

4th. For the establishment of roads necessary to bring other places into connection with the railway, such building-ground and other lands belonging to the public domain as shall be enclosed by the railway, are hereby and gratuitously conceded to the undertaker, who will however be liable for the value of the buildings and plantations which may be found upon such lands.

ART. V.—Matters in dispute which may arise from the right of forcibly taking possession of land, referred to in the last Article, are to be decided by the Nomarch, after having heard the evidence of a commission of five members named by him, and consisting of an engineer, a lawyer, a proprietor, a merchant, and a mayor of the commune in which may be situated the property which it is required to take possession of.

The decisions of the Nomarch can be appealed against before the Minister of the Interior.

The proprietor or his authorized representative will only have the right of appeal during eight days from the date of the notification of the decision of the Nomarch.

ART. VI.—An indemnity, fixed by mutual agreement, must be paid previously to taking possession, but in case of dispute, the amount of indemnity will be settled by a commission under the presidency of the Nomarch, and composed of the Nomarch, the President of the Tribunal of Première Instance, the mayor, and two skilled persons, one to be chosen by each of the litigating parties. The Commission, whose decisions will be governed by a majority of votes, will take no account of any increased value that the property may have acquired on account of the establishment of the railway, or of any appurtenance thereunto, but will determine the value as it was before the publication of this project.

The value of the property being estimated, and the price paid, the proprietor will yield possession to the undertaker of the railway. The administration, in the event of refusal on the part of the proprietor, will oblige him to yield possession.

ART. VII.—In addition to the right of taking possession of lands, the undertaker of the railway will have the right of using the lands bordering the railway, and thence to take earth, gravel, sand, and stones; he will also be able to make upon these lands temporary roads for transport of materials.

The indemnity which proprietors can claim for the use, as above, of their lands, is to be regulated entirely in the same manner as in the case of lands taken possession of. The amount of compensation will be fixed proportionately to the lowest value of the land.

ART. VIII.—Wood, iron, carriages, waggons, machines, stationary or moveable, tools of all kinds necessary for the construction of the railway and for first putting it in operation, will be exempt from all customs and other duties on entering the kingdom.

ART. IX.—The undertaker will not be allowed, without first obtaining the sanction of the Minister of the Interior, to dispose of lands or buildings belonging to the railway or its appurtenances.

ART. X.—The motive power for effecting the transport of persons and merchandize by the railway, must be steam; no other power can be adopted without the sanction of the Government.

ART. XI.—Authority is conceded to the undertaker to levy such rates for carriage as may be fixed at the time of the confirmation of the right to establish the railway.

The maximum price for the carriage of one passenger is fixed at 75 lepta (67½ centimes) in the first class, and at 50 lepta in the second class.

The tolls for the carriage of merchandize will be fixed with reference to the character of the articles divided into three classes, of which the first will pay at the maximum 50 lepta the 100 okes (about 128 kilograms), the second 40 lepta, and the third 30 lepta.

These tolls are not applicable to any indivisible mass of merchandize weighing more than 200 okes, nor to any article the contents of which being less than half a cubic metre, weighs under 100 okes. The cost of the transport in such cases must be fixed by the undertakers of the railway and the person desirous of having the goods conveyed, between themselves.

ART. XII.—To the carriage of all merchandize, except such objects, the carriage of which may be specially prohibited by the bye-laws of the railway, or by the regulation of the police, every facility must be given by the undertaker of the railway, without distinction of persons, and without prejudice to the concessions made to the Government in favour of the army, the navy, and the postal service, (Art. 20, § 6).

ART. XIII.—Any disputes arising between the undertaker of the railway and any private individual with regard to rates and tolls, will be adjudicated upon by the Prefect, with appeal to the Minister of the Interior.

ART. XIV.—The undertaker is authorised to exercise, by his own agents, under the supervision of the Government, the police regulations of the railway, which must be made conformably to the regulations of public administration made by the Minister of the Interior.

The parties appointed for this purpose (railway police) will be assimilated as regards their functions with the public police officers.

ART. XV.—The undertaker is held responsible that the railway and rolling stock shall be kept in proper working order, in order that the traffic may be carried on with security, agreeably with the object of the enterprise; in the event of failure in this respect, the obligation will be enforced by the administration.

ART. XVI.—No other line of railway uniting the two towns will be allowed to be established within the duration of the privilege.

ART. XVII.—The undertaker in the meantime may be authorized by a royal ordinance to extend the railway from Athens to the Piræus, and to construct branch lines; in such case the provisions of the present law shall be applicable to such new lines, with the exception of that with regard to the duration of the concession, which will terminate with the privilege conceded in respect of the main line, and cannot be prolonged except by law.

ART. XVIII.—If the undertaker of the railway from Athens to the Piræus, having, other conditions being equal, the right of preference, should decline to take upon himself the extension of the railway, or to construct branches, this right may be accorded to other undertakers; in this case the former, inasmuch as the traffic on the main line will permit, and where no mutual agreement would have been come to with the undertakers of the new railways, will be held liable to concede to the latter the right of also using the rails for transport, and in addition, the latter will be allowed to erect upon the same line and at their own cost, such buildings and works as may be necessary.

ART. XIX.—In the case in question, the privileged party (concessionnaire privilégié) receives from the said undertaker a complete indemnification for any damage or loss which this obligation may occasion him; in default of mutual arrange-