

**THE NEW LAW OF RATES AND CHARGES  
ON RAILWAYS AND CANALS, UNDER THE  
RAILWAY & CANAL TRAFFIC ACT, 1888. A  
SUMMARY OF THE LAW OF TRAFFIC  
FACILITIES ON RAILWAYS AND CANALS  
AS AFFECTED BY THE ACT OF 1888**

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**PERCY GYE & THOMAS WAGHORN**

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BY THE ACT OF 1888.

BY  
PERCY GYE  
AND  
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## P R E F A C E.

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THE notices from the various Railway Companies, which have appeared in the *Gazette* and in other newspapers within the last few days, constitute one of the first steps to be taken under the new Railway and Canal Traffic Act, 1888. Such notices are to the effect that the different Railway Companies have submitted revised classifications of merchandise and revised schedules of maximum rates and charges for the approval of the Board of Trade; that copies of them will be supplied at Railway Stations at the price of One Shilling, and that objections to them must be lodged with the Board of Trade within eight weeks from the date of the notices.

The Act provides that within the period prescribed by such notices, objections may be taken to the classification and schedule by the trading public, by Chambers of Commerce, and by various other persons and bodies interested in the carriage of goods and merchandise.

It is incumbent, therefore, upon all such persons to make themselves acquainted without delay with the provisions of the Act, in case they should desire to take advantage of them for the protection of their commercial interests.

The object of this work is to give, as far as possible, a general explanation in popular form of the alterations and innovations effected by the new Act of 1888.

For this purpose technical language and detail have been avoided as far as possible, and for the reason given in the early part of the introductory chapter, the Act has not been set out at length, it being considered that a summary of that part of the Act which relates to traffic management, with explanations of the alterations effected, would be of more service to the public than the full text of the Act itself; the more so as the Act is comprehensible only by further reference to the many other statutes incorporated and referred to in it.

The end desired has been not to produce a technical book suitable only for the professional practice of experts, but to provide a guide which would give an accurate view of the general effect of the new legislation, and also furnish a useful index to the statutes and sections should it be desired to refer to any of the Acts themselves.

PERCY GYE,

THOS. WAGHORN.

1, PAPER BUILDINGS, TEMPLE,  
*February 18th, 1889.*



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## INTRODUCTORY.

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**I**N the autumn of the year 1888 an Act of Parliament was passed which, it was hoped, would have the effect of adjusting for some time to come the various interests affected by the management of the system of Railways and Canals in the United Kingdom.

These great enterprises have been called into existence by means of an outlay of capital drawn from individual accumulations, and amounting in round figures to one thousand million pounds sterling. So great an expenditure of private resources upon matters of public utility has given rise to a set of difficult legislative problems; their very gradual solution has now culminated in the Act that came into operation on the first day of the present year.

The evils resulting from the fact, that the whole system of intercommunication between the different parts of this country is subject to the pecuniary interest of investors, and in some degree perhaps, to their caprice, have been continually pressed upon the attention of Parliament for the last half century. In consequence, the rough and ready regulations of the Companies' special Acts have been amplified by a succession of public statutes, and it has been attempted by means of a special department of the Board of Trade, and by the creation of an express judicial tribunal to mete out evenhanded justice between the claims of capitalists to a profit, and the demands of the nation at large to have their highways treated as a semi-public institution.

Experiments of a tentative nature have been repeated in both these directions, but it is to the appointment of some