

Jurisdictional Convention.

His Majesty the Emperor
of Japan, and

having deemed it
fitting and proper that, con-
temporaneously with the revision
of the commercial portions of
the Treaties existing between
the two countries, a revision
or modification of those portions
of such Treaties which relate
to jurisdiction and the ad-
ministration of justice should
also be effected, with a view
to the final total abolition in
Japan of ----- Consular
jurisdiction and the assumption
of such jurisdiction by the

Courts of Justice of Japan,
have resolved to conclude a
special convention for that
purpose, and have named
as Their Plenipotentiaries, that
is to say:

His Majesty the Emperor
of Japan

and

who, after having communi-
cated to each other their
Full Powers, found to be
ⁱⁿ good and due form have
agreed upon and concluded
the following articles:

Article I.

The Imperial Japanese
Government undertake upon

the terms and conditions hereinafter expressed and as an equivalent thereof, to open completely and forever the Empire to - - - - - subjects from the 1st day of January one thousand eight hundred and ninety-one and to grant to such subjects in conformity with the general principles of international law and the express stipulations contained in the Treaty of Commerce and Navigation of even date herewith, all the rights and privileges enjoyed by Japanese subjects.

Article II.

From the same date the laws of Japan, both civil

and criminal, excepting those laws, which from their nature are applicable to Japanese subjects only and excepting also during the continuance of ----- Consular jurisdiction those laws and regulations which relate to the organization of Courts, and to the procedure therein, shall, to the exclusion of ----- laws, become binding upon and applicable to ----- subjects throughout Japan, and thereafter ----- Courts in Japan, shall so long as they continue to exercise jurisdiction in Japan, administer and enforce the laws of Japan which are

finding upon and applicable
 to - - - - - subjects, and in
 the matter of the service of
 process and the execution of
 judgments, decrees and sen-
 tences, Japanese and - - - - -
 Courts shall be auxiliary
 to each other.

Article III.

The jurisdiction now
 exercised by - - - - - Courts
 in Japan shall be maintained
 until the date fixed under
 Article I hereof, for the
 opening of the Empire.
 For the period of seven years
 thence next ensuing, that
 is to say up to the 31st
 day of December 1897, the
 jurisdiction exercisable by

----- Courts over -----
subjects shall be territorially
limited to the Foreign Settle-
ments of Hakodate, Tokio,
Yokohama, Osaka, Kobe,
Nagasaki and Niigata, and
from the date last above-
named, all the jurisdiction
then exercised by -----
Courts in Japan and all
the exceptional privileges,
exemptions, and immunities
then enjoyed by -----
subjects as a part of or
as appurtenant to such
jurisdiction, shall absolutely
and without notice, wholly
cease and determine and
thereafter all such jurisdiction
shall be assumed and

exercised by Japanese Courts.

Article IV.

From the 1st day of
January, 1891 aforesaid,
everywhere in Japan outside
of the limits of the above-
named Foreign Settlements,
Japanese Courts shall have
and exercise complete and
exclusive jurisdiction, both
civil and criminal over
----- subjects.

Article V.

The following rules are
laid down for the purpose
of determining internationally
the jurisdiction of Japanese
and ----- Courts.

I. In criminal matters juris-
diction shall be determined

by the place of commission
of the offence.

II. In civil matters juris-
diction shall be determined
alternately in the order named:

a) In actions ex contractu

1st by the place of per-
formance,

2nd by the domicile of the
defendant, or

3rd by the place of sojourn
of the defendant at
the time the summons
is served,

b) In actions ex delicto,

1st by the place where
the damages are
suffered or

2nd by the place where the
articles are situated;

c) In all other personal actions,
1st by the domicile of the
defendant or
2nd by the place of sojourn
of the defendant at the
time the summons is
served,

d) In real and mixed actions
and in probate, administration
and bankruptcy proceedings;
by the place where the
property is situated,

In the event Japanese and
----- Courts, should in any
case, have, under the foregoing
rules concurrent jurisdiction
such concurrent jurisdiction
shall become exclusive in the
Court first taking juris-
diction.

Article VI.

In case any -----
subjects, should at any time
in advance of the final
abolition of ----- Consular
jurisdiction, desire to submit
themselves exclusively to
Japanese jurisdiction, they
may do so by making and
filing with their own proper
Consular authorities and
with the proper local Japanese
authorities, formal declarations
to that effect, but no such
submission shall deprive the
----- Consular Courts
of jurisdiction over such sub-
jects which they would other-
wise have in connection with
liabilities incurred and

offences committed prior to such submission.

Article VII.

The Imperial Government of Japan, taking into consideration the fact that this Convention provides for the final total abolition of

----- Consular jurisdiction in Japan and for the assumption of that jurisdiction by Japanese Courts, engage that ----- subjects in Japan shall enjoy the most constant and complete protection in their persons and property; that they shall have free and easy access to the Japanese Courts of Justice in pursuit and defence of their just rights;

that they shall be at liberty equally with Japanese subjects to choose and employ lawyers, advocates or representatives to pursue or defend their rights before such Courts, and that in all other matters connected with the administration of justice, they shall enjoy all the rights and privileges enjoyed by Japanese subjects.

Article IX

This Convention shall be ratified and the ratifications shall be exchanged at
----- as soon as possible.
Such exchange of ratifications shall take place however at the same time as the exchange of the ratifications,

of the Treaty of Commerce
and Navigation of even date
herewith.

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Dept. of Foreign Affairs,
Tokio.....

The undersigned H. I.
his minister for Foreign
Affairs, taking into con-
sideration the stipulations
contained in the jurisdic-
tional convention, this
day concluded between
the Governments of Japan
and in reference
to the applicability of Japa-
nese laws to
subjects and the final
total abolition of
consular jurisdiction in
Japan, deems it proper
to announce that H.
I. his Government are
now actively engaged in
the labor of revising
and codifying the laws
of the empire, in accord-
ance with the spirit of
modern western civilization,
and that they confidently
expect to complete this



great work not later than
next year. The Imperial
Government fully appreciate
the necessity of bringing
the work of codification
to a successful conclusion,
before the Jurisdictional
Convention goes into ope-
ration, and in the event
it is found impossible from
any cause to put the
codified laws into force,
on or before the 1st
July, 1890, H. I. Govt.
Government will then be
compelled to request
..... Government
to postpone the date fixed
for the Jurisdictional
Convention to come into
operation until six months
after such laws shall
have gone into effect.

These same consider-
ations; the fact that the
laws of Japan, will, under
the new Convention, be
administered for a limited

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period by Courts,
and the determination more
over, of H. I. His Gov-
ernment to employ for
some years, a number
of foreign jurists to act
in the capacity of Japan-
ese judges, have all
united to convince the
Imperial Government of
the necessity of rendering
the laws of the Empire
into some European
language. The English
language being the
European language in most
common use in Japan,
the undersigned begs to
state on behalf of H.
I. His Government that
authentic English trans-
lations of all laws
which will, under the
Convention, become ap-
plicable to foreigners, will
be made public, before
such laws become so
applicable.

The undersigned has the honor to add in conclusion that the system of issuing authentic translations of the laws, will be put into operation at once and will be maintained so long at least as the services of judges of foreign nationality, are continued.

The undersigned avails himself
to to to

Department of Foreign Affairs,
Tokio.

The undersigned His Imperial Majesty's Minister for Foreign Affairs has the honor to announce that the Imperial Government have reached the determination to appoint a number of Foreign jurists to act in the capacity of Judges in the Supreme Court, (Daishinin) and under certain circumstances, in the Courts of Appeal (Koso In)

The services of Judges of foreign nationality will be especially called into requisition in the following cases:

1. When any proceedings, either civil or criminal, in which a foreigner is directly interested

as a defendant or accused, are heard in the Supreme Court either in last or in first and last instance, a majority of the judges hearing such proceedings will be judges of foreign nationality, and

2. When any such proceedings, are brought in a Court of appeal, in last instance, the defendant or accused shall have the right before the hearing takes place, to file with the Court a motion asking that the Court hearing such proceedings, be constituted with a majority of judges of foreign nationality. In case the motion is refused, the defendant or accused

shall have the right to appeal to the Supreme Court from the order refusing such motion, and in hearing such appeal, the Supreme Court will be constituted with a majority of Judges of foreign nationality, and if, upon such hearing, the Supreme Court affirms the decision of the Court of appeal, the proceedings in respect of which the motion was made, shall be heard without Judges of foreign nationality. In the event, however, the motion is granted by the Court of appeal in first instance or by the Supreme Court in last instance, the

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Court of Appeal hearing the proceedings in respect of which the motion was made, shall be constituted with a majority of Judges of foreign nationality to be assigned for that purpose by the Supreme Court.

It will doubtless be necessary to adopt special rules in reference to these motions, but in advance of any action in that direction, it is proper for the undersigned to state, that the Courts in passing upon such motions will be fully authorized to take into consideration all the circumstances of the cases including the amounts involved or the offences charged, and that all such motions

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will be regarded as urgent and will be finally heard without unnecessary delay and that pending the final decision upon the motions in question, all proceedings, in respect of which the motion were made, will be stayed.

H. I. Govt. Government are of opinion that a certain relation should exist between the number of judges of foreign nationality employed, and the possible interests to be subserved by the employment of such judges. They have accordingly deemed it necessary in the interest of all concerned, to restrict to some extent, the use of judges of foreign nationality in the Courts of Appeal, and they cannot doubt that this necessity will be

at once admitted when it is pointed out, that all cases, both civil and criminal, excepting cases originally heard in the Local Courts, may be carried to the Supreme Court, and that all civil cases, however small, and that all criminal cases, however trifling, which are heard in first instance in the local courts, may be taken on appeal at last instance to the Courts of Appeal. It is impossible for H. I. Gov. Government to declare in advance how many foreign jurists will be appointed as Japanese Judges, but the undersigned is authorized to state on behalf of the Imperial Government that a sufficient number will be employed to perform with thoroughness and

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promptitude the duties which
will be assigned to them.

The gentlemen to be
selected to fill these honor-
able positions, will, subject
only to the exception of
dismissal for cause be
given a fixed tenure of
not less than (4) years,
and in all other directions
equal care will be taken
to secure and encourage
their complete independence
and impartiality. His
Imperial Majesty's Govern-
ment are, moreover, of
opinion that it would
be extremely undesirable
to permit the judges
of foreign nationality to
remain subject to the
jurisdiction of courts
foreign to those in which
they will be called
upon to sit as judges
and for this reason H.
M. Govt. Government deem
it essential that the

persons selected for the positions, should, in pursuance of the stipulations contained in the Jurisdictional Convention which has this day been concluded between the Governments of Japan and make formal submission to the jurisdiction of the Imperial Japanese Courts of Justice.

The new system which the undersigned has had the honor briefly to outline will be put into active operation not later than the 1st January, 1891, that is to say at the same time the Jurisdictional Convention takes effect, and it will be continued in force for the period of (12) years.

While H. I. His Government will be fully prepared to main-

tain this new judicial organization - beyond the period named, in the event it is found that that course is necessary, they would nevertheless desire to have it understood that they reserve to themselves the faculty of determining at the proper moment, whether or not such necessity actually exists.

The undersigned begs to add in conclusion that this measure has been adopted primarily for the purpose of improving the judicial system of the Empire. H. I. M's. Government, however, venture to hope that it will be regarded as a sufficient guarantee that under the new jurisdictional convention, the rights and interests

of Government
and subjects will be
fully respected and pro-
tected.

The undersigned awaits
himself.

Government Regulations.

RELATING TO

RAILWAYS IN JAPAN.

The Government of Japan hereby enacts the following Rules for the Regulation of Railways in Japan.

1.—No person shall enter any Carriage used in the Railway for the purpose of travelling therein without having first paid his fare, and obtained a passenger's ticket.

2.—Every person shall, when required, show his ticket to any Railway officials appointed to examine the same, and shall deliver up such ticket upon demand to any of the Railway officials appointed to collect tickets.

Any person not producing or delivering up his ticket as aforesaid shall be liable to pay the fare from the place whence the train originally started, unless he can prove that he has travelled a less distance only, in which case he shall be liable to pay the fare only from the place whence he has travelled.

3.—At the Intermediate Stations the fares shall be deemed to be accepted and the tickets furnished only upon condition that there be room in the train for which the ticket shall be furnished. In case there shall not be room in the train for all the passengers to whom tickets shall have been furnished, those who shall have obtained tickets for the longest distance shall have the preference, and those who shall have obtained tickets for the same distance shall have the preference according to the order in which they shall have received their tickets.

4.—Any person who shall attempt to demand of the Government by travelling or attempting to travel upon the Railway without having previously paid his fare, or by riding in or upon a carriage of a higher class than that for which he shall have paid his fare, or by continuing his journey in or upon any of the carriages of the Railway beyond the place for which he shall have paid his fare, without previously paying the fare for the additional distance and with intent to avoid payment thereof, or who shall knowingly and wilfully refuse or neglect on arriving at the point to which he shall have paid his fare to quit such carriage, or who shall in any other manner whatever attempt to evade the payment of his fare, shall be liable to be prosecuted according to the law applicable to such offender.

5.—No passenger shall get into, or upon, or shall quit or attempt to quit any carriage upon the Railway while such carriage is in motion; and no passenger shall ride or attempt to ride upon the Railway on the steps or on other part of a carriage except on those parts which are intended for the accommodation of passengers.

6.—No person afflicted with small-pox or other contagious disease will be permitted to travel by Railway, and if any person whilst travelling be discovered to be so afflicted, it shall be lawful for any Railway official to remove him from the Railway premises at the first opportunity.

7.—No person shall be permitted to smoke in any part of the Railway premises, or in carriages or in compartments of carriages set apart for non-smokers, and no male passenger shall be permitted to enter any Railway carriage or part of a carriage or any room reserved for females, and any person who shall persist in infringing this regulation after having been warned to desist by any of the Railway officials, may be immediately removed by any of the Railway officials from any such carriage, and from the premises of the Railway.

8.—Any person who shall be in a state of intoxication, or who shall commit any nuisance or act of indecency in any Railway carriage or upon any part of the premises of the Railway, may be immediately removed by any of the Railway officials from any such carriage, and also from the premises of the Railway.

9.—Any person who shall unlawfully and wilfully remove or deface or in any way injure any notice or document posted by the Railway authorities at the Stations or along the line, or remove or deface the number plates, or remove or extinguish any lamp on a carriage belonging to the Railway, or shall wilfully or negligently damage or injure any Carriage, Engine, Wagon, Truck, Warehouse, Building, Machine, Kence or any other matter or thing belonging to the Railway, shall be dealt with according to law.

10.—No person other than Enginemmen and Firemen and those having the special licence of the proper Railway authority, shall ride or attempt to ride upon any Locomotive-engine or tender upon the Railway, and no person other than the guards or brakemen or those having such licence as aforesaid shall ride or attempt to ride upon the Railway in or upon any Luggage-van or goods-wagon or other vehicle not appropriated to the carriage of passengers, and any person who persists in infringing this regulation after having been warned by a Railway official shall be liable to immediate removal therefrom.

11.—Any person who shall trespass upon any part of the Railway or Stations or other premises belonging to the Railway shall be liable to immediate removal from the Railway or its premises by the Railway officials.

12.—The Government shall in no case be answerable for loss of or injury to any passenger's luggage or other property unless it shall have been booked and separately paid for, and the Government shall not be liable for loss of or injury to the contents of any luggage, even when booked and separately paid for, other than articles of clothing, belonging to a passenger and carried by him for his own personal use, and in no case shall the liability of the Government for such loss or injury exceed Fifty yens.

13.—The Government shall in no case be answerable for loss of or injury to any gold or silver coin or uncoined, manufactured or unmanufactured, loss of gold, silver, or any precious stones, jewellery, watches, clocks, or time pieces of any description, trinkets, curios, lacquer-ware, bills of exchange, promissory notes, bank notes, kinsetsu, orders or other securities for payment of money, postage stamps, title deeds, maps, writings, paintings, engravings, pictures, plated articles, glass, china, wine, spirits, silkworms' eggs, cocoons, or silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, shawls, lace, or any of them contained in any parcel or package which shall have been delivered to the Railway officials to be carried for hire, unless the value and nature of such articles shall have been declared by the person or persons sending or delivering the same, and an increased charge for the safe conveyance of the same shall have been accepted by some person specially authorized to enter into such engagement on behalf of the Government.

14.—The Government shall in no case be liable for loss of or injury sustained by any horses, cattle, or any other description of live stock which may be delivered to the Railway officials for carriage by the Railway, beyond the sum hereinafter mentioned, (that is to say) for any Horse or Cow fifty yen, for any Sheep or Pig five yen, for any Oxen twenty yen per head, unless the person sending or delivering the same to the Railway officials shall at the time of such delivery have declared them to be respectively of higher value than as above mentioned, and an increased charge shall have been accepted by some person specially authorized to enter into such engagement on behalf of the Government.

15.—No person shall discharge any fire-arms from any of the carriages of the Railway, or when upon the Railway, or upon any part of the Railway against persons, animals, or property.

16.—Until further notice, no Gunpowder, Petroleum, Kerosene Oil, Naphtha, Turpentine, Vitriol, or other articles of an explosive or highly combustible nature shall be carried by the Railway.

17.—The owner or any person having the care of any goods which shall have been carried upon the Railway, or which shall be brought on to the premises of the Railway for the purpose of being carried upon the Railway for hire, shall upon demand by any Railway official appointed to receive goods to be carried on that part of the Railway on which such goods shall have been carried or shall be about to be carried, deliver to such official an exact account in writing signed by him of the number and quality and description of such goods.

18.—The Government shall in no case be liable for loss of, or injury to any articles, goods, or live stock, which may be entrusted to them for carriage by the Railway, unless such loss or injury shall have been caused by the negligence or default of its officials.

19.—If any person shall fail to pay on demand any sum due for the conveyance of any goods, it shall be lawful for the Traffic-manager or his substitute to detain all or any part of such goods, or, if the same shall have been removed from the premises of the Railway, any other goods of such person which shall then be on the premises of the Railway or shall thereafter come into the possession of the Railway authorities, and also, after reasonable notice to such person, to sell by public auction sufficient of such goods to realize the sum payable as aforesaid and all charges and expenses of such detention and sale, and out of the proceeds of the sale to retain the sum so payable together with the charges and expenses aforesaid, rendering the surplus, if any, of the money arising by such sale, and such of the goods as shall remain unsold, to the person entitled thereto; or the Government may recover any such sum by action at law.

20.—The freight paid for the conveyance of goods shall be deemed to be accepted only upon condition that there be room in the train.

21.—No person shall be entitled to travel, or have his luggage or other property carried upon the Railway except under the conditions and provisions contained in these Regulations.

22.—The Railway authorities shall duly notify any alteration in respect of, or addition to these Regulations.

23.—The Chief Commissioner of Railways or the Director of Railways is hereby empowered to institute any prosecution or action at law which he may think necessary for the purpose of carrying out the Regulations, and they may consider necessary for the purpose of carrying out the Regulations.

24.—The Tariff of charges for conveyance or carriage by the Railway is subject to variation from time to time according to the exigencies of the case, and any such alteration shall duly be notified to the public two weeks before it shall come into operation. But the Chief Commissioner, or Director, or Traffic manager has power to run excursion or special trains at fares lower than the ordinary rates without giving such notice as aforesaid.

These Regulations shall come into operation from and after the day of

1872.

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Government Regulations.

RELATING TO

RAILWAYS IN JAPAN.

The Government of Japan hereby enacts the following Rules for the Regulation of Railways in Japan.

Fares to be pre-paid.

1.—No person shall enter any Carriage used in the Railway for the purpose of travelling therein without having first paid his fare, and obtained a passenger's ticket.

Passengers tickets to be given up on demand.

2.—Every person shall, when required, shew his ticket to any Railway officials appointed to examine the same, and shall deliver up such ticket upon demand to any of the Railway officials appointed to collect tickets.

Any person not producing or delivering up his ticket as aforesaid shall be liable to pay the fare from the place whence the train originally started, unless he can prove that he has travelled a less distance only, in which case he shall be liable to pay the fare only from the place whence he has travelled.

3.—At the Intermediate Stations the fares shall be deemed to be accepted and the tickets furnished only upon condition that there be room in the train for which the ticket shall be furnished. In case there shall not be room in the train for all the passengers to whom tickets shall have been furnished, those who shall have obtained tickets for the longest distance shall have the preference, and those who shall have obtained tickets for the same distance shall have the preference according to the order in which they shall have received their tickets.

Penalty for Fraud, &c.

4.—Any person who shall defraud or attempt to defraud the Government by travelling or attempting to travel upon the Railway without having previously paid his fare, or by riding in or upon a carriage of a higher class than that for which he shall have paid his fare, or by continuing his journey in or upon any of the carriages of the Railway beyond the place for which he shall have paid his fare, without previously paying the fare for the additional distance and with intent to avoid payment thereof, or who shall knowingly and wilfully refuse or neglect on arriving at the point to which he shall have paid his fare to quit such carriage, or who shall in any other manner whatever attempt to evade the payment of his fare, shall be liable to be prosecuted according to the law applicable to such offender.

Prohibition against entering Carriages in motion.

5.—No passenger shall get into, or upon, or shall quit or attempt to quit any carriage upon the Railway while such carriage is in motion; and no passenger shall ride or attempt to ride upon the Railway on the steps or any other part of a carriage except on those parts which are intended for the

13.—The Government shall in no case be answerable for loss of or injury to any gold or silver coined or uncoined, manufactured or unmanufactured, or any precious stones, jewellery, watches, clocks, or time pieces of any description, trinkets, curios, lacquer-ware, bills of exchange, promissory notes, bank notes, kinsatsz, orders or other securities for payment of money, postage stamps, title deeds, maps, writings, paintings, engravings, pictures, plated articles, glass, china, wine, spirits, silkworms' eggs, cocoons, or silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials, shawls, lace, or any of them contained in any parcel or package which shall have been delivered to the Railway officials to be carried for hire, unless the value and nature of such articles shall have been declared by the person or persons sending or delivering the same, and an increased charge for the safe conveyance of the same shall have been accepted by some person specially authorized to enter into such engagement on behalf of the Government.

No liability for loss of gold, silver, &c. unless in certain cases.

14.—The Government shall in no case be liable for loss of or injury sustained by any horses, cattle, or any other description of live stock which may be delivered to the Railway officials for carriage by the Railway, beyond the sum hereinafter mentioned, (that is to say) for any Horse or Cow fifty yen, for any Sheep or Pig five yen, for any Oxen twenty yen per head, unless the person sending or delivering the same to the Railway officials shall at the time of such delivery have declared them to be respectively of higher value than as above mentioned, and an increased charge shall have been accepted by some person specially authorized to enter into such engagement on behalf of the Government.

Carriage of live stock.

15.—No person shall discharge any fire-arms from any of the carriages of the Railway, or when upon the Railway, or upon any part of the Railway premises.

Prohibition against discharging Fire Arms.

16.—Until further notice, no Gunpowder, Petroleum, Kerosene Oil, Naphtha, Turpentine, Vitriol, or other articles of an explosive or highly combustible nature shall be carried by the Railway.

Gunpowder, &c. not to be carried on the Railway.

17.—The owner or any person having the care of any goods which shall have been carried upon the Railway, or which shall be brought on to the premises of the Railway for the purpose of being carried upon the Railway for hire, shall upon demand by any Railway official appointed to receive goods to be carried on that part of the Railway on which such goods shall

Written account of goods to be given on demand.

and with intent to avoid payment thereof, or who shall knowingly and wilfully refuse or neglect on arriving at the point to which he shall have paid his fare to quit such carriage, or who shall in any other manner whatever attempt to evade the payment of his fare, shall be liable to be prosecuted according to the law applicable to such offender.

Prohibition against entering Carriages in motion. 5.—No passenger shall get into, or upon, or shall quit or attempt to quit any carriage upon the Railway while such carriage is in motion; and no passenger shall ride or attempt to ride upon the Railway on the steps or any other part of a carriage except on those parts which are intended for the accommodation of passengers.

Persons afflicted with small-pox are not allowed to travel. 6.—No person afflicted with small-pox or other contagious disease will be permitted to travel by Railway, and if any person whilst travelling be discovered to be so afflicted, it shall be lawful for any Railway official to remove him from the Railway premises at the first opportunity.

Smoking and intrusion. 7.—No person shall be permitted to smoke in any part of the Railway premises, or in carriages or in compartments of carriages set apart for non-smokers, and no male passenger shall be permitted to enter any Railway carriage or part of a carriage or any room reserved for females, and any person who shall persist in infringing this regulation after having been warned to desist by any of the Railway officials, may be immediately removed by any of the Railway officials from any such carriage, and from the premises of the Railway.

Intoxication or nuisance. 8.—Any person who shall be in a state of intoxication, or who shall commit any nuisance or act of indecency in any Railway carriage or upon any part of the premises of the Railway, may be immediately removed by any of the Railway officials from any such carriage, and also from the premises of the Railway.

Penalty for removing or defacing, &c. Railway property. 9.—Any person who shall unlawfully and wilfully remove or deface or in any way injure any notice or document posted by the Railway authorities at the Stations or along the line, or remove or deface the number plates, or remove or extinguish any lamp on a carriage belonging to the Railway, or shall wilfully or negligently damage or injure any Carriage, Engine, Wagon, Truck, Warehouse, Building, Machine, Fence or any other matter or thing belonging to the Railway, shall be dealt with according to law.

Prohibition against riding on Engine, &c. 10.—No person other than Engine-men and Firemen and those having the special licence of the proper Railway authority, shall ride or attempt to ride upon any Locomotive-engine or tender upon the Railway, and no person other than the guards or brakemen or those having such licence as aforesaid shall ride or attempt to ride upon the Railway in or upon any Luggage-van or goods-wagon or other vehicle not appropriated to the carriage of passengers, and any person who persists in infringing this regulation after having been warned by a Railway official shall be liable to immediate removal therefrom.

Trespass. 11.—Any person who shall trespass upon any part of the Railway or Stations or other premises belonging to the Railway shall be liable to immediate removal from the Railway or its premises by the Railway officials.

No liability for passenger's luggage. 12.—The Government shall in no case be answerable for loss of or injury to any passenger's luggage or other property unless it shall have been booked and separately paid for, and the Government shall not be liable for loss of or injury to the contents of any luggage, even when booked and separately paid for, other than articles of clothing belonging to a passenger and carried by him for his own personal use, and in no case shall the liability of the Government for such loss or injury exceed Fifty pence.

premises.

Arms. 16.—Until further notice, no Gunpowder, Petroleum, Kerosene Oil, Naphtha, Turpentine, Vitriol, or other articles of an explosive or highly combustible nature shall be carried by the Railway. Gunpowder, &c. not to be carried on the Railway.

17.—The owner or any person having the care of any goods which shall have been carried upon the Railway, or which shall be brought on to the premises of the Railway for the purpose of being carried upon the Railway for hire, shall upon demand by any Railway official appointed to receive goods to be carried on that part of the Railway on which such goods shall have been carried or shall be about to be carried, deliver to such official an exact account in writing signed by him of the number and quality and description of such goods. Written account of goods to be given on demand.

18.—The Government shall in no case be liable for loss of, or injury to any articles, goods, or live stock, which may be entrusted to them for carriage by the Railway, unless such loss or injury shall have been caused by the negligence or default of its officials. Limitation of Government liability.

19.—If any person shall fail to pay on demand any sum due for the conveyance of any goods, it shall be lawful for the Traffic-manager or his substitute to detain all or any part of such goods, or, if the same shall have been removed from the premises of the Railway, any other goods of such person which shall then be on the premises of the Railway or shall thereafter come into the possession of the Railway authorities, and also, after reasonable notice to such person, to sell by public auction sufficient of such goods to realize the sum payable as aforesaid and all charges and expenses of such detention and sale, and out of the proceeds of the sale to retain the sum so payable together with the charges and expenses aforesaid, rendering the overplus, if any, of the money arising by such sale, and such of the goods as shall remain unsold, to the person entitled thereto; or the Government may recover any such sum by action at law. Freight of Goods.

20.—The freight paid for the conveyance of goods shall be deemed to be accepted only upon condition that there be room in the train. Forwarding of Goods.

21.—No person shall be entitled to travel, or have his luggage or other property carried upon the Railway except under the conditions and provisions contained in these Regulations. Parties contracting with the Government to be subject to these regulations.

22.—The Railway authorities shall duly notify any alteration in respect of, or addition to these Regulations. Alteration, &c. of Regulations to be notified.

23.—The Chief Commissioner of Railways or the Director of Railways is hereby empowered to institute any prosecution or action at law which they may consider necessary for the purpose of carrying out the Regulations. Chief Commissioner and Director of Railway may prosecute, &c.

24.—The Tariff of charges for conveyance or carriage by the Railway is subject to variation from time to time according to the exigencies of the case, and any such alteration shall duly be notified to the public two weeks before it shall come into operation. But the Chief Commissioner, or Director, or Traffic manager has power to run excursion or special trains at fares lower than the ordinary rates without giving such notice as aforesaid. Alteration of tariff, &c.

These Regulations shall come into operation from and after the

day of

1872.