

III.

REPORT OF WITWATERSRAND CHAMBER OF MINES COMMITTEE ON RAILWAYS.

TO THE EXECUTIVE COMMITTEE OF THE CHAMBER OF MINES:

The committee appointed to investigate the relative positions of the various railways in South Africa has now completed its work. The following statements have been prepared with care, and accurately reflect the general disadvantages under which the industry suffers at the hands of the railways. The spirit of the Government to assist the mining industry is interpreted by the admission of all gold mining machinery and materials used for gold mining at $1\frac{1}{2}$ per cent. of the value. This policy, however, is defeated by the railway carriage rates exacted over the Netherlands Railway lines for conveyance, the rates over which section are considered to be phenomenally high.

The comparisons per ton per mile will sufficiently demonstrate this so far as South Africa is concerned; but nowhere in the world is such a highly remunerative tariff permitted. The rates applied to the several divisions, more particularly from the Cape Colony, for the section Vereeniging-Johannesburg-Pretoria, etc., appear to be in conflict with the amended concession granted to the Netherlands Company by the Government, and confirmed by resolution of the Honourable Volksraad on the 25th June, 1890.

An effort has been made to ascertain whether any further amendments or alterations have been accorded to the company which would justify it in levying the rates at present charged, but without success. It is presumed that no authority is competent to amend the provisions of the concession unless the alterations or additions suggested are ratified by the Volksraad, which does not appear to have been done. The following are the clauses under the concession referred to which govern the tariff, namely:—

PART 4. TARIFFS FOR CONVEYANCE—

Article 17.—The concessionary may demand payment to be fixed by him for the conveyance of persons, goods, cattle, etc., and also for the unloading, loading, delivery, and all similar services for wagon hire, etc.

The tariff for the conveyance of persons and goods shall, however, without the previous consent of the Government, never exceed—

For persons, first class, threepence per mile ($1\frac{1}{2}$ d. per kilometre); lowest class, twopence per mile ($1\frac{1}{2}$ d. per kilometre).

For ordinary freight goods, sixpence per ton per mile ($3\frac{1}{2}$ d. per kilometre), with a minimum of £1 per consignment.

For rough goods (coal, ores of not greater value than £45 per ton, stones, un-sawn wood, etc., in quantities of at least five tons), threepence per ton per mile (1½d. per kilometre), with a minimum of £1 per consignment.

Article 18.—To all tariffs, and amendments thereto, the necessary publicity shall be given before they are carried into effect, and no tariff shall be amended before it shall have been in operation at least three months.

Article 19.—The concessionary shall be bound to convey, without distinction and without partiality, whatever shall be offered for conveyance, subject to the general exceptions provided for.

The following figures, per ton per mile, illustrate what each railway system derives upon the through traffic to Johannesburg, namely:—

			Normal.	Intermediate.	Rough.
			1st and 2nd Class C. G. R.	3rd Class C. G. R.	
			Per ton per mile.	Per ton per mile.	Per ton per mile.
			d.	d.	d.
Cape	...	...	2.34	2	1.3
Orange Free State	...	...	2.34	2	1.3
Natal	...	...	3.04	3.04	1.94
Portuguese	...	...	4.07	3.53	2.44
Netherlands, via Cape	...	...	7.7	7.7	7.7
" " Natal	...	...	5.06	3.82	3.26
" " Delagoa	...	...	4.27	3.69	2.54

These rates include terminals and cartage.

From this table it will be noticed that, of all the railway systems, the Netherlands Company secure the highest rates out of the traffic. The only physical difficulties encountered by the company in the haulage of its traffic on the Eastern line is between Waterval Onder and Waterval Boven.

The connections from the Cape and Natal are practically flat tracts, and thereby place great advantages within the power of the company for economical exploitation.

The Cape and Natal convey the goods over the longest mileage and varying grades, and, naturally these railways should have a reasonably higher rate, as compared with the Netherlands, to compensate for the additional expense involved in working.

So far as can be ascertained, the company, in fixing the rates from Delagoa Bay and Durban, have taken as the basis the rate from East London, and, after allowing the Portuguese and the Natal Railways their respective local rates, the Netherlands Company appear to acquire the whole balance. An extraordinary dissimilarity appears to exist in the principle of the proportional receipts due to each railway. The Portuguese section, from Lourenco Marques to the frontier, is 55 miles, as compared with 52 miles on the Cape side from Mid-Vaal River to Johannesburg, whereas, from the table annexed hereto, it will be observed that the Netherlands Company only pay the Portuguese at the rate of 4.07d. per ton per mile for normal goods, 3.53d. for intermediate, and 2.44 for rough goods, while for the 52 mile section from Mid-Vaal River to Johannesburg they demand, for all classes of traffic, 7.7d. per ton per mile. If this is done to secure to the company profit on account of the shorter mileage by the Cape, then it would appear that the Portuguese are entitled, on that principle, to the largest amount of revenue per ton per mile, as their line is the shortest, and they secure the smallest aggregate receipts. The table further reveals the existence of a sliding scale of the most unique character, namely:—

On traffic from Lourenco Marques to Komatie Poort, a distance of 58 miles, the Netherlands allow the Portuguese 1s. 7d. per 100 lbs., but gradually, according to mileage, the apportionment of the Portuguese Railway diminishes, until on Johannesburg traffic they only receive 11·2d. for normal goods, 9·7d. for intermediate, and 6·7d. for rough goods for the whole distance, as compared with the all-round rate of 1s. 8d. per 100 lbs. over the 52 mile section, Mid-Vaal River to Johannesburg, by the Cape.

It has been necessary to examine these figures closely in order to appreciate the fact that the Netherlands are following a principle which cannot be equitably substantiated, and which, in business phraseology, is nothing more than appropriating the unwarrantable balances on the rates by each route, based on the longest mileage rate, namely, from East London to Mid-Vaal River.

The argument of the committee is not that the Cape or Natal are taxed too much, and the Portuguese too little, but that the basis of rates is not just to the industry, which already, in other ways, is too heavily burdened. After full and mature consideration, we come to the conclusion that the Netherlands Company has acted beyond its province in regard to rates, and that measures should be taken to remedy the unequal and preposterous charges which are generally being levied on over-sea goods destined to Johannesburg, which is the chief centre of consumption.

If a comparison is drawn between the Netherlands Company's through and local rates, the following result is obtained:—

NETHERLANDS COMPANY'S LOCAL RATES :

	Normal. 1st and 2nd class, C. G. R. Per ton per mile.	Intermediate. 3rd class, C. G. R. Per ton per mile.	Rough. Per ton per mile.
	d.	d.	d.
Vereeniging to Johannesburg	... 6·6	5·1	3·1
Pretoria to Komatie Poort ...	... 6·1	4·6	3
Elandsfontein to Volksrust ...	... 6·3	4·7	3

This comparison conclusively determines two principles:—

- (1) That the local rate is considerably less, particularly in the case of rough goods, than the through rate from the Cape and Orange Free State, but more than the rates applied on goods from either Natal or Delagoa Bay; and
- (2) That the local rates per ton per mile are practically based upon the same mileage principle, in accordance with Article 17 of the concession, which requires that the same rate must operate throughout the railways, and that no partiality shall be accorded. The Netherlands apply the differential rates only on over-sea goods imported through the respective frontier stations.

It is desirable, in considering these differential through rates which are applied to over-sea traffic, as compared with the uniform local rate in operation throughout all lines within the Transvaal, to refer to Article 13 of the London Convention of 1884, which reads:—

Except in pursuance of any treaty or engagement made, as provided in Article 4 of this convention, no other or higher duties shall be imposed on the importation into the South African Republic on any article coming from any part of Her Majesty's dominions than are or may be imposed on the like article coming from any other place or country, nor will any prohibition be maintained or imposed on the importation into the South African Republic of any article coming from any part of Her Majesty's dominions which shall

not equally extend to the like article coming from any other place or country. And in like manner the same terms shall be given to any article coming to Great Britain from the South African Republic as to the like article coming from any other place or country.

These provisions do not preclude the consideration of special arrangements as to import duties and commercial relations between the South African Republic and any of Her Majesty's Colonies or Possessions.

COAL TRAFFIC.

To draw a comparison of the rates for coal traffic by the various lines will also prove of interest, namely:—

	Per ton per mile.
Cape (coastwards)	$\frac{1}{2}$ d.
Cape (inland)	1d.
Orange Free State	$\frac{1}{2}$ d.
Natal	$\frac{1}{2}$ d. (2,240 lbs.)
Netherlands sliding mileage scale (maximum), 3d. per ton per mile; (minimum), 0·686d. per ton per mile.	
Netherlands to Delagoa Bay, 0·54d.	
These rates are station to station.	

The above comparison indicates that the Netherlands Company secure the largest revenue from coal as compared with any other railway system. The rate on the Rand Tram varies from 2·92d. to 2·08d. per ton per mile, while from the coal stations on the Eastern line to Johannesburg the rates per ton per mile vary from 1·56d. down to 1d., according to distance. This sliding scale for coal continues to diminish according to distance, until the minimum, 0·686d. per ton per mile, is arrived at. A special rate of 0·54d. per ton per mile is, however, extended for the conveyance of coal traffic from the Eastern coal stations to Delagoa Bay.

As the coal measures of Brakpan and Springs are adjacent to the gold mines, which are fed principally from these stations, the scale, which begins at the rough goods rate of 3d. per ton per mile, and diminishes according to distance, operates heavily against the mines. The Rand Tram presents no difficulties for exploitation, and the close proximity of the mines to Johannesburg is so much in the interests of the company, as the short distance enables the company to secure a comparatively handsome revenue with a minimum number of trucks, the line being well adapted for the expeditious conveyance and delivery of this traffic, and greater receipts per truck are consequently obtained. It is always a source of regret that this coal traffic is not conveyed in bulk, which would thereby reduce the first cost to the mines. The graduated scale operates, therefore, in the opinion of the committee, detrimentally to the interests and progress of the mines, upon the development of which the prosperity of the railway so much depends. The additional expenditure involved in working the deep-level properties necessitates the strictest mine economy, and we think the time has arrived when a further reduction on coal should be obtained. The cost of coal and its conveyance have a large influence in preventing the development of low-grade mines. It is considered that a rate of $\frac{1}{2}$ d. per ton per mile would amply compensate the company for its service; the increase in volume of the coal traffic conveyed per month at the reduced rate of $\frac{1}{2}$ d. per ton per mile would still maintain the Rand Tram as the premier earning section of the company.

A further comparison of the rates for agricultural produce in through traffic to Johannesburg charged over the various railways is given.

AGRICULTURAL PRODUCE—SOUTH AFRICAN.

Cape, for 23 miles...	...	...	...	½d. per ton per mile, plus terminals.
Orange Free State, for 23 miles	...	...	...	½d. " " "
Natal, for 13 miles	...	...	...	1¼d. " "
Portuguese	...	...	...	2·2d. " "
Netherlands, via Cape and Orange Free State...	...	...	...	3·1d. " "
Netherlands, via Natal	...	...	...	3·26d. " "
Netherlands, via Delagoa Bay	...	...	...	2·3d. " "

It will be observed that while every encouragement is given on all the railways for the transport of South African produce, the Netherlands again derive the greatest benefit.

GENERAL RAILWAY STATISTICS.

We have considered the figures stated in the railway reports for 1895, and generally have based our conclusions upon the results of that year. No information is obtainable for 1896.

Particular attention is directed to the earnings of the various railways per open mile, viz. :—

Cape	...	...	...	£1,504	14	0
Natal	...	...	...	1,312	19	0
Netherlands...	...	...	...	3,291	0	0

The earnings per train mile are :—

Cape	...	...	...	...	s.	d.
Natal	...	...	...	...	7	11·53
Netherlands	...	...	...	...	14	7·36

It would be impossible to pass these results without comment. The Cape and Natal Railways earn roughly £1,500 per open mile, based upon rates which are generally considered to be fairly reasonable, while the Netherlands Railway derives £3,291 per open mile, or over 100 per cent. more than the leading railways in South Africa. No one, who is acquainted with the natural advantages enjoyed by the company for economical exploitation, will be able to justify the extraordinary profits obtained, as compared with the other and older railways. The advantages and facilities afforded to the Netherlands Company should enable them to work at a much lower cost than any other line. For instance, the Cape and Natal Railways not only have to encounter extreme physical difficulties (and in each case the railways raise the traffic to an altitude of 3,988 feet and 5,433 feet respectively, after which the Netherlands Railway pursues practically, a level course), but the coal for working has to be obtained from private sources. The Netherlands Company enjoy the advantage of their own coal mine at the Springs. The Cape and Natal Railways obtain their coal supplies from private mines. In the former case the fuel has to be conveyed over the Free State lines at a certain cost per ton before it can be secured by the Colony for ultimate distribution to its various stations. The only comparison, therefore, lies between the Cape and the Netherlands. In the first place, several of the Cape lines are non-paying. The Cape rate is the lowest; the mileage is the longest, and consequently the working expenses heavy. The Cape open mileage is recorded as 2,253 miles, as compared with the Netherlands 471 miles in 1895. The latter railway enjoys a highly remunerative tariff, and the advantage of all its lines being concentrated and payable. The tonnage conveyed during the year mentioned is the last and best argument which can be employed to convince anyone, who will devote himself to a careful study of the facts. The Cape tonnage on goods conveyed

is recorded at 1,158,614 tons of all descriptions of traffic, on which the Cape Government obtains £1,504 14s. per open mile. The Netherlands goods tonnage for the same year is set down as 1,121,226 tons, rather less than the Cape, but the company's earnings are £3,291 per open mile. In each case, it should be noted, both railways practically convey the same tonnage, but the Netherlands receipts exceed those of the Cape by 100 per cent. Further, to work 2,253 miles of line the Cape expends 47·1 per cent. of its total earnings; Natal 52·94 per cent. for 401 miles, and the Netherlands 48·49 per cent. for 471 miles. A consideration of the expenditure per cent. of the earnings, taking the Cape mileage, tonnage, coal supply, grades, etc., will surely prove that the railway best adapted to produce the most economical results, is the Netherlands, yet the working expenses exceed those of the Cape by 1·50 per cent. The profit on coal traffic conveyed over the Rand Tram would cover the whole expenses of the company.

Having followed the interesting results of the working expenses of each railway, the committee would be guilty of a serious omission were not prominent attention directed to one more table. There is no Natal proportion for 1895, as the Natal railway was not open, but in due time the attention of the Chamber will be directed to the figures for 1896.

MILEAGES.

Capetown to Mid-Orange River (Norval's Pont) ...	629 miles.
Port Elizabeth " " " ...	329 "
East London " " (Bethulie) ...	286 "
Mid-Orange River (Norval's Pont) to Mid-Vaal River	333 "
" " (Bethulie) ...	329 "
Mid-Vaal River to Johannesburg ...	52 "
Durban to Natal Border... ..	309 "
Natal Border to Johannesburg	178 "
Ressano Garcia to Johannesburg	341 "
Delagoa Bay to Ressano Garcia (Portuguese Railway)	55 "

The Cape General Managers' report for 1895 indicates that the gross receipts on their traffic (all descriptions) to and from the Transvaal amount to:—

Proportion to Cape Railways	£1,416,307
Proportion to Netherlands Railways	458,256

Total £1,874,563

which includes passenger receipts.

This table demonstrates that of the total revenue derived, the Cape secures 75·56 per cent., and the Netherlands 24·44 per cent. As the Johannesburg trade predominates, and the passenger receipts only represent a little over one-third of the goods trade, it will be a fair conclusion to take the mean distance to that point from Port Elizabeth and East London, namely:—

Port Elizabeth to Mid-Vaal River	662 miles
East London to Mid-Vaal River	615 "

2)1277

Mean distance	638·5 miles
Mid-Vaal to Johannesburg	52 "

or the Cape 92·5 per cent. of the total mean distance as compared with the Netherlands 7·5 per cent.

A further illustration in support of this statement is that for 1896, the goods tonnage exchanged between the Cape and the Netherlands Railway Company was 240,063 tons, or equal to a goods revenue of £388,323, or an average of £1 12s. 4d. per ton. The Johannesburg through Netherlands rate, Mid-Vaal River to Kazerne is 33s. 4d. per ton.

The average cost per mile open on the respective railways is:—

	£	s.	d.
1895. Cape	9,056	9	1
„ Natal	15,254	17	9
„ Netherlands	15,359	6	10
1897. Orange Free State... ..	7,479	4	6

The cost “per ton mile” cannot be determined from the statistics available, as the division of the train miles, passenger, mixed, and goods, are not distinguished; this would probably have been the best comparative table.

1896.—The average aggregate Netherlands earnings for 1896 may be calculated as equal to £3,250,000, of which 50 per cent. may be expected to cover working expenses, leaving a profit of £1,625,000 for division amongst the various interests.

It should not be overlooked that a considerable profit in this case accrues to the Government, but this profit does not anything like represent what could be obtained if the railways were exploited under Government control and supervision. The figures are based upon low averages; it is quite likely the revenue will exceed the amount named. During this year the Natal and Potchefstroom extensions have been opened for traffic.

The Cape Government Railway results for 1896 are:—

Open mileage	2,253 miles
Capital	£21,193,417
Cost per mile open	£9,406 15s.
Net earnings per cent. to capital, exclusive of Orange Free State share	£8 19s. 7d.

GENERAL MATTERS.

Apart altogether from the accepted and general manner under which every form of operation in the Transvaal is handicapped by exorbitant railway rates, monopolies and concessions, there are some disabilities to which attention is directed. Several of the principal firms have therefore been interviewed; there is entire unanimity of opinion in regard to the complaints.

PASSENGER FINES.

The system of permitting guards and other railway officials to fine passengers who may, unfortunately, be necessitated to join a train without having an opportunity of securing tickets, is generally condemned as an arbitrary proceeding. The imposition of fines is a matter which should only come within the power of the Judiciary, by whom punishment is administered. The company practically places a premium upon fraud, as all that is at stake is a fine of £1 in the event of the delinquent being discovered. The system, however, is a distinct hardship upon those who have no wish to defraud the company.

PASSENGER REDUCTIONS FOR SPECIAL EVENTS.

The periodical reductions granted by the company are not sufficiently liberal. As an instance, all Governments in South Africa afford better terms to visitors to

the Johannesburg Agricultural Show than the Netherlands Company. The secretary of the show announces that the passenger facilities over the railways are:—

Natal	..	...	...	Single fare for double journey.
Orange Free State	...	...	...	Half single fare for double journey.
Cape	...	...	...	{ Single fare plus "10 per cent.," first and second classes.
Netherlands	...	...	...

DEMURRAGE.

Specific details have been received of instances where demurrage has been charged on trucks which have arrived at Elandsfontein and other stations in the vicinity, but were detained pending the issue of Customs permits, which in each case had been duly applied for—in some instances before the trucks had actually arrived. The demurrage for detention to these trucks awaiting permits is demanded by the Netherlands Company from the consignee. No period of time is allowed during which goods must be taken delivery of, the charge having effect from the moment the truck reaches the siding. Demurrage has not only to be paid to the owning railway, but 100 per cent., in addition, is demanded by the Netherlands Company as their proportion, for which no service is rendered.

SIGNATURES FOR CONSIGNMENTS.

With the extension of the mines, Johannesburg-Kazerne Station has ceased to be the point of distribution for many of the more distant mines. Consignments forwarded to sidings at which no stationmaster is appointed must be signed for before delivery is offered, no opportunity being given the consignees to check or otherwise examine the goods prior to signing for them. Any damage or loss afterwards ascertained is repudiated by the company on the grounds of a clean receipt. If signatures are not given as demanded, the goods are taken forward to the next station and there off-loaded, additional charges of every description being incurred, as well as the expenses of delivery back to the point to which the consignment was originally destined.

SHUNTING AND SIDING CHARGES.

Many of the larger mining companies have their own sidings, or make use of sidings provided by the company, but in each case a heavy charge is demanded by the company for shunting, &c., which is considered to be exorbitant.

COMPENSATION FOR LOSS OR DAMAGE.

In the matter of claims, numerous instances have come under notice where consignees have been compelled to accept payment on the basis of 1s. per lb. weight in full settlement of their claims for short delivery and damage. Instances have also been ascertained where claims have been settled in full. This diversity of system should be enquired into, as well as whether the regulations affecting the public have the force of law, as these regulations, although duly published in the Government Gazette, have only the approval of the Executive Council. The company is more than liberally treated by the Government in regard to means of revenue. In the matter of compensation they should be treated precisely as common carriers.

CRANEAGE.

A tariff governing the charges for the use of cranes at the smaller stations is in operation, although the off-loading appears to be clearly the duty of the railway.

PAYMENT OF CUSTOMS.

There is a difference of practice in the payment of duties, but the question is one which does not quite concern the merchant, and has drawn forth no complaint. It is immaterial whether the Customs are paid at the port or upon arrival of the goods. In the case of traffic *via* Delagoa Bay, the Transvaal duties may be either paid at Delagoa Bay, Johannesburg, or Pretoria, whereas duty on goods from Natal or the Cape can only be paid on arrival of the goods at destination.

PAYMENT FOR HEAVY LIFTS.

The rates to Johannesburg and Pretoria include delivery within a 2½ mile radius; a special charge, however, is applied to all articles which exceed 3,000 lbs. weight. This tariff for packages delivered in Johannesburg within the radius is 6d. per 100 lbs.

The statistics compiled point to the necessity for redress and relief from the burdens of heavy railway transport and other concession monopolies under which the mining industry is expected to prosper. The question of railway tariffs for goods from the seaboard requires complete revision, so that each railway shall receive only a fair return for the capital invested, and no railway system enjoys greater freedom and opportunity for assisting the Transvaal in the development of all its mining industries than the Netherlands Company.

The following annexures are forwarded for the information of the Chamber, viz :—

Netherlands Report, 1895,
Netherlands General Regulations,
Natal Tariff Agreement.

JAMES HAY.
GEORGE FARRAR.
J. PERCY FITZPATRICK.

Chamber of Mines,
1st April, 1897.

TABLE OF RATES PER TON PER MILE TO JOHANNESBURG.

"THROUGH" vs. "LOCAL."

NORMAL CLASS.

		Per ton per mile.	Includes Cartage and Terminals.
Through Netherlands rate <i>via</i> Delagoa Bay	...	4.27d.	
" " " Natal	...	5.06d.	
" " " Cape and Orange Free State	...	7.7d.	
Local Netherlands Rates ...	...	6.6d.

INTERMEDIATE CLASS.

		Per ton per mile.	Includes Cartage and Terminals.
Through Netherlands rate <i>via</i> Delagoa Bay	...	3.69d.	
" " " Natal	...	3.82d.	
" " " Cape and Orange Free State	...	7.7d.	
Local Netherlands rates ...	...	5.1d.

ROUGH GOODS CLASS.

		Per ton per mile.	Includes Cartage and Terminals.
Through Netherlands rate <i>via</i> Delagoa Bay	...	2.54d.	
" " " Natal	...	3.26d.	
" " " Cape and Orange Free State	...	7.7d.	
Local Netherlands rates ...	...	3.1d.

TABLE SHEWING COMPARATIVE RATES PER TON PER MILE

FROM

THE PORTS TO JOHANNESBURG.

PORTS.	NORMAL CLASS (1st and 2nd Class C. G. Railways).									
	PORTUGUESE.		NETHERLANDS.		CAPE RAILWAYS.		O.F.S. RAILWAYS.		NATAL.	
	Miles.	Per ton per mile.	Miles.	Per ton per mile.	Miles.	Per ton per mile.	Miles.	Per ton per mile.	Miles.	Per ton per mile.
		d.		d.		d.		d.		d.
DELAGOA BAY ...	55	4.07	341	4.27	...	...	...	...	...	...
PORT ELIZABETH ...	...	...	52	7.7	329	2.33	333	2.33	...	...
EAST LONDON ...	...	...	52	7.7	286	2.35	328	2.35	...	...
DURBAN ...	...	...	178	5.06	...	...	...	...	309	3.04
	INTERMEDIATE CLASS (3rd Class C. G. Railways.)									
DELAGOA BAY ...	55	3.53	341	3.69	...	...	...	...	...	...
PORT ELIZABETH ...	...	...	52	7.7	329	2	333	2	...	...
EAST LONDON ...	...	...	52	7.7	286	2	328	2	...	...
DURBAN ...	...	...	178	3.82	...	...	...	...	309	3.04
	ROUGH GOODS CLASS.									
DELAGOA BAY ...	55	2.44	341	2.54	...	...	...	...	...	...
PORT ELIZABETH ...	...	...	52	7.7	329	1.3	333	1.3	...	...
EAST LONDON ...	...	...	52	7.7	286	1.27	328	1.27	...	...
DURBAN ...	...	...	178	3.26	...	...	...	...	309	1.94

SUMMARY.

RATE PER TON (2,000 Lbs.), INCLUDING CARTAGE AT JOHANNESBURG AND PRETORIA.

	PORT ELIZABETH.	EAST LONDON.	DURBAN.	LOURENCO. MARQUES.
To JOHANNESBURG.				
1st Class } Normal ...	£9 6 0	£8 16 8	} 7 13 4	£7 0 0
2nd Class } ...	8 1 8	7 13 4		
3rd Class, Intermediate ...	7 3 4	6 15 0	6 15 0	6 0 0
Rough Goods (5 ton lots)...	5 5 0	4 18 4	4 18 4	4 3 4
MILEAGE.	714	667	487	396
To PRETORIA.				
1st Class } Normal ...	£9 16 8	£9 6 8	} £8 3 4	7 0 0
2nd Class } ...	8 11 8	8 3 4		
3rd Class, Intermediate ...	7 13 4	7 5 0	7 5 0	6 0 0
Rough Goods (5 ton lots)...	5 13 4	5 6 8	5 6 8	4 3 4
MILEAGE.	741	692	513	349

Netherlands Railway Company's Local Coal Traffic Rates.

RATE FOR COAL—RAND TRAM DIVISION.

To	FROM BRAKPAN.			To	FROM SPRINGS.		
	Miles.	Per ton.	Per ton per mile.		Miles.	Per ton.	Per ton per mile.
ELANDSFONTEIN ...	13	s. 3 d. 2	2·92	ELANDSFONTEIN	21	s. 4 d. 9	2·71
JOHANNESBURG ...	24	5 3	2·62	JOHANNESBURG...	32	6 6	2·44
ROODEPOORT ...	34	6 9	2·38	ROODEPOORT ...	43	7 11	2·21
KRUGERSDORP ...	43	7 11	2·21	KRUGERSDORP ...	51	8 10	2·08

RATES FOR COAL TO DELAGOA BAY AND JOHANNESBURG.

From	TO DELAGOA BAY.			From	TO JOHANNESBURG.		
	Miles.	Per ton.	Per ton per mile.		Miles.	Per ton.	Per ton per mile.
BRONKHORSTSPR'IT	309	s. 14 d. 0	0·54	BRONKHORSTSPR'T	88	s. 11 d. 5	1·56
BALMORAL ...	293	13 3	0·54	BALMORAL ...	104	12 1	1·39
BRUGSPRUIT ..	282	12 9	0·54	BRUGSPRUIT ...	115	12 6	1·30
OLIFANT'S RIVER	269	12 3	0·54	OLIFANT'S RIVER	128	13 1	1·23
MIDDELBURG ...	254	11 6	0·54	MIDDELBURG ...	142	13 8	1·15
PAN ...	241	11 0	0·54	PAN ...	156	14 3	1·10
WONDERFONTEIN	226	10 6	0·55	WONDERFONTEIN	171	14 10	1·04
BELFAST ...	213	10 0	0·56	BELFAST ...	184	15 5	1·00

Natal Government Railways rate for coal (South African) $\frac{1}{2}$ d. per ton (2,240 lbs.) per mile.

Orange Free State Railways rate for coal $\frac{1}{2}$ d. per ton (2,000 lbs.) per mile in truckloads, station to station.

Cape Government Railways rate for coal, coastwards, $\frac{1}{2}$ d. per ton (2,000 lbs.) per mile in truckloads, station to station.

Cape Government Railways rate for coal, inland, 1st 100 miles, 1d. per ton (2,000 lbs.) per mile in truckloads, station to station.

Cape Government Railways rate for coal, extra distance over 100 miles, $\frac{3}{4}$ d. per ton (2,000 lbs.) per mile in truckloads, station to station.

Netherlands Railway Company's Local Traffic, Per 100 lbs.

LOCAL RATES IN THE DIRECTION OF THE ORANGE FREE STATE.

From VEREENIGING.	Miles.	NORMAL (1st & 2nd Class, C.G.R.)		INTERMEDIATE (3rd Class, C.G.R.)		ROUGH GOODS.	
		Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.
To ELANDSFONTEIN	40	s. d.	d.	s. d.	d.	s. d.	d.
„ BRAKPAN ...	53	1 2	7	0 11	5·5	0 6	3
„ SPRINGS ...	61	1 6	6·80	1 2	5·3	0 8	3
„ KRUGERSDORP...	70	1 8	6·55	1 4	5·2	0 9	3
„ RANDFONTEIN...	77	1 11	6·60	1 6	5·14	0 11	3·1
„ POTCHEFSTROOM	138	2 2	6·70	1 8	5·2	1 0	3·1
„ KLERKSDORP ...	167	3 7	6·20	2 9	4·06	1 9	3·04
„ PRETORIA ...	77	4 4	6·20	3 4	4·8	2 2	3·1
„ JOHANNESBURG	51	2 1	6·50	1 7	4·9	1 0	3·1
		1 5	6·60	1 1	5·1	0 8	3·1

LOCAL RATES IN THE DIRECTION OF DELAGOA BAY.

From PRETORIA.	Miles.	NORMAL.		INTERMEDIATE.		ROUGH GOODS.	
		Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.
To MIDDELBURG ...	95	s. d.	d.	s. d.	d.	s. d.	d.
„ BARBERTON ...	283	2 7	6·5	1 11	4·8	1 2	3
„ KOMATI POORT	291	7 3	6·2	5 6	4·6	3 6	2·9
		7 5	6·1	5 7	4·6	3 8	3

LOCAL RATES IN THE DIRECTION OF NATAL.

From ELANDSFONTEIN.	Miles.	NORMAL.		INTERMEDIATE.		ROUGH GOODS.	
		Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.	Per 100 lbs.	Per ton per mile.
To HEIDELBURG ...	34	s. d.	d.	s. d.	d.	s. d.	d.
„ STANDERTON ...	105	1 0	7	0 10	5·9	0 5	3
„ VOLKSRUST ...	166	2 10	6·5	2 2	5·1	1 4	3
		4 4	6·3	3 3	4·7	2 1	3

General Railway Goods Statistics.—1895.

	Miles Open.	Tonnage of Goods.	Train Miles run.	Earnings per open mile.	Earnings per Train Mile.	Expenses per Open Mile.	Earnings per Train Mile.	Expenses % of Earnings.
		Tons.	Miles.	£ s. d.	s. d.	£ s. d.	s. d.	
CAPE ...	...	...	...	1,504 14 0	8 4	708 7 11	3 11 1	47 1
NATAL ...	...	...	...	1,312 19 0	7 11 53	695 3 1	4 2 58	52 94
NETHERLANDS ...	...	...	...	3,291 0 0	14 7 36	1,418 17 10	6 3 52	48 49
	Miles Open.	Capital Invested.	Net Receipts % of Capital.	Capital Cost per Open Mile.	Total Earnings.	Total Expenditure.	Balance.	REMARKS.
		£	£ s. d.	£ s. d.	£	£	£	
CAPE ...	2,253	20,404,195	*7 9 10	9,056 9 1	3,390,093	1,596,013	1,794,080	*Exclusive of O.F.S. share.
NATAL ...	401	6,117,211	4 1 0	15,254 17 9	526,494	278,758	247,736	
NETHERLANDS ...	471	7,234,250	12 3 9	15,359 6 10	1,550,072	668,298	881,774	

Traffic to the South African Republic.

DIVISIONS.

DIVISION.	MILEAGE.		NORMAL (1st and 2nd Classes).			INTERMEDIATE (3rd Class).			ROUGH GOODS.	
	Natal.	Neth.	Natal.	Neth.	Total.	Natal.	Neth.	Total.	Natal.	Net
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
... ..	309	207	3 11	4 5	8 4	3 11	3 3	7 2	2 7	2 2
... ..	309	187	3 11	3 5	7 4	3 11	2 6	6 5	2 7	2 2
... ..	309	180	3 11	3 9	7 8	3 11	2 10	6 0	2 6	2 2
... ..	309	188	3 11	3 11	7 10	3 11	3 0	6 11	2 6	2 2
... ..	309	197	3 11	4 2	8 1	3 11	3 3	7 2	2 6	2 2
... ..	309	205	3 11	4 7	8 6	3 11	3 7	7 6	2 6	2 2
... ..	309	265	3 11	5 11	9 10	3 11	5 0	8 11	2 6	3 3
... ..	309	294	3 11	6 7	10 6	3 11	5 8	9 7	2 6	3 3
... ..	309	204	3 11	4 3	8 2	3 11	3 4	7 3	2 7	2 2
... ..	309	178	3 11	3 9	7 8	3 11	2 10	6 9	2 6	2 2

	Natal.	Neth.	
per ton per mile to Johannesburg—	d.	d.	
Normal Goods	3.04	5.06	Including cartage and terminal char
Intermediate Goods	3.04	3.82	" "
Rough Goods	1.94	3.26	" "

DIVISION.	MILEAGE.		NORMAL (1st and 2nd Classes).			INTERMEDIATE (3rd Class).			ROUGH GOODS.	
	Portgse.	Neth.	Portgse.	Neth.	Total.	Portgse.	Neth.	Total.	Portgse.	Net
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
... ..	55	3	1 7	0 3	1 10	0 11.4	0 2.6	1 2	9.5	0 0
... ..	55	81	1 5	2 3	3 8	0 11.7	1 7.3	2 7	8.5	1 0
... ..	55	199	1 5	5 1	6 6	1 0.1	3 9.9	4 10	8.4	2 6
... ..	55	294	0 11.7	5 6.3	6 6	0 10.1	4 7.9	5 6	7	3 3
... ..	55	331	0 11.7	6 0.3	7 0	0 10	5 2	6 0	7.1	3 6
... ..	55	343	0 11.5	6 1.5	7 1	0 9.8	5 3.2	6 1	6.9	3 7
... ..	55	352	0 11.6	6 4.4	7 4	0 10	5 6	6 4	7	3 9
... ..	55	341	0 11.2	6 0.8	7 0	0 9.7	5 2.3	6 0	6.7	3 7
... ..	55	360	0 11.6	6 6.4	7 6	0 10.1	5 7.9	6 6	7	3 10
... ..	55	368	0 11.6	6 9.4	7 9	0 10.1	5 9.9	6 8	7	4 0
... ..	55	428	0 11.6	8 2.4	9 2	0 10.1	6 10.9	7 9	7	4 8
... ..	55	457	0 11.6	8 11.4	9 11	0 10.1	7 5.9	8 4	7	5 1

	Portgse.	Neth.	
per ton per mile to Johannesburg—	d.	d.	
Normal Goods	4.07	4.27	Including cartage and terminal charge
Intermediate Goods	3.53	3.69	" "
Rough Goods	2.44	2.54	" "

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REPORT

OF THE

NORFOLK SOUTH AFRICAN RAILWAY CO.,

FOR THE YEAR 1895.

As we are in a position to commence our report of the preceding year with the satisfaction that the railway from the Portuguese border to Pretoria, Johannesburg, and the Vaal River was completed, and that thereby the principal desire of our country had been accomplished, we must, in the first place, mention the princely manner in which the Government of the Republic celebrated this event. On the 8th, 9th, and 10th of July, Pretoria was *en fete*. From all the States and Colonies in South Africa, as well as from all foreign countries, representatives of Governments and railway companies had come together at the invitation of the Government of the South African Republic, and the most hearty proofs of sympathy were then exchanged. Special trains were run for the convenience of the guests and burghers to Johannesburg, in order to give them an opportunity of becoming acquainted with the country.

His Honour the State President also visited the harbour so well known to the Republic. Some European Powers, amongst which was Holland, were represented by one or more warships, in order to give proof of their interest in the Republic. With a view to giving a national character to the Republic, it was decided to afford an opportunity to the burghers of the Republic to inspect the coast of the Republic, on application, was granted, between the months of June and July, a trip to Lourenço Marques at the expense of the State, and this was accomplished.

After the opening of the new line we experienced a great disappointment, namely, consequent on a large bridge over the Kaap River being washed away by Delagoa Bay had to be stopped. It seemed at one time as if we should have to discontinue the working of the line for a considerable time. Although a considerable time of the year in this most unhealthy part of the country, work was suspended, and we were enabled to complete a temporary bridge and resume the working of the line a month after the disaster. Although the special trains in connection with the Republic had to go over the temporary bridge, yet, in a short time after the permanent bridge was completed and ready for traffic. Notwithstanding the delay and the slackness in co-operation on the part of our Portuguese neighbours, the results of the working of the traffic over the new line are not beneath consideration.

At the end of the year the crisis at Johannesburg took place, and troops of the British South Africa Company made a raid into the Republic, it was found how important the railway line could be in the defence of the State when it is in a position to be of service. In satisfaction we may mention the position taken up by our staff, which was of a nature in these troubled days and peculiar circumstances, that the

Government deemed it fit to express its thanks openly. In connection with the political troubles, the Government made use on the 31st December of its right, as set forth in Article 22 of our concession, to utilise the railway for the conveyance of troops.

In consequence of the decisive attitude adopted by the Government and burghers, the hostile attack upon the independence of the Republic was promptly defeated, and the uproar so soon suppressed, that the extremely undesirable warlike condition of the country lasted only a few days. On the 11th January, the eastern line was handed back to us by the Government, and the other sections of our lines conditionally. During the crisis the ordinary traffic was only stopped for two days, and that between the points Krugersdorp and Johannesburg.

We have every reason to be satisfied with the results of the working of our lines, which have been amalgamated this year.

Notwithstanding the competition by Delagoa Bay, the traffic from the Cape lines has not only maintained itself, but has increased to an important degree, in consequence of the extraordinary increase in the traffic for Johannesburg and the gold-fields.

Since the 2nd January, the port of Durban also claims a portion of traffic to Johannesburg and Pretoria at the cost of principally the Cape ports, but through the temporary block of goods traffic during the political disturbances and the colossal importation of goods during the latter months of the year, all the ports were so blocked with goods that until now each of the competing lines has had more than sufficient work. The future will show how the traffic will divide itself over the three routes, and much will depend upon the proper working and the facilities at the harbours.

25th June, 1890. Approval by the Executive Council of the amended concession for the railway line from the Portuguese border to Pretoria, Barberton, Johannesburg and Vaal River.

AGREEMENTS WITH OTHER RAILWAY ADMINISTRATIONS.

No alteration was made in our connection with the Cape Government Railways after the agreement mentioned in our previous annual report. The through rates between the Cape ports and stations in the Republic remained the same as when the Cape Government worked the traffic at Johannesburg and Pretoria, while the rates proportion of both administrations remain as fixed in April of this year.

At the invitation of the Cape Government, a conference of representatives of South African lines was held in April, in Capetown, with a view to discussing railway matters. As the Cape railway administration claimed the right of two-fifths of the traffic to the South African Republic, no arrangement could be agreed upon regarding the rates at the different harbours, and the question was postponed for further treatment, until more particulars had been obtained and the Natal line opened for traffic. The conference had, however, the beneficial result that, by all present the desire was distinctly shown to obtain a unity in the system of the working of railways through South Africa, technically as well as administratively. Some points were submitted for study, the same to be dealt with at the next conference.

In the meantime the ox-wagon traffic between the Vaal River and Johannesburg and Pretoria continued until the commencement of the winter, but through want of forage for the cattle, the transport of traffic from the pont was temporarily suspended. As the Government of the Republic could well see that the ox-wagon traffic, supported by the Cape Government, was only a way to try and compel us to reduce our rate, it

decided to impede this traffic by, when the summer commenced, limiting the clearance of goods at the drift to goods which had only come oversea.

At the same time the rate reduction, which had been allowed by us on agricultural products of the Transvaal, was also granted to products coming from the Orange Free State and the Cape Colony.

The closing of the drifts.—The action of the Government, known by this name, caused in the Cape Colony great dissatisfaction. This step was not only considered as an unfriendly one, but also as an unjust act, and contrary to the existing Convention. Whatever the case may be, the unfriendly feeling caused by this act made it advisable to arrive at an amicable settlement by which in future such a step would become unnecessary.

At the invitation of the Government of the Republic, representatives of the five interested Governments, viz., the Cape Government, Natal, Mozambique, Orange Free State and the South African Republic, met at Pretoria to discuss various railway questions. The Government of the Republic was represented by its Commissioner of Railways, Mr. J. S. Smit, the State Attorney, E. Esselen, and our Director, Middelberg. With the view of facilitating the conference, the Government had temporarily withdrawn the closing of the drifts. A circumstance, however, led that it was not put into working again.

Although the correspondence and discussions which had previously taken place, led us to expect the contrary, it appeared that the representatives of the Cape Colony still upheld the idea declared in April in regard to the dividing of the oversea traffic, by which the Cape railways should be assured of two-fifths during ten years. In consequence of this, all chances of an agreement being come to fell through, and after a long discussion, the effort to arrive at an arrangement had to be postponed, until a further knowledge was obtained in regard to the results of the traffic conveyed via Natal and Delagoa Bay. The existing condition of things, therefore, remained temporarily, and after the conference we had no cause for complaint in regard to our relationship with the other railway administrations.

The events in the Republic at the end of the year did not cause any alteration in our relationship to the Cape Government Railways. Through friendly co-operation every effort was made to overcome the difficulties of the traffic caused by the block of goods, consequent on the temporary stoppage of traffic.

In order to confer with our directors in regard to the steps to be taken, the newly appointed Minister of Crown Lands and Public Works, Sir James Sivewright, went personally to Pretoria in January, and we had the pleasure to receive from him the assurance, on that occasion, that we might count on his friendly co-operation.

PORTUGUESE RAILWAY.

The mutual arrangements arrived at between the administrations regarding through traffic, still remain without the approval of the Portuguese Government. The traffic was worked, however, without great difficulty in accordance with arrangements made. Repeated discussions took place in respect to small alterations or amendments in the tariffs, the results of the meetings generally being satisfactory, although in each case the approval of the Government at Lisbon had to be obtained. On the 15th November, an agreement was entered into at Pretoria with the Director of the Portuguese Railway for the use of our pier at Lourenço Marques for general trade, the pier then coming entirely under the control and management of the Portuguese railway authorities, but we reserved the right of preference for the unloading of our own goods.

For every ton of goods unloaded at the pier we receive a fixed compensation. This agreement was very soon afterwards approved of by the representative of the Government at Lourenço Marques, and remains in force until the 15th November, 1896.

NATAL GOVERNMENT RAILWAYS.

In view of the connection with Natal being completed before the end of the year, various conferences took place for the fixing of tariffs, and to arrange the service. As the preliminary matter for this had been fixed in the agreements of February and April, 1894, the conference only dealt with the details of the case, which gave rise to no particular difficulty, so that everything was properly arranged when the line was opened for traffic.

EXPLOITATION.

On the 1st January, 1895, the following lines were in working order:—

			Length.	
			Kilo.	Miles.
Krugersdorp-Johannesburg ...	...	...	32	20
Johannesburg-Elandsfontein (double line) ...	...	...	16	10
Elandsfontein-Springs ...	...	...	34	21
Mid-Vaal Bridge-Elandsfontein ...	...	...	66	41
Elandsfontein-Pretoria ...	...	...	59	37
Portuguese border-Pretoria ...	...	...	472	295
Total ...	...	...	679	424

During the year 1895, the following sections were brought into working order:—

			Length.	
			Kilo.	Miles.
Kaapmuiden-Avooca ...	...	...	28	18
Natal Border-Aansluiting ...	...	...	256	160
So that on the 31st December, 1895, ...	...	...	963	602

were in working order.

On the 1st April, 1896, the section Avoca-Barberton was opened for traffic, length, 28 kilo. or 18 miles, so that 991 kilo. or 620 miles are now in working order.

TRAFFIC.

The staff had to work under great pressure, on account of many alterations and the continued increase in traffic.

On the 1st January, 1895, it was necessary to re-organise our goods service to Johannesburg and Pretoria, on account of the discontinuation of the running power contract of the Cape Government, while, at the same time, the traffic on the newly-opened eastern line required every attention.

This was, however, not the cause of the complaints which arose in regard to the working of the traffic during the year.

Through the continued increase of traffic, more especially from the southern ports, our arrangements at Johannesburg could not keep pace with the traffic coming forward, and this was especially the case during the first half of the year. Our cartage contractors at Johannesburg were also not sufficiently equipped for the amount of traffic.

In August and September we feared there would be a serious block at Johannesburg, and only for the great exertions of our staff and the co-operation of the cartage contractors, who were continually extending their plant, we would have been unable to cope with the condition of affairs.

On the eastern line the miserable forwarding of traffic by the Portuguese interfered with the regular working of goods traffic, and the time taken between the unloading of the ships and the arrival of goods at destination is still too long.

In order to give the traffic on that line a fair chance, not only are many improvements necessary at Lourenço Marques, but the Portuguese line requires also to be taken in hand. Locomotive power at the disposal of the railway authorities should be considerably increased. It has already been pointed out in this report that we have been again disappointed this year in our expectations by the Portuguese Government in regard to the harbour railway organisation, and the working of the traffic.

On the 27th August we took over the management of the south-eastern line from the border to Standerton, and that section was opened for traffic. On the 15th November the section Standerton to Heidelberg was opened, and at the same time the goods traffic from the border to Heidelberg was started, although originally it was intended to open the line entirely on the 15th November to the south line, but heavy rains at the commencement of November compelled us to postpone the opening.

On the 15th December the entire line was opened for traffic, passengers, parcels, baggage, and perishables, while on the 2nd January, 1896, the ordinary goods traffic was allowed.

Since the 15th December a mail train, first and second class, has run daily in each direction, and a mixed train for passengers, first and second class, natives and perishables, and since the 2nd January a fixed goods train has also run, while additional goods trains were worked as required.

From the nature of the circumstances the traffic of 1895 was not of much consequence, but the large increase during the early part of 1896 gives great expectations of the traffic over this line for the future, both passengers and goods.

On the Barberton siding, of which the section Kaapmiuden-Avooca was opened on the 1st March, the traffic was satisfactory.

The increase in the local traffic as well as the traffic with the ports compelled us to considerably increase our locomotive and rolling stock. Although important orders for rolling stock had been sent, so that each month 7 locomotives and 100 goods trucks were being put in running, it was not easy for us to satisfy the reasonable demands with the stock at our disposal.

In consequence of the Kaap River bridge being washed away by a flood on the 7th February, a block took place. In another part of this report full particulars of this accident are recorded.

At the end of the winter the scarcity of water greatly impeded the favourable working of traffic forward. No other irregularities of any consequence have to be recorded, and the regular working of our service was satisfactory.