free allowance of luggage, when reserved accommodation is engaged, is calculated on the number of fares paid for.

Unclaimed luggage. 48.—All unclaimed booked luggage left on the Railway premises for more than twenty-four hours will be subject to a storage charge of five cents per package per day or part of a day.

49.—Unclaimed luggage will be transferred to the Lost Property Office at Kowloon, and sold by public auction after the lapse of six months.

Booking of luggage. 50.—No luggage will be accepted or booked later than fifteen minutes before the advertised time of departure of trains; passengers are therefore requested to have their luggage at the Station in time to ensure its transmission by the train by which they desire to travel.

Railway liability. 51.—The Railway will not be responsible for any loss or damage that may occur to luggage which is not booked and prepaid, or which remains in the owner's charge, nor will the Railway be responsible for damage to fragile articles carried as luggage.

Railway receipt. 52.—A receipt will be given when luggage is made over to the Railway at the Starting Station, and the luggage will not be delivered unless this receipt is produced and given up to the Railway.

Parcels rates 53.—Parcels not containing specie or gold or silver are charged for at the rates given in the subjoined table, for the weights therein stated.

For any distance on the British Section—	
From 1 to 10 lbs.	10 cents.
From 11 to 25 lbs.	20 cents.
From 26 to 50 lbs.	40 cents.
From 51 to 84 lbs.	80 cents.
Over 84 lbs. at one cent per pound.	

Weight or measurement. 54.—Parcels are charged for by either weight or measurement, whichever gives the greater charge.

Parcels booking. 55.—To ensure the despatch of parcels by any particular train, senders are requested to tender their packages at the parcel office not less than 15 minutes before the departure of the train by which they are required to be sent.

56.—Each parcel is charged for separately, unless two or more are tied together and made up as one package. Parcels how dealt with.

57.—Parcels containing perishable goods, such as ice, fresh fruit, fish and vegetables, must be prepaid, and will be charged for at half parcel rates at owner's risk. Perishable goods to be prepaid.

58.—Perishable articles refused by consignees, or not claimed within 12 hours after arrival at the receiving station, will be sold by auction at the discretion of the Stationmaster. The proceeds, after deducting expenses, will be paid to the consignee. No advice will be sent to the owners.

59.—Parcels containing—

- Dangerous or Offensive Goods,
- Articles of exceptional value,
- Articles of a frangible nature,

Dangerous goods, etc., to be declared.

must be separately declared and entered in Parcels Way bills, and charged for treble parcels rates. Specie, gold and silver coins, will be charged for at the rate of one-eighth of one per cent. on declared value at owner's risk, and must be accompanied by a Guard, who will travel with the specie, and to be charged Second Class Fare.

60.—The name of the sender and consignee and destination station must be legibly written in English on the parcels to avoid errors in delivery. Addresses.

61.—The Railway does not undertake to send notice of arrival of parcels to the consignee, and the non-receipt of such advice will not entitle the consignee to be exempt from demurrage if delivery is not effected within the free time allowed. Notice of Arrival.

62.—Parcels uncalled for or undelivered will, after seven days, be subject to a wharfage charge of five cents per package per day or part of a day. If unclaimed for one month, parcels will be sent to the Lost Property Office, Kowloon. Unclaimed Parcels.

63.—Dogs will be carried by passenger trains and charged for at Third Class fare each. They will be conveyed in the Guard's van or in the dogs' box, and must be furnished with collars, chains, and muzzles if required. Dogs.

Passengers are not allowed to take any dog into a passenger carriage.

64.—The following Rates apply for Bicycles, Perambulators and Tricycles, Jin-Rickshaws and Motor Bicycles accompanied by passenger:—

Bicycles	Ordinary 3rd Class Fare at Owner's Risk.
Perambulators ...	} „ 3rd „ „ „ „ „
Tricycles	
Jin Rickshaws ...	„ 2nd „ „ „ „ „
Motor Bicycles ...	Double 2nd „ „ „ „ „

The above, unaccompanied by passenger, will be charged at one and a half the rates quoted at owner's risk.

Note.—The tanks of motor cycles should be empty, thoroughly clean, and free from vapour before the vehicles are accepted for carriage.

65.—The following Rates will apply to Buffaloes, Cattle, Ponies, Pigs and Sheep:—

Buffaloes ...	} 7 cents per Animal per mile.
Ponies ...	

Cattle 3½ cents per Animal per mile.

	BETWEEN	BETWEEN	BETWEEN	BETWEEN
Pigs in Crates	Shatin and Kowloon or Yaumati. 15 cents each.	Tai Po and Kowloon or Yaumati. 20 cents each.	Lowu and Kowloon or Yaumati. 25 cents each.	Lowu and Tai Po. 15 cents each.

Carriage on
country produce
must be pre-
paid.

Country Pro-
duce rates.

66.—The Carriage of all Country Produce must be prepaid.

67.—Bona-fide Country Produce, including Poultry accompanied by passengers, and packed in either crates, bags or baskets, each package not exceeding 70 pounds, or half a picul, in weight, will be charged at the rate of ten cents per package for any distance on the British Section. Packages exceeding 70 pounds, but not exceeding 140 pounds, in weight will be charged double the above rate.

KOWLOON-CANTON RAILWAY.

PART II.

GOODS TARIFF.

GENERAL RULES.

Stations

1.—The following is a list of the Stations on the Kowloon-Canton Railway open for Public Traffic and their distances from Kowloon Ferry Station:—

STATION.	MILES.	CODE INITIALS.
Kowloon Ferry Station	K.F.
Hung Hom (Blackheads) ..	1.00	K.H.
Yaumati	2.41	YI.
Shatin	7.22	SN.
Taipe	13.27	T.P.
Taipe Market	14.09	T.M.
Fan Ling	18.73	F.L.
Lowu	21.78	LO.

NOTE.—There is a Flag Station at Taipe Market, where goods traffic may be loaded or unloaded in quantities not exceeding 5 piculs for any one consignor or consignee.

1A.—All mileages are computed from the Buffer Stop at the Kowloon Ferry Station.

2.—Goods Offices are open for the receipt and delivery of Goods at all stations from 7 a.m. to 5 p.m. daily, except on Sundays and notified Public Holidays. Hours of business

3.—The rules, rates and all other particulars contained are those at present in force, but they are liable to alteration from time to time at the option of the General Manager. Rates liable to alteration

4.—The information contained herein regarding rates is believed to be correct, but the Railway is not responsible for its complete accuracy. Accuracy not guaranteed

5.—All further information not herein contained can be had on application to the General Manager, Kowloon. Further information on application

6.—It is requested that all complaints against the Railway Staff of incivility or want of attention may be immediately reported to the General Manager. Complaints of incivility

7.—Except where otherwise indicated in the Goods Tariff, all charges for goods are made on the basis of rates per picul per mile when goods are charged for by weight, provided the measurement does not exceed a capacity of 2½ cubic feet to the picul. Should this capacity be exceeded, the charges will be made by measurement at the equivalent of 2½ cubic feet to the picul. This does not apply to returned empties. Basis of freight charges

8.—Goods booked to the care of Stationmasters on the Kowloon-Canton Railway can only be accepted at "Owners' risk." Goods to care of Stationmaster

9.—Any complaints of errors, overcharges, or damage must be made immediately at destination to the Stationmaster or to the General Manager, Kowloon. Errors and overcharges

10.—The Railway Staff are prohibited from receiving any gratuity whatever. Gratuities not allowed

11.—Stationmasters and Goods Clerks at the several Stations are authorised to demand and receive freight for the conveyance of any article or animal by goods trains, and also charges incidental thereto, as fixed by the Tariff. Persons authorised to receive freights.

The Public are cautioned against paying any charges to any persons other than the duly-appointed Railway Staff: they should also be careful to obtain receipts on printed forms for all payments in respect of freight or extra charges.

12.—Cheques, drafts or orders for payment of money are not received at Stations, except with the previous special sanction of the General Manager. Cheques not accepted

13.—Freight charges in the case of certain description of goods must be paid before the despatch of consignments from the sending station; vide paragraphs 14, 54 and 59 herein. In the case of all other goods, payment, when not made previously, must be made before delivery. Prepayment of freight charges

14.—Freight on the following description of goods, &c., must in every case be prepaid. For the information of the public, all articles on which the freight must be prepaid are printed in italics in the "General Classification." Prepayment compulsory

- (a) Perishable or frangible goods.
- (b) Dangerous or offensive goods (see pars. 57 and 59).
- (c) Live Stock.
- (d) Excepted Articles (see paragraph 53).

15.—All goods carried by Railway are divided into classes for the purpose of fixing the rate at which they are carried. An alphabetical list is appended (vide paragraph 69 herein) showing the classification of public merchandise. Unless otherwise stated, the maximum rate of the class will be charged. Class rates

The following are the Class rates on the Kowloon-Canton Railway, and are quoted in British Currency only:—

	Per Mile.	
	Per Picul.	
	Maximum \$ · cents	Minimum \$ · cents
Explosives.....	— 7½	— 1½
Class I.....	— 4 ⁷ / ₁₀	— 1½
„ II.....	— 3	— 0 ³ / ₅
„ III.....	— 1½	— 0 ⁶ / ₂₅
Special a.....	— 0 ³ / ₅	0 ³ / ₂₅
„ b.....	0 ⁹ / ₂₅	0 ³ / ₂₅
„ c.....	0 ⁶ / ₂₅	0 ³ / ₂₅

Subsidiary coinage will be accepted in payment of accounts to the extent for which it is legal tender, viz., Two Dollars in silver and One Dollar in copper.

No foreign coin will be accepted.

CLASS RATES.

From or to Kowloon or Hunghom Stations.

KOWLOON OR HUNGHOM	Per Picul.						
	E.	I.	II.	III.	Sa.	Sb.	Sc.
Yaumati.....	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Shatin.....	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Tai-po.....	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Fan Ling.....	1.45	0.90	0.60	0.26	0.12	0.07	0.05
Lowu.....	1.65	1.10	0.70	0.30	0.13	0.08	0.06

CLASS RATES.

From or to Yaumati Station.

YAUMATI	Per Picul.						
	E.	I.	II.	III.	Sa.	Sb.	Sc.
To	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Hung Hom { Kowloon, }	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Shatin.....	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Tai-po.....	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Fan Ling.....	1.25	0.82	0.53	0.24	0.10	0.06	0.04
Lowu.....	1.49	0.97	0.62	0.28	0.12	0.07	0.05

CLASS RATES.

From or to Shatin Station.

SHATIN	Per Picul.						
	E.	I.	II.	III.	Sa.	Sb.	Sc.
To	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
Hung Hom { Kowloon, }	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Yaumati.....	1.16	0.75	0.50	0.22	0.09	0.06	0.04

Tai-po	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Fan Ling	1.16	0.75	0.50	0.22	0.09	0.06	0.04
Lowu	1.16	0.75	0.50	0.22	0.09	0.06	0.04

CLASS RATES.

From or to Tai-po Station.

TAIPO To	Per Picul.							
	E.	I.	II.	III.	Sa.	Sb.	Sc.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Kowloon } Hung-hom }	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Yaumati	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Shatin	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Fan Ling	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Lowu	1.16	0.75	0.50	0.22	0.09	0.06	0.04	

From or to Fan Ling Station.

FAN LING To	Per Picul.							
	E.	I.	II.	III.	Sa.	Sb.	Sc.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	
Kowloon } Hung-hom }	1.45	0.90	0.60	0.26	0.12	0.07	0.05	
Yaumati	1.25	0.82	0.53	0.24	0.10	0.06	0.04	
Shatin	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Fan Ling	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Lowu	1.16	0.75	0.50	0.22	0.09	0.06	0.04	

CLASS RATES.

From or to Lowu Station.

LOWU To	Per Picul.							
	E.	I.	II.	III.	Sa.	Sb.	Sc.	
	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ d.	\$ c.	
Kowloon } Hung-hom }	1.65	1.10	0.70	0.30	0.13	0.08	0.06	
Yaumati	1.49	0.97	0.62	0.28	0.12	0.07	0.05	
Shatin	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Tai-po	1.16	0.75	0.50	0.22	0.09	0.06	0.04	
Fan Ling	1.16	0.75	0.50	0.22	0.09	0.06	0.04	

16.—In computing weights, the following equivalents will be used on the Railway:— Weight equivalents

- (a) 1 Catty equals $1\frac{1}{3}$ lbs.
- (b) 100 Catties equals 1 picul.
- (c) $16\frac{2}{3}$ piculs equals 1 ton.

17.—Fractions of a picul will be charged for as under:— Fractions of a picul

- 1 to 50 Catties as $\frac{1}{2}$ a picul.
- 51 to 100 Catties as 1 picul.

18.—In calculating rates per picul for given distances, all fractions of a cent will be charged for as a cent. Fractions of a cent

19.—The minimum freight charge for a consignment carried by Goods Train is 50 cents. Minimum charge

The minimum distance charged is as for 15 miles.

Undeclared goods

20.—Consignments of goods, the contents of which are not declared in writing by the senders, or which cannot be clearly described, are charged for at First Class Rates unless there is reason to suppose that they should be treated as under the Explosive Class.

Mixed goods

21.—Packages containing two or more classes of goods are charged on the whole weight at the rate for the highest class of goods the package contains.

Owner's risk notes

22.—All goods in the special classes will be carried at owner's risk only, which absolves the Railway from liability to pay any claim except for the loss of a complete consignment, or of one or more complete packages forming part of a consignment, due either to the wilful neglect of the Railway or to the theft by, or to the wilful neglect of the servants, transport agents, or carriers employed by the Railway before, during and after transit over the said Railway or other Railway lines working in connection therewith, or by any other transport agency or agencies employed by them respectively for the carriage of the whole or any part of the said consignment. Provided the term "Wilful neglect" be not held to include fire, robbery from a running train, or any other unforeseen event or accident.

Terminal charges

23.—Terminal charges will be levied in addition to the actual mileage rates upon all classes except special classes at the rate of 2 cents per picul for each station, or 4 cents in all, but they will not be charged whenever the minimum limitation applies.

Wharfage

24.—The following wharfage will be levied on all classes of goods, and will be calculated on the weight of the consignment, subject to a minimum of one picul, at the following rates:—

Circumstances.	Time allowed Free.	Rate.	Note.
On Goods for despatch brought to a station but without consignment notes.	Closing time of the day of arrival.	Per picul or part of a picul for 1 day or part of a day in excess of free allowance 2 cts.	Such Goods are only accepted and retained at owners risk until a Railway receipt is granted.
On Goods awaiting delivery except timber.	Closing time of the day following the date of arrival.	do.	Goods will be warehoused if space is available.

25.—Demurrage is charged on vehicles on which goods are carried at the following rates:—

Circumstances.	Time allowed Free.	Rate per truck per day or part of a day in excess of free allowance.
On vehicles ordered and waiting to be loaded by senders or detained for consignment note or otherwise owing to the default of or at the request of the sender.	24 hours from the time at which vehicles are placed in position for the purpose.	4 Wheeled - \$3.00 Bogies - - \$5.00
	36 hours from the time at which the vehicles are placed in position for unloading.	Ditto.
On loaded vehicles waiting to be discharged by owners.	As above.	Ditto.
On vehicles waiting to be loaded at a private siding.	As above.	Ditto.
On loaded vehicles waiting to be discharged in a private siding.	As above.	Ditto.

If the amount which has accrued for wharfage is less than 5 cents it must not be collected. Sundays, Good Friday and Christmas Day must not be taken into account in reckoning the time for which demurrage or wharfage should be charged.

25A.—The charges for ground rent for firewood, timber, stone of any description, and gravel is \$1 per thousand square feet for one month or portion thereof.

26.—It must be distinctly understood that the weight and description of goods as given in the Railway Receipt and forwarding note are for the purpose of estimating the railway charges.

26A.—The Railway does not thereby admit the actual weight as therein shown has been received, or that the description of goods as furnished by the Consignor is correct, and therefore the Railway reserves the right of re-weighment, re-measurement, re-classification and re-calculation of charges at destination or at any station en route.

27.—Invoiced charges will not be corrected when the difference, greater or less, between the invoiced weight and the weight found on re-weighment does not exceed two per cent., provided that in no case shall a discrepancy of 3 piculs or over be passed.

28.—The Railway hereby gives public notice that it will not be responsible for articles of any description, whether booked as parcels, as luggage, or as goods, unless they shall have been properly packed, marked, directed and described, and shall have been signed for as received by one of the authorised clerks or agents of the Railway.

29.—The Railway does not accept responsibility for loss, injury, or damage in respect of goods brought on to the Railway premises to be despatched by train, unless they shall have been weighed and accepted and a printed receipt granted for the same, by a duly authorised employe of the Railway.

30.—The Railway further disclaims responsibility for—

(a) Loss or damage arising from the Act of God, fire, or Civil commotion.

Loss of, or damage to, goods put into returned wrappers, boxes or packages described as empties.

Disclaims of railway responsibility

Correction of invoiced weights

Information in railway receipts

Railway Responsibility

- (c) Any goods "left until called for" or "to order" or booked to "care of Stationmaster."
- (d) Packages which may contain a variety of articles liable to break or damage each other or other articles.
- (e) The leakage arising from bad casks, bad cooperage, bad soldering, or defective joints in tins or drums.
- (f) Any loss of, or damage to, any goods whatever, by reason of accidental or unavoidable delay in transit or otherwise.

Damage to goods due to rain in the wet season unless properly protected from such.

- (h) Loss or damage, from whatsoever cause, in respect of goods undelivered, after the limit of time prescribed in the goods tariff for free delivery.

Wet or damaged goods

31. Goods tendered for despatch by train in a wet or damaged condition or insecurely packed will be accepted at the risk of the owner only, and a note to that effect will be made on the Goods Receipts. In such cases the special form of consignment note (S.N.19a) will be used.

Perishable articles

32. Perishable, frangible, dangerous and offensive articles are carried at "owner's risk" only.

Minimum weight of goods consignment

33. The Railway reserves the right to refuse any article or package weighing less than two piculs, which may be considered unfit to be carried by goods train. With the consent of the consignor such article or package may, however, be accepted as a parcel and booked by passenger train.

Consignments to be addressed

34. All goods brought for despatch by the railway must be legibly addressed in English and Chinese with the name of the consignee and the destination.

Consignments to be marked

35. It is particularly requested that each package despatched as goods should be marked with the code initials of the destination station (vide paragraph 1 herein). Below the code initials should be clearly entered the number of packages forming the consignment. Thus in the case of 6 bales piece goods despatched to Lowu, the marking on each bale should be---

L. U.

6.

36. Bags or bundles of hides and skins, baskets of fruit, barrels of oil and other goods that cannot be marked in the ordinary way, must have a leather, tin or wooden label attached to each package by the consignor, or which the marking can be legibly effected.

Forwarding notes

37. Every consignment of goods for despatch, when handed to the Railway, must be accompanied by a Forwarding Note (Railway printed form No.S.N.19) signed by the sender, or on his behalf, and containing a declaration of the weight, description (number of articles, if possible), and destination of the goods consigned.

Declaration of goods

38. If any difference arises respecting the description or declared particulars of any consignment of goods tendered for despatch by the Railway, between the Consignor (or his agent) and a servant of the Railway, such Railway servant is authorised to detain and examine the goods.

Persons authorised to demand declaration

39. All Stationmasters, Assistant Stationmasters and Goods Clerks on the Kowloon-Canton Railway are hereby appointed and empowered to demand from consignors and consignees of goods an account in writing of the description of the goods.

40.—If a person, requested to give an account in respect of any goods, tendered for despatch by Railway, gives an account or description which is materially false, he, and, if he is not the owner of the goods, the owner also shall be liable to a fine, which may extend to \$20 for every ton of Goods and \$10 for any quantity of Goods less than one ton, in addition to the payment of the freight charges due under Goods Tariff Rules. False
declaration

41.—Consignments will, whenever possible, be weighed in the presence of the sender or his agent. In the case of large consignments of grain, rice, seeds, &c., put up in bags or bales of uniform size, the whole consignment need not be weighed. It will be sufficient to compute the weight of the whole by a weighing of ten per cent. of the consignment, and from the average weight per bag or package thus arrived at. Weighment of
goods

42.—Goods chargeable by measurement will be carefully measured, and the dimensions recorded on the back of the forwarding note. Measurement of
goods

43.—Goods receipts will not be granted until the conditions attached to each consignment are duly fulfilled. When senders are required to load consignments, receipts will be granted after the consignments have been properly loaded. Goods receipts

44.—The Railway does not guarantee the despatch of goods by the first train after receipt, nor will it be responsible for the arrival of goods at any station within any definite time. Time of
despatch

45.—The Railway does not undertake to send notice of arrival of goods to the consignee, and non-receipt of such advice will not entitle the consignee to exemption from wharfage or demurrage if the goods are not taken delivery of within the time allowed. When convenient, the Railway may, however, take measures to notify consignees, in certain cases. Notice of
arrival

46.—Consignees must clearly understand that they cannot legally refuse to take delivery of part of a consignment because the remainder is short or damaged, and that if they do not take delivery of the portion which has been correctly received it will be allowed to remain on the Railway premises at Consignees' risk only, and subject to the usual charge for wharfage or demurrage. Delivery of
part
consignment

47.—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 to the Railway at destination. If the consignee does not himself attend, he must endorse on the Railway receipt a request for delivery to the person sent for the goods, otherwise they will not be delivered.

48.—When a Railway Receipt has been lost, mislaid, or is for other reasons not forthcoming, the Railway reserves the right to demand an Indemnity Note (see page 47) before giving delivery of the animals or goods for which the Railway Receipt was granted.

49.—No single package weighing more than ten tons will be accepted for despatch without previous notice and arrangement. Maximum
weight of
package.

50.—Consignments of goods of any description which, by reason of length, breadth, bulkiness or otherwise, may require to be loaded separately in a wagon or truck, or which may occupy two or more vehicles, are designated "bulky articles," and are subject to special conditions and charges, which may be learnt on application to the General Manager. "Bulky"
articles.

51.—When any article mentioned in the following Schedule of "Excepted Articles" is contained in any parcel or package delivered to the Railway for conveyance by train, and the value of such article exceeds one hundred dollars (\$100), the Railway shall not be responsible for the loss, destruction, damage or deterioration of the article, unless the consignor causes its value to be declared at the time of delivery for despatch at the forward "Excepted
Articles."

ing station, and pays a percentage on the value so declared by way of compensation for increased risk in accordance with the following rates of insurance:—

The following rates cover risks other than those laid down in paragraph 30, but only hold good during the transit of goods between the sending station and the receiving station, after which the articles insured are at the risk of the parties concerned:

- | | |
|---|--|
| (1) On all art pottery articles made of glass, china or marble. | } 2% of the value declared. |
| (2) Gold, silver and excepted articles. | |
| (3) Animals - - - - - | } 1% on the excess value over \$25 as declared subject to a minimum of 25 cents. |

Limit of liability.

52.—When any parcel or package containing “excepted articles” of which the value has been declared is lost, destroyed or damaged, the compensation recoverable from the Railway in respect thereof shall not exceed the value so declared, and the burden of proving the value so declared to have been true shall, notwithstanding anything in the declaration, be on the person claiming the compensation.

Examination of goods.

53.—The Railway may make it a condition of carrying a parcel or package declared to contain any article referred to in the following schedule, that a Railway Servant, duly authorised, has been satisfied by examination or otherwise that the parcel or package actually contains the article declared to be therein.

Schedule of “Excepted Articles.”

Schedule of “Excepted Articles” to be declared:—

- (a) Gold, silver, coined or uncoined, of every kind, manufactured or unmanufactured.
- (b) Plated articles.
- (c) Cloths, tissue and lace of which gold and silver forms part, except uniforms.
- (d) Pearls, precious stones, jewellery, trinkets, amber, jade, and jade stones.
- (e) Watches, clocks and timepieces of all kinds.
- (f) Government securities and stamps.
- (g) Bills of Exchange, promissory notes, bank notes and orders for payment of money.
- (h) Maps, writings and title deeds.
- (i) Paintings, engravings, lithographs, carvings, photographs, sculpture and other works of art.
- (j) Art pottery and all articles made of glass, china or marble.
- (k) Silks, manufactured or unmanufactured.
- (l) Shawls, lace and furs.
- (m) Opium and other narcotic preparations.
- (n) Ivory, ebony, coral and sandalwood.
- (o) Musk and Sandalwood oil, and other essential oils used for perfumes.
- (p) Musical and Scientific instruments.
- (q) Feathers.
- (r) Any other article of special value which the Railway may think fit to add to this schedule.

Explosive or dangerous goods.

54.—Explosives and dangerous goods will not be received for conveyance by Railway unless at least 48 hours notice to provide special vehicles for their reception shall have been given by the consignor.

55.—Information as to when powder vans are available and at what hour dangerous goods can be received may be had on application to the Stationmaster.

56.—A list of "Dangerous Goods" requiring special precautions for their transport by Railway within the meaning of section 48 of the Railway Ordinance will only be accepted in accordance with the rules laid down in Part II., Chapter 3, of the General Rules and Regulations.

Schedule of "Dangerous Goods."

57.—Gunpowder, dynamite and other explosives, loaded in powder vans, will in all cases be conveyed only by goods trains.

Explosives carried by goods trains only.

58.—The following description of goods falls under the category of "Offensive Goods," the freight on which must be prepaid at the forwarding station:—

Offensive goods.

- (a) Decayed vegetables, fish, meat, and any other article in a decayed condition.
- (b) Dead bodies.
- (c) Carcases.
- (d) Bones.
- (e) Municipal, or town sweepings.
- (f) Manure, and
- (g) Rags.

59.—Dangerous and Offensive Goods must be loaded by the consignor and unloaded by the consignee, unless it be otherwise specially arranged with the sanction of the General Manager.

Loading and unloading by owners.

60.—If on the arrival of any dangerous or offensive goods at their destination, the consignee does not take delivery of or remove the same within the time notified by the Railway, they will be kept in the vehicle in which they were carried until delivery or other disposal, at the charge and risk of the consignor and consignee.

Delay in delivery of dangerous goods.

61.—If any person fails to pay on demand made by an authorised person any rate, terminal or other charge due from him in respect of any animals or goods, the Railway may detain the whole or any of the animals or goods, or if they have been removed from the Railway, any other animal or goods of such person, then being in or thereafter coming into its possession, and may sell them by auction in liquidation of charges due, and may further recover any balance by suit or legal process.

Lien on Consignments.

62.—When any animals or goods in the possession of the Railway are claimed by two or more persons, the Railway reserves to itself the right of withholding their delivery until rightful ownership has been established in a Court of Law.

Consignments claimed by two or more persons.

63.—All goods addressed or consigned "to be called for," or to the same effect, or without any legible or intelligible direction, or directed to a place unknown to the Stationmaster, will be permitted to remain on the Railway premises at the owners' risk, and subject to Railway Tariff charges immediately after their arrival, and if not removed within one month from date of arrival they will be disposed of as unclaimed goods to satisfy all charges due to the Railway.

Consignments addressed "to be called for."

64.—Unclaimed goods, other than perishable articles, will be kept on hand at the Station to which they are invoiced for a period of one month, after which they will be removed to the Unclaimed Goods or Lost Property Office at Kowloon.

Unclaimed goods.

65.—Unclaimed consignments will be liable to wharfage and demurrage charges as well as to all freight and special expenditure incurred by the Railway on account of their custody and disposal.

Wharfage on ditto.

66.—Lost property found in Railway vehicles or on Railway premises will be sent to the Lost Property Office at Kowloon.

Lost property.

67.—Sales of unclaimed or lost property by public auction will be held periodically of all such articles, &c., as have remained in the possession of the Railway over six months. Due notice of such sales will be given by Advertisement in the Newspapers.

Sales of unclaimed goods and lost property.

Other information.

68.—All other information respecting the carriage of goods by Railway may be had on application to the General Manager of the Kowloon-Canton Railway at Kowloon.

Goods classification.

69.—The following is an Alphabetical classification of goods showing the class rates at which they are carried on the Railway. Reference to the rate tables will show the precise freight per picul and per ton to each station on the Kowloon Canton Railway:—

Articles.	Class.
Acids, mineral, all kinds.....	1
Aerated Waters	3
Agar Agar.....	3
Agricultural Implements.....	3
Ale or Beer.....	2
Almonds	3
Alum.....	3
Amber	2
Ammonia in solution.....	1
Ammunition—vide cartridges.....	E
Aniseed, Star.....	3
Arrow root.....	S a
Art Pottery	2
Asbestos manufactured	2
Ashes and cinders.....	5
Asphalte.....	3
Assafoetida	2
Aventurine	3
Awabi	1
Awabi—preserved	1
Bags and Baskets empty.....	3
Ballast	S C
Bamboo Shoots.....	S a
„ Split leaf.....	S b
Bananas	S a
Barley	S a
Bark, tanning.....	3
Barrows	3
Bar Soap.....	2
Baskets (or Bags).....	3
Beans Chinese	S a
„ other.....	S a
Bean Cake.....	S a
Bean Stick.....	S a
Bedding.....	2
Bedsteads	2
Beer (see Ale)	2
Belting	2
Benzine, Benzol	E
Benzoline	E
Betel nut.....	3
Betel leaf.....	3
Betel husk	S a
Bicho de Mar.....	1
Bicycles in crates.....	2
„ fittings.....	2
Birds nests.....	1
Black Lead	3
Blankets.....	2
Blasting Powder	E
Blinds, Bamboo	3
Bones.....	S b
Bone dust	S b
Books.....	1
Boats.....	S c
Boots.....	3
Borax	S a
Bran	S a

Articles.	Class
Bricks	S c
Bristles	1
Bottles empty,	S c
Boxes fancy	3
Bread	S a
Bronze Powder	3
Brooms (Country)	3
Brass	3
Brass Ware	3
Brushes	3
Buckets	3
Building materials except as per S c	3
Butter	1
Buttons	3
Bricks (Common)	S c
Candles	3
Candied Fruits	3
Canvas	3
Camp Equipment	3
Caps	2
Card tables	2
Cards, Playing	2
Caraway Seeds	3
Carbolic Acid	1
Powder	1
Cartridges	E
Cases, & Casks empty	S c
Carpets	3
Canes (Sugar cane)	S b
Cassia	3
Catechu	3
Cattle food	S a
Cattle	S a
Cement	S b
Chalk	3
Chairs Iron	3
Chillies Green	S a
Dried	S a
China Root	S a
Blue	S a
Ware	S a
Charcoal	3
Cheese	3
Chestnuts	S a
pulp	S a
Chemicals	1
Chickens	2
Chloroform	1
Chow Chow	S a
Cigars	2
Cigarettes	2
Cinnabar	1
Cinnamon	2
Clothes old	3
Clocks	1
Cloves	2
Cloth (Native)	3
Coal	S c
Coal tur.	3
Cocanuts	S a
Cocoons	2
Coir raw	S a
Coir rope	3
Coir manufactured	3
Coke	S b
Colours	3
Combs wooden	3

Articles.	Class
Comforters	3
Compost (Manure).....	S b
Compoy	3
Confectionery	3
Cornelians.....	1
Coral	2
Corks	3
Copper	3
Copper Ware.....	3
Cotton Raw	S a
Cotton waste	S a
Cotton cord.....	2
Cotton seed	S a
Cotton Sweeping	S a
Cotton piece goods.....	2
Covers, Bed & Table.....	3
Crockery	3
Crucibles	3
Cuttle Fish	1
Cutlery	3
Curiosities	2
Crackers	E
Dates	3
Detonators.....	E
Drugs	3
Ducks, dry.....	S a
Dyes	3
Dye Stuffs	3
Dynamite	E
Dynamos	3
Earthenware	S a
Ebony	2
Eggs Fresh	S a
Eggs Preserved	S a
Electro Ware	2
Electrical Materials	2
Embroideries	2
Emery Cloth	3
Enamelled Ware	3
Engravings	2
Fancy Goods	3
Fans, Palm.....	3
Fans others.....	2
Feathers.....	3
Felt	3
Felt Sheathing.....	3
Fibres, Vegetable	S a
Fish Fresh.....	S a
Fish Dried	S a
Food Grains.....	S a
Fire Bricks.....	3
Fireclay	3
Fire Works, Chinese see Crackers	E
Fire Arms	1
Fire Wood.....	S c
Flax	3
Flour	3
Fungus	3
Furniture (Blackwood)	1
Furniture (Common).....	3
Fruits	S a
Game	S a
Garden Seed	3
Garlic Salt	S a
Garter Webbing	3
Gasoline.....	E
Gases, all kinds	E

Articles.	Class.
Glass Beads	3
Glass Broken	3
Glass Plate	1
Glass Silvered	1
Glass Window	2
Glass Stained	1
Glass Ware	2
Gloves	3
Glue	3
Ginseng	1
Ginger	S a
Gold Lace	1
Ground nuts	S a
,, ,, Cake	S a
Grates	3
Grains, food	S a
Gramophones	1
Gum Arabic	3
Gunny Bags	S b
Haberdashery	2
Hair-human	1
Hand barrows	3
Hard ware	3
Harness	3
Hats & caps	2
Hay & Straw	S c
Hemp	S a
Hides & Skins	S b
Horse hair	3
Horns	S b
Honey	3
Hose	3
Hosiery	2
Husks	S a
India Rubber	3
India Rubber goods	3
Indigo	3
Ink, Printing	3
Instruments, Musical	1
Instruments, Scientific	1
Implements, Agricultural	3
Iron	3
Iron, Old and scrap	S c
Iron, Galvanised	3
Isinglass	3
Ivory	1
Ice	S a
Jade stones	1
Jaggree	S a
Jewels	1
Jewellery	1
Joss Sticks	3
Joss Powder	3
Jute	S a
Kerosine oil, 10	3
Labels	3
Lace	2
,, Gold and Silver	1
Lacquer Ware	1
Lamps	3
Lamp ware	3
,, wick	3
Lead	3
,, Red	3
,, White	3
,, Yellow	3
,, Ware	3

Articles.	Class.
Leather manufactured	3
„ goods	2
Lichees	S a
Liquers	1
Liquorice	3
Liquid fuel.....	1
Lily Flowers dried	3
Live Stock	3
Lime	S c
Limestone.....	S c
Looking glasses	2
Loam	S c
Lumber	S a
Lang-Ngan pulp	3
„ dried	3
Macaroni.....	3
Mace	3
Machinery.....	3
Machines sewing	2
Machines Knitting.....	3
Manure.....	S c
Marine Delicacies.....	S a
Matches	3
Match making materials.....	3
Mats	3
Matting	3
Medicines Chinese	3
Medical Instruments	1
Medical Sundries	3
Meats Canned.....	3
Meats Dried	S b
Metals	3
Milk condensed.....	3
Millinery	2
Mineral Waters	3
Marble Slabs.....	2
Mirrors	2
Molasses	S a
Morphine	1
Moulding.....	3
Monuments	3
Motors & cycles in crates.....	3
Mushrooms.....	S a
Musical Instruments	1
Mussels dried.....	S a
Munitions of War. Special arrangement on due notice	
Mustard.....	3
Nails	3
Needles.....	1
Newspapers	3
Nuts ground	S a
„ White	S a
„ other.....	S a
Oats.....	S a
Oils Essential.....	1
„ Castor.....	1
„ Lubricating.....	1
„ Medicinal	1
„ Cocoanut.....	1
„ Kerosine.....	1
„ Linseed	1
„ Olive.....	1
„ Ground nut	S b
Oil cloth.....	3
Oil Cake	S a
Olives	3

Articles.	Class.
Opium.....	1
Onions.....	S a
Ordnance Stores, special arrangement.....	
Oranges	S a
Ornaments.....	3
Oxen	3
Oxen horns.....	S b
Oysters dried.....	S a
Paddy	S a
Palm fans.....	3
Paints	3
Paper Cigarette	3
„ Printing	3
„ Waste	3
„ Writing	3
„ Other	3
Paving Stones	S c
Pears	S a
Peas	S a
Piece Goods	2
Pepper.....	S a
Paintings and Engravings.....	2 a
Perfumery	3
Persimmons	1
Personal effects	E
Pearls and Precious stones.....	S
Petroleum	3
Pills.....	3
Petrol, in small lots	E
Plated—ware	2
Photo frames and materials.....	3
Plants garden	3
Post Cards.....	3
Potatoes	S a
Potash	3
Pottery	S a
Poultry	2
Pigs.....	3
Porter.....	2
Porcelain, Chinese.....	1
„ Japanese.....	1
Prawns dried	S a
Preserves	3
Printing materials.....	3
Presses Printing	3
Printed Forms and Books.....	3
Pipes, Iron	3
„ Earthenware.....	3
Chinese Pipes.....	3
Pumps	3
Putchuck.....	2
Pictures	2
Piece goods	3
Quick-silver.....	2
Quartz.....	3
Quartz in full wagon loads.....	S c
Rafters	S b
Rags	S b
Raisins	3
Rattan Core.....	S b
„ Split	S b
„ Whole	S b
Rectified Spirits.....	2
Railway Plant	3
„ Materials.....	S a
„ Sleepers	S a
Rice	S c

Articles	Class.
Rope Coir	3
„ Hemp	3
„ Manila	3
Rose Maloes	3
Rose Sugar	3
„ Water	3
Saddlery	3
Safes Cash	3
Safflower	3
Sago	S a
Salt	S a
Saltpetre	3
Samshu	3
Sandalwood	3
Sand	S c
Sand Red	3
Sand paper	3
Satin	1
Scales	3
Scent Water	3
„ Powder	3
Scrap iron & Steel	S b
Screws	3
Seal Blubber	3
Seeds garden	3
Sesamum Seed	3
Sharks fins	S a
Shoes & Boots	3
Shrimps dried	S a
Seaweed	S a
Seed Apricot	3
„ Flower	3
„ Lily flower	3
„ Iueraban	3
„ Melon	3
„ Mustard	3
„ Sesamum	3
„ Vegetable	3
Silk Raw	1
„ Waste	1
Silk Cloth	1
„ Embroideries	1
Silver Coins	1
Sieves	3
Sinews	3
Singlets	2
Silver ware	1
Skins	3
Slates	3
Soda ash	3
Soap Bar	2
„ other	2
Solder	3
Socks	3
Spirits	2
Spirits of wine	1
Spelter	3
Spices	3
Steel	3
Stationery	3
Straw-boards	3
Stock fish	3
Stone	S c
Stores Engineering	3
Stores Marine	3
Stores Household	3
Stone ware	3

Articles.	Class.
Sugar Refined	S b
Sugar other	S b
Sugar Cane	S b
Sulphuric acid	1
Sulphur	3
Sweetmeats	S a
Tar	3
Tapioca	3
Telegraph Stores.....	3
Telescopes.....	1
Tea	3
Tents.....	3
Thread gold and silver.....	1
Theatrical effects	3
Tin	3
Tin—ware	3
Tiles Country	S b
Tiles Foreign	3
Tickets	3
Timber	S b
Tin foil.....	3
Tobacco.....	3
Tobacconists goods	3
Toilet requisites	2
Toys Native.....	3
Trunks	3
Turpentine	E
Tubs Wooden	3
Twine	3
Turmeric	3
Typewriting machines.....	1
„ Accessories	1
Umbrellas	3
„ parts	3
Uniforms ordinary	3
„ (trimmed with gold and silver)	1
Varnish	2
Vegetables	S c
Velvet	1
Vermilion	3
Vermicelli.....	3
Vinegar	3
Walnuts	3
Watches and clocks.....	1
„ materials.....	3
Water plant.....	3
Water-cotton	S a
Water	3
White metal	3
Waters-table	3
Wheat	3
Wheel barrows.....	3
Wines and Spirits	2
Wire nails	3
„ netting.....	3
Wine Chinese.....	3
Woollen goods.....	2
Wooden ware	3
Writings.....	2
Yarn bales.....	2
Zinc	3

FORM OF INDEMNITY NOTE.

I hereby acknowledge to have received from the Kowloon-Canton Railway Company this day of 191 ,*

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valued at Dollars which despatched on or about the day of 191 , to my address at Station from the Station on the Railway, and entered under invoice No. dated the 191 , the Railway Receipt for which†; and, for myself, my heirs, executors and administrators, I undertake, in consideration of such delivery as aforesaid, to hold the said Kowloon-Canton Railway, their agents and servants, harmless and indemnified in respect of all claims to the said goods.

And I, undersigned, signing below the consignee of these goods, certify that the first signer is the bona-fide owner of the goods, and I undertake the whole of the said liability jointly and severally with the said consignee, and for this purpose I affix my signature hereto.

Full Signature of Consignee:
 Profession.
 Residence.

Witness:
 Profession.
 Residence.

Full Signature of Surety:
 Profession.
 Residence.

Witness:
 Profession.
 Residence.

..... Station,)
)
 Date, 191 .)

Executed in my presence,
 Stationmaster.

* Here enter full description of the consignment.

† Here enter "has been lost," "mislaid," or "has miscarried," as the case may be.

Note.—Ordinary unstamped forms may be used by consignees in respect of the delivery of articles carried at half parcels rates, viz., fresh fish, fruits, vegetables, bazaar baskets, bread, meat, ice and other perishable articles, and by Government Officials being in their official capacity, consignees of animals, goods or parcels when the Railway Receipt is not produced by them.

C. CLEMENTI,
 Clerk of Councils.

COUNCIL CHAMBER,
 19th September, 1910.