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PREFATORY NOTE

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The purpose of this List is to provide means of ascertaining the main provisions of the systems of railroad administration in the several countries of Europe. The List is restricted to works already in the Library or that have been ordered for the Library.

Condensed statements from the annual reports of foreign railways are printed from time to time in the *Railway news*, London.

Fuller abstracts of these reports appear regularly in the "*Revue générale des chemins de fer*" and also in the "*Archiv für Eisenbahnwesen*." The latest of these reports found in the files of the above journals are noted in the accompanying list under the respective countries. Annual surveys of railroad affairs in Europe by Léon Clément Colson are published in the *Bulletin of the International railway congress*. These appear under the author's name in the accompanying List.

Tabulated statistics of the railroads of the several countries are given in "*Statistical abstract for the principal and other foreign countries in each year from 1892-3 to 1903*." London, 1905.

The following administrative reports not at present in the Library have been ordered: Germany. *Statistik der Güterbewegung auf deutschen Eisenbahnen*, 1903; and Prussia. *Statistik der im Betriebs befindlichen Eisenbahnen Deutschlands*, 1902.

The following foreign railroad periodicals are received currently by the Library:

*Archiv für Eisenbahnwesen*, Berlin; *Bulletin des transports internationaux par chemins de fer*, Berne; *Bulletin of the International railway congress*, Brussels; *Mitteilungen aus der Tagesliteratur des Eisenbahnwesens*, Berlin; *The Railway engineer*, London; *The Railway magazine*, London; *The Railway news*, London; *Recueil des pièces officielles relatives aux chemins de fer suisses*, Berne; *Revue générale des chemins de fer et des tramways*, Paris; *Revue pratique des chemins de fer, tramways & automobiles*, Paris; *La Revue technique [et les] Annales des travaux publics et des chemins de fer*, Paris; *Verhandlungen des Vereins für Eisenbahnkunde in Berlin*, Berlin; *Zeitung des Vereins deutscher Eisenbahnverwaltung*, Berlin.

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SELECT LIST OF BOOKS IN THE LIBRARY OF CONGRESS ON RAILROADS IN FOREIGN  
COUNTRIES: GOVERNMENT REGULATION

GENERAL

**Aucoc, Léon.** Conférences sur l'administration et le droit administratif, faites à l'École des ponts et chaussées. 2. éd. rev. et augmentée. Vol. 3. Des routes et des ponts; Des chemins de fer d'intérêt général et d'intérêt local; Des tramways.

*Paris: Dunod, 1882. (2), 967, (1) pp. 8.*

"Résumé et comparaison de la constitution du réseau français avec celle des réseaux des pays étrangers," pp. 336-381.

**Cauwès, Paul.** Cours d'économie politique, contenant avec l'exposé des principes l'analyse des questions de législation économique. 3. éd. Tome 4.

*Paris: L. Larose, 1893. (2), 672 pp. 8.*

"Chemins de fer: 1. Établissement des chemins de fer; Systèmes suivis; Grandes et petites compagnies; Concours financier de l'état. II. De l'exploitation des chemins de fer; Monopole; Tarifs; Conséquences de l'exploitation industrielle par les compagnies; Rachat; Exploitation par l'état, ou, par des compagnies fermières; Constitution définitive du réseau d'intérêt général," etc., pp. 65-231.

**Colson, [Léon] Clément.** Review of traffic questions. Railways in 1900 and 1901. Railway returns for 1900 in France, Germany, and England. The results of working the main railways in France during 1901.

(*In* Bulletin of the International railway congress, vol. 17, Jan., 1903, pp. 73-84. Brussels, 1903. 8°.)

——— Review of traffic questions. Railways in 1901 and 1902; Proposals for purchase by the state. Railway returns for 1901 in France, England, Germany, and the United States of America. The results of working the main railways in France during 1902. Proposed state purchase of the Western and Midi railways.

(*In* Bulletin of the International railway congress, vol. 17, Oct., 1903, pp. 961-973. Brussels, 1903. 8°.)

**Colson**, [Léon] Clément. Review of traffic questions. The railways in 1902 and 1903. Railway returns for 1902 in France, England, and Germany. The results of working the main railways in France during 1903.

(*In* Bulletin of the International railway congress, vol. 18, Dec., 1904, pp. 1885-1901. Brussels, 1904. 8°.)

**Deligny**, Paul. Étude comparée du droit de rachat dans les concessions de chemins de fer d'intérêt général et de son rôle dans la politique des états.

Paris: Guillaumin & c<sup>ie</sup>, 1904. 232 pp. 8°.

CONTENTS.—1. partie. Étude du droit de rachat et de son rôle dans la politique des pays étrangers. Préliminaires.—Pays anglo-américains. Compagnies libres, pp. 13-21; Allemagne, pp. 22-62; Autriche, pp. 63-74; Hongrie, pp. 75-77; La Suisse, pp. 78-94. 2. partie. Du droit de rachat dans les concessions de chemins de fer en France et de son rôle dans la politique française: Notions historiques.—Des idées et des opinions successivement émises relativement au régime des chemins de fer et introductions successives des clauses relatives au droit de rachat dans les actes de concessions, pp. 97-107; Du rôle historique de la clause de rachat dans la politique française en matière de chemins de fer, pp. 108-176; De la clause de rachat dans les concessions de chemins de fer en France. De son principe et de son application, pp. 177-232.

“Si l'on envisage l'opération du rachat au point de vue économique, il est impossible à un esprit non prévenu de ne pas reconnaître que l'État a su tout aussi bien et dans certain cas mieux que l'industrie privée donner satisfaction aux besoins des contrées qu'il était appelé à desservir; l'examen que nous avons fait de l'exploitation par l'État dans les pays étrangers ne présente rien qui permette d'affirmer que les Compagnies privées se fussent montrées plus habiles à gérer leur exploitation ni surtout plus soucieuses des intérêts généraux. L'expérience du réseau d'État français, quelque incomplète, quelle ait été nous a fourni sur ce point des indications suffisamment explicites pour que nous n'ayons pas à y revenir.”

**Edwards**, Clement. Railway nationalization. With a preface by the Rt. Hon. Sir Charles W. Dilke.

London: Methuen and co., 1898. *svi*, 233 pp. 12°. (*Social questions of to-day*.)

This is a presentation of statistics and arguments in favor of government ownership. The operations of state railways in Europe are summarized from official reports and from other treatises.

Die **Eisenbahnen** der Erde 1898-1902.

(*In* Archiv für Eisenbahnwesen, vol. 27, May-June, 1904, pp. 551-561. Berlin, 1904. 8°.)



**Encyklopädie** des gesamten Eisenbahnwesens in alphabetischer Anordnung. Hrsg. von Victor Röhl.

Wien: Carl Gerold's Sohn, 1890-1895. 7 vols. Illustrations. Folded plates. Folded maps. 8°.

**Great Britain.** *Foreign office. Commercial. No. 18 (1891).* Correspondence respecting tariffs for goods and passengers on Belgian state railways, and returns for 1888, showing the working of Belgian and of Austrian and Hungarian railways. July 1891. 27 pp. F°. (*Great Britain. Parliament. Sessional papers, 1890-91, vol. 83. C. 6423.*)

————— *Commercial. No. 2 (1898).* Further reports by Her Majesty's representatives abroad on bounties on the construction and running of ships paid by the state in the countries in which they reside, and particulars with regard to the granting of preferential railway rates. July 1898. 116 pp. F°. (*Great Britain. Parliament. Sessional papers, 1898, vol. 92. C. 8720.*)

————— *Parliament. Select committee on railways.* Report, together with the proceedings of the committee, minutes of evidence, and appendix. 4 August 1881. 2 pts. F°. (*Great Britain. Parliament. Sessional papers, 1881, vols. 13 and 14.*)

Incorporates evidence in regard to the traffic rates on the French, Belgian, German, Swedish, Russian, Finnish, and Dutch railways.

————— *Select committee on railways (rates and fares).* Report, together with the proceedings of the committee, minutes of evidence, and appendix. 27 July 1882. lxxxviii, 545 pp. F°. (*Great Britain. Parliament. Sessional papers, 1882, vol. 13.*)

Incorporates evidence in regard to the traffic rates on the railways in France, Holland, Switzerland, Canada, Belgium, Italy, and Germany.

**Hadley, Arthur T.** Railroad transportation: its history and its laws. New York and London: G. P. Putnam's sons, 1885. v, (1), 269 pp. 12°.

**Jeans, James Stephen.** Railway problems: an inquiry into the economic conditions of railway working in different countries. London: Longmans, Green and co., 1887. xxviii, 560 pp. 8°.

**Johnson, Emory Richard.** American railway transportation. Revised ed.

*New York: D. Appleton and company, 1904. xvi, 434 pp. Illustrations. Maps. Folded chart. 12". (Appletons' business series.)*

"Railway charges in the United States and other countries," pp. 293-304.

Passenger fares and freight rates are given for the following countries: England, Prussia, Austria, and Hungary.

**Kaufmann, Wilhelm.** Die mitteleuropäischen Eisenbahnen und das internationale öffentliche Recht. International-rechtliche Studien und Beiträge.

*Leipzig: Duncker & Humblot, 1893. xiv, 289 pp. 8".*

"In einem ersten allgemeinen Theil wird die Entwicklung und Bedeutung des internationalen Verkehrs und der Einfluss der Eisenbahnen auf diese Entwicklung unter wirtschaftlichen Gesichtspunkten dargestellt. Es folgt ein Versuch, ein internationales, öffentliches Eisenbahnenrecht systematisch aufzubauen und nach verschiedenen Seiten hin auszugestalten . . . Recht verdienstlich ist dagegen der zweite (Schluss-) Theil, eine Darstellung der Entstehung, Entwicklung und gegenwärtigen Verfassung des Vereins der deutschen Eisenbahnverwaltung." *Archiv für Eisenbahnwesen, v. 17, p. 414.*

**Le Chevalier, Roger.** Du caractère juridique de l'administration des chemins de fer de l'état.

*Paris: A. Rousseau, 1902. (4), 139 pp. 4".*

"Bibliographie," pp. 133-135.

CONTENTS.—Introduction: Le rôle des chemins de fer et la nécessité d'une intervention de l'état; L'organisation des chemins de fer de l'état; Les caractères juridiques du réseau de l'état; L'administration des chemins de fer de l'état dans ses rapports avec ses agents; L'administration des chemins de l'état dans ses rapports avec les tiers.

Argues that exploitation of the railroads is a legal attribute of the state and is not necessarily socialistic.

**Leroy-Beaulieu, Pierre Paul.** L'état moderne et ses fonctions. 3. éd., revue et augmentée.

*Paris: Guillaumin & cie, 1900. xii, 487 pp. 8".*

"De l'exploitation des chemins de fer par l'état," pp. 204-229.

——— **Traité de la science des finances.** 6. éd., refondue et augmentée.

*Paris: Guillaumin et cie, 1899. 2 vols. 8". (Economistes & publicistes contemporains)*

"États qui sont propriétaires de chemin de fer," vol. 1, pp. 25-27;

"Arguments pour et contre l'exploitation des chemins de fer par l'état," vol. 1, p. 100; "Les résultats de l'exploitation des chemins de fer par l'état et les compagnies dans les différents pays," vol. 1, pp. 103-105.

**Leyen, Alfred von der.** Eisenbahnpolitik.

(*In Handwörterbuch der Staatswissenschaften*, 2. Auflage, vol. 3, pp. 526-557. Jena, 1900. 4°.)

CONTEXTS.—I. Begriff und Entwicklung der Eisenbahnpolitik. 1. Begriff. 2. Entwicklung. II. Grundsätze der Eisenbahnpolitik. 3. Allgemeines. Die Systemfrage. 4. Die Anlage der Eisenbahnen. 5. Die Eisenbahnverwaltung. III. Die Eisenbahnpolitik der hauptsächlichsten Staaten der Erde. 6. Das Deutsche Reich. 7. Die deutschen Mittelstaaten. 8. Das Königreich Preussen. 9. Oesterreich und Ungarn. 10. Die Länder des Orients. 11. Russland. 12. Skandinavien. 13. Die Schweiz. 14. Belgien. 15. Niederlande. 16. Italien. 17. Frankreich. 18. Spanien und Portugal. 19. Grossbritannien und seine Kolonien. 20. Asien und Afrika. 21. Amerika.

**Mathieson, firm, publishers, London.** Twenty years' railway statistics. 1885-1905.

[*London: F. C. Mathieson & sons*], 1905. 201 pp. 16<sup>s</sup>.

**Meili, Friedrich.** Das Recht der modernen Verkehrs- und Transportanstalten.

*Leipzig: Duncker & Humblot*, 1888. vi, 130 pp. 8<sup>s</sup>.

**Meyer, Balthasar Henry.** Foreign railway events in 1902-03.

(*In American academy of political and social science. Annals*, vol. 23, Jan., 1904, pp. 121-140.)

## ——— Railway regulation under foreign and domestic laws. Prepared under the direction of the Industrial commission.

(*In U. S. Industrial commission. Reports*, vol. 9, pp. 897-1004. Washington, 1901. 8°.)

Foreign railway charters and important laws, pp. 943-961; Prussian railways, pp. 962-983.

**Meyer, Hugo Richard.** Government ownership of railways.

(*In Railway age*, vol. 36, July 10, 1903-Oct. 9, 1903, pp. 32-468.)

## ——— Government regulation of railway rates: a study of the experience of the United States, Germany, France, Austria-Hungary, Russia, and Australia.

*New York: The Macmillan company*, 1907. xxvii, 486 pp. *Folded map.* 8°.

The chapters dealing with the experience of Austria-Hungary, Russia, and Australia are reprinted from the "Railway age," July 10-Oct. 9, 1903. The chapters on German railroads have been rewritten from those contributed to the "Railway age." The author writes in the preface that the net result of his study "has been the disclosure of such overwhelming proofs of the evils of State direction of industry, or interference with its natural course, that he has become firmly convinced of the unwisdom of government regulation of railways or their rates."

**Milhaud, Edgard.** Le rachat des chemins de fer.

*Paris: Édouard Cornély et c<sup>ie</sup>, 1904. viii. (1), 315 pp. 12<sup>c</sup>.*

CONTENTS.—Comment les grandes compagnies travaillent l'opinion publique: L'exploitation des chemins de fer par l'état et par les compagnies: L'exemple de la Suisse: L'exemple de la Belgique: L'exemple de l'Italie: L'exemple de l'Allemagne; Résultats financiers de l'exploitation des chemins de fer en Prusse: Le réseau d'état en France: L'opinion des chambres de commerce: Les conventions "libératrices." Le rachat de l'Ouest.  
Favors government ownership.

**Newcomb, Harry Turner.** Railway rate regulation in foreign countries.

*Press of George H. Howard, Washington, D. C., 1905. 33 pp. 8<sup>c</sup>.*

CONTENTS.—United Kingdom: On the Continent: France: Austria-Hungary: Italy: Germany: Conclusions.

**Philippovich, Eugen von.** Die wissenschaftliche Behandlung des Transportwesens.

*(In Zeitschrift für Volkswirtschaft, Sozialpolitik und Verwaltung, vol. 14, pp. 1-28. Wien und Leipzig, 1905. 4<sup>o</sup>.)*

**Picard, Alfred.** Traité des chemins de fer: économie politique—commerce—finances—administration—droit—études comparées sur les chemins de fer étrangers.

*Paris: J. Rothschild, 1887. 5 vols. Diagrams. 8<sup>c</sup>.*

Deals with political economy of railroads, commerce, finances, administration, law, and comparative studies of foreign railroads. State exploitation is considered in vol. 1 in regard to Germany, Austria-Hungary, Belgium, Italy, Denmark, Netherlands, Portugal, Roumania, Russia, Sweden and Norway, and Switzerland. Finances, including subventions, are discussed in vol. 2, organization and administration in vol. 3, while vol. 4 deals with commercial exploitation and is largely concerned with matters of tariffs.

**Pret, C. A.** L'exploitation des voies ferrées par l'état dans les pays étrangers et ses résultats.

*(In Monde économique, 15. année, Jan. 28, 1905, pp. 99-100.)*

**Roussel, Félix.** Le rachat des chemins de fer et l'exploitation par l'état.

*(In Revue politique et parlementaire, vol. 22, Dec. 10, 1899, pp. 487-514; vol. 23, Mar. 10, 1900, pp. 510-532.)*

The first article is devoted to an exposition of the French railroad régime; the second makes a comparison with the results of the systems in force in Belgium, Switzerland, Germany, and Austria. The outcome is, according to the author, unfavorable to government ownership.

**Sarlat, Joseph.** Du rôle économique de l'état en matière d'exploitation de chemins de fer.

*Sarlat: Michélet, 1903. (2), 157 pp. 8°.*

Gives a brief exposition of the principles of railroad administration in England, the United States, Holland, Italy, Germany, Austria-Hungary, Belgium. Devotes a chapter to the French system. The larger part of the work is devoted to a discussion of the rôle of the state in railroad exploitation.

**Sax, Emil.** Die Eisenbahnen.

*Wien: Alfred Hölder, 1879. viii, 552 pp. 8°. (Sar. E. Die Verkehrsmittel in Volks- und Staatswirtschaft, vol. 2.)*

"Die Verwaltung des Eisenbahnwesens:" 1. "Die Eisenbahnen als Object der Gemeinwirtschaft im Allgemeinen," pp. 82-138; 2. "Die Controverse über Staats- und Privatbahnen," pp. 139-193; 3. "Die obersten Gesichtspunkte der gemeinwirtschaftlichen Verwaltung des Bahnwesens," pp. 194-264; "Uebersicht der Entwicklungsgeschichte des Bahnwesens: Die Entwicklung in den wichtigsten Ländern—England, Frankreich, Belgien, Holland, Preussen, Die übrigen deutschen Staaten, Oesterreich-Ungarn, Italien, Schweiz, Russland, Die übrigen europäischen Staaten, Aussereuropäische Staaten," pp. 465-552.

**Seidler, Ernst, and Alexander Freud.** Die Eisenbahntarife in ihren beziehungen zur Handelspolitik.

*Leipzig: Verlag von Duncker & Humblot, 1904. 189 pp. 8°.*

**Ulrich, Franz.** Traité général des tarifs de chemins de fer, contenant une étude spéciale des tarifs appliqués en Allemagne, Autriche-Hongrie, Suisse, Italie, France, Belgique, Hollande, Angleterre et Russie. Éd. française revue par l'auteur.

*Paris: Baudry et c<sup>ie</sup>, 1890. (2), x, 555 pp. 4°.*

**United States.** *Congress. Senate. Committee on interstate commerce.* Regulation of railway rates. Hearings, December 16, 1904, to [May 23, 1905].

*Washington: Government printing office, 1905. 5 vols. Folded map. 8°.*

Contains report of the testimony taken regarding government regulation of railroads in Great Britain, France, and Germany.

**United States.** *Department of state.* Report on the relations of the Governments of the nations of Western Europe to the railways, prepared by Simon Sterne. Feb. 17, 1887. 45 pp. 8°. (*49th Congress, 2d session. Senate miscellaneous document no. 66.*)

CONTENTS.—England; France; Prussia; Italy, and Austria.

**United States.** *Interstate commerce commission.* Collection of statements from the chairman of the Interstate commerce commission relative to foreign railway ownership and operation. August 27, 1894. 16 pp. 8°. (*53d Congress, 2d session. Senate miscellaneous document no. 276.*)

The subject is treated under the following heads: 1. Relations of governments to the railroads of the world. 2. The foregoing data tabulated. 3. Comparison of freight and passenger rates on government-owned railroads and on roads within the United States. 4. Views of various writers on the subject.

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*Same.*

(*In U. S. Interstate commerce commission. 8th annual report, December 1, 1894, pp. 221-236. Washington, 1894. 8°.*)

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*Same.*

(*In Michigan. Bureau of labor and industrial statistics. 13th annual report, 1896, pp. 296-313. Lansing, 1896. 8°.*)

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Railroad regulation in foreign countries.

(*In U. S. Interstate commerce commission. 4th annual report, December 1, 1890, pp. 303-362. Washington, 1890. 8°.*)

CONTENTS.—Mexico, Central and South America; Great Britain and Ireland and provinces; Canada; Australasian railways; France; Germany; Austria-Hungary; Spain and Portugal; Russia; Belgium; The Netherlands; Swiss Confederation; Norway; Sweden and Denmark; Japan; Egyptian railways.

**Weyl, Walter E.** The passenger traffic of railways.

*Published for the University, Philadelphia, 1901. 249 pp. 8°. (Publications of the University of Pennsylvania. Series in political economy and public law, no. 16.)*

CONTENTS.—Introduction, summary, and conclusions; The effect of improved travel upon society; The transportation of persons; The genesis of railway travel; Incentives to travel and the theory of passenger fares; The passenger tariff policy of European railways; Present railway passenger statistics; Development of passenger traffic in Great Britain; Passenger traffic on Continental railways; The profitableness of the passenger traffic; Elements in the cost of operation of passenger traffic; Length of the average railroad trip; The growth of third-class travel and the decline in fares; The taxation of passenger traffic; The legal relation of carrier to passenger; The probable future of the passenger traffic; Appendix of miscellaneous statistics upon passenger railway traffic.

## CONTINENTAL EUROPE

### INTERNATIONAL FREIGHT AGREEMENT

The official organ entitled "Bulletin des transports internationaux par chemins de fer" is currently received by the Library.

**Buschman**, Maximilian *Freiherr* von, and Carl *Ritter* **Rumler** von **Aichenwehr**. Das neue Eisenbahn-Betriebsreglement in Gegenüberstellung zum internationalen Uebereinkommen über den Eisenbahnfrachtverkehr unter Beifügung der auf den Inhalt des Betriebsreglements Bezug nehmenden noch in Geltung verbleibenden früheren Gesetze, Verordnungen, Kundmachungen, Erlässe, Judicate u. s. w. 2. Ausgabe mit Supplement.

*Wien: Manz'sche k. u. k. Hof-Verlags- und Universitäts-Buchhandlung, 1894. xvi, 310, 31 pp. 8°.*

**Cahen**, Édouard. L'influence du dol et de la faute grave sur la responsabilité des chemins de fer dans le transport international des marchandises (contribution à l'étude de la Convention du 14. octobre, 1890).

*Paris: L. Larose, 1903. (4), 211 pp. 8°.*

"Bibliographie," pp. 195-205.

**Convention internationale sur le transport de marchandises par chemins de fer**. Procès-verbal final de la troisième conférence. (Berne, 5 au 17 juillet, 1886.)

(*In* Bulletin de la Commission internationale du Congrès des chemins de fer, vol. 1, Jan., 1887, pp. 10-20; Feb., 1887, pp. 61-70.)

**Droz**, Numa. L'union internationale des chemins de fer.

(*In* Revue générale de droit international public, vol. 2, Mar.-Apr., 1895, pp. 169-184.)

\***Eger**, Georg. Das internationale Uebereinkommen über den Eisenbahnfrachtverkehr. Vom 14. Oktober 1890. Erläutert mit eingehender Berücksichtigung der Materialien, insbesondere des schweizerischen und deutschen Entwurfs nebst Motiven, sowie der Protokolle der internationalen Konferenzen zu Bern.

*Berlin: C. Heymanns Verlag, 1893-1894. 4 parts. 8°.*

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\*Indicates that the work is not at present in the Library of Congress, but has been ordered.

**Eger, Georg.** Das internationale Uebereinkommen über den Eisenbahnfrachtverkehr, nebst Ausführungsbestimmungen, Anlagen und Formularen in der Fassung des Zusatz-Uebereinkommens vom 16. Juni 1898 und in Verbindung mit dem neuen Betriebs-Reglement des Vereins deutscher Eisenbahn-Verwaltungen gültig von 10. Oktober, 1901. Erläutert von Georg Eger. 2. Auflage.  
*Berlin: J. Guttentag, 1901. x, 269, (1) pp. Folded table. 8<sup>o</sup>.*

**Hilscher, Franz.** Das österreichisch-ungarische und internationale Eisenbahn-Transportrecht.  
*Wien: A. Hölder, 1902. xv, (2), 316 pp. 8<sup>o</sup>. (Schriften über Verkehrswesen: Hrsg. vom Club österreichischer Eisenbahnbeamten. II. Reihe, Bd. 1.)*

CONTENTS.—Einleitung; Der Eisenbahnfrachtvertrag; Die Markengüter; Der Personenbeförderungsvertrag; Der Gepäckbeförderungsvertrag.

“Im folgenden ist der Versuch gemacht, das gegenwärtig geltende Eisenbahnfrachtrecht auf Grund der Bestimmungen des österreichisch-ungarischen Rechtes und des Berner internationalen Übereinkommens über den Eisenbahnfrachtverkehr systematisch darzustellen.”

**Leyen, Alfred von der.** Das Berner internationale Uebereinkommen über den Eisenbahnfrachtverkehr.

*(In Zeitschrift für das gesammte Handelsrecht, vol. 39, pp. 1-125. Stuttgart, 1891. 8<sup>o</sup>.)*

Continued by his “Die Fortbildung des Eisenbahnfrachtrechts seit dem Berner internationalen Uebereinkommen über den Eisenbahnfrachtverkehr.”

— Die Fortbildung des Eisenbahnfrachtrechts seit dem Berner internationalen Uebereinkommen über den Eisenbahnfrachtverkehr.

*(In Zeitschrift für das gesammte Handelsrecht, vol. 49, pp. 381-523. Stuttgart, 1900. 8<sup>o</sup>.)*

Continuation of his “Das Berner internationale Uebereinkommen über den Eisenbahnfrachtverkehr.”

**Lyon-Caen, Charles Léon.** La convention du 14 octobre 1890 sur le transport international des marchandises par chemins de fer.

*(In Journal du droit international privé, vol. 20, pp. 465-476; vol. 21, pp. 435-471; 641-676. Paris, 1893-1894. 8<sup>o</sup>.)*

**Noël, Octave.** Un projet de Convention internationale sur les transports par chemins de fer.

*(In L'Économiste français, vol. 6, May 4, 1878, pp. 554-556.)*



\* **Pietsch**, W. Der Eisenbahn-Güterverkehr (deutsch und international).

*Berlin: Max Pasch, 1901. vi, 160 pp. 8°.*

**Poinsard**, Léon. Des transports internationaux par chemins de fer.

(*In Journal du droit international privé*, vol. 19, pp. 33-55. Paris, 1892. 8°.)

\* **Rosenthal**, E. Internationales Eisenbahn-frachtrecht, auf Grund des internationalen Uebereinkommens über den Eisenbahnfrachtverkehr vom 14. Oktober 1890, und der Konferenzbeschlüsse vom Juni und September 1893 dargestellt.

*Jena: G. Fischer, 1894. xvi, 398 pp. 8°.*

\* **Schwab**, Josef. Die Neuerungen im Eisenbahn-Betriebsreglement. Im Vergleich zum Betriebs-Reglement vom J. 1874 und unter Berücksichtigung des internationalen Uebereinkommens über den Eisenbahnfrachtverkehr. 2. Aufl.

*Wien: R. v. Waldheim, 1892. iii, 97 pp. 8°.*

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*Bern: 1893-1896. 4 vols. 4°.*

Published also in French with the title, "Bulletin des transports internationaux par chemins de fer."

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\* Indicates that the work is not at present in the Library of Congress, but has been ordered.

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**Great Britain.** *Parliament.* The railway and canal traffic acts. 1854, 1873, 1888, and 1894, and other statutes; with the general rules of the railway and canal commission.

*London: Darling & son, 1899. 91 pp. 8<sup>c</sup>.*

————— *Same.*

*London: Darling & son, 1903. 94 pp. 8<sup>c</sup>.*

————— *Select committee on railway communication.* 1st-5th reports; together with the minutes of evidence, appendix and index. Ordered, by the House of Commons, to be printed, 6 February, 2 March, 14 May, 2 July, 10 July, 1840. 5 pts. F<sup>o</sup>. (*Great Britain. Parliament. Sessional papers, 1840, vol. 13.*)

————— *Select committee on railways.* 1st-6th reports of the select committee appointed to consider whether any and what new provisions ought to be introduced into such railway bills as may come before this House during the present or future sessions, for the advantage of the public and the improvement of the railway system [etc.]; together with the minutes of evidence, appendix and index. Ordered, by the House of Commons, to be printed, 16 February, 1 March, 1 April, 15 May, 24 May, 22 July, 1844. 6 pts. F<sup>o</sup>. (*Great Britain. Parliament. Sessional papers, 1844, vol. 2.*)

————— *Select committee of the House of Lords.* Report from the committee appointed to take into consideration the best means of enforcing one uniform system of management on railroads in operation or to be constructed, and to secure the due fulfilment of the provisions of the acts of Parliament under which the companies have obtained their powers, whereby greater accommodation and safety may be ensured to the public; together with the minutes of evidence taken before the said committee. Ordered, by the House of Commons, to be printed, 15 July, 1846. (9), (1). 113, (1), 101-170 pp. F<sup>o</sup>. (*Great Britain. Parliament. Sessional papers, 1846, vol. 13.*)

**Great Britain.** *Parliament. Select committee of the House of Lords.* Appendix to report, and general index to the principal matters contained in the evidence taken before the Select committee of the House of Lords on railways. Session 1846. Ordered, by the House of Commons, to be printed, 15 July, 1846. 173-186 pp. F. (*Great Britain. Parliament. Sessional papers, 1846, vol. 13.*)

————— *Select committee on railway acts enactments.* 1st and 2d reports from the Select committee appointed to inquire whether, without discouraging legitimate enterprise, conditions may not be embodied in railway acts better fitted than those hitherto inserted in them to promote and secure the interests of the public; together with minutes of evidence, appendix, and index. Ordered, by the House of Commons, to be printed, 7 August, 25 August, 1846. 2 pts. F. (*Great Britain. Parliament. Sessional papers, 1846, vol. 14.*)

————— *Select committee on railway and canal bills.* 1st-5th reports. Ordered, by the House of Commons, to be printed, 28 February, 18 March, 8 April, 8 July, 1853. 5 pts. F. (*Great Britain. Parliament. Sessional papers, 1852-53, vol. 38.*)

————— *Royal commission on railways.* Report of the commissioners. Presented to both Houses of Parliament by command of Her Majesty. May 7, 1867. 2 vols. F. (*Great Britain. Parliament. Sessional papers, 1867, vol. 38, pts. 1 and 2.*)

————— *Joint select committee of the House of Lords and the House of Commons on railway companies amalgamation.* Report, together with the proceedings of the committee, minutes of evidence, and appendix. Ordered, by the House of Commons, to be printed, 2 August, 1872. 2 pts. F. (*Great Britain. Parliament. Sessional papers, 1872, vol. 13, pts. 1 and 2.*)

————— *Select committee of the House of Lords on the regulation of railways (prevention of accidents) bill [H. L.].* Report, together with the proceedings of the committee, minutes of evidence, and appendix. Session 1873. Ordered to be printed, 27th March-7 April, 1873. 2 pts. Folded plates. F. (*Great Britain. Parliament. Sessional papers, 1873, vol. 14.*)

**Great Britain.** *Parliament. Select committee on railways.* Report, together with the proceedings of the committee, minutes of evidence, and appendix. Ordered, by the House of Commons, to be printed, 4 August, 1881. 2 pts. F<sup>o</sup>. (*Great Britain. Parliament. Sessional papers, 1881, vols. 13 and 14.*)

Incorporates evidence in regard to traffic rates on the French, Belgian, German, Danish, Swedish, Russian, Finnish, and Dutch railways.

————— *Select committee on railways (rates and fares).* Report, together with the proceedings of the committee, minutes of evidence, and appendix. Ordered, by the House of Commons, to be printed, 27 July, 1882. lxxxviii, 545 pp. F<sup>o</sup>. (*Great Britain. Parliament. Sessional papers, 1882, vol. 13.*)

Incorporates evidence in regard to traffic rates on the railways in France, Holland, Switzerland, Canada, Belgium, Italy, and Germany.

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With evidence, etc., on rates on railroads in Ireland.

————— *Royal commission appointed to inquire into the depression of trade and industry.* 1st-3d and final reports. Presented to both Houses of Parliament by command of Her Majesty. 4 pts. F<sup>o</sup>. (*Great Britain. Parliament. Sessional papers, 1886, vols. 21-23.*)

“Out of fifteen separate reports presented by the members of the Commission on Trade Depression in 1886, fourteen of them, while disagreeing on most things, are unanimous in citing high and preferential railway rates as one chief cause of the depression.”  
*Edwards, C. “Railway nationalization,” p. 52.*

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**Great Britain.** *Parliament. Joint select committee on the railway rates and charges provisional order bills.* Report, with the proceedings of the committee and minutes of evidence. Ordered, by the House of Commons, to be printed, 16 May, 1892. lvi, 715 pp. F<sup>-</sup>. (*Great Britain. Parliament. Sessional papers, 1892, vol. 15.*)

————— *Select committee on railway rates and charges.* First report, together with the proceedings of the committee, minutes of evidence, and appendix. Ordered, by the House of Commons, to be printed, 22 August, 1893. xii, 522 pp. F<sup>-</sup>. (*Great Britain. Parliament. Sessional papers, 1893-94, vol. 14.*)

————— *Same.* Second report. Ordered, by the House of Commons, to be printed, 14 December, 1893. xxxii, 99 pp. F<sup>-</sup>. (*Great Britain. Parliament. Sessional papers, 1893-94, vol. 14.*)

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Investigates alleged discriminations in freight rates.

————— *Board of trade.* Railway and canal traffic act, 1888. Report by the Board of trade in accordance with section 24, subsection (6) of above act, on the classification of merchandise traffic and schedule of maximum rates applicable thereto, determined in respect of the Great Eastern railway company and certain other companies connected therewith. (Presented pursuant to act of Parliament.) Ordered, by the House of Commons, to be printed, 18 August, 1890. 73 pp. F<sup>-</sup>. (*Great Britain. Parliament. Sessional papers, 1890, vol. 64.*)

This volume also contains similar reports of the Great Northern Railway; Great Western Railway; London, Brighton and South Coast Railway; London, Chatham and Dover Railway; London and North Western Railway; London and South Western Railway; Midland Railway, and the South Eastern Railway.

**Great Britain.** *Board of trade.* The railway and canal traffic act, 1888. (Section 31.) Report by the Board of trade, laid before both Houses of Parliament, under section 31 of the railway and canal traffic act, 1888. (Presented pursuant to act of Parliament.) Ordered, by the House of Commons, to be printed, 16 May, 1890. 16 pp. F<sup>c</sup>. (*Great Britain. Parliament. Sessional papers, 1890, vol. 64.*)

Reports made annually.

————— *Railway and canal traffic act, 1888.* Returns made to the Board of trade, in pursuance of sec. 39, subsec. 2, of the railway and canal traffic act, 1888, in respect of the canals and navigations in the United Kingdom for the year 1888. Presented to both Houses of Parliament by command of Her Majesty. [June, 1890.] 177 pp. F<sup>c</sup>. (*Great Britain. Parliament. Sessional papers, 1890, vol. 64.*)

Returns made annually.

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————— *Railway servants (hours of labour).* Report by the Board of trade respecting their proceedings under the railway regulation act, 1893, 56 & 57 Vict., c. 29, during the year ended 27th July, 1902. (Presented pursuant to section 2 of the railway regulation act, 1893, 56 & 57 Vict., c. 29.) Ordered, by the House of Commons, to be printed, 1 August, 1902. 23 pp. F<sup>c</sup>. (*Great Britain. Parliament. Sessional papers, 1902. 319.*)

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Deals with the question of rates. Section 31 imposes upon the department the duty of endeavoring to arrange the differences between traders and railway companies.

**Great Britain.** *Board of trade.* Railway returns. Returns of the capital, traffic, receipts, and working expenditure of the railway companies of the United Kingdom for the year 1902. (Pursuant to the act 34 & 35 Vict. cap. 78), with a general report thereon and summary tables for a series of years. Presented to both Houses of Parliament by command of His Majesty. 1903. xlix. (1), 98 pp. F. (*Great Britain. Parliament. Sessional papers, 1903. Cd. 1709.*)

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———— Railway accidents. Returns of accidents and casualties as reported to the Board of trade by the several railway companies in the United Kingdom, during the year ending 31st December, 1903. Part 1. Accident returns. Part 2. Reports on accidents. 1904. 2 vols. F. (*Great Britain. Parliament. Sessional papers, 1904. Cd. 1999, 2067.*)

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———— General report to the Board of trade upon the accidents that have occurred on the railways of the United Kingdom during the year 1903. Presented to both Houses of Parliament by command of His Majesty. 1904. 86 pp. F. (*Great Britain. Parliament. Sessional papers, 1904. Cd. 2085.*)

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(*In U. S. Congress. Senate. Committee on interstate commerce. Regulation of railway rates. Hearings, April 20–May 23, 1905, vol. 5, pp. 131–264. Washington, 1905. 8°.*)

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The earlier reports are to be found in the Parliamentary sessional papers.

————— Reports of cases decided by the railway and canal commissioners. By J. H. Balfour Browne, Walter H. Macnamara, and Ralph Neville.  
*London: Sweet and Maxwell, 1874–1903. 11 vols. 8°.*

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*Oxford: The Clarendon press, 1905. 159. (1) pp. 12°.*

“Chapters are devoted to railway capital, expenditure and income, ‘charging what the traffic will bear,’ the method of charging, and classification and rates.” Argues that “equal rates for transportation are impossible.”

————— English and American railways—A comparison and a contrast.  
(*In Compendium of transportation theories, pp. 139–147. Washington, D. C., 1893. 8°.*)

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(*In Economic journal*, vol. 3, March, 1893, pp. 134-138.)

A criticism of the rate legislation of 1893, which is termed a "lamentable and ludicrous fiasco." Thinks a step in the right direction would be a recasting of railroad statistics and a strengthening of the personnel of the Board of trade.

## — Passenger fares—An international comparison.

(*In Railway age*, vol. 38, Dec. 2, 1904, pp. 778-779.)

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*London: J. Murray, 1891. 14, 378 pp. 12.*

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*London: John Murray, 1889. xvi, 427 pp. Illustrations. Plates. 8.*

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## — "The railways of Germany" and England. A reply.

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## — The railways of Scotland: their present position. With a glance at their past and a forecast of their future. With a map of the Scottish railway system.

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## — The state in relation to railways.

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(*In Railway news*, vol. 82, Oct. 1, 1904, pp. 501-502.)

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*London: W. Clowes and sons, 1901. 3 vols. 4<sup>f</sup>.*

CONTENTS.—Vol. 1. Commentary on the statutes decided 1831–1901. Forms of pleading. Conditions, regulations, and notices relating to passenger, goods, live-stock, and parcels traffic. Bye-laws of railway and canal companies. Tables of maximum charges.—Vol. 2. Reports of the parliamentary committees on which the current legislation relating to traffic is based, and which are not elsewhere obtainable. General statutes relating to railway and canal traffic. Rules of the Railway and canal commission. Regulations of the railway and canal rates and charges. Confirmation acts, 1891–4. Special powers of canal companies as revised in 1893–4.—Vol. 3. An epitome of the facts, arguments, and decisions of all the principal cases relating to the conveyance of traffic by railway and canal, and decided previously to September, 1901. General index to volumes 1, 2, and 3.

**British and American railway rates.**

(*In Railway news*, vol. 82, Sept. 10, 1904, pp. 419–420.)

“A fairer test is to compare corresponding rates for corresponding distances, . . . Such a comparison has, in fact, been drawn up on an exhaustive scale by the officials of the Caledonian Railway Company, the tables compiled by them (in order to contrast Caledonian rates with those in operation on certain leading American lines) occupying no fewer than forty pages of printed foolscap.”

**The British railway court.**

(*In The Outlook*, vol. 79, Feb. 11, 1905, pp. 355–356.)

Argues that rate regulation does not necessarily mean “rate reduction,” as shown by the experience of the British railway court.

**British railways and their critics:** dividend results; coal prices—1896 and 1901; dividends of individual companies; capital expended and progress; returns for capital expended; increase in mileage, vehicles, work done, and revenue; ten years' improvements in railway facilities; the facts as to large locomotives; high-capacity wagons for merchandise and mineral traffic.

(*In Railway news*, finance, and joint-stock companies' journal, vol. 79, March 28, 1903, page 523; April 4, 1903, pp. 562–563; April 18, 1903, page 635; May 2, 1903, page 711; May 16, 1903, pp. 776–777; May 23, 1903, pp. 812–813.)

**Browne, John Hutton Balfour, and H. S. Theobald.** The law of railway companies: being a collection of the acts and orders relating to railway companies in Great Britain and Ireland, with notes of all the cases decided thereon. 3d ed. by J. H. Balfour Browne and Frank Balfour Browne.

*London: Stevens and sons, 1899. lvi, 1036 pp. 4<sup>o</sup>.*

**Butterworth, A. Kaye.** The law relating to maximum rates and charges on railways, being a treatise on the railway rates and charges order confirmation acts, 1891 to 1896, and the railway and canal traffic act, 1894. By A. K. Butterworth, assisted by A. R. Butterworth and F. H. Cripps-Day.

*London: Butterworth & co., 1897. vi, (1), 232 pp. 8s.*

**Chapman, Sydney J.** Work and wages in continuation of Lord Brassey's "Work and wages" and "Foreign work and English wages." Part 1. Foreign competition. With an introduction by Lord Brassey.

*London: Longmans, Green and co., 1904. xxxv, (1), 301 pp. 8s.*

"Railways," pp. 257-296.

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*Leipzig: Duncker & Humblot, 1874-1883. 3 vols. 8s.*

CONTENTS.—Vol. 1. Die Entwicklung der Eisenbahngesetzgebung in England. Vol. 2. Zur Beurtheilung der englischen Eisenbahnpolitik. [Vol. 3.] Neue Folge. Die englische Eisenbahnpolitik der letzten zehn Jahre (1873-1883).

**Cotsworth, Moses Bruine.** Railway maximum rates and charges. . . assimilating, comparing, and explaining the numerous railway (rates & charges) order confirmation acts of 1891 and 1892 for all the railway companies and traders in the United Kingdom, with the parliamentary (or maximum) classification, alphabetically arranged for comparison with the railway clearing house (or working) classification; together with comparative scales of maximum rates and charges worked out to 600 miles in convenient form; also indexed details of all exceptions and reservations. Together with the whole of the six railway traffic, &c., acts, governing railway rates. 3d ed. rev.

*London: Benrose & sons, 1904. (2), 191, xvi, (1) pp. Tables. 16s.*

**Darlington, H. R.** The railway rates and the carriage of merchandise by railway.

*London: Stevens and sons, 1893. xxxvi, 581 pp. 8s.*

**Eltzbacher, O.** The agricultural prosperity of Germany.

(*In Contemporary review*, vol. 87, Apr., 1905, pp. 457-478.)

"Only in that country [England] which was the pioneer in railway transport, the railways are allowed to extort from the countrymen freight charges which even now make the mediæval form of transport the cheaper one."

**Eltzbacher, O.** The railways of Germany.*(In Contemporary review, vol. 87, Feb., 1905, pp. 174-192.)*

Compares the railway systems of Great Britain and Germany, to the disadvantage of the former. Quotes statistics in support of this argument. "The foregoing facts and figures clearly prove the wisdom of Bismarck's policy and the immense superiority of the German State-owned railways over the British private railways."

**Evans, A. Dudley.** British railways and goods traffic.—Is preference given to foreign produce?*(In Economic journal, vol. 15, Mar., 1905, pp. 37-43.)*

"Eight alleged cases of preference examined. In no case is preference by British railways found in favor of imported goods. Lower rates for export, among the Continental railways, explain the lower through rates." *Quarterly journal of economics, vol. 19: 518.*

**Grierson, J.** Railway rates. English and foreign.*London: Edward Stanford, 1886. viii, 208, lxxii pp. 8°.*

Contains comparison of English rates with those of Holland, Belgium, Germany, and France. Argues against proposed (1886) railway legislation.

**Grinling, Charles H.** British railways as business enterprises.*(In Ashley, W. J., ed. British industries, pp. 150-172. London, 1903. 8°.)*

— The history of the Great northern railway, 1845-1902. A new issue, with an introduction and an additional chapter.

*London: Methuen & co., 1903. xviii, 463 pp. Frontispiece. Illustrations. Portraits. Map. 8°.***Jeans, James Stephen.** The new railway rates.*(In Fortnightly review, vol. 59, Feb., 1893, pp. 223-236.)*

An exposition of the provisions of the railway rate law of 1893, with some discussion from the standpoint of a critic of the railway companies.

**Johnson, Emory Richard.** American railway transportation. Revised ed.*New York: D. Appleton & co., 1904. xvi, 434 pp. Illustrations. Maps. Folded chart. 8°. (Appletons' business series.)*

"Relation of the railways to the state in the United Kingdom and France," pp. 322-334.

**Laing, S.** Our railway system. I.—State control.*(In The Fortnightly review, vol. 45, April, 1886, pp. 449-461.)*

Considers "a control of railways in the public interest to be essential" and points out "some of the leading principles which must be kept in view in any legislation on the subject."

**McDermott, E. R.** Railways.

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"Railways and the public," pp. 25-64.

Contains brief survey of legislation regulating railway rates.

**Mange, Alfred.** Les tarifs anglais et l'application du railway and canal traffic act de 1888.

(*In Journal des économistes*, 5. sér., t. 24, May, 1893, pp. 233-244.)

**Martin, R. Biddulph.** Notes on the purchase of the railways by the state. [With discussion.]

(*In Royal statistical society. Journal*, vol. 36, June, 1873, pp. 177-255.)

**Paish, George.** The British railway position. Reprinted from the Statist; with an introduction by George S. Gibb.

*London: The Statist, 1902. xiv, 322 pp. 8.*

Exposition of the economical operations of the British railroads with statistical tables. Compares the earnings and expenses of British and American railways.

**Parsloe, Joseph.** Our railway system. II.—The railway problem.

(*In The Fortnightly review*, vol. 45, April, 1886, pp. 462-471.)

Expresses dissatisfaction with present system and sees no alternative to state acquisition.

**Pendleton, John.** Our railways, their origin, development, incident, and romance.

*London, [etc.]: Cassell and co., 1896. 2 vols. Illustrations. Plates. Portraits. Maps. Plans. Facsimilies. 8.*

Contains a chapter on rate agitation.

**Pratt, Edwin A.** The organization of agriculture.

*London: John Murray, 1904. xi, (1), 403 pp. 8.*

"The railways and agriculture," pp. 1-11; "Do the railways help the farmers?" pp. 327-363.

——— Railways and their rates; with an appendix on the British canal problem.

*London: John Murray, 1905. ix, (1), 361 pp. Plates. 8.*

CONTENTS.—Introductory; Railway rates legislation; Railway finance: Taxation of railways; Classification and leading principles; Equal mileage rates; Preferential and differential rates; General British conditions; The Southampton case; Sundry services; The carriage of dead meat; The fish traffic; Fruit and vegetables; General continental conditions; The railways of France; The railways of Germany; The railways of Holland; The railways of Belgium; The railways of Denmark; Conclusion; Appendix: The British canal problem.

**Pratt, Edwin A.**—*Continued.*

“Portions of some of the chapters are reproduced from a series of articles in *The Times*. The book is on the side of the railway companies, and an unsuccessful attempt is made to show that such of them as have bought up many of the canals of this country have done their duty to the public with regard to the waterways.” *Athenaeum*, June 3, 1905.

**Principles of freight rate-making on British railways.**

(*In Railway age*, vol. 38, Oct. 7, 1904, pp. 504-505.)

The **Railway** year book for 1904. (Seventh year of publication.)

Compiled and edited by G. A. Sekon [*pseud.*], G. A. Nokes.  
*Published at the office of the “Railway magazine.”* [London, 1904]. 348 pp. 8<sup>c</sup>.

**Railways and finance in 1904.**

(*In Railway news*. Statistical supplement, Jan. 7, 1905, pp. 33-48.)  
“Railways and the people,” pp. 36-37; “Railway law,” p. 37;  
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**Ross, Hugh Monro.** British railways; their organisation and management.

*London: E. Arnold, 1904. vii, 245, (1) pp. Illustrations. 12<sup>c</sup>.*

\* **Samuelson, Sir B.** Railway goods tariffs of Germany, Belgium, and Holland compared with those of this country.

*London: Harris, 1886. 36 pp. 8<sup>c</sup>.*

**Schooling, John Holt.** Lessons from railway statistics.

(*In Railway magazine*, vol. 12, May, 1903, pp. 424-431; June, 1903, pp. 450-457.)

**Smart, Harry.** British slow freight rates: their origin and present basis.

(*In Railway news*, vol. 82, Sept. 3, 1904, pp. 373-374.)  
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**State railways for Ireland.**

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(*In* Engineering magazine, vol. 14, Mar., 1898, pp. 964-972.)

"Gives a careful comparison between English and American passenger fares. The very low excursion rates in England are compared with the higher American rates and the tendency of competition to provide extended facilities is noted." *Engineering index*, vol. 3:760.

**Thwaite, B. H.** Home and foreign rates for goods traffic.

(*In* Practical engineer, vol. 17, Apr. 28, 1898, pp. 399-400.)

"Summary of an address delivered before the London Chamber of Commerce. Advocating the low freight policy." *Engineering index*, vol. 3:759.

**Ulrich, Franz.** *Traité général des tarifs de chemins de fer, contenant une étude spéciale des tarifs appliqués en Allemagne, Autriche-Hongrie, Suisse, Italie, France, Belgique, Hollande, Angleterre et Russie.* Éd. française, revue par l'auteur.

Paris: Baudry et *c<sup>ie</sup>*, 1890. (2), *s.* 555 pp. 4<sup>s</sup>.

"Angleterre," pp. 488-514.

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(*In* Railway news, vol. 82, July 23, 1904, p. 139; July 30, 1904, pp. 182-183; Aug. 6, 1904, p. 224; Aug. 13, 1904, pp. 268-269; Aug. 20, 1904, pp. 312-313.)

**Wall, Walter W.** British railway finance: a guide to investors.

London: G. Richards, 1902. *vii*, 410 pp. 12<sup>s</sup>.

**Whelpley, James Davenport.** Why English railroads are safe.

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## FRANCE

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(*In* Revue politique et parlementaire, 12<sup>e</sup> année, vol. 64, May 10, 1905, pp. 381-400.)

Contains "Les résultats de l'exploitation des chemins de fer français d'intérêt général en 1904."

——— Transports & tarifs; régime administratif des voies de communication, conditions techniques et commerciales des transports, lois économiques de la détermination des prix, tarifs des chemins de fer, statistique du trafic en France et à l'étranger. 3. éd., rev. et augm.

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"Nous avons, en France, au point de vue des chemins de fer, un régime qui est mixte. Ce n'est pas, à proprement parler, une exploitation privée; ce n'est pas non plus une exploitation par l'état, c'est un régime intermédiaire: . . . C'est bien dire qu'en ce qui me concerne, je ne suis pas de ceux qui pensent qu'il faudrait modifier ce qui existe."

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An analysis of the situation by the Minister of finance.  
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## GERMANY

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