CHAP. c.

An Act to consolidate and amend the several Acts relating to the Port and Harbour of Dublin and the Dublin Port and Docks Board; and for other purposes. [12th July 1869.]

A.D. 1869.

WHEREAS in the twenty-sixth year of the reign of King George the Third an Act was passed by the Parliament of Ireland "for promoting the trade of Dublin by rendering its port and "harbour more commodious" (in this Act referred to as the original Act): 26 G. 3. (I.)

And whereas by the original Act the persons therein named were incorporated by the name of "the Corporation for preserving and improving the Port of Dublin" (in this Act referred to as the Corporation), and various Acts of the Parliament of Ireland and of the United Kingdom have since been passed relating to the Corporation, and conferring and imposing on them various powers and duties, all which Acts are described in the first schedule to this Act, and the same or some of them are in this Act referred to by the respective short descriptions in that schedule contained:

Pilotage.

And whereas by the original Act (section 53) the Corporation were authorized to appoint a sufficient number of skilful pilots to take charge of vessels trading to the Port of Dublin, and also to appoint a proper person to be pilot master, and it was by the same Act (section 58) further enacted that the master or commander of every trading vessel laden with or carrying merchandise coming to or going from the Harbour of Dublin (except such as might be laden with coals or corn trading coastways and vessels laden with fish) should be obliged to receive and take on board a pilot licensed pursuant to that Act, and that for every such vessel the master, commander, or owner should pay or cause to be paid to the ballast master of the Corporation the rates in that Act mentioned, and the Corporation, in addition to any monies due to any pilot who should actually pilot any ship into or out of the Harbour of Dublin, were empowered to appoint a certain yearly sum to or among superannuated and sickly pilots, and the widows of such as should have been

A.D. 1869.

drowned or lost in the discharge of their duty, and to exercise such other powers and functions in respect of pilotage as are in that Act mentioned:

And whereas by the Act of 1792 further powers with respect to pilotage were conferred upon the Corporation, and it was enacted that if any boat or vessel not licensed by the Corporation as in that Act provided should be found plying within the Port or Harbour of Dublin, or within the harbour then called the Harbour of Dunleary and now forming part of the Harbour of Kingstown, as a pilot boat, the owner or master of such boat should forfeit the sum in that Act mentioned:

And whereas by the first Act of 1800 the Corporation were empowered to grant licences to such persons as they should deem sufficiently qualified to become pilots, and to establish such rules, orders, and byelaws for ascertaining the qualification of such pilots, and particularly to oblige them to take apprentices, and for ascertaining the distances such pilots should go with vessels from the harbour or to meet vessels coming into the harbour, and how and in what manner such distances should be ascertained, and all other matters which to the Corporation should seem fit and necessary for the better government and regulation of such pilots; and by the same Act it was provided that every such vessel as in that Act mentioned should be obliged to receive and take on board a pilot duly licensed under the seal of the Corporation, and that the master, commander, or owner of such vessel should pay to the Corporation the pilotage rates in Schedule B. to that Act instead of the several rates of pilotage payable under the original Act:

And whereas by the Harbours and Passing Tolls, &c. Act, 1861, all differential dues on foreign shipping were abolished, and compensation in respect of the loss thereby occasioned to corporations, bodies, or persons was ordered to be made out of public monies, and to continue until the first day of January one thousand eight hundred and seventy-two, and under the provisions of that Act the receipts from pilotage rates of the Corporation were diminished, and a certain sum became payable annually from the Commissioners or Her Majesty's Treasury to the Corporation by way of compensation:

And whereas the pilotage services rendered to shipping frequenting the Port of Dublin have for many years entailed an excess of expenditure over receipts:

Ballast.

And whereas under the original Act powers with regard to the raising and supply of ballast within the Port of Dublin were conferred on the Corporation, and by divers of the Acts herein-before recited those powers were extended and confirmed:

And whereas by the first Act of 1800 it was enacted that the master, commander, or owner of every vessel which should take in ballast

within the Harbour of Dublin, or in the several creeks and harbours thereunto belonging, should pay to the Corporation the several rates and charges in Schedule A. to that Act:

And whereas by the Act of 1811 (section 4) it was recited that the rates and charges then payable for ballast were insufficient to defray the expense of obtaining and delivering the same, and it was accordingly enacted that the master, commander, or owner of every British or foreign vessel who should take in ballast in any place whatsoever within the jurisdiction or which was subject to the power or authority of the Corporation, should pay to the Corporation, in addition to the sums of money, rates, and charges then payable, the further and additional rates for ballast by that Act authorized:

And whereas by the Amendment Act of 1866 it was provided that the Corporation might supply special kinds of ballast to vessels by agreement with and at the request of the master or owner of any such vessel, and might vary the ballast dues in manner in that Act mentioned, with a proviso that the Corporation should continue to have and exercise the exclusive right and privilege of supplying, conveying, loading, unloading, and receiving ballast within the limits of their jurisdiction:

Tonnage rates.

And whereas in the original Act it was (section 31) recited that the keeping of the walls and quays of both sides of the river Liffey in proper repair would be very advantageous to such ships as passed up the river, but that such repairs would be attended with constant and considerable expense, and certain rates were accordingly imposed upon vessels by that Act:

And whereas by the Act of 1792 it was enacted that the last-mentioned rates imposed by the original Act should cease, and that in lieu thereof, and the better to enable the Corporation to carry on the works and duties imposed upon them, every vessel laden with coals and every coasting vessel which should arrive within the Port or Harbour of Dublin or Harbour of Dunleary should pay to the Corporation one penny, and that every other vessel so arriving should pay to the Corporation twopence, for every ton of the burthen thereof for every voyage such vessel or coasting vessel respectively should make:

And whereas by the Act of 1811 it was (section 5) recited that the tonnage duty then payable on vessels was insufficient to support the expense of improving the harbour, and by the same section additional tonnage rates were accordingly imposed on all vessels so arriving:

Timber rates.

And whereas by the Act of 1792 it was (section 19) enacted that for further enabling the Corporation to carry on the works undertaken by them there should be paid at the custom house of the

A.D. 1869.

Port of Dublin, to such officer of His Majesty's revenue as the Corporation should appoint for that purpose, upon timber of all kinds, planks or blocks of mahogany, and of all other kinds of wood, boards of all kind, staves, bricks, blocks of marble and of all kinds of stone which should arrive on board any vessel in the Port or Harbour of Dublin, the sum of sixpence for every ton thereof; and that in case of any undue entry, fraud, or concealment of or with respect to the foregoing matters the same should be subject to the like seizure or forfeiture as other goods charged or to be charged with payment of duties to His Majesty in like case were or should be:

And whereas it is expedient that the duty upon timber of all kinds, planks or blocks of mahogany, and of all other kinds of wood, boards of all kinds, and bricks, and upon blocks of marble should be continued, but that the duty upon sulphur ore and other kinds of stone which shall arrive on board any vessel in the Port of Dublin shall cease to be taken:

Lighter and wherry rates.

And whereas by the original Act (section 28) certain fines and annual payments were imposed upon the owners of all lighters, gabbards, and wherries usually employed within the port, and it is expedient that such rates should include all other boats or craft called by different names but used for similar purposes:

Change of currency.

And whereas it is expedient that all such rates and duties as may hereafter be levied within the port, whether in respect of ballast or of the tonnage of vessels, or upon timber or bricks, or blocks of marble, or otherwise, shall be levied as to each of such rates in one item and not as made up of separate items, and that the same and the pilotage rates should be levied in British in lieu of late Irish currency, but (save as expressly in this Act mentioned) without any increase in consequence of such change of currency in the actual pecuniary amount of such rates and duties respectively authorized to be taken:

General superintendence.

And whereas by the Act of 1811 it was recited that the Acts in in this Act called the original Act, the Act of 1792, the Act of 1793, and the first Act of 1800, for promoting the trade of Dublin by rendering its port and harbour more commodious, and for repairing and preserving the walls of the river Liffey, required to be further amended, and it was accordingly enacted (by section 10) that the care, management, and superintendence of the whole of the said river Liffey, and of the quays and walls bounding the same on both sides of the said river, and also of the Harbour of Dublin and of the strands thereof, and of the bays, creeks, and harbours within the said Harbour of Dublin on the north and south sides of the said Harbour of Dublin, commencing on the north side of the said river, strand, harbour, and bay, from and including Barrack Bridge, other-

wise called Bloody Bridge, in the county of the city of Dublin, and on the south side of the river, strand, harbour, and bay, commencing from and including the same bridge, and extending to and including the Harbour of Dalkey in the county of Dublin and the quays and walls called the north, south, and east walls, and all the bridges then over the said river Liffey, or which thereafter might be built or erected within the said limits over the same, and the building and repairing of the said walls, and the care and superintendence of the said bridges, should from and after the passing of that Act be and the same were thereby vested in the Corporation and their successors for ever, with all such powers and authorities as by the said Acts or any other Act or Acts were given to or vested in the said Corporation to all intents and purposes whatsoever:

Kingstown harbour.

And whereas an Act was passed in the fifty-fifth year of the reign of King George the Third, intituled "An Act to authorize the "appointment of Commissioners for erecting a harbour for ships to "the eastward of Dunleary within the Port and Harbour of Dublin," and various Acts were from time to time passed for amending the same:

And whereas by an Act passed in the session of the sixth and seventh years of the reign of King William the Fourth, intituled "An Act to amend several Acts relating to the Harbour of Kingstown," it was (section 3) enacted that all the powers and authorities, rights and privileges given to the Corporation by the Acts in this Act called the original Act and the Act of 1792, or in and by any Act or Acts in force in Ireland relating to the supply or discharge of ballast to or from vessels within the old Harbour of Dunleary or the new Harbour of Kinsgtown, or within the space of five hundred yards beyond the entrance thereof, and the charge of rates and dues for ballast, and also relative to the collecting and levying of any rates or entries on ships or vessels, or boats, wherries, or other bottoms resorting to or frequenting the said harbours or either of them, or relative to any other matter, thing, or purpose connected with the said harbours or either of them or the said space of five hundred yards should (save as therein provided) absolutely cease and determine, and that like powers and authorities should vest in and become exerciseable by the commissioners appointed under the said Act of the fifty-fifth year of the reign of King George the Third (and those commissioners and their successors are in this Act referred to as the Kingstown Harbour Commissioners):

And whereas by section 4 of the said Act of King William the Fourth it was provided to the effect that nothing in that Act should take away, abridge, or in any manner interfere with the powers and authorities of the Corporation with respect to pilots within such two several harbours and such space of five hundred yards:

A.D. 1869.

And whereas by an Act passed in the session of the first and second years of the reign of Her present Majesty Queen Victoria, intituled "An Act to make further provisions and to amend the "Acts relating to the Harbour of Kingstown, and the Port and "Harbour of Dublin," the rates payable to the Kingstown Harbour Commissioners were made in all respects similar to those then or from time to time to be payable to the Corporation:

Harbour improvements.

And whereas in or about the year 1849 the Corporation rebuilt a portion of the Custom House Quay at a cost of £10,000 and upwards, and in the year 1866 rebuilt part of the walls on Burgh Quay at a cost of £5,000 and upwards, and in the years 1867 and 1868 expended £24,000 and upwards upon quays at the east end of the north wall, and from time to time expended divers other sums of money upon the Port of Dublin and in deepening the river Liffey and improving its navigation by (amongst other works) the construction of the Great North Wall, at a cost of £100,000 and upwards, whereby the depth of water over the bar available for vessels entering the Harbour of Dublin was increased from 14 feet to 24 feet:

Tramways.

And whereas by the Tramways Act of 1865 the Corporation were empowered to lay down tramways on the quays and elsewhere at Dublin:

Docks and warehouses.

And whereas by the Docks Act of 1866 the Corporation were authorized to purchase the Custom House docks and premises, and the Grand Canal docks and warehouses at Dublin; and such purchase, as far as relates to the Custom House docks and premises, has since been carried into effect by an indenture bearing date the 2nd day of August 1866, and made between the Lords Commissioners of the Treasury, the Commissioners and Secretary of Customs, and the Corporation, subject as to the Custom House premises to the unexpired residue of a lease, or of an agreement endorsed upon a lease thereof to the Messrs. Scovell, dated the 13th day of November 1848, and therein expressed to be made for the term of twenty-one years from the 29th day of September 1848:

Graving docks.

And whereas graving docks have been constructed by the Corporation at considerable expense, and it is expedient that the rates in this Act mentioned with respect to the use of the same should be taken:

Borrowing powers.

And whereas by the original Act it was (section 73) enacted to the effect that it should be lawful for the Corporation to take up and borrow at interest upon the credit of the payments, rates, duties, and revenues in that Act mentioned any sum or sums of money they should think necessary, for which purpose it should be lawful for them to issue debentures under their seal for the sum or sums of money so borrowed in such manner and form as the Corporation by any byelaw or byelaws entered into by them pursuant to the

direction of that Act should appoint, which debentures and the sums therein respectively contained should be actual charges and liens upon such payments, rates, duties, and revenues, or so much thereof as should be specified in such debentures respectively:

And whereas by a public general Act passed by the Parliament of Ireland in the thirtieth year of the reign of King George the Third, it was (section 1) enacted that it should be lawful for any corporation then in being for the preservation and improvement of any port or harbour in Ireland for which any certain duties or rates had been or should be granted, and which duties and rates should not be less than the yearly sum of four thousand pounds, to raise and borrow upon loan by debentures such sum or sums of money as such Corporation should think proper for the purposes aforesaid, at interest not exceeding the rate of four pounds per centum per annum; provided that no sum borrowed by any such Corporation was "greater "than a sum the interest of which at the rate aforesaid should "not exceed half the funds arising to such Corporation out of such "duties and rates:"

And whereas by the same Act (section 2) it was enacted that any such Corporation as aforesaid should for such sum or sums as should be so borrowed give the persons lending the same debentures under their common seal, signed by the ballast-master, acknowledging the receipt of such sums, and entitling the persons lending the same, or their executors, administrators, or assigns, to interest as aforesaid, to be paid as in that Act mentioned:

And whereas by the same Act (section 4) it was enacted that in case default should be made by any such Corporation in payment of the interest to become due on any debenture to be issued in pursuance of that Act at any time after one year's interest should be due, the ballast-master of such Corporation should from time to time as often as it should so happen on demand of the holder of any such debenture at any time after ten days from the time such year's interest should be due, give to the person holding or producing the same a certificate under his hand specifying the amount of the interest due and unpaid on every such debenture:

And whereas by the same Act (section 5) it was enacted that the Vice-Treasurer, Receiver, or Paymaster General of Ireland, or his deputy, so often as any debenture the interest due on which should be so unpaid, together with such certificate as aforesaid, should be produced to him, should out of any money in his hands subject to the payment of the interest of principal sums due by debentures or treasury bills issued by the officers of the Treasury, on demand of the person producing any such debenture and certificate as aforesaid, pay to every such person the interest so certified to be due on every

A.D. 1869.

such debenture, and he should be allowed on his accounts so much money as should have been so paid:

And by the same Act (section 6) it was further enacted to the effect that the Crown might recover and receive in manner therein mentioned out of the funds arising to any such Corporation the money paid by the Vice-Treasurer or other officer as aforesaid, with interest at five pounds per centum per annum for such principal sums on which any interest should at any time have been so paid by any such officer:

And whereas by the Act of 1792 it was (section 25) enacted that it should be lawful for the Corporation to borrow upon the credit of the taxes, payments, rates, duties, and revenues in that Act mentioned any sum or sums of money they should think necessary at interest, and to issue debentures under their common seal for the money so borrowed in such manner and form as the Corporation by any bye-law or byelaws to be entered into by them pursuant to the original Act should appoint:

And whereas by the Act of 1811 it was (section 12) enacted that it should be lawful for the Corporation to borrow upon the credit of all or any of the taxes, payments, rates, duties, and revenues in the several Acts in this Act called the original Act, the Act of 1792, the Act of 1793, and the first Act of 1800, or in that Act contained, by and with the consent and approbation of the Lord Lieutenant or other Chief Governor or Governors of Ireland, and of the Lord High Treasurer of Ireland, or Commissioners for executing the office of Lord High Treasurer of Ireland, or any three of them, any sum or sums of money which the Corporation should think necessary at interest not exceeding five pounds per centum per annum, and for that purpose to issue debentures of one hundred pounds each under their common seal for the money so borrowed, in such manner and form as the Corporation by any byelaws to be entered into by them pursuant to the recited Acts or any of them should appoint; but with the proviso that the money so to be borrowed at any time after the passing of that Act should not exceed in the whole the sum of fifty thousand pounds:

And whereas by the Tramways Act of 1865 it was (section 44) enacted that for the purposes by that Act authorized it should be lawful for the Corporation to borrow upon mortgage any sum not exceeding in the whole twenty-five thousand pounds upon the credit of the payments, rates, duties, and revenues constituting the funds of the Port of Dublin, and including the tolls, rates, and charges to be levied and demanded for the use of the tramways or any of them, in addition to any sums authorized to be borrowed by any of the previous Acts:

And whereas by the Amendment Act of 1866 the Corporation

(section 5) were authorized to borrow upon mortgage any further sums of money, not exceeding in the whole the sum of two hundred thousand pounds, upon the credit of the payments, rates, duties, and revenues constituting the funds of the Port of Dublin, and by the same Act (sec. 11) it was declared that all money borrowed thereunder should be paid into and form part of the general funds of the Corporation, and should be applied by them towards the further improvement of the port:

And whereas by the Docks Act of 1866 the Corporation (section 16) were for the purposes by that Act authorized empowered to borrow any further sums, not exceeding in the whole the sum of one hundred thousand pounds, upon the credit of the property, rates, duties, and revenues of the Corporation:

And whereas there were not borrowed by the Corporation any monies whatever under or by virtue of the Tramways Act of 1865, the Amendment Act of 1866, or the Docks Act of 1866, but under and by virtue of the powers contained in the Act of 1811 and the earlier Acts, or some of them, the Corporation borrowed sums of money amounting in the whole to the following sums; (that is to say,)

Upon debentures of £100 each late Irish currency (equal in British currency) to -	£87,876	18	6
Upon debentures of £100 each British currency -	20,000	0	0
Making a total debenture debt of - -	£107,876	18	6
Of which debt the Corporation from time to time paid off certain portions amounting in the whole to - - - - - -	£27,938	9	6
Leaving an existing debenture debt of - -	£79,938	9	0

and the aggregate charge for interest upon such debt amounts annually to three thousand one hundred and ninety-seven pounds ten shillings and ninepence:

And whereas it is expedient that the said several borrowing powers should be united, and that the funds on the security of which the Corporation were authorized to borrow should be brought together into one fund:

North lots.

And whereas the lord mayor, sheriffs, commons, and citizens of the city of Dublin (in this Act called the lord mayor and citizens) being seised in fee of a considerable tract of ground or strand on the north side of the river Liffey, in order to enclose and fence in the same from the sea, caused such ground or strand to be surveyed, and by Act of Assembly, passed on or about the 18th day of January 1716, directed that the strand should be set out and divided into two classes of lots, that is to say, one by the acre

A.D. 1869.

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows; (that is to say,)

I.—Preliminary.

Short title.

1. This Act may be cited for all purposes as "The Dublin Port and Docks Act, 1869."

Defining limits of port, &c.

2. For the purposes of this Act "the river Liffey" shall be deemed to be that portion of the "river Liffey" extending from Barrack Bridge in the county of the city of Dublin to the point at which that river joins the sea; "the Harbour of Dublin" shall be deemed to be and include all places in or at which ships can obtain shelter, or lie, or ship or unship goods or passengers, between Carlisle Bridge and the space of one mile to the eastward of Poolbeg Lighthouse; "the Port of Dublin" shall be deemed to consist of and include the river Liffey and the quays and walls bounding the same, and the walls called the north, south, and east walls, and the bridges over the river Liffey, and the piers, jetties, tidal basins, and other works constructed by or belonging to the Board, together also with the Harbour of Dublin and the strands, bays, creeks, and harbours thereof, commencing from and including Barrack Bridge in the county of the city of Dublin, and extending to and including the Harbour of Sutton in the county of Dublin on the north, and extending to and including the Harbour of Dalkey in the county of Dublin on the south (excepting thereout the Harbour of Kingstown), but shall not extend to or include the Royal Canal Docks, or the entrance thereto from the river Liffey; and "the Harbour of Kingstown" shall be deemed to consist of and include the old Harbour of Dunleary, together with Kingstown Harbour, and the space of five hundred yards beyond the entrance thereof.

Interpretation of terms.

3. In this Act—

The term "the Lord Lieutenant" means the Lord Lieutenant or other Chief Governor or Chief Governors of Ireland for the time being;

The term "Municipal Corporation" means the right honourable the lord mayor, aldermen, and burgesses of Dublin;

The word "street" includes any street, avenue, court, alley, lane, road, highway, public passage, or place, and any bridge conveying any street over any cut, canal, railway, or navigation;

The term "the harbour" (except when otherwise expressed or provided) means the Harbour of Dublin;

The term "the river" or "the Liffey" means the river Liffey;

The term "Royal Canal" means the canal from the river Liffey to the river Shannon in Ireland, formerly belonging to the New Royal Canal Company, and now, together with the branches thereof, vested in the Midland Great Western Railway (of Ireland) Company;

The term "the Grand Canal" means the canal or navigation of the Grand Canal Company as now vested in and enjoyed by that company;

The word "quays" (except where otherwise provided) means the quays and walls bounding the Liffey, and the piers and jetties extending from such quays into the Liffey;

The term "the port" means the Port of Dublin, and the term "Kingstown Harbour" means the Harbour of Kingstown;

The word "vessel" means any ship, lighter, keel, barge, boat, raft, or craft, or any other kind of vessel whatever, whether navigated by steam or otherwise;

The word "master" when used in relation to any vessel means the person having the command and charge of the vessel for the time being;

The term "harbour-master" means any harbour-master appointed by the Board, and includes his assistants;

The term "the docks of the Board" means the custom house docks, and the graving docks, and any other docks from time to time in the possession of or subject to the jurisdiction of the Board, and includes any basins, locks, cuts, or entrances constructed by or belonging to the Board; and the term "the docks" means the docks of the Board;

The term "the dock quays" means the walls and quays round or belonging to the docks;

The term "dock-master" means any dock-master appointed by the Board, and includes his assistants;

The word "owner" as applicable to any goods or vessels extends to the charterer, broker, agent, and consignee;

The word "person" includes a body corporate or unincorporate;

The word "collier" means a vessel coming into the Port or Harbour of Dublin laden with coal only;

The term "coasting vessel" or "coaster" means a vessel trading from any part of the United Kingdom, and coming into the Port or Harbour of Dublin;

The term "justice" means a justice of the peace having jurisdiction in the place where the matter requiring the cognizance of a justice arises;

A.D. 1869.

The term "justices" or "two justices" means two or more justices assembled and acting together, and includes any divisional magistrate for the Dublin metropolitan police district, or stipendiary magistrate empowered to act for any purpose with the authority of two justices and having jurisdiction as aforesaid; and the terms "justice," "justices," and "two justices" respectively where used in any enactment incorporated with this Act shall for the purposes of this Act have the meanings by this Act assigned to them.

General Acts incorporated.

4. The provisions of the Lands Clauses Consolidation Act, 1845, (except those which relate to the purchase of lands otherwise than by agreement,) and of the Lands Clauses Consolidation Acts Amendment Act, 1860, are incorporated with this Act.

Schedules to the Act.

5. The several schedules to this Act shall be deemed to form part of this Act.

II.—Repeal, &c. of former Acts.

Acts to be repealed.

6. The several Acts and portions of Acts relating to the Board which are described or referred to in the second schedule to this Act are hereby repealed to the extent to which such Acts or parts of Acts respectively are in that schedule expressed to be repealed.

Act of 1867 preserved.

7. Subject to the express provisions of this Act, all the provisions of the Act of 1867 shall continue to operate as if this Act had not been passed.

III.—Constitution and Powers of the Board.

Constitution of the Board.

8. Subject to the express provisions of this Act the constitution of the Board as established by the Act of 1867 shall continue and be as if this Act had not been passed.

Jurisdiction of the Board.

9. The care, management, and superintendence of the port shall be vested in the Board, together with the building, repairs, and maintenance of all quay walls, bridges, and embankments included within the port.

Lands may be purchased by agreement.

10. The Board may by agreement purchase lands for the following purposes, or any of them; (namely),

(1.) For making ballast wharfs, docks, embankments, or other works for the improvement of the Port and Harbour of Dublin, and the navigation thereof;

(2.) For making and providing additional yards, wharfs, and places for receiving, depositing, and loading or unloading goods, and for the erection of weighing machines, toll houses, offices, warehouses, sheds, and other buildings and conveniences;

(3.) For making convenient approaches to the harbour, docks, or quays, or any other purpose which may be requisite or convenient for the formation or use thereof;

(4.) And generally for the purposes of this Act.

Members of Board not eligible as office-holders under it.

11. No person being a member of the Board shall hold or be capable of holding any office, place, or employment under the Board, and no person while holding any such office, place, or employment shall be capable of becoming a member of the Board.

Vacation of office by non-attendance, &c.

12. Section 55 of the Act of 1867, relating to the vacating of office by neglect to act and otherwise, shall be read and have effect as if one half were therein substituted for one third of the meetings of the Board therein referred to.

Qualification of ship-owners by harbour rates.

13. With respect to section 17 (paragraph 7) of the Act of 1867, the option therein given to a shipowner registered in the port of qualifying himself to vote as a payer of harbour rates shall be exercised by application made by any such shipowner in person, or by an agent, to the revisor to have his name inserted in the list of shipowners in respect of a qualification from the payment of harbour rates on the tonnage of vessels registered in his name instead of a qualification from tonnage; and the revisor shall in pursuance of such application alter the list of shipowners accordingly; and all powers of the revisor with respect to summoning witnesses and other matters shall extend to every such application:

Appointment of officers.

14. The Board from time to time, at any meeting with special notice as in this Act provided, may appoint such officers as they think fit for the execution of this Act, and assign to them such salaries and allowances as they think fit, and (subject to the provisions of this Act and of the Act of 1867) remove any such officer.

Officers to give security.

15. The Board may direct any officer to give security in such form and conditioned in such manner as they think fit.

IV.—Proceedings of the Board.

Weekly meetings of Board.

16. The Board shall hold weekly meetings for the transaction of business at their office on such day and at such hour in each week

A.D. 1869.

as they from time to time appoint, and when any such appointment is made the secretary shall give notice thereof to each member of the Board, and they shall afterwards, until the time or place of the weekly meetings is changed and notice of the change is given to the members of the Board, attend the weekly meetings without notice.

Adjournment of meetings.

17. The members of the Board present at any weekly meeting, or at any adjourned meeting, may from time to time adjourn such meeting to the same or any other place in the neighbourhood of the port, and if at any meeting of the Board there is not a quorum within one half hour after the time appointed for the meeting, the members present, or a majority of them, or any one member, if only one is present, or the secretary, if no member is present, may adjourn the meeting to another day at the same or any other place within the limits of this Act.

Extraordinary meetings.

18. Extraordinary meetings of the Board may be held in the intervals between their weekly meetings, twenty-four hours notice thereof at least being given, and any five or more members of the Board may require an extraordinary meeting to be held, or the secretary may, if and when he thinks necessary, summon an extraordinary meeting.

Proceedings by special notice.

19. Where anything to be done under this Act is required to be done with special notice, it shall not be done otherwise than at a meeting of the Board, notice whereof is delivered at the usual place of abode or business of each member of the Board two clear days at least before the day of meeting, specifying the place of meeting, the day and hour of meeting, and the business to be transacted thereat, or so much thereof as is required to be done with special notice.

V.—Pilotage.

Limits of Dublin pilotage district.

20. The limits to which the powers of the Board in respect of pilotage shall extend, and which shall be called the Dublin pilotage district, shall be those described in the third schedule to this Act, Part I.; and the district shall be deemed to be divided into the three divisions described in Part II. of the same schedule.

Pilots and superintendents of pilots to be appointed.

21. The Board may from time to time license and appoint during pleasure such number of pilots to take charge of vessels coming into and going out of the Port of Dublin and Harbour of Kingstown as they shall think expedient, at and under such payments or allowances as the Board may determine, and the Board may appoint in

like manner a superintendent of pilots to control and direct the several pilots to be appointed as aforesaid.

Licensing of pilot boats, &c.

22. The Board may from time to time acquire, construct, equip, maintain, license, and govern such pilot boats and ships as in the opinion of the Board shall be required for the Dublin pilotage district.

Vessels required to take pilots.

23. The master of every vessel coming to or going from the Port of Dublin or Harbour of Kingstown shall within the Dublin pilotage district employ to pilot his vessel a pilot licensed and appointed by the Board (in this Act called licensed pilot), except in case of vessels of the following description; (namely,)

Vessels in ballast;

Coasting vessels laden with fish in bulk or with potatoes;

Coasting vessels of not exceeding fifty tons burden;

and if the master of any such exempted vessel requires and employs a pilot to pilot his vessel he shall employ a licensed pilot and (subject to the provisions of this Act) none other.

Pilotage rates.

24. The pilotage rates for vessels under this Act liable to the same shall be such rates not exceeding those prescribed in the third schedule to this Act, Part III., as the Board from time to time determine, and the same shall be paid and received subject and according to the regulations in the same schedule and part contained.

Pilotage out of harbour and back into it.

25. Every vessel, whether laden or in ballast, which shall take a licensed pilot on board and shall be compelled by stress of weather or otherwise to return to the Port of Dublin or Harbour of Kingstown, being brought in by the same pilot who took charge of such vessel out, shall pay half pilotage rates for such pilotage back, according to the rates in this Act mentioned; and every such vessel going out of the Port of Dublin or Harbour of Kingstown again, and requiring to take a licensed pilot, shall pay for such pilotage the full pilotage rates by this Act authorized.

Signals for and assistance to pilots.

26. The master of every inward-bound vessel liable to pay pilotage rates shall, on coming within the Dublin pilotage district, display and keep flying the usual signal for a licensed pilot to come on board; and if any licensed pilot comes within a reasonable distance of the vessel the master shall give all necessary assistance as far as may be consistent with the safety of the vessel to enable such pilot to come on board; and if any master fails to comply in any respect with the provisions of this section, he shall for every such offence be liable to a penalty not exceeding five pounds.

A.D. 1869.

Rewards to seamen, &c.

27. Where any seaman or person not a licensed pilot in time of distress takes charge of or assists a vessel bound into or out of the Port of Dublin or Harbour of Kingstown the Board may, if they think fit, direct to be paid to him out of their pilotage receipts such sum as they think fit as an extraordinary reward over and above any sum that he may be otherwise by law entitled to receive.

Byelaws for pilotage purposes.

28. The Board may from time to time make byelaws for all or any of the following purposes in relation to the Dublin pilotage district:

For determining the qualifications to be required from persons applying to be licensed as pilots, whether in respect of their age, skill, time of service, character, or otherwise, and for obliging such persons to take apprentices:

For regulating and governing the licensed pilots, and for ensuring their good conduct and their constant attendance to and effectual performance of their duty, either at sea or on shore:

For fixing the terms and conditions of granting licences to pilots and apprentices, and of granting pilotage certificates to masters and mates, and for punishing any breach of any byelaws or regulations committed by such pilots or apprentices, or by such masters or mates, by the withdrawal or suspension of their licences or certificates, or by the infliction of penalties:

For fixing the remuneration to be received for the time being by licensed pilots, or to alter the mode of their remuneration; but so always that the rates or other payments demanded or received from the masters or owners of vessels shall not exceed the pilotage rates in the third schedule to this Act mentioned:

For making distribution of earnings among such persons as in the opinion of the Board shall have deserved the same:

For determining the distances which pilots shall go with vessels from the Port of Dublin or Harbour of Kingstown, and how such distances shall be ascertained:

For regulating and maintaining the fund for the relief of superannuated or infirm qualified pilots, or of their wives, widows, or children, and for determining the amount, manner, time, and persons (in the service of the Board) to and in which, and by and upon whom contributions in aid of such fund may be made or levied, and for declaring the persons or class of persons (in the service of the Board) entitled to participate in the benefits of such fund, and the terms and conditions of such participation.

Payments for pilotage certificates.

29. Every master or mate to whom a pilotage certificate may be granted by the Board shall pay to the Board in respect of such certificate, and upon every renewal of such certificate, such fees as the

Board shall from time to time fix for that purpose with the consent of the Board of Trade.

Masters or mates misconducting themselves forfeit certificates.

30. If any master or mate to whom a pilotage certificate has been granted by the Board is guilty of misconduct, or shows himself incompetent to pilot his ship, the Board may thereupon withdraw his certificate, and such certificate shall thenceforth cease to be of any effect whatever.

Pilot to produce his licence on request.

31. Every licensed pilot shall, while acting in such capacity, be provided with his licence, and shall produce the same to every person by whom he is employed or to whom he tenders his services as pilot; and if he refuses to do so at the request of such person, he shall incur for each offence a penalty not exceeding ten pounds, and shall be subject to suspension or dismissal by the Board.

For avoidance of disputes as to pilotage.

32. Every licensed pilot on taking charge of a vessel within the Dublin pilotage district shall, in presence of the master or officer in charge of such vessel, take the bearings of the nearest headland, to prevent disputes as to where such vessel was boarded, and shall present to such master or officer a pilot note, which shall be filled up by such master or officer with the true draught of water of such vessel, and with the position by bearing and distance of the nearest headland or lightship at the time when such vessel was boarded; and in the case of a vessel outward bound from the Port of Dublin or Harbour of Kingstown the pilot note shall state in like manner the draught of water and the position of such vessel when left by the pilot; and the pilot and the master or other officer of any vessel omitting or neglecting to comply with the requirements of this section shall, for every such act of non-compliance, be liable to a penalty of not exceeding two pounds.

Penalty on pilots refusing to conduct ships or assist a vessel in distress.

33. If any licensed pilot, after being personally required, or after a proper signal shall be made by the master of any inward-bound vessel, shall refuse to take charge of such vessel, or in case such vessel cannot be boarded without imminent danger, shall refuse to lead the way with his boat, or shall without reasonable cause refuse to afford any extraordinary assistance required from him by the master of any vessel in distress, such pilot shall for every such offence be liable to a penalty of not exceeding ten pounds, and may at the discretion of the Board be deprived of his licence.

Distances to which vessels are to be piloted.

34. Every licensed pilot taking upon himself the charge of any vessel shall, if so required by the master thereof, pilot such vessel, if sailing out of the Port of Dublin or Harbour of Kingstown, as far as the outer limit of the Dublin pilotage district, and any pilot who shall in any such case refuse to pilot such vessel to such

A.D. 1869.

distance as aforesaid shall forfeit his right to receive any sum of money for piloting such vessel, and may also at the discretion of the Board be deprived of his licence.

Allowance to qualified pilot taken out of his district.

35. If after any vessel has been piloted out of the Port of Dublin or Harbour of Kingstown any licensed pilot shall remain on board such vessel at the request of the master or owner thereof for any time longer than twenty-four hours, in every such case such pilot shall be entitled over and above his pilotage to the sum of ten shillings and sixpence a day, to be computed from and inclusive of the day on which such ship passes the limit to which he was engaged to pilot her, up to and inclusive of the day of his returning in such ship to the place where he was taken on board, or up to and inclusive of such day as will allow him, if discharged from the ship, sufficient time to return to the place where he was so taken on board, and in such last-mentioned case he shall be entitled to his reasonable travelling expenses.

Payments for leading vessels into safety when pilots cannot board.

36. In all cases where any pilot shall not through stress of weather be able to board any vessel, but a pilot-boat shall lead such vessel into safety, then the master and crew of such pilot-boat shall be entitled to and shall be paid pilotage according to the rates by this Act authorized, or to such greater or less reward and payment as the Board shall think fit, according to the nature of the service rendered.

Separate accounts to be kept.

37. Separate accounts shall be kept by the Board of all monies received by them in connexion with the pilotage service of the Port of Dublin and Harbour of Kingstown, distinguishing the particulars following; (that is to say,)

1. Monies received for the granting or renewal of licences.
2. Monies arising from or connected with the inner and bay pilotage under the provisions of this Act.
3. Monies arising from or connected with the outer pilotage under the provisions of this Act.
4. Monies received from fines, penalties, and forfeitures incurred by pilots, masters of vessels, and other persons, or otherwise in connexion with such pilotage service.
5. Monies received or receivable by the Board under the provisions of the Harbours and Passing Tolls, &c. Act, 1861, from the Commissioners of Her Majesty's Treasury, by way of compensation for differential dues.

Board to be pilotage authority.

38. The Board shall be a pilotage authority within Part V. of "The Merchant Shipping Act, 1854," and any enactments from time to time in force amending or substituted for the same:

Provided always, that any byelaw from time to time made by the Board in manner in this Act authorized shall for all purposes be as valid and binding, and shall have the like effect and operation, as any byelaws made, or which may be made, by the Board under Part V. of "The Merchant Shipping Act, 1854," or any Act amending the same.

Construction of Merchant Shipping Act.

39. Part V. of "The Merchant Shipping Act, 1854," (relating to pilotage,) and all enactments for the time being in force amending or substituted for the same, shall, except where expressly varied by this Act, for the purposes of this Act be read and have effect as if this Act had been passed and was in force before and at the time of "The Merchant Shipping Act, 1854," coming into operation.

VI.—Ballast.

Board to furnish ballast.

40. The Board shall furnish ballast to all vessels requiring the same within the Port or Harbour of Dublin.

Powers as to different kinds of ballast.

41. The Board may supply such description of ballast as they from time to time think fit by agreement with the master or owner of every vessel; and in respect of any kind of ballast so supplied, or by reason of any other special service performed by the Board in relation thereto, may take such reasonable charges as the Board and such master or owner may agree upon.

Time for furnishing ballast.

42. Ballast shall, if wind and weather permit, be furnished to every vessel within twenty-four hours (exclusive of Sunday) after requisition for the same left by the master at the office of the Board, and otherwise within twelve hours (exclusive of Sunday) after wind and weather permit.

Vessels discharging ballast.

43. The Board shall, on the like requisition and within the like time, furnish to the master of every vessel arriving in ballast proper and sufficient workmen and appliances for discharging and carrying away the ballast.

Penalty for refusal to sign receipt.

44. The master or mate of any vessel to which ballast has been supplied refusing to sign the proper receipt or ballast note shall be liable to a penalty not exceeding forty shillings.

Ballast wharfs.

45. The Board may if they think fit appropriate any wharf or wharfs for storing ballast, and may thereupon direct vessels requiring to take in or discharge ballast to go alongside such wharf or wharfs, provided they can conveniently do so, and to take in ballast from or to discharge ballast upon such wharf or wharfs, as the case may be.

A.D. 1869.

If masters o vessels cannot procure ballast or its discharge, they may employ lighters for the purpose.

46. In case the ballast-master, or other the officers or servants of the Board, neglect or refuse to take off from or bring ballast to any vessel within the Harbour of Dublin during the period appointed for that purpose, or in case any vessel being ordered to put in or take out ballast at any ballast wharf or wharfs is not able to obtain or discharge ballast there, then the master of such vessel, on the expiration of the period limited for the supply of ballast, and having first given notice of such neglect or refusal at the office of the Board, may employ any lighter to take up as much ballast in the channel of the river as shall be requisite for ballasting such vessel, or to carry off the ballast from on board such vessel, as the case may be, and on a declaration setting forth the circumstances being made before the ballast-master by the master of such vessel, he shall be entitled to his discharge and clearance out of the port as if he had produced a certificate from the ballast-master; and the owner of every lighter so employed shall be paid by the Board one shilling and tenpence for every ton of ballast he so puts into, and elevenpence for every ton of ballast he so takes from such vessel.

Taking on board more ballast than the quantity ordered, penalty for.

47. If the master of any vessel within the port in any manner or by any means or contrivance takes on board, or permits or suffers to be taken on board, any ballast except what he notifies to the ballast master as being necessary for such vessel, he and every person acting in putting such ballast on board such vessel shall be liable to a penalty not exceeding ten pounds.

Taking ballast from or delivering it to persons not properly appointed.

48. If the master of any vessel within the port purchases any ballast other than that furnished by the Board, or suffers any ballast purchased except from the Board to be put on board such vessel, or suffers any person other than the officers or servants of the Board to put on board or take out ballast from such vessel, he shall for every such offence be liable to a penalty not exceeding ten pounds; and if any person without express authority from the Board sells, supplies, delivers, puts on board, or takes out ballast to or from any such vessel he shall for every such offence be liable to a similar penalty.

Lighters and men to be kept for raising ballast.

49. The Board shall provide and maintain a sufficient number of lighters, together with proper and sufficient workmen, tools, and engines for raising ballast, in such parts of the harbour or river as they deem expedient.

Dues for ballast.

50. The Board may demand and take in respect of the supply of ballast by them, and of services rendered by them in relation to ballast and to matters connected therewith, ballast dues not exceeding those specified in the fourth schedule to this Act, Part I., and

the same shall be paid and received subject and according to the regulations in that schedule and part contained.

Street dirt, manure, &c., conditions of shipment.

51. The master of every vessel within the port which shall take or be about to take on board any quantity whatever of street dirt, coal ashes, dung, manure (of any kind), paving stones, gravel, rubbish, or any matter or matters of like nature (save the ballast to be furnished by the Board), or any dung mixed with the said matters or any of them, shall make due entry thereof with the ballast-master, and in respect of all or any of such matters shall pay to the Board dues not exceeding the dues in the fourth schedule, Part II., to this Act mentioned; provided always, that coasting vessels which shall immediately before the shipping of such matters, or any of them, have arrived in the port laden with fish, corn, or other provisions, shall not be liable to the payment of such last-mentioned dues.

Taking same on board without due entry, penalty for.

52. The master of any vessel (save as herein-before excepted) on board which any street dirt, coal ashes, dung, manure, paving stones, gravel, rubbish, or matters aforesaid, shall in any manner or under any pretence whatever be put or taken, or permitted or suffered to be put or taken, without due entry thereof having first been made with the ballast-master, or without payment to the Board of the full duty or rates thereon, shall be liable to a penalty not exceeding ten pounds; and any of the officers of the Board may seize and detain such vessel until all the duties payable in respect thereof, together with such penalty, shall have been paid and satisfied; and any person who shall in any manner furnish for the use of such vessel, street dirt, coal ashes, dung, manure, paving stones, gravel, rubbish, or any matter aforesaid (save the ballast to be furnished by the Board), shall be liable to a penalty not exceeding ten pounds for every such offence.

Masters entitled to carry dung to procure permit and certificate.

53. The master of every vessel entitled to carry dung or any of the matters aforesaid from the port shall before shipping any portion of the same procure a permit for that purpose from the proper officer of the Board, and deliver same to the ballast-master, who shall on receiving from such master the sum of one shilling make an entry of the date of such permit and the quantity of dung intended to be shipped, and shall certify whether such vessel is entitled to receive dung or other of the matters aforesaid on board free from rates or otherwise; and if any master shall put or take on board, or permit or suffer to be put or taken on board, any vessel under his command within the port any dung whatever or other of the matters aforesaid without procuring and delivering such permit, or without obtaining such certificate in manner aforesaid, or shall receive on board such vessel any greater quantity of dung or other matters

A.D. 1869.

aforesaid than shall be set forth in such permit or certificate, every such master shall be liable to a penalty not exceeding five pounds for every such offence.

Dung to be shipped, how and when.

54. All dung or other the matters aforesaid shipped in the Harbour of Dublin shall be shipped only from such part or parts of the quays as from time to time may be appointed by the Board for that purpose; and such dung shall not be laid upon the quays, but shall immediately be conveyed from the cart, car, or other vehicle used for bringing the same to the quays by means of a hurry or trough of wood, or in close barrows (and not with a shovel) into the vessel on board which is intended to ship the same (such vessel having for that purpose been previously moored alongside the appointed part of the quays) in such manner that no part of such dung shall fall into the harbour or river, or upon the quays or any parts thereof; and if such dung shall not be put on board such vessel immediately upon being brought to the quays, or if the same shall be laid on the quays or conveyed in other manner than is hereinbefore directed into such vessel, the master of such vessel and every person who shall contravene the provisions of this section shall upon conviction for every such offence be liable to a penalty not exceeding forty shillings each.

VII.—Docks and Quays.

Powers of harbour or dock master.

55. The harbour-master and the dock-master within the limits of their respective jurisdictions may give directions for all or any of the following purposes; (that is to say,)

For regulating the time at which and the manner in which any vessel shall enter into, go out of, or lie in or at the Harbour of Dublin, or the docks or quays, and its position, mooring, or unmooring, placing, and removing whilst therein;

For regulating the position in which any vessel shall take in or discharge its cargo or any part thereof, or shall take in or land its passengers, or shall take in or deliver ballast within or on the harbour, docks, or quays;

For regulating the manner in which any vessel entering the harbour or the docks or coming to the quays shall be dismantled, as well for the safety of such vessel as for preventing injury to other vessels, and to the harbour, docks, or quays and the moorings of the harbour;

For removing unserviceable vessels and other obstructions from the harbour, docks, or quays, and keeping the same clear;

For regulating the quantity of ballast or dead weight in the hold, which each vessel in or at the harbour, docks, or quays shall have during the delivery of her cargo, or after having discharged the same:

Provided always, that nothing in this Act contained shall authorize the harbour-master or dock-master to obstruct or impede the ingress or egress of vessels to or from the docks of the Midland Great Western Railway (of Ireland) Company, known as the Royal Canal Docks, or to do or cause to be done any act in any way repugnant to or inconsistent with any law relating to the customs, or any regulation of the Commissioners of Her Majesty's Customs.

Penalty on ship-masters not complying with directions of the harbour or dock master.

56. The master of every vessel within the harbour or the docks, or at or near the quays, shall regulate such vessel according to the directions of the harbour-master or dock-master made in conformity with this Act; and any master of a vessel who, after notice of any such direction served upon him, shall not forthwith regulate such vessel according to such direction, shall be liable to a penalty not exceeding twenty pounds.

Vessels entering harbour or docks to be dismantled as directed.

57. Before any vessel shall enter the docks or approach the quays the master thereof shall cause her to be dismantled, as directed by the harbour-master or dock-master; and if any vessel shall enter or navigate the docks under sail, or approach the quays without being dismantled in the manner required by the harbour-master or dock-master, after notice shall have been given to the master of such vessel so to dismantle the same, such master shall for every such offence be liable to a penalty not exceeding ten pounds.

Vessels to have hawsers, &c. fixed to moorings.

58. Every vessel in the harbour or the docks, or at or near the quays, shall have substantial hawsers, tow-lines, and fasts fixed to the dolphins, booms, buoys, or mooring posts when required by the harbour-master or dock-master; and if any vessel shall be in the harbour or docks or at or near the quays without substantial hawsers, tow-lines, or fasts fixed as aforesaid, after notice from the harbour-master or dock-master to the master of such vessel to furnish or fix the same, such master shall for every such offence be liable to a penalty not exceeding ten pounds.

Penalty on vessels lying near the entrance of harbour or docks without permission.

59. No vessel, except with the permission of the harbour-master or dock-master, shall lie or be moored in the entrance of the harbour, or of the docks, or of the Royal Canal Docks; and if the master of any vessel either place it or suffer it to remain in either of such entrances respectively without such permission, and do not, on being required so to do by the harbour-master or dock-master, forthwith proceed to remove such vessel, he shall be liable to a penalty not

A.D. 1869.

exceeding five pounds, and a further sum of twenty shillings for every hour that such vessel shall remain in such position after a reasonable time for removing the same has expired.

Harbour or dock master may move vessels within limits.

60. If the master of any vessel in or at the harbour, docks, or quays shall not moor, unmoor, place, or remove the same according to the directions of the harbour-master or dock-master, or if there be no person on board of any such vessel to attend to such directions, the harbour-master or dock-master may cause such vessel to be moored, unmoored, placed, or removed as he shall think fit within or at the harbour, dock, or quays; and for that purpose the harbour-master or dock-master may cast off or unloose the rope, or unshackle the chain by which any such vessel is moored or fastened; and all expenses attending the mooring, unmooring, placing, or removing of such vessel shall be paid to the Board by the master of such vessel: Provided always, that before the harbour-master or dock-master shall unloose any rope or unshackle any chain by which any vessel without any person on board to protect the same shall be moored or fastened, he shall cause a sufficient number of persons to be put on board of such vessel for the protection of the same.

Dues for shifting vessels in harbours.

61. For shifting vessels from any part of the quays or docks to any other part of the quays or docks, or otherwise, within the Port of Dublin or Harbour of Kingstown, the Board may demand and take dues not exceeding the following; (that is to say,)

For vessels not exceeding two hundred tons the sum of five shillings:

For vessels exceeding two hundred tons the sum of ten shillings.

Buoys to be tied to anchors.

62. If the master of any vessel casting anchor within the harbour does not immediately on so doing cause to be fastened a buoy to the anchor in such manner that it may be plainly seen in what place the anchor has been cast, he shall for every such offence be liable to a penalty not exceeding five pounds, and to a further penalty not exceeding five shillings for every hour during which such anchor remains without such buoy fastened thereto, but nothing in this section contained shall affect any remedy which any person may have by action or otherwise against such master for any damage or injury done.

Master to report arrival of vessel.

63. Within twenty-four hours after the arrival within the limits of the Harbour of Dublin of any vessel, the master of such vessel shall report such arrival to the harbour-master, and if he fail to make such report within the time aforesaid he shall be liable to a penalty not exceeding ten pounds.

Master of vessel to produce certifi-

64. The master of every registered vessel shall on demand produce the certificate of the registry of such vessel to the officer of

the Board duly authorized for that purpose, and if any such master refuse or neglect to make such production on demand he shall be liable to a penalty not exceeding twenty pounds.

cate of registry.

65. If the master of any vessel entering or leaving, or intending to enter or leave, any dock gives false information of her draught of water to the dock-master, he shall for every such offence be liable to a penalty not exceeding one hundred pounds.

Penalty on giving a false draught of water.

66. Every person who shall wilfully cut, break, or destroy the mooring or fastening of any vessel lying in the harbour or docks, or at or near the quays, shall for every such offence be liable to a penalty not exceeding fifty pounds.

Penalty for wilfully cutting moorings.

67. If any person opens or shuts, or attempts to open or shut, any swing bridge, dock-gate, sluice, or clow without the consent of the dock-master, he shall be liable for every such offence, in the case of the opening of a swing bridge, to a penalty not exceeding twenty pounds, and in every other case to a penalty not exceeding one hundred pounds.

Penalty on opening dock gates without permission.

68. The dock-master may remove or cause to be removed from the docks any nuisance or nuisances which may happen to be therein or thereon respectively, and may also remove or cause to be removed from such docks all idle or disorderly persons and all persons attempting to act in any way contrary to law or to any of the provisions in this Act contained.

Dock-master may remove nuisances.

69. The Board may run any dock dry or lower the level of the water therein for the purpose of repairing or cleansing the same, or for any other purpose, having given not less than three clear days notice of the intention to do so by fixing such notice on some conspicuous part of the custom house and in the office of the Board.

Power to run docks dry for the purpose of repairs, &c.

70. Whenever the Board shall deem it necessary for the purpose of scouring or cleansing the docks, or of repairing the docks or quays, that any vessel lying therein or thereat shall be removed, the master of such vessel shall, within three days after notice in writing signed by the harbour-master or dock-master has been given to him, remove such vessel according to such notice, whether such vessel has or has not discharged the whole of her cargo; and in case of his neglecting so to do, such master shall be liable to a penalty not exceeding ten pounds.

Vessels may be removed for the purpose of repairing docks or quays.

71. If the master of such vessel cannot be found, or if he neglect or refuse to remove the same as required by the said notice, the harbour-master or dock-master may with due care remove such

Harbour or dock master may remove vessel if the

A.D. 1869.

vessel to such station as he shall select, and the expenses of such removal shall be paid to the Board by the owner of such vessel or the master thereof.

master neglects or refuses.

Delivery of cargoes and placing of discharged vessels.

72. The master of every vessel which shall go into the docks for the purpose of being discharged of her cargo shall, if required by the dock-master, cause her to be so discharged as soon as conveniently may be after entering therein, and shall cause her after being so discharged to be removed without loss of time into such part of the docks as shall be set apart for light vessels, and the dock-master may cause a part of the docks to be set apart for light vessels accordingly; and if the master of any such vessel shall not cause it to be so removed within twenty-four hours after being required so to do by notice in writing signed by the dock-master, he shall be liable to a penalty not exceeding ten pounds, and the dock-master may cause such vessel to be so removed, and the expenses of such removal shall be paid to the Board by the master of such vessel.

Dock-master may employ labourers to expedite vessel.

73. The dock-master may, if he thinks fit, employ riggers and labourers for the purpose of effectually and speedily working any vessel into or out of any dock; and the master or owner of any such vessel shall on demand repay to the Board all expenses so incurred.

Board may employ persons to discharge or load ships.

74. Where the harbour-master or dock-master shall be of opinion that any unnecessary or inconvenient delay has taken place in the discharging or loading of any vessel, either from the inadequacy or improper conduct of the persons employed for that purpose or from the negligence or default of the master of such vessel, he may employ a sufficient number of persons to discharge or load or assist in discharging or loading the cargo of such vessel, and may make a reasonable charge for the same, which shall be paid to him by the owner of such vessel.

Decks of vessels to be kept clear.

75. The master of any vessel who shall not, upon request of the harbour-master, properly clear the deck of such vessel by stowing away such articles as may impede the delivery or loading of the cargo, shall for every such offence be liable to a penalty not exceeding five pounds.

Power to construct warehouses.

76. The Board may construct and maintain such warehouses, storehouses, sheds, and other buildings and works as they may deem necessary for the accommodation of goods shipped or unshipped within the docks or the custom house dock premises, and may for the like purpose, but subject to the following conditions, construct and maintain upon the quays fronting the river closed or unclosed

sheds only, and may erect or provide such cranes, weighing and other machines, weights, and measures as they think necessary for loading, unloading, measuring, and weighing such goods:

(*a.*) The Board shall not construct on the north quay any shed westward of the entrance to the old dock, and shall not construct on the south quay any shed westward of Moss Street:

(*b.*) The Board shall not construct any sheds between the entrance to the Royal Canal and the shed now existing eastward of the same canal, nor any shed for a distance of three hundred and fifty feet eastward of the said entrance and northward of existing sheds:

(*c.*) The Board shall not erect any shed or other building on the north wall quay for the space of one hundred and eighty feet, measured from a point sixty feet east of Wapping Street to a point two hundred and forty feet east of Wapping Street, unless the Board shall have previously obtained the permission in writing of the occupiers of the ground fronting the portion of the quay on which such shed is intended to be erected:

(*d.*) The Board shall not construct any shed or other building on the north wall quay for the space of one thousand feet, measured eastward from the most eastern shed now erected on the said quay, unless the Board shall have previously obtained the permission in writing of the occupiers of the ground fronting the portion of the quay on which such shed is intended to be erected:

Provided always, that nothing in this section contained shall be deemed to abridge or otherwise affect any rights now possessed by the Crown on the custom house quay or elsewhere; and provided also, that nothing in this section contained shall be deemed to confer on the Board the power to erect transit sheds, except with the sanction of the Board of Customs, and in such sites as they may approve.

Board to hire persons to work cranes.

77. The Board may, if they think proper, provide proper servants and labourers for working such cranes and other machinery.

Power to lease warehouses, cranes, &c.

78. The Board may lease or grant the use or occupation of any warehouses, buildings, cranes, or other machines provided by them in the docks or the custom house dock premises, only at such rents and upon such terms and conditions as shall be agreed upon between the Board and the persons taking, using, or occupying the same; provided that no such lease be granted for a longer period than three years.

A.D. 1869.

Providing for transit sheds.

79. The Board may from time to time erect transit sheds on any of the quays, except on those portions of the quays already hereinbefore excepted, for the reception of goods, on such plans and of such dimensions as they shall think fit, and may from time to time alter or remove the same or any transit or other sheds existing at the passing of this Act on the quays; and the Board shall keep all transit or other sheds, as well those erected before as those that may be erected after the passing of this Act, provided with all requisite weighing materials and apparatus and other conveniences for weighing and measuring goods, and shall keep all such transit and other sheds, weighing materials, apparatus, and conveniences in good repair; and such transit sheds shall be for the general use of persons requiring the same, subject to such regulations as may be prescribed by the Commissioners of Her Majesty's Customs or the Commissioners of Inland Revenue, and also to such reasonable regulations as the Board shall from time to time prescribe.

No timber, staves, casks, &c. shall be left more than forty-eight hours on the quays.

80. No timber, deal, staves, stones, blocks of marble, or other stones, casks, crates, and no package or parcel of goods of any kind, or other matter, shall be permitted to remain after being landed upon the quays for a longer period than forty-eight hours, and in case the owner of such timber, stones, or other goods or matters does not in every case remove and carry away the same from off the quays within the period so limited, such owner shall forfeit at the rate of forty shillings for every twenty-four hours during which such timber, stones, or other goods or matters shall remain upon the quays after the expiration of such period of forty-eight hours, and the Board may further impose upon the owner or owners of such timber, stones, or other goods or matters a fine of sixpence for every such piece of timber, block of stone, cask, crate, parcel, package, and or other goods or matters that shall so remain upon the quays, and in case of non-payment or non-removal of such goods or matters the harbour-master or any person appointed by the Board may remove the same to any of the premises of the Board or other convenient place, and keep the same until payment is made of the amount of such penalty and fine, together with the expenses of such removal and of the keeping of such goods or matters; and if such penalties, fine, and expenses be not paid within seven days after demand thereof made upon the owner, or if no such owner can be found, then the Board may sell such goods or matters, and out of the proceeds of such sale may pay such penalty, fine, or expenses, rendering the surplus, if any, to the owner on demand.

Projections or obstructions to be

81. If any timber or other goods or matters landed from any vessel is or are so placed on the quays as to project over the river,

or as in any manner to prevent vessels from mooring to the posts, rings, or other conveniences fixed for that purpose on the quays or quay walls, or as not to leave sufficient room between such posts, rings, and other conveniences for free access to the river; or if any stones, sand, or other matter which may be likely to fall into the river are or is laid on any of the quays or quay walls nearer than three feet to the water edge thereof, the owner of such timber, goods, stones, sand, or matter (as the case may be) shall for every such offence be liable to a penalty not exceeding five pounds; and the Board, at their discretion, may order the removal of such timber, goods, stones, sand, or matter from off the quays, and may sell the whole or so much thereof as will be sufficient to pay the amount of such fine, together with the cost of removal, rendering the surplus, if any, to the owner on demand.

removed from off quays.

82. Provided always, that where in this Act the Board are authorized to order the removal from off the quays of any timber, stones, sand, or other materials, goods, or matters, or to cause the same or any portion thereof to be sold to defray the cost of removal, together with any fine payable in respect thereof, the Board in every case before issuing such order or before causing such sale shall give to the owner of such timber, stones, sand, materials, goods, or matters twenty-four hours notice in writing of their intention; or in case such owner cannot be found, they shall cause notice to be affixed to such timber, stones, sand, or other materials, goods, or matters.

Board to give notice of their intention.

83. All timber, deal, and other goods and matters shall be so placed on the quays on being landed as to leave twenty-five feet clear for carriages and passengers, and any timber, deals, or other goods or matters otherwise placed upon the quays may be immediately removed by the Board or their officers, and the expenses of such removal shall be recoverable from the owner of such timber, deals, or other goods or matters, or the captain of the vessel from which the same were landed; and the harbour-master may prevent the landing upon the quays of any additional timber, deals, or other goods or matters from the same vessel, or belonging to the same owner, in any case where the portion of the cargo already landed shall have remained twenty-four hours (excluding Sundays) upon the quays without removal.

How timber, &c. shall be laid upon the quays.

84. If the master of any vessel shall contrive to land a second or further cargo upon the quays before any former cargo brought by the same vessel shall have been removed from off the quays, such master, as well as the owner of the matters so landed, shall be liable to a penalty not exceeding forty shillings in addition to any

No second cargo of stones or sand to be landed until first shall be removed.

A.D. 1869.

penalty incurred for the first cargo not having been removed within the time limited by this Act; and the Board may remove such second or further cargo, and may sell the whole or part thereof to defray the expense of removal and such penalties as may have been incurred.

Penalty for not embarking goods.

85. If any person lays on any of the quays or quay walls any goods or matters for exportation or to be carried coastwise, and does not within twelve hours afterwards put the same on board some vessel, the owner of such goods or matters shall for every such offence be liable to a penalty not exceeding twenty shillings, and to a further penalty not exceeding ten shillings for every day the same shall remain on such quays or quay walls, and the Board may cause such goods or matters to be removed and a sufficient part thereof to be sold for payment of fines and expenses: Provided always, that nothing in this section shall apply to goods or matters landed from a vessel on any quay.

Sale of goods upon quays by auction or otherwise forbidden.

86. If any person exposes to sale or causes to be exposed to sale by auction or otherwise upon any quay or quay wall any goods or other matters (except goods damaged at sea, and of a perishable nature, arriving in the Harbour of Dublin immediately previous to such sale), the owner of such goods shall for every such offence be liable to a penalty not exceeding ten pounds; and any person who acts as auctioneer in exposing such goods or other matters to sale shall for every such offence be liable to a penalty not exceeding ten pounds.

Severing timber or stones, or repairing boats on quays, forbidden.

87. If any person cuts or saws, or causes to be cut or sawn, any stone or timber, or builds or repairs any boat, on any quay or quay wall, without the previous consent of the Board signified under the hand of the harbour-master, he shall for every such offence be liable to a penalty not exceeding forty shillings.

Breaking or destroying the walls, quays, &c.

88. If any person wilfully destroys or injures any part of the walls or quays on either side of the river, or injures any of the sheds, buildings, cranes, windlasses, posts, rings, or other conveniences which are placed in and upon such walls or quays for the use and convenience of shipping or boats, every such person so offending shall for every such offence be liable to a penalty of not less than ten shillings nor more than five pounds.

Persons convicted of doing damage shall pay the amount when ascertained.

89. When any person shall be convicted of doing damage to any of the quays or walls of the river, or to any of the works and conveniences upon or about the same, the Board may, either before or after such conviction, direct their engineer or other competent authority or authorities to view the injury so done and report what sum

of money will be required to make good and repair such injury, and the Board may, in addition to any penalty inflicted on him, demand from the person so convicted the sum stated in such report, and in case the same shall not be immediately paid, the amount thereof shall be recovered from such person as in this Act directed.

Officers empowered to seize ships, &c. which they see commit damage.

90. When any officer or person authorized by the Board or any officer of customs or excise shall be present and see any injury done by any vessel, boat, raft, piece of timber, metal, or stone, package, cart, car, horse, carriage, or vehicle to any of the quays or walls, or to any of the sheds, buildings, works, cranes, windlasses, posts, rings, or other conveniences thereon, it shall be lawful for such officer or person to seize and detain such vessel, boat, raft, piece of timber, metal, or stone, package, cart, car, horse, carriage, or vehicle, and the same shall be liable to all such fines and damages as may be imposed or awarded under the authority of this Act, and the Board may grant such reward to the officer or person who shall seize the vessel, boat, raft, piece of timber, metal, or stone, package, car, cart, horse, carriage, or vehicle doing damage as aforesaid as to them shall seem fit.

Vessel doing damage to quays may be detained.

91. In case any injury to the walls or quays, or to any of the works and conveniences in and upon the same, be done by any vessel whose continuance in the port may be uncertain, any person duly authorized by the Board may detain such vessel and prevent her from sailing until satisfaction is made for such injury.

Persons damaging walls, or taking away clay, sand, &c., may be arrested and punished.

92. Any person who shall break or damage any quay, quay wall, dock quay, embankment, or defence of or appertaining to the river Liffey or Port of Dublin, or who shall take away or remove any of the materials of what kind soever of which such quay, quay wall, dock quay, embankment, or defence is composed, or who shall take up any sand, stones, or clay from the strand within fifty feet of such quay, quay wall, dock quay, embankment, or defence, or who shall take away any materials laid on such quay, quay wall, dock quay, embankment, or defence for the purpose of repairing the same, upon conviction of any of the foregoing offences shall be liable for every such offence to a penalty not exceeding five pounds.

Owner of vessel answerable for damage to works.

93. The owner of every vessel or float of timber shall be answerable to the Board for any damage done by such vessel or float of timber, or by any person employed about the same, to the harbour, docks, or quays, and the master or person having the charge of such vessel or float of timber through whose wilful act or negligence any such damage is done shall also be liable to make good the same; and the Board may detain any such vessel or float of timber until sufficient security has been given for the amount of

A.D. 1869.

damage done by the same: Provided always, that nothing herein contained shall extend to impose any liability for any such damage upon the owner of any vessel where such vessel shall at the time when such damage is caused be in charge of a licensed pilot whom such owner or master is bound by law to employ and put his vessel in charge of.

As to the recovery of amount of damage to quays, &c.

94. If the amount claimed in respect of any such damage as aforesaid do not exceed fifty pounds, such damage shall be ascertained and the amount thereof shall be recovered before two justices; and in addition to the remedies by this Act provided for the recovery of the same, the justices before whom the same are recovered may cause the vessel or float of timber causing such damage, and any tackle and furniture thereof, to be distrained and kept until the amount of damages and costs awarded by them is paid, and if the same be not paid within seven days after such distress or keeping, may cause the property so distrained or kept or any part thereof to be sold, and out of the proceeds of such sale may pay the amount of damages and costs awarded by such justices, and all the charges incurred by the distress, keeping, and sale of such property.

Unserviceable vessels to be removed.

95. No vessel which shall be laid by or neglected as unfit for sea service shall be permitted to lie within the limits of the harbour or docks, or alongside the quays, but the harbour-master or dock-master may cause every such vessel to be at the expense of the owner thereof removed from the harbour, docks, or quays; and the charges of removing such vessel may be recovered from the owner of such vessel by summary complaint before any justice; and in case of refusal or neglect of payment of such charges for the space of seven days after having been awarded by such justice, the Board may levy such charges by distress and sale of such vessel, or of the tackle, apparel, or furniture thereof, or any part thereof, and the justice shall issue his warrant accordingly.

Harbour or dock master may remove wrecks, &c.

96. The harbour-master or dock-master may remove any wreck or other obstruction to the harbour, quays, docks, or the approaches to the same, and also any floating timber which impedes the navigation thereof; and the expense of removing any such wreck, obstruction, or floating timber shall be repaid by the owner of the same, and the harbour-master or dock-master may detain such wreck, obstruction, or floating timber for securing the expenses, and on nonpayment of such expenses on demand may sell such wreck, obstruction, or floating timber, and out of the proceeds of such sale pay such expenses, rendering the overplus, if any, to the owner on demand.

Penalty on offering bribes to

97. If any person give or offer any sum of money or anything whatsoever by way of reward or bribe to any harbour-master or

dock-master, or any officer employed in or about the harbour, docks, or quays, for the purpose of gaining an undue preference in the execution of his office, or for the purpose of inducing such harbour-master, dock-master, or other officer to do or omit to do anything relating to his office, or if such harbour-master, dock-master, or other officer receive any such reward or bribe as aforesaid, every person so offending shall be liable for every such offence to a penalty not exceeding twenty pounds.

Penalty on officers, and on officers taking bribes.

98. It shall be lawful for all officers of customs being in the execution of their duty to have free ingress and egress into and out of the docks, and through the gates and entrances of the same, and also freely to pass with their vessels and boats through the locks and communications of the docks at all times, provided the state of the tide and water communications of the docks and premises will admit of such passing, without payment of any toll or sum for so doing.

Officers of customs to have free access to docks without payment of toll.

99. The Board if and whensoever required so to do by the Commissioners of Her Majesty's Customs, shall erect on a suitable spot or spots to be approved by the said Commissioners within the harbour and docks, and always thereafter maintain, a watch-house, and boat-house for the use of the tide surveyors of the customs and their crew of such size and materials and in such manner as shall be approved of by the said Commissioners, and shall also to the satisfaction of the said Commissioners provide from time to time a sufficient number of huts for the use of the officers of revenue, with all fit and necessary weighing materials, and shall at all times keep such watch-house, boat-house, huts, and weighing materials in good and sufficient repair.

Providing accommodation for custom house officers.

100. If at any time such watch-house or boathouse, or such huts or weighing materials, shall be out of repair or not provided as required by the said Commissioners, and notice thereof be given to the Board, they shall repair or provide the same to the satisfaction of the said Commissioners within three months after such notice, or in default thereof shall forfeit the sum of one hundred pounds for every month during which such watch-house, boathouse, huts, or weighing materials shall continue out of repair or be not provided, such penalty to be recovered as a debt due to the Crown, and to be sued for by any officer of customs by the direction of the said Commissioners.

Penalty on undertakers neglecting to repair watch-house, &c.

101. The Board may from time to time make such byelaws as they shall think fit for all or any of the following purposes; (that is to say,)

Byelaws may be made by the Board.

For regulating the use of the harbour, docks, or quays:

For regulating the exercise of the several powers vested in the harbour-master and dock-master:

A.D. 1869.

For regulating the admission of vessels into or near the harbour, docks, or quays, and their removal out of and from the same, and for the good order and government of such vessels whilst within the harbour or docks or at or near the quays:

For regulating the shipping and unshipping, landing, warehousing, stowing, depositing, and removing of all goods within the limits of the harbour, docks, or quays and the warehouses of the Board:

For regulating (with the consent of the Commissioners of Her Majesty's Customs) the hours during which the gates or entrances or outlets to the docks shall be open:

For regulating the duties and conduct of all persons, as well the servants of the Board as others, not being officers of customs or excise, who shall be employed in the docks and warehouses of the Board:

For regulating the use of fires and lights within the docks and warehouses belonging thereto, and within any vessel being within the docks or at or near the quays:

For preventing damage or injury to any vessel or goods within the harbour or docks, or at or near the quays, or in or near the warehouses of the Board:

For regulating the use of the cranes, weighing machines, weights, and measures belonging to the Board:

For regulating the duties and conduct of the porters and carriers employed in the docks and warehouses of the Board, and fixing the rates to be paid to them for carrying any goods, articles, or things from or to the same:

For fixing and determining the rate of speed at which steam boats shall be navigated at any particular part of the river, or on the occasion of launches, or when passing vessels in tow or ferry boats, or when approaching vessels coming from a contrary direction, and for requiring such steam boats to slow or stop their engines, as the case may be, whenever the same shall appear to the Board to be necessary or expedient:

For prescribing the times and conditions under which steam vessels may be swung or wound in the river, and for preventing other vessels from casting loose or from passing up or down the river whilst any steam vessel is in the act of swinging or winding:

For requiring vessels entering or departing to keep to the proper and usual side of the channel of the river:

For requiring vessels discharging cargoes to be furnished with gangways, planks, handrails, ropes, and other appliances to the satisfaction of the harbour-master, or such as may be prescribed:

For requiring vessels that may happen to take the ground in the channel of the river or port to adopt and exercise all reasonable precautions by the stationing of look-out men, the hoisting of lights, and otherwise, to the satisfaction of the harbour-master or as may be prescribed.

VIII.—Docks, Warehouses, and Graving Docks.

A.—*The Custom House Docks and Dock Premises.*

Docks and premises to which the Act applies.

102. For the purposes of this Act the term "the custom house docks" means the docks known respectively as the old dock, the inner dock, and George's dock, now vested in the Board, with the several works, messuages, and hereditaments belonging thereto, and the term "the custom house dock premises" means and includes the premises demised by the Commissioners of Customs and their secretary to the Board under an indenture bearing date the 2nd day of August 1866, and the provisions of this Act relating to the custom house dock premises shall extend also to any premises which may hereafter be demised to the Board by the Commissioners of Customs and their secretary.

Power to purchase storehouses, &c.

103. The Board may from time to time agree with the Commissioners of Her Majesty's Treasury with reference to the transfer to the Board of any lands and buildings adjoining or near to the custom house docks, or custom house dock premises, or river Liffey, for the time being held or used for the public service, which the Commissioners agree should be so transferred, and the Board may accept a transfer thereof from the Commissioners of the Treasury or from any other department or any person authorized in that behalf by those Commissioners.

Charges in custom house docks and custom house dock premises.

104. The Board may demand and take for goods brought into or landed or deposited within or delivered or shipped from the custom house docks such sums as the Board, with the approval of the Board of Trade, may from time time determine, not exceeding those specified in the fifth schedule to this Act; and the Board may likewise in respect of vessels entering, using, and frequenting those docks demand and take the several rates and charges specified in table A. contained in the same schedule mentioned in this Act, called "the dock tonnage rates," and for goods deposited within or delivered from the custom house dock premises and warehoused, stored, or yarded within the same, the Board, from and after the expiration of the said lease to the Messrs. Scovell, and with the approval of the Board of Trade, may demand and take such sums as

A.D. 1869.

they from time to time determine, not exceeding those specified in the sixth schedule to this Act.

Table of actual charges.

105. A table of the charges for the time being actually made by the Board in the custom house docks and custom house dock premises shall be printed and kept open for inspection at the office of the Board, and copies thereof shall be delivered free of expense to all persons having occasion for and reasonably requiring the same.

Board may act as warehousemen, &c.

106. The Board may, within the custom house docks and custom house dock premises, act as warehousemen, wharfingers, and storekeepers, and render such services as are usually rendered by dock companies.

Board may give certificates of deposited goods and warrants for delivery of goods.

107. The Board shall from time to time, at the request of any person warehousing or depositing goods in any warehouse or vault or on or in any of the quays or yards of the Board specially appropriated for the purpose, or entitled to any goods so warehoused or deposited, issue and deliver to him a certificate (in a form approved by the Board) of the goods, or a warrant (in a form approved by the Board) for delivery of the goods, so warehoused or deposited, or any specified part thereof.

Effect of certificate.

108. Goods specified in any such certificate shall for all purposes of this Act be deemed the property of the person in that behalf named in the certificate.

Effect of warrant.

109. Every such warrant for delivery shall be transferable by special endorsement, and shall entitle the person named therein, or the last endorsee thereof named in the endorsement, to the delivery of the goods specified therein; and the following rules shall have effect with reference to the issue of such warrants; (namely,)

(1.) No warrant shall be given unless and until all liens and claims for freight, and all other liens or claims to which the goods were liable while on board any vessel and before the warehousing or depositing thereof, and of which the Board have notice in writing, are paid and discharged, and the goods mentioned in such warrant shall not be delivered up until all rates, rents, charges, and expenses payable to the Board with respect to the warehousing or depositing of the goods, or for services performed by the Board in respect thereof, are paid or discharged:

(2.) Before a warrant is issued the certificate shall be delivered up to the Board to be cancelled:

(3.) If the warrant is for delivery of part only of the goods the Board shall issue to the person delivering up the certificate a new certificate with respect to the goods not specified in the warrant.

A.D. 1869

No persons to be employed in the docks but such as are appointed by the Board.

110. From and after the twenty-ninth day of September one thousand eight hundred and sixty-nine it shall not be lawful for any person or persons, save and except such person or persons as shall from time to time be nominated, appointed, or authorized by the Board, to execute or perform, or be employed in executing or performing, any of the following works, labours, or services in or upon the docks; (that is to say,) shipping, lading, unlading, discharging, landing, weighing, warehousing, yarding, portering, carting, coopering, or mending any goods, wares, and merchandise, and the casks, cases, and other packages in which any such goods, wares, or merchandise shall be contained: Provided that, for the purpose of shipping, lading, unlading, discharging, landing, or yarding goods, the Board shall authorize any persons whom the consignee shall recommend in writing, for whose acts, neglects, and defaults, with relation to the said goods, the consignee shall, by virtue of this Act, be as between the consignee and the Board responsible.

Warehoused goods shall be taken out within three years or otherwise sold for payment of duties, &c.

111. The importer or importers, proprietor or proprietors, consignee or consignees of any goods, wares, or merchandise warehoused, stored, or yarded in the docks shall, before the expiration of three years, to be computed from the day of the first entry thereof, pay such rates and charges as shall be then due and payable on such goods and merchandise, and in case such importer or importers, proprietors or proprietor, consignee or consignees, or his or their agents, shall fail or neglect so to do before the expiration of such three years, the Board or such person as shall be appointed by them may cause all such goods and merchandise to be publicly sold, and the produce of such sale shall be applied first in discharge of all such duties of customs and excise as may be due in respect of such goods, next in payment of the rates and charges imposed by this Act, or of any other sums which may be owing to the Board, and the overplus arising from such sale shall be paid to such importer or importers, proprietor or proprietors, consignee or consignees, or his or their agents: Provided, that the said goods and merchandise shall not be sold until the Board shall have given one month's previous notice in writing to such importer or importers, proprietor or proprietors, consignee or consignees, and shall have inserted such notice once at least in the Dublin Gazette, and three times at least in two daily newspapers published in the city of Dublin, and have affixed the same in a conspicuous place in the Chamber of Commerce and in the office of the Board.

Disorderly or suspicious persons may

112. Any officer of the Board or any police officer may prevent any disorderly or suspicious person from having access to any of the

A.D. 1869.

be excluded from docks, and may be searched on leaving.

docks or warehouses of the Board, and may detain and search any such person having gained admission thereto, provided such officer shall have reasonable cause for suspecting that such person may have fraudulently taken or secreted upon his person any goods taken from such docks or warehouses.

For the protection of Messrs. Scovell.

113. And for the protection of the said Messieurs Scovell, who are herein-after called the "lessees," be it enacted as follows:

Liability of lessees transferred to Board.

(1.) At the expiration of the term granted by the before-mentioned lease or agreement endorsed upon a lease, the lessees shall be at liberty to leave within the demised premises all goods warehoused within the same, and thenceforth all liability and responsibility to the owners of the said goods so left in the demised premises shall (subject to the conditions herein-after mentioned) by virtue of this Act cease and determine with respect to the lessees, and shall (subject as aforesaid) be transferred to and assumed by the Board, who shall indemnify and keep harmless the lessees in respect of any liability towards the Commissioners of Her Majesty's Customs or of Excise with relation to the said goods, and the Board shall thenceforth be liable for the safe custody and due delivery of the said goods, in the same manner and to the same extent as the lessees had previously to delivering up the demised premises been liable.

Lessees to give schedule of goods and charges.

(2.) On or before the first day of September one thousand eight hundred and sixty-nine the lessees shall give to the Board a schedule of the goods contained in the demised premises, together with a statement of the sums and charges which they claim to be due thereon, and the lessees shall give to the Board and to their officers access to the said goods, and ample means of ascertaining the accuracy of the said schedule, and shall aid the Board and their officers in checking such schedule; and the checking of such schedule shall be completed with all reasonable despatch; provided that it shall not be incumbent on the lessees to deliver at the same time a schedule of all the goods in the demised premises, but that schedules may be delivered from time to time in such manner as shall be deemed by the parties or the referee herein-after mentioned most conducive to the speedy attainment of the object.

Providing for referee.

(3.) Before the said first day of September the collector of customs of the Port of Dublin, if required so to do by the Board or the lessees, shall (with the consent of the Commissioners of Her Majesty's Customs) nominate a fit person

as referee to aid in the checking of the said schedule or schedules, and shall fix the remuneration of such referee, such remuneration being a sum in gross, and to be paid in equal parts by the Board and the lessees, and the referee so appointed shall by inspection decide as to the number, quantity, and condition of the goods intended to be delivered up, and his determination upon such matters shall be final; and the schedule or schedules so from time to time checked and ascertained to be correct by common consent, or in default of such consent certified by the said referee, shall be binding upon the Board, and shall be deemed to be the measure of the liability transferred to the Board towards the owners of the said goods and towards the lessees in respect thereof.

Board to require payment of lessees charges.

(4.) The goods so ascertained to be delivered up to the Board shall remain subject to whatever lien the lessees may have thereon at the time of their relinquishing the demised premises, and shall not be delivered by the Board to the owners thereof until the sums due to or claimed by the lessees in respect thereof shall have been discharged, and the Board shall require the payment of the said sums before the delivery of the goods, and shall from time to time account to the lessees for the monies received by the Board in respect of the said goods, and shall pay over such monies to the lessees; and if the Board shall, contrary to this provision, deliver any such goods, they shall be liable to the lessees for any claim or lien which the lessees may have with respect to the said goods; provided, that if such claim or lien be disputed by the owners of the said goods, it shall not be incumbent on the Board to maintain the said claim or lien, but the same shall be maintained (if they think fit so to do) by and at the expense of the lessees.

Providing as to goods sold.

(5.) If under the powers of this Act, or in pursuance of any written or implied contract between the owners of such goods and the lessees, the same goods shall be sold by the Board for default of payment of the rent or other sums due in respect of the warehousing thereof, and if the price obtained for the said goods is not sufficient to discharge the sums due both to the lessees and to the Board, the net monies obtained by such sale shall, in the first place, be applied to satisfying the lien or claims of the lessees in respect of the said goods, and the residue only of the said monies shall be approprieted by the Board, and shall form part of the port fund.

A.D. 1869.

Arbitration.

(6.) If any difference arises between the Board and the lessees touching any of the matters in this enactment other than those which are herein-before provided to be settled by the referee, every such difference shall from time to time be referred to the determination of a single arbitrator, to be appointed in the manner prescribed by "The Railways Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration, and the provisions of the same Act with respect to that matter shall be deemed to be incorporated with this Act, and shall be effectual to the purposes thereof, the word "Company" in the same Act being deemed to mean and apply to the Board.

Saving rights of Messrs. Scovell.

114. Except as by this Act expressly provided, nothing in this Act shall take away, lessen, alter, or prejudice any of the estates, rights, interests, powers, privileges, authorities, or immunities of any lessee or lessees of the custom house dock premises for and during the unexpired residue of any lease granted by the Commissioners of Customs before the passing of this Act.

B.—*Grand Canal Docks.*

Purchase of Grand Canal Docks.

115. With respect to the purchase by the Board of the Grand Canal Docks, the provisions set forth in the seventh schedule to this Act shall operate as if they were enacted in the body of this Act, and shall be carried into effect accordingly.

Grand Canal Docks defined

116. In this Act the expression "the Grand Canal Docks" means and includes the floating and graving docks, basins, cuts, locks, entrances, quays, warehouses, buildings, and other works constructed and the lands and premises possessed by the Grand Canal Company on the south side of the river Liffey, between the rivers Liffey and Dodder and the place where the line of the Grand Canal commences at or near Macquay Bridge.

Saving rights of canal company.

117. Except as by this Act expressly provided nothing in this Act shall take away, lessen, alter, or prejudice any of the estates, rights, interests, powers, privileges, authorities, or immunities of the Grand Canal Company, or any of the estates, rights, interests, powers, privileges, authorities, or immunities of any mortgagee or debenture holder of that Company.

C.—*Graving Docks.*

Rates for graving docks.

118. The Board may demand and receive such graving dock rates as they from time to time think fit, not exceeding those specified in the eighth schedule to this Act, and subject and according to the regulations in that schedule contained.

Deposit for rates.

119. The Board may if they think fit require a reasonable sum, regard being had to the probable amount of graving dock rates to become payable in respect of a vessel, to be paid by the master or owner thereof by way of deposit before she is permitted to go into or use any graving dock

Master of vessel may be questioned as to draught of water of his vessel.

120. The master or owner of any vessel applying to have any vessel admitted into any graving dock may be questioned by the dock-master as to her dimensions and draught of water, and on any other matter relative to the vessel, in order that the dock-master may be enabled to select the particular graving dock into which the vessel may be admitted and the time of her admittance thereto, and also to estimate the amount of graving dock rates to become payable in respect of her; and if such master or owner refuses to answer any reasonable question, or wilfully gives a false answer, he shall for every such offence be liable to a penalty not exceeding ten pounds; and if by reason of any such refusal or of any such false answer such vessel or any other vessel is prevented from or hindered in going into or going out of any graving dock, whereby any damage is sustained by the Board, either from loss of rates or from any other cause, such master or owner shall make good the same to the Board; and in the meantime the same shall be a charge on the vessel, and any deposit made on account of graving dock rates shall be absolutely forfeited to the Board.

Removal of vessels from graving docks.

121. In case the master or owner of any vessel going into or making use of any graving dock neglect to remove her therefrom when the period for which she entered the same has expired, or at the time required by any byelaw relating thereto, the Board may if they think fit cause her to be removed into any other dock, whether a graving dock or not, and all expenses of or consequent on such removal, with any expenses of procuring and putting ballast on board such vessel, and of making her sufficiently water-tight for removal, shall be a charge on such vessel; but nothing in or done under this section shall exonerate the master or owner of such vessel from the payment of any graving dock rates, or from any other payments to which he might otherwise be liable.

Saving for byelaws.

122. Until the same shall be repealed or altered in the manner by this Act authorized, any byelaws or regulations made by the Board before the passing of this Act with respect to the graving docks shall have full force and effect, and the Board may from time to time make further byelaws with respect to the graving docks.

A.D. 1869.

IX.—FIRES, LIGHTS, AND COMBUSTIBLE GOODS.

Goods of a dangerous nature sent to the docks shall be marked.

123. Every person who shall send or cause to be sent or brought to any dock, warehouse, or other premises for shipment, or deposit, or for landing any aquafortis, oil of vitriol, or other goods of dangerous quality, shall distinctly mark or state the nature of such goods on the outside of the box, case, cask, bale, or package containing the same, and shall also give notice thereof to the dock-master of the dock in which the same is intended to be shipped or landed, and in default thereof shall be liable to a penalty not exceeding twenty pounds.

Combustible goods on quays, &c. to be removed.

124. If any tar, pitch, resin, spirituous liquors, turpentine, oil, or other combustible goods or things being on any quay or dock quay, or upon the deck of any vessel lying in any dock or at or near the quay, is or are not removed therefrom to a place of safety within twenty-four hours after notice in writing for that purpose, signed by the harbour-master or dock-master, shall have been served on the owner or person having charge of the same, or if on the deck of a vessel on the master thereof, every such owner, person, or master shall for every such offence be liable to a penalty not exceeding five pounds for every hour such combustible goods or things shall remain in any such place as aforesaid after the expiration of twenty-four hours from the service of such notice.

If not removed, the Board may remove them at expense of owners.

125. If the owner of any such combustible goods or things as aforesaid shall be unknown or be absent, or if from any other cause such notice as aforesaid cannot be served, or if after the service of such notice such goods or things are not removed, then the harbour-master or dock-master, as the case may be, may, if he thinks fit, cause all or any such goods to be removed to a place of safety, and the cost of such removal shall be recovered from the owner thereof, or, as the case may be, from such master, in addition to any penalty incurred by him.

Combustibles to be guarded during the night.

126. If any such combustible thing as aforesaid shall remain on any part of the quays or docks, or on the deck of any vessel within the harbour or docks, or at or near the quays, after sunset, the owner or person having the charge of the same, or in his default the harbour-master or dock-master, at the expense of such owner, shall provide a sufficient number of persons to guard the same from half an hour before sunset to half an hour after sunrise, and such expense, if not paid by such owner to the Board on demand, shall be ascertained and recovered in the same manner as damages are by this Act directed to be ascertained and recovered.

Penalties against offences herein named.

127. Every person who shall commit any of the acts following shall be deemed guilty of an offence, and shall for every such offence be liable to a penalty not exceeding ten pounds; (that is to say,)

Boiling or heating pitch, &c.

(1.) Every person who shall boil or heat any pitch, tar, resin, turpentine, oil, or other combustible matter in any vessel lying within the harbour or docks, or near the quays, or in any place within the harbour, except in such place and in such manner as shall be specially appointed by the Board for that purpose:

Fires within docks.

(2.) Every person who shall have or cause to be had any fire, candle, or lamp lighted within any of the docks or the works belonging to the same, except at such times and in such manner as shall be permitted by the byelaws of the Board:

Loaded guns.

(3.) Every person who shall bring any loaded gun into the docks, or shall have or suffer to remain any loaded gun in any vessel in the docks:

Gunpowder.

(4.) Every person who shall, without the permission of the Board, bring or suffer to remain any gunpowder on the quays or within the docks, or in any vessel within the harbour or docks, or at or near the quays.

Power to enter ship and search for and extinguish fires or lights.

128. The dock-master may enter into any vessel within the docks to search for any fire or light in or suspected to be in such vessel contrary to the provisions of this Act, or of any byelaw made in pursuance thereof, and may extinguish the same; and any person who shall obstruct the dock-master in the execution of such duty shall for every such offence be liable to a penalty not exceeding ten pounds.

Proof on proceedings for penalty.

129. In any prosecution for an offence committed in respect of fire or light or the use of any combustible on board a vessel, it shall be sufficient to prove that light was actually seen on board of or proceeding from such vessel, without its being necessary to prove the kind or nature of the light which was so seen, or whether the same proceeded from a fire or lighted lamp or other combustible, or from other cause.

Vessels in Her Majesty's service exempted.

130. Any provision of this Act relating to gunpowder shall not extend to any of Her Majesty's ships of war or other vessel belonging to or in the service of Her Majesty; and if any person claims and takes the benefit, or attempts to take the benefit, of the exemption aforesaid without being entitled thereto, he shall for every such offence be liable to a penalty not exceeding ten pounds.

Fires not to be lighted for graving

131. If any ship-carpenter, master, or sailor belonging to any vessel, or any other person, graves or careens any vessel, lighter, or

A.D. 1869.

or careening ships save at appointed places.

boat, or lights or makes a fire to glaze the bottom of any vessel, lighter, or boat, or to boil or melt pitch, tar, resin, tallow, or other combustible materials for dressing any vessel, lighter, or boat, or for heating or burning any plank at any place in the river Liffey, except at places from time to time appointed by the Board by byelaws for the purposes aforesaid, he shall for every such offence be liable to a penalty not exceeding five pounds.

X.—Tonnage Rates.

Tonnage rates.

132. In addition to any other sum or sums of money payable under this Act there shall be payable and paid to the Board by the master or owner of every vessel coming into the port, for every voyage such vessel shall make to the port, rates not exceeding the rates set forth in the ninth schedule to this Act, and in this Act called tonnage rates.

Mode of levying tonnage rates.

133. The tonnage rates by this Act authorized shall be levied upon all vessels, and shall (save as by the next following section excepted) be levied upon and according to the registered tonnage of such vessels.

Ascertainment of tonnage of registered and other vessels.

134. The tonnage of all British vessels duly registered shall be ascertained according to the certified tonnage in the register of such vessels, and the tonnage of all British vessels not required to be registered, and of all other vessels, shall be ascertained according to the rules of admeasurement for the time being established by law for regulating the admeasurement of the tonnage and burthen of the merchant shipping of the United Kingdom.

XI.—Timber, &c. Rates.

Timber rates.

135. In addition to any other rates or sums payable to the Board under this Act, there shall be payable and paid to them in respect of wood of whatever kind, and bricks and blocks of marble, rates not exceeding the several rates set forth in the tenth schedule to this Act, and in this Act called timber, &c. rates.

For prevention of frauds.

136. In case of any undue entry, fraud, or concealment of or with respect to any goods or articles upon which the timber, &c. rates are by this Act leviable, such goods or articles shall in every case be subject to the like seizure or forfeiture as goods charged with the payment of any duties to Her Majesty are or would be subject for any undue entry, fraud, or concealment.

XII.—Lighters, Wherries, &c.

Payments by lighters, wherries, &c

137. The owners of all lighters, wherries, boats, and other small craft (called by different names, but used for similar purposes) employed on any part of the river Liffey or within the Port of Dublin shall pay to the Board sums of money not exceeding the sums respectively in the eleventh schedule to this Act mentioned, and in this Act called lighter and wherry rates.

Owners of lighters above ten tons, when licensed, to give security and abide by rules.

138. The Board may grant licences to vessels above the burthen of ten tons respectively to carry goods or merchandise within the Port of Dublin; and the owner of any vessel so licensed shall, by himself and two sureties to be approved by the Board, give security in the sum of two hundred pounds to keep such vessel in efficient and working order; and such owner shall abide by such rules for the carriage of goods or merchandise, and shall comply with such bye-laws and regulations as the Board from time to time may make and prescribe.

Lighters not licensed found laden with goods.

139. If any vessel above the burthen of ten tons not licensed as aforesaid, or the owner of which has not complied in all respects with the requirements of this Act, shall be found laden with any goods, merchandise, matter, or thing whatever within the port, the owner or master of such vessel shall for every such offence be liable to a penalty not exceeding five pounds, to be recovered as in this Act directed: Provided always, that nothing in this Act contained shall require or be construed to require vessels other than those belonging to and employed within the port to be licensed or to pay any lighter or wherry rates.

Board may license boats to ply for hire.

140. The Board may grant licences for the conveyance of passengers to the owners of all row-boats or sailing-boats used by the owners thereof in plying for hire within the Port of Dublin; and such boats respectively shall have their numbers conspicuously painted thereon, and shall be registered by their numbers and the names of their respective owners with the ballast-master, to whom the sum of two shillings and sixpence shall be paid in each case for registering the same; and the owners respectively of all such boats shall abide by such rates for the conveyance of passengers, and shall comply with such byelaws and regulations, as the Board from time to time may make and prescribe.

Penalty upon unlicensed boats plying for hire.

141. In case any person shall ply for hire in any boat within the Port of Dublin without being licensed by the Board, or without such boat being numbered and registered as aforesaid, or in case the owner or person in charge of such boat shall refuse to abide by such rates or to comply with such byelaws or regulations as aforesaid,

A.D. 1869.

such person or owner and each and every of them shall for every such offence be liable to a penalty not exceeding forty shillings.

Ferry-boats excepted.

142. Nothing in the provisions of this Act relating to lighters and wherries shall extend to ferry-boats plying with passengers across the river Liffey.

Lighterman or person in row-boat refusing to carry goods or passengers.

143. If any person or persons managing any vessel duly licensed and plying within the Port of Dublin for the carriage of goods, and not at the time engaged in carrying other goods, shall refuse to carry goods to or from any vessel within the port upon being required to do so, or in case the person or persons managing any row-boat or sailing-boat duly licensed and plying within the Port of Dublin for the carriage of passengers, and not at the time engaged in carrying other passengers, shall refuse to carry passengers to or from any vessel within the port upon being required to do so, such person or persons so refusing and the owner and owners of every such vessel or boat, as the case may be, shall respectively for every such refusal be liable to a penalty not exceeding five pounds.

Charges on lighters, wherries, &c. may be levied by distress if not paid.

144. In case of nonpayment of any sum charged or chargeable upon any lighter, wherry, boat, or other craft under this Act, the Board, or any person or persons by them appointed for that purpose, may enter into every such lighter, wherry, boat, or other craft, and may seize and distrain the masts, sails, oars, and other matters therein found; and if no sufficient distress can be found therein may seize and distrain such lighter, wherry, boat, or other craft, and may keep such distress or distresses until the sum or sums of money so in arrear shall be paid; and in case of neglect or delay in payment for seven days after any distress or distresses shall be so taken, may sell the distress or distresses so taken and with the proceeds pay the sum or sums so in arrear, together with all reasonable costs and charges, paying the overplus (if any) to the owner of such lighter, wherry, boat, or other craft, or his representative.

XIII.—Recovery of Rates.

Commanders of passenger vessels may compound for rates by one annual payment.

145. Any vessel carrying passengers only within the port, in respect of which a sum of money equal to all the rates which would be chargeable under or by virtue of this Act upon such vessel to be computed upon six voyages shall be paid to the Board at one entire payment, shall be at liberty without any further payment of rates to the Board for the space of one year then next ensuing, and to be computed from the day upon which such entire payment shall be made, to sail from and to the harbour with passengers only as often within such year as the master of such vessel shall think fit.

A.D. 1869.

Recovery of rates on vessels by distraint, &c.

146. If the master of any vessel in respect of which any rate, due, or other payment is payable to the Board under this Act fails to pay the same, or any part thereof, the collector of rates may, with such assistance as he may deem necessary, go on board the vessel and demand payment thereof, and on nonpayment thereof, or any part thereof, may take, distrain, or arrest on his own authority the vessel, and the tackle, apparel, and furniture belonging thereto, or any part thereof, and detain the matters so distrained or arrested until the payment is fully made; and in case any such rate, due, or payment remains unpaid for seven days next after distress or arrestment as aforesaid, the collector may cause the matter distrained or arrested to be appraised by two or more sworn appraisers, and afterwards cause such matters, or any part thereof, to be sold, and with the proceeds of sale may satisfy the rent, due, or payment unpaid, and the expenses of the taking, keeping, appraising, and selling aforesaid, rendering the surplus (if any) to the master of the vessel on demand.

Or from owner or broker.

147. If the Board are unable from any cause to distrain or arrest any such vessel in respect of which any rate, due, or other payment is payable to the Board under this Act, and concerning the payment of which or of any part of which the master of such vessel has made default, or if the proceeds of the sale of such vessel are not sufficient to discharge the rates or other payments due to the Board under this Act, the Board may sue for and recover such rates in any court of competent jurisdiction from the owner of such vessel: Provided that any consignee or agent may, out of any monies in his hands received on account of such vessel, or belonging to the owner thereof, retain the amount of all dues paid by him under this Act in respect of the vessel, together with all reasonable expenses he may have incurred by reason of such payment of his liability under this Act.

Officers of customs may withhold discharge of vessels until discharge from ballast-master produced.

148. The collector or other proper officer of Her Majesty's Customs at Dublin may, if duly authorized by the Commissioners of Her Majesty's Customs, refuse to clear or discharge any vessel outward bound, or permit any vessel outward bound to sail until the master thereof shall have brought a discharge from the ballast-master testifying that the ballast money (in case such vessel shall have taken in or put out ballast within the port) and likewise all and singular the payments, rates, duties, and fines payable by or in respect of such vessel, or chargeable under any of the provisions of this Act, have been duly paid and discharged, and such discharge in case such ballast money, payments, rates, duties, and fines shall have been previously paid to the Board shall be immediately granted by

A.D. 1869.

the ballast-master: Provided always, that the ballast-master before granting any such discharge as aforesaid in respect of any vessel shall take such measures as he may deem necessary for ascertaining the facts in such case, and for that purpose may require in every case a declaration to be made in his presence or to his satisfaction by the master of such vessel that all such payments have been duly made, and that no greater quantity of ballast has been taken in or put out of such vessel than the quantity so paid for, but the ballast-master may at his discretion in any case dispense with the making of such a declaration.

XIV.—Outports.

Board may repair outports.

149. In case any outport or harbour other than the Harbour of Dublin, but included within the limits of the port, shall stand in need of repair, or of deepening and being rendered more commodious for shipping, the Board may repair and improve such harbour or outport, and the vessels resorting to such harbour or outport shall pay to the Board similar rates and duties, and abide by and be subject to the like byelaws, rules, orders, regulations, penalties, and forfeitures, as from time to time shall exist or be in force within the Harbour of Dublin, subject only to such variations as the circumstances of such harbour or outport shall require and the Board shall from time to time approve.

Rates receivable in outports.

150. The rates and duties levied and collected by the Board in any such outport or harbour as last aforesaid shall be paid into and form part of the port fund.

Vessels arriving at Dalkey subject to same rules, &c. as if in Dublin.

151. The powers by this Act conferred upon the Board with regard to the Port and Harbour of Dublin shall extend to the Harbour of Dalkey, and the masters of all vessels arriving in the Harbour of Dalkey shall be subject and liable (as far as circumstances shall permit) to all such fines and penalties for any breach or breaches of any rules, regulations, orders, and byelaws of the Board as the masters of vessels arriving in the Port or Harbour of Dublin are subject or liable to.

XV.—Kingstown Harbour.

In case of part only of cargo discharged or taken in at

152. In every case where a part only of the cargo of any vessel shall be taken in or discharged in Kingstown Harbour, and the remainder in some part or parts of the port, the Board, or their officer duly authorized in that respect, may levy and collect upon

any such vessel only so much of the rates and duties which they may be otherwise entitled to levy and collect as bears the same proportion to the whole of such rates and duties that the part of the cargo so taken in or discharged in such part or parts of the port bears to the whole of such cargo, and no more.

Kingstown, the Board to charge only proportionably.

153. The whole of the rates and duties payable to the Kingstown Harbour Commissioners and the Board respectively shall in all cases where vessels first begin to land or take in their cargo at Kingstown Harbour and afterwards discharge or take in the remainder of their cargo at some part or parts of the port, be paid to the proper officer of the Kingstown Harbour Commissioners, and the proportion thereof to which the Board shall be entitled shall be duly accounted for and paid over by the Kingstown Harbour Commissioners to the Board; and in like manner where vessels first begin to land or take in their cargo at some part or parts of the port and afterwards discharge or take in the remainder of the cargo at Kingstown the whole of the rates and duties payable in respect of such vessel shall be paid to the proper officer of the Board, and the proportion to which the Kingstown Harbour Commissioners are entitled shall be duly paid over to them by the Board.

The whole of the rates and duties to be paid when vessel first begins to take in or discharge.

154. Every vessel of which the whole cargo shall be taken in or discharged in Kingstown Harbour, and on which the rates and duties shall have been paid, shall at the end of the same trip or voyage be freed and discharged from the like rates and duties in any part of the port; and every vessel of which the whole cargo shall be taken in or discharged in any part of the port shall in like manner be freed and discharged at the end of the same trip or voyage from the like rates and duties in Kingstown Harbour.

Ship laden or unladen at Kingstown free of the Port of Dublin, or vice versâ.

155. On payment of all rates and duties payable in respect of any vessel to the Kingstown Harbour Commissioners, their officer or officers duly authorized for that purpose shall grant a certificate of such payment, upon production of which the collector or other proper officer of customs of the Port of Dublin may clear out or discharge such vessel; and such clearance and discharge shall respectively have the same effect in law in all parts of the Port of Dublin as far as relates to any liability to such rates and duties as if the same had been granted by the Board.

Upon production of certificate from Kingstown Commissioners, the collector of customs at Dublin to give a clearance.

156. Whenever it shall be necessary to lighten any vessel by discharging part of the cargo into any other vessel afloat in Kingstown Harbour, it shall not be lawful for the Kingstown Harbour Commissioners to levy and collect rates and duties on any vessel so

No rates to be paid on a vessel being lightened of part of her cargo.

A.D. 1869.

lightening, unless such cargo or any part thereof shall be afterwards landed at Kingstown.

XVI.—Protection of Port.

Power to remove impediments to navigation.

157. In addition to the powers by this Act conferred upon the harbour-master or dock-master the Board may remove any stones, timber, anchors, or other obstructions or impediments to the safe and convenient navigation of the port.

Removal of sunken or stranded vessels.

158. In either of the following cases; (that is to say,)

(1.) Where a vessel is sunk or stranded within the limits of the port, and the Board deliver to the master or other person who has or, at the time of such sinking or stranding, had the charge or command of such vessel, or to the owner of such vessel, or leave at the usual or last known place of abode or business in the United Kingdom (if any) of such master or other person or owner, a notice in writing requiring such master or other person or owner, or one of them, to remove such vessel, or procure her to be removed, within the time therein specified, not being less than six days from the delivery or leaving of such notice, and such master or other person or owner fails to comply with the requisitions of the notice;

(2.) Where a vessel is sunk or stranded within the limits of the port, and neither the master or other person who has or, at the time of such sinking or stranding, had the charge or command of such vessel, nor the owner of such vessel, is, after reasonable inquiry, known to the Board, or such master or other person or owner appears to the Board, after reasonable inquiry, to be dead, or his place of abode or business in the United Kingdom (if any) is not, after reasonable inquiry, known to the Board, then after the expiration of one month from such sinking or stranding,

any person appointed by the Board for the purpose may cause such vessel to be weighed and raised, or if the same cannot be effected at a reasonable expense, or at all (whereof the Board shall be sole judges), then to be blown up with gunpowder or otherwise removed.

Power to Board to sell vessel, &c.

159. In case of any vessel being so weighed and raised or blown up, or otherwise removed by the Board, they may cause the vessel, or any part thereof, and the furniture, tackle, and apparel thereof, or any part thereof, and any goods and effects found on board the same, or otherwise saved thereout, to be sold by public auction or

otherwise, and shall apply the proceeds of such sale in paying the expenses of weighing and raising or attempting to weigh or raise the vessel, and the expenses of blowing up or otherwise removing the vessel and clearing the river therefrom, whether a previous attempt to weigh or raise her has been made by the Board or not, and also the expenses of such sale, rendering the overplus (if any) to the person entitled thereto; provided that the Board shall from time to time, as soon as conveniently may be after the recovery by them of any property under the powers contained in this and the two preceding enactments, deliver to the receiver of wreck for the district a descriptive list of all property so recovered, as well as of all marks thereon and of all marks on the packages or covering (if any) containing such property; and such list shall in every case be delivered to the said receiver of wreck at least fourteen days before any part of such property is sold.

Saving for owners to remove.

160. Provided always, that until the Board proceed by some person appointed by them for the purpose to weigh and raise any vessel so sunk or stranded as aforesaid, or to blow her up or otherwise remove her, the master or person having the charge thereof, or the owner thereof, may weigh and raise her as if this Act had not been passed.

Cutting buoy-ropes, or casting vessel loose.

161. Any person (except those lawfully empowered to do so) who shall cut away any buoy or buoy-rope from the anchor of any vessel within the port, or from any anchor which may have been left in the port or in the river by any vessel from any cause whatever, or who shall cut away any rope or hawser by which any vessel shall be fastened to her anchor or otherwise moored and fastened, or who shall in any way whatever cast loose or cut away any vessel from its mooring, or who shall deface, injure, displace, or take away any floating buoy or perch, beacon, land-mark, or known sea-mark, may be seized and taken into custody by any of Her Majesty's subjects, and delivered over to the nearest constable; and every such person so offending shall, on conviction, in addition to paying for all the damage occasioned by his acts, be liable to a penalty not exceeding five pounds for every such offence, or, in the discretion of the justices before whom the complaint shall be heard, shall suffer imprisonment for the same and be kept to hard labour for any space of time not exceeding three months.

The boat from which the offence was committed forfeited.

162. Any vessel in which it shall appear that such person or persons were whilst cutting away such buoy, rope, or hawser as aforesaid, or whilst casting loose or cutting away any vessel from its moorings, or whilst defacing, injuring, or taking away any floating buoy, perch, or known sea-mark as aforesaid, may be seized and sold by the Board, and any person or persons who shall see any of such

A.D. 1869.

offences committed may seize such vessel and deliver the same to the Board with a view to the sale thereof.

Fastening vessels to buoys not mooring buoys.

163. If any person moors or fastens any vessel to any buoy not being a mooring buoy, or to any beacon within the port, or by boat-hook, rope, cable, or otherwise hangs on to any such buoy not being a mooring buoy, or to any such beacon, every person so offending shall for every such offence be liable to a penalty not exceeding twenty pounds.

Penalty for throwing ballast, &c. into harbour or docks.

164. Every person who shall throw or put any ballast, earth, ashes, stones, or other thing into the river, harbour, or docks, shall for every such offence be liable to a penalty not exceeding five pounds.

Scavengers forbidden to throw dirt into river.

165. If any person acting under or employed by any scavenger or by any contractor for cleansing the streets of Dublin, or any of them, throws or sweeps or in any manner puts into the river Liffey any dirt or filth whatever swept or taken from any street in Dublin, such scavenger or contractor shall for every such offence committed by any person acting under or employed by him be liable to a penalty not exceeding five pounds, which shall be independent of any penalty imposed on the person actually committing such offence.

XVII.—Tramways.

Power to make tramways.

166. The Board, subject to the provisions of this Act, may construct, complete, and maintain all or any of the tramways described in the twelfth schedule to this Act, Part I., and in this Act called "the tramways," with sidings, junctions, turntables, works, and conveniences connected therewith, and the Board, for the purposes and in the construction of such tramways and works, may by agreement, but not otherwise, enter upon, take, and use any lands, and may appropriate and use the surface of the quays mentioned in the same schedule.

General Acts applicable to tramways incorporated.

167. The Railways Clauses Consolidation Act, 1845, and Part I. of the Railways Clauses Act, 1863, (except such of the provisions of those Acts respectively as are varied by or are repugnant to any of the provisions of this Act,) are incorporated with this Act; and the expression "the railway" in the incorporated Acts, or any of them, means the tramways of the Board, and the expression "the company" means the Board.

Branch tramways.

168. The Board may agree with any company or persons or person, being owners, lessees, or occupiers of any railway, canal, dock, wharf, warehouse, manufactory, goods shed, or premises adjoining or near to the tramways of the Board, for the laying down

and constructing of cross or branch tramways, with turntables, sidings, and other conveniences suitable for connecting the tramways by this Act authorized, or any of them (except that part thereof in the twelfth schedule described as tramway No. 1, which extends from Carlisle Bridge to the western side of Beresford Place), with any such railway, canal, dock, wharf, warehouse, manufactory, goods shed, or premises, upon such terms and conditions as may be agreed upon; and the Board may execute the works necessary for giving effect to any such agreement: Provided always, that no such cross or branch tramways or works extending beyond the line of houses bounding the streets adjoining the quays shall be laid down upon or along any streets under the control of the municipal corporation without the consent of the municipal corporation first had and obtained, such consent to be signified in writing under the hand of the town clerk.

Trucks not to remain on branch tramways.

169. No truck or waggon shall be allowed to stand on any of the branch tramways between the main lines of tramways and the houses so as to obstruct the passage along the street or public thoroughfare.

Tramways may be made on future property of the Board.

170. The Board if and when they think fit may in like manner lay down and maintain tramways, with all proper sidings, junctions, turntables, works, and conveniences, and with all such cross or branch tramways as may from time to time be necessary, upon and along and within the docks, basins, wharves, piers, quays, embankments, works, and other property to the eastward of Carlisle Bridge now belonging to or in possession or subject to the control, management, and jurisdiction of the Board, or which may hereafter be made or acquired by, or otherwise belong to or come into the possession of, under the jurisdiction of the Board.

Power to alter or build bridges.

171. The Board may in the construction of the tramways, or any of them, cross or alter bridges in the lines of the tramways, or any of them, and raise, repair, rebuild, and reconstruct the same or such of them or such part thereof respectively as shall be necessary, and likewise erect bridges over any lock, cut, canal, or entrance to any dock or basin; but none of the powers of this section shall be exercised except with the consent of the body or person owning or having the authority over every such bridge, lock, cut, canal, entrance, dock, or basin (if any such body or person there be other than the Board).

Board to restore streets.

172. The Board shall with all reasonable despatch make good any damage done in the construction or maintenance of the tramways to any street or public way or footpath the surface of which may be disturbed in the execution of the powers of this Act.

A.D. 1869.

Repair of roadway adjoining tramway.

173. The Board shall keep in repair and maintain the roadway between the rails of the tramways and for two feet on each side of such tramways.

Tramways only to be upon quays and works adjacent.

174. For the purposes of the tramways, but for such purposes only, the word "quay" or "quays" in this Act means and includes the quays and the walls thereof, and the embankment, road, street, or place abutting upon the quays, and any quays, piers, jetties, wharfs, docks, basins, embankments, and also the roadways and footways on, along, and adjoining the same respectively, and whether enclosed or unenclosed, upon which the Board are by this Act authorized to lay tramways.

Notice requisite before interference with tramways.

175. If the municipal corporation, or any gas or water company, or any public body having control over the pavements, sewers, gas or water pipes along, beside, or under the lines of the tramways, or any of them, desire to take up or remove any part or parts of the tramways for the purpose of making, repairing, altering, or widening any of such drains, or for the purpose of laying, repairing, or altering any gas, water, or other pipes or mains, or for any other purpose whatsoever, they shall (except in cases of emergency) deliver at the office of the Board notice in writing of such intended interference four clear days at least before any and every such taking up and removal; and the municipal corporation, gas or water company, or other public body as aforesaid, shall, at their own expense, in an effectual and proper manner to the satisfaction of the Board or their engineer, and with all reasonable despatch, restore and replace the part or parts of the tramways and works, or any of them so taken up and removed as aforesaid.

Works connected with gas companies to be executed to the satisfaction of their engineer.

176. All works, matters, or things which under the provisions of this Act or any of the Acts incorporated herewith the Board may be empowered or required to do or execute with reference to the mains, pipes, syphons, plugs, or other works of any gas company in Dublin shall be done and executed by and at the costs of the Board, but to the reasonable satisfaction and under the direction and superintendence of the engineer for the time being of the gas company to whom such mains, pipes, syphons, plugs, and other works belong; and such works, matters, or other things shall not be commenced until after fourteen days previous notice thereof in writing shall have been given to the gas company; and if any dispute or difference shall arise between the Board or their engineer and the gas company or their engineer, every such dispute shall be settled by an engineer to be appointed by the Board of Public Works in Ireland.

Penalty for interrupting the supply of gas.

177. If any of the mains, syphons, or plugs of the gas company shall be interfered with by the Board, or by the acts of any of the contractors, agents, workmen, or servants, or any person in the employ of the Board, so as to cause interruption in the supply of gas by means of such interference, the Board shall forfeit and pay to the gas company whose supply shall have been so interrupted a sum not exceeding twenty pounds for every day in which such interruption shall occur after notice to the Board of such interruption; and such sum may be recovered by summary process before any of the divisional magistrates of the city of Dublin.

Gas companies to have access to premises of the Board.

178. The gas company and their engineers, workmen, and others in their employment may, at all reasonable times within the districts in which the company is now entitled by law to lay down pipes, enter upon the tramway lands and premises of the Board for the purpose of laying and lay any mains or pipes under the said tramway lands and premises or any part thereof, and do all such works in and upon such tramway lands and premises as may be necessary for laying, repairing, maintaining, or removing or replacing such mains or pipes under or over the same tramway lands and premises: Provided always, that in so doing the gas company shall not interrupt the traffic passing on such tramway in any manner for any longer period than may be absolutely necessary: Provided also, that all such works shall be done by and at the expense of the gas company requiring such works, under the superintendence of and to the reasonable satisfaction of the engineer of the Board: Provided also, that the expense of all repairs or renewals of the said pipes or mains, or any works in connexion therewith, which may at any time hereafter be rendered necessary by the acts or defaults of the Board, their contractors, agents, workmen, or servants, or any person in their employment, shall be borne and paid by the Board, and may be recovered from them by the gas company in any court of competent jurisdiction: Provided also, that if any dispute shall arise between the Board and the gas company or their engineers respectively with respect to the matters mentioned in the present section or any of them, every such dispute shall be settled by an engineer to be appointed by the Board of Public Works in Ireland.

Act not to prevent use of quays for loading and unloading vessels by carts, &c.

179. This Act shall not be construed to prevent the use of the quays by carts, waggons, vehicles, and horses for the loading and unloading of vessels, although such carts, waggons, vehicles, or horses may stand across or upon tramways; provided the same do not remain longer than is necessary for such loading or unloading, and be removed when required off the tramways for the passage of traffic along and necessary use of the tramways.

A.D. 1869.

For preventing obstruction to tramways.

180. Subject as by this Act provided, no goods, vehicles, animals, or things shall be permitted to remain upon, and no obstruction shall be caused to the tramways of the Board or any of them, and whenever any obstruction thereto is caused the Board or any of their officers or servants may remove the goods, vehicles, animals, or things causing the obstruction, and detain the same until the expenses of removal and detention be paid by the owner or person having charge of the same, and if the expenses be not paid by him within three days after demand, or if the owner or person cannot be found, the Board may sell the goods, vehicles, animals, or things, and pay themselves the expenses of removal, detention, and sale, rendering on demand the surplus (if any) of the proceeds of sale and the unsold goods, vehicles, animals, or things (if any) to the person appearing to them to be entitled thereto.

Restriction as to tramways on quays.

181. When the tramways or any of them cross any public highway on the level the surface of the rail thereof, for the purpose of guiding the wheels of carriages thereon, shall not sink below the level of the highway more than one inch, nor rise above the level of such highway, nor shall the opening for the flange of the wheels of the carriages be constructed therein so as to exceed one and a half inch in width, and the tramways shall, as far as practicable, be so maintained.

Animal power only to be used.

182. No means of traction or propulsion except animal power shall be used on the tramways or any of them, or on, along, or across any of the streets for the purposes of this Act authorized to be taken or used.

If tramways removed, Board to make good the site.

183. If and whenever any of the tramways or any part thereof is wholly or partially removed, the quay, road, street, highway, or bridge whereon or wherein it was made shall be reinstated as nearly as may be in its former condition by and at the expense of the Board.

Tolls upon the tramways.

184. The Board may demand and receive for the use of the tramways or any of them tolls not exceeding the tolls in the twelfth schedule, Part II., to this Act mentioned, subject to the regulations in that schedule and part contained.

Power to charge on the waggon instead of the goods.

185. The Board from time to time, if and when they think fit, instead of charging tolls on the goods, vehicles, animals, and things conveyed upon the tramways as herein-before authorized, may demand and receive tolls not exceeding the tolls set forth in the twelfth schedule, Part III., to this Act annexed, upon the waggons, trucks, and carriages used on the tramways.

Agreement as to rates

186. In respect of the cross or branch tramways (if any) hereafter to be constructed, the Board may enter into arrangements with

the companies and persons requiring or using the same, and may charge such reasonable rates for the use thereof as may be agreed upon, or in default of agreement as the Board think proper.

on branch tramways.

187. The Board may, at their discretion, from time to time make and enter into special agreements with any company or corporation, person or persons, for the use of the tramways and works or any of them, and may charge such rates, whether according to time, distance, or tonnage, as may be arranged between the parties: Provided always, that equal facilities and arrangements shall, as far as possible under the like circumstances, be afforded to all companies, corporations, or persons using the tramways or works or any of them.

Power to make special agreements according to time and distance.

188. Before the Board under the powers of this Act take any tolls in respect of the tramways they shall submit the scale of tolls which they propose to take to the Board of Trade, and the Board of Trade may if they think fit, within three months after the scale of tolls shall have been submitted to them, require the Board to alter or modify the amount of such tolls so that the same do not exceed the sums specified in this Act; and if within such period no such requisition shall be made by the Board of Trade the scale of tolls so submitted shall be deemed to have been approved by them; but nothing in this Act shall make it necessary to submit to the Board of Trade after the passing of this Act any scale of tolls already submitted and approved under the Tramways Act of 1865, and every such scale shall remain in force as if this Act had not been passed.

Submission of first tolls to Board of Trade.

189. If it shall appear to the Board of Trade at any time after the expiration of three years from any previous approval or alteration that the tolls herein-before referred to, or any reduced rate of tolls levied by the Board, have been more than sufficient to pay the expenses of the maintenance and management of the tramways and of any alterations and improvements therein which may from time to time be necessary, and the interest on the principal sums expended on the tramways, and to provide a sinking fund in respect thereof, the Board of Trade may require the Board to reduce the rates so charged to such amount as the Board of Trade may think sufficient for defraying all such expenses and interest and for providing such sinking fund; and the Board of Trade may from time to time, as occasion may require, authorize the Board again to raise such tolls to any amount not exceeding the sums specified in this Act.

Board of Trade may revise tolls in case of a surplus.

190. The Board may demand and take for the use of cranes, weighing and measuring machines provided by them for the purposes of the tramways, or any of them, and for motive power, whether manual or horse power, and for trucks, if and when

Power to charge for special services, cranes, &c.

A.D. 1869.

furnished by the Board, and for any special services rendered by the Board in connexion with the loading or unloading or transit of any goods, articles, and things conveyed on the tramways or any of them, such reasonable charges as the Board from time to time think fit, and the same shall be paid by the owner or person having the charge of such goods, articles, or things, but nothing in this Act contained shall impose on the Board any obligation to haul or work the tramways or any of them, or to supply any trucks or to perform any special services connected therewith, unless the Board shall think fit so to do.

Application of profits.

191. All monies received from the tolls to be levied and demanded for the use of the tramways or any of them, and all monies arising in respect thereof, shall be paid into and form part of the port fund, but the Board shall cause separate accounts to be kept of all monies received and expended in respect of the tramways.

Power for the Board to make byelaws.

192. In addition to any byelaws which may already have been made with respect to the tramways, the Board may from time to time make and alter byelaws for all or any of the following purposes; (that is to say,)

For regulating the use of the tramways and the sidings and works connected therewith:

For regulating the times and manner of paying, together with the places for payment, of the tolls, rates, and charges payable to the Board in respect of the tramways:

For preventing obstructions, of whatever kind, or interference with the traffic upon or passage along the tramways or any of them, or injury thereto.

Approval of byelaws.

193. Until the same shall be repealed or altered in manner in this Act provided, any existing byelaws made by the Board with respect to the tramways shall continue in force; but no additional byelaws made with respect to the tramways (except such as relate solely to the Board or their officers or servants) shall come into operation until the same are confirmed as in this Act provided.

Persons offending against byelaws.

194. Any person offending against any byelaw made with respect to the tramways shall for every such offence be liable to a penalty not exceeding forty shillings, and if the infraction or non-observance of any such byelaw be attended with danger or annoyance to the public or hindrance to the Board in the lawful use of the tramways, the Board may by their officers summarily interfere to obviate or remove such danger, annoyance, or hindrance, and that without prejudice to any penalty incurred by the infraction of any such byelaw.

Board may prohibit carriage of manure, &c.

195. The Board may if they think fit prohibit the carriage upon the tramways of nightsoil, dung, manure, compost, or other offensive matter.

XVIII.—North Lots.

Yearly sums payable for north lots.

196. There shall be paid to the Board for the north lots described in the thirteenth schedule to this Act the yearly sums therein specified as payable for the same respectively.

Time for payment.

197. The yearly sums for north lots shall be paid on the twenty-fourth day of June in every year without deduction.

Means of enforcing payment.

198. If the said yearly sums or any of them are not paid within fourteen days after the same become due, whether demand thereof has been legally made or not, the Board may recover and enforce payment of the same by distress and entry on the lot or lots in respect of which such yearly sums are due in the same manner in which rent in arrear may be recovered by landlords from tenants, and if no sufficient distress can be found on the lot in respect of which such yearly sum is due, the Board may, subject and according to the provisions of this Act, absolutely sell the lot, or a competent part thereof, to the highest and fairest bidder by public sale.

Regulations as to sale.

199. The regulations contained in the fourteenth schedule to this Act shall have effect as if they were enacted in the body of this Act with respect to any such sale.

Conveyance of fee simple.

200. On any such sale the Board may under their common seal convey the fee simple of the property sold to and vest the same in the purchaser, and the purchaser shall hold the same free from all former gifts, grants, conveyances, leases, mortgages, judgments, and incumbrances.

Receipt a discharge.

201. The receipt or acknowledgment for the amount of purchase money stated in the body of any deed of conveyance from the Board to a purchaser as indorsed on the deed shall be a sufficient discharge to him for his purchase money.

Application of proceeds of sale.

202. The Board shall apply the money arising by any sale as follows; (namely,)

First, in paying the yearly sums in arrear at the time of sale, with interest from the time when the same ought to have been paid, until payment:

Secondly, in paying the expenses incurred by them in or about the sale, including the expenses (if any) of dividing and

A.D. 1869.

inclosing the property sold and of delivering possession to the purchaser:

Thirdly, they shall pay the residue (if any) to the person who but for the sale would have been entitled to the property sold.

Persons to deliver up possession of premises sold.

203. The persons in possession of any lot sold by the Board as aforesaid shall, immediately on such sale, deliver up possession to the purchaser thereof, or to the person authorized by the Board to take possession thereof, and in case any person so in possession refuses to give possession as aforesaid, the Board may issue their precept to the sheriff of the county of Dublin or to the sheriff of the county of the city of Dublin (according to the situation of such lot), commanding him to deliver possession of the lot, or the part or parts thereof described in the precept, to the person nominated therein to receive the same; and the sheriff shall deliver up such possession accordingly, and shall levy the costs incurred by the issuing and executing of such precept by distress and sale of the goods and chattels of the person refusing to give possession as aforesaid.

Sale not to go on if the proprietor pays off arrear of interest.

204. If the yearly sum due and in arrear in respect of any lot is at any time before sale of such lot paid to the Board, with interest from the time when such yearly sum became due to the time of payment, and with all expenses incurred by the Board in relation thereto, the sale of such lot shall not be proceeded with.

Proprietors may sue under-tenants for arrears paid off.

205. In case the proprietor of any such lot shall for the preservation of his estate and interest in such lot pay off and discharge such arrear in manner aforesaid, and such lot shall be leased to any tenant, such proprietor may sue for and enforce the payment of the amount of such arrear so paid by him to the Board from such tenant either by distraining such lot or otherwise, in like manner and as fully and effectually as he is empowered to recover the rent reserved under any lease made by him to such tenant.

Ten per centum to be retained by the Board.

206. The sums of money already in the hands of the Board, and the sums due down to the twenty-fourth day of June one thousand eight hundred and sixty-eight, in respect to the further and additional rate of ten pound per centum upon the several and respective yearly sums charged as aforesaid upon the north lots, shall be retained, or, as the case may be, recovered and received by the Board, and shall form part of the port fund, and from and after the said twenty-fourth day of June such further and additional rate shall cease to be payable.

Board may sell yearly

207. The Board may sell and transfer to the tenant of any lot chargeable with any yearly sum under this Act such yearly sum for

any sum of money to be paid to the Board not less than the amount of fifteen years purchase of the amount of such yearly sum, and upon payment of such purchase money the Board, by writing under their common seal, may release and discharge such tenant, and such lot shall remain for ever discharged of and from the yearly sum so sold.

sum to tenant.

208. If the tenant of any such lot shall decline to purchase such yearly sum the Board may sell and transfer to the owner of any such lot such yearly sum for any sum of money to be paid to the Board not less than the amount of fifteen years purchase of the amount of such yearly sum, and upon payment of such purchase money the owner shall have all the same rights and remedies with respect to the recovery of the yearly sum sold, and may enforce the payment thereof, either by distress or otherwise, in like manner and as fully and effectually as he is empowered to recover the rent reserved under any lease made by him of such lot.

Board may sell yearly sums chargeable on lots to owner.

209. The receipt of the Board for the purchase money paid to them on the sale of any such yearly sum shall effectually discharge the purchaser from the same and from being obliged to see to the application thereof, or from being responsible for any loss or misapplication of the same or of any part thereof.

Receipt to be discharge.

210. All sums of money received by the Board by way of purchase money as aforesaid shall be applied by them in or towards discharge of any mortgages or debentures due by the Board, and if there is no such mortgage or debenture then the same shall be carried to the port fund.

Application of purchase money.

211. All persons having any estate or interest in the several parts of the quay walls in front of or adjoining the north lots in the thirteenth schedule to this Act mentioned, are hereby discharged from all obligation to repair those walls, and from all charges and expenses except the yearly sums by this Act directed; and no body or person, save the Board, shall, upon any account whatsoever, ask, demand, or receive from the master of any vessel arriving in the Port or Harbour of Dublin any sum of money for or on account of keeping such walls in repair.

Persons having estates on north or south quay walls exonerated from obligation to repair.

212. Nothing in this Act contained shall be taken to charge the company of undertakers of the Grand Canal or the Royal Canal with any of the yearly sums, taxes, or payments for or in respect of any lot or lots of ground situate in front of and adjoining to the north or south quay wall which may be used or occupied by such canal companies, or either of them, for the purposes of such canals or either of them, or of any dock or docks for shipping which may be made or erected by such companies or either of them.

Canal companies not chargeable.

A.D. 1869.

Act not to extend powers to Board.

213. Nothing contained in this Act shall give or be construed to give to the Board any further rights or remedies with respect to the north lots, or to the yearly sums payable for the same, than they had before the passing of this Act, or shall revive or shall be deemed to revive any right, title, estate, or interest in the Board to, in, or with respect to such north lots or sums which but for this Act would not have existed.

XIX.—Police.

Board may appoint river and dock constables.

214. For the security and protection of the trade and shipping resorting to the port the Board may from time to time appoint so many dock, quay, and river constables as they shall deem necessary or expedient, and may from time to time determine the rank, description, and emoluments of the constables so to be employed; and every such constable having been duly sworn before a justice of the peace to execute the office of a constable within the Harbour of Dublin shall have the same powers, protections, and privileges within the limits of the docks and quays and river, and shall be subject to the same liabilities, as constables have or are subject to by the laws of the realm.

Dismissal of constables.

215. The Board, in the event of misconduct or neglect of duty by any constable appointed by them, may impose upon such constable a fine not exceeding five pounds for every offence; or the Board may, at their discretion, remove, suspend, or dismiss from his office any constable so offending, and upon such removal or dismissal all powers, protections, and privileges vested in such constable shall cease.

Offenders may be apprehended.

216. Any constable appointed by the Board may, by virtue of this Act, and without a warrant, detain and apprehend within the limits of the docks and quays, or upon the river Liffey, any person injuring the docks, warehouses, quays, works, or property of the Board, or any part thereof, or anything therein or thereon respectively, or any vessel within the docks or lying at or near the quays, or the cargo thereof, or any portion thereof, and likewise any person offending against the provisions of this Act or of the Acts incorporated herewith, and such constable, as soon as conveniently may be after apprehending any person who shall have committed or who may be reasonably supposed to have committed any such injury or offence as aforesaid, shall convey such person before a justice to be examined and dealt with according to law.

Offenders may be pursued.

217. If and whilst engaged in the pursuit of any person who shall have committed, or who may be reasonably supposed to have

committed any such injury or offence as aforesaid, every constable appointed by the Board shall have, but only for such purposes, the like powers, protections, and privileges beyond the limits of the docks, quays, and river respectively which he possessed whilst acting within those limits.

Byelaws may be made by the Board.

218. The Board may from time to time, subject to the provisions of this Act, make and alter byelaws for all or any of the following purposes:

For regulating the appointment, removal, and remuneration of the dock, river, and quay constables, and the numbers and proportions of such constables respectively to be appointed and maintained;

For defining the duties, and for prescribing the functions of all such constables, in, upon, or about the docks, river, quays, and works; and

For all such other purposes as may be necessary or expedient in relation to the matters aforesaid or any of them.

Duties of river and dock constables.

219. The constables appointed by the Board when required to do so shall aid in giving effect to the orders of the harbour-master and dock-master respectively, and shall if and when required to do so apprehend and carry before the nearest convenient justice all persons offending against the reasonable and lawful commands of such harbour-master or dock-master respectively acting in the execution of their duty, or any person offending against any byelaws or regulations from time to time made by the Board under the provisions of this Act, when any such byelaw or regulation contains a provision that offenders are to be arrested.

XX.—Byelaws.

Regulations as to byelaws.

220. With respect to byelaws to be made by the Board under this Act the following provisions shall take effect; (namely,)

(1.) Nothing in this Act shall authorize the Board to make any byelaw repugnant to law or this Act:

(2.) All byelaws shall be reduced into writing and be under the seal of the Board:

(3.) Byelaws may impose penalties for offences against the same not exceeding in respect of any offence five pounds, so that all byelaws be so framed as to allow of part of the maximum penalty being inflicted:

(4.) Penalties under byelaws shall be recoverable as penalties under this Act are recoverable:

A.D. 1869.

(5.) No byelaw shall take effect until it is allowed, in the case of any byelaw relating to tramways, by the Board of Trade, and in the case of any byelaw relating to any other matter or matters contained in this Act by the Lord Lieutenant (either the Board of Trade or the Lord Lieutenant being at liberty to allow or disallow the same as they or he may think proper):

(6.) No such byelaw shall be allowed unless notice of intention to apply for allowance of the same has been given not less than one month before the making of such application in the following manner, namely, by advertisement once in the Dublin Gazette, and three times in two several Dublin newspapers, and by affixing such notice in a conspicuous place in the Chamber of Commerce, and at the office of the Board:

(7.) For one month at least before such application a copy of the proposed byelaws shall be kept at the office of the Board, and be open during office hours thereat to inspection by all parties reasonably requiring the same, without payment, and the secretary to the Board shall furnish a copy thereof, or any part thereof, to every person reasonably requiring and applying for the same, on payment of threepence for every hundred words in such copy, or if the proposed byelaw has been printed by the Board, then at such a reasonable price, not exceeding sixpence for each, as the Board may direct:

(8.) Any person desiring to object to any such byelaws, on giving to the Board notice in writing of the nature of this objection ten days before the making of the application for the allowance thereof, may be heard thereon in such manner as the Lord Lieutenant or the Board of Trade (as the case may be) thinks fit to direct:

(9.) All byelaws, when allowed, shall be printed with the date at which they are made, and the secretary to the Board shall keep a printed copy thereof at the office of the Board, and all persons may at all reasonable times inspect such copy without payment; and the Board shall cause to be delivered a printed copy, signed by the secretary, of all byelaws for the time being in force to every person applying for the same, on payment by him of any sum not exceeding one shilling for every such copy, and a printed copy, signed by the secretary, of the byelaws for the time being in force, relative to any particular subject, to every person applying for the same, on payment by him of any sum not exceeding sixpence for every such copy:

(10.) Proper extracts from the byelaws, painted or placed on boards, shall be set up and kept exhibited in places to which such extracts relate, or in such conspicuous or suitable places as the Board think fit:

(11.) A printed copy of byelaws, dated and purporting to be allowed as aforesaid, and signed by the secretary, shall be primâ facie evidence of the existence and of the due making and allowance of such byelaws:

(12.) In the case of any byelaw laid before the Lord Lieutenant for confirmation, the same shall be submitted by delivery thereof at the office of the clerk of the Privy Council twenty-one days at least before the same is intended to take effect, and the Lord Lieutenant may within that period of twenty-one days signify in writing his disapprobation of such byelaw, and thereupon the same shall be of no effect, but if within that period the disapprobation of the Lord Lieutenant is not so signified, the same shall from the end of that period have full effect.

Saving for existing byelaws.

221. Byelaws made under any enactment repealed by this Act shall remain in force for six months after the passing of this Act, if not sooner repealed by any byelaw made under this Act, and no longer.

Byelaws under the Act of 1867.

222. Section 61 of the Act of 1867, extending to byelaws made under that Act the provisions of the original Act, is hereby repealed, and the provisions of this Act respecting byelaws shall extend and apply to byelaws made by the Board for the purposes of the Act of 1867.

General byelaws.

223. Subject to the foregoing provisions the Board may from time to time make byelaws for all or any of the purposes not in this Act specifically mentioned or detailed, but included in the general purposes of the Act.

XXI.—The Port Fund.

Creation and maintenance of port fund.

224. In order to the creation and maintenance of a general fund for the purposes of the port, to be applied to the maintenance and improvement of the port, and to be called the port fund, the following provisions shall have effect; (namely,)

From and after the passing of this Act there shall be paid to the ballast-master, and by him on receipt carried to the port fund, the rents and profits of the lands or other property of the Board; and all such rents, yearly sums, rates, tolls, and duties as are

A.D. 1869.

under this Act, or otherwise for the time being receivable by the Board or any officer thereof as such; and all money belonging or payable to the Board or any officer thereof as such (except money borrowed under the authority of this or any other Act), including the following particulars; (namely,)

All money in the hands of the ballast-master at the passing of this Act;

All money payable for pilotage rates, ballast rates, dock rates, warehouse and other rents, tonnage rates, timber, &c. rates, lighter and wherry rates, rates payable in outports, tolls upon the tramways, yearly sums arising from the north lots, fees for licences, and fines and penalties inflicted under this or any other Act relating to the Board;

but this enumeration of certain particulars shall not restrict the generality of the description before given in the present provision.

Application of the port fund.

225. The port fund shall be applied by the Board for the following purposes; (namely,)

In payment of the establishment and working expenses of the Board, including all charges of collecting the rents, rates, tolls, and duties by this Act authorized:

In payment from time to time of all interest accruing due on monies borrowed and to be borrowed by the Board according to their respective priorities:

In the construction of works authorized to be erected, established, and maintained by the Board, and in supporting, maintaining, and repairing the same:

In the general care, management, and superintendence of the port, and in carrying into execution all the provisions of this Act.

XXII.—Borrowing Powers and Debentures.

Parts of 10 & 11 Vict. c. 16. incorporated.

226. The provisions of the Commissioners Clauses Act, 1847, with respect to the mortgages to be executed by the commissioners are incorporated with this Act, and in interpreting that Act for the purposes of this Act the expression "the commissioners" shall mean the Board, and the expression "the clerk to the commissioners" shall mean the ballast-master.

Power to borrow on security of port fund.

227. The Board may from time to time, in addition to the debenture debt existing at the time of the passing of this Act, borrow at interest on the security of the port fund any sum not exceeding in the whole three hundred and fifty-five thousand pounds, and may

mortgage the port fund to secure repayment thereof with interest accordingly.

Protection of lenders from inquiry.

228. Any person lending money to the Board shall not be bound or entitled to inquire as to the observance by them of any provision of this Act, or be bound to see to the application, or be answerable for any loss or non-application of such money or of any part thereof.

Limitation as to expenditure of money borrowed.

229. The Board shall not out of the money borrowed by them under this Act expend more than the respective amounts following in connexion with the following purposes; (namely,)

In connexion with the tramways twenty-five thousand pounds;

In connexion with the docks one hundred thousand pounds; and

In connexion with the improvement of the port, and for such of the purposes of this Act as are properly chargeable to capital, two hundred and thirty thousand pounds;

and such respective parts of the money borrowed by them as are intended to be expended in connexion with those respective purposes shall be carried to separate accounts.

Power to reborrow.

230. If the Board pay off any part of any money borrowed by them under this Act otherwise than by means of a sinking fund, they may reborrow the same, and so from time to time.

For appointment of a receiver.

231. The mortgagees of the Board may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver, and in order to authorize the appointment of a receiver in respect of principal or principal and interest the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Sinking fund to be created.

232. The Board shall yearly set apart and appropriate out of the the port fund, as a sinking fund applicable to the repayment of money borrowed under this Act, a sum equal to not less than one fiftieth part of the sum so borrowed and remaining undischarged.

Existing debentures confirmed.

233. Debentures issued by the Board, under and by virtue of the Acts repealed by this Act or any of them, to secure repayment of monies from time to time borrowed by the Board, and which debentures were required to be under the common seal of the Board and signed by the ballast-master thereof, acknowledging the receipt of such monies as aforesaid, shall be as valid and binding upon the Board notwithstanding that the said debentures in all cases may not be endorsed by the persons who advanced or purported to advance the money as the same would have been if they had been so endorsed.

A.D. 1869.

Unendorsed debentures may be paid off or other securities substituted.

234. The Board may from time to time, as they think fit, call in any debenture so unendorsed as last aforesaid, and either pay to the holder thereof the amount in full secured thereby, and thereupon immediately cancel such debenture, or in the first instance cancel such debenture and issue in lieu thereof to the person by whom the same was held and from whom it was received by the Board a new security for the same amount of the class to which such debenture belonged or purported to belong, or at the option of the Board issue and grant to such person a mortgage for the like amount: Provided, that if the Board shall elect not to pay off in manner aforesaid the amount in full secured by such debenture, the sum specified in any fresh debenture or mortgage issued or granted by them under the provisions of this Act in lieu of and substitution for such unendorsed debenture shall be secured in the same manner as fully and effectually as would have been the case if such debenture had been duly endorsed at the time when it was originally issued.

Existing debt may be redeemed, or new securities issued.

235. The Board may likewise from time to time, as they think fit, pay off or discharge all or any part of the existing debenture debt and of the existing charges on the revenues of the Board, or at their option grant new debentures or mortgages in lieu of the same: Provided always, that any new debentures or mortgages so granted by the Board in place of all or any part of the existing debt and charges shall have the same priorities and be secured in as full and ample a manner as the existing debentures and securities.

Saving for existing debentures.

236. Nothing in this Act shall prejudicially affect any debenture or other security heretofore issued by the Board, or any incumbrance or charge on the rents, rates, or revenues of the Board or any of them existing at the passing of this Act, and every holder of a debenture or other security, or incumbrancer or person for the time being entitled to the benefit of any such charge, shall have the same priority and all the like rights and remedies in respect of such debenture, security, incumbrance, or charge against the port fund which such person would have had against the rents, rates, or revenues of the Board upon or in respect of which such debenture, security, incumbrance, or charge was issued or created as if this Act had not been passed; and all such debentures, securities, incumbrances, or charges issued or created before the passing of this Act shall, during the subsistence thereof, have priority over any debenture or mortgage granted under this Act, and the dividend or interest attaching to such debentures, securities, incumbrances, or charges shall have priority of payment over the interest on any debenture or mortgage granted under the powers of this Act.

Saving for effect of Act of 1790.

237. Nothing in this Act shall take away, abridge, or prejudicially affect any right or remedy of any person by virtue of the

public general Act of the thirtieth year of the reign of King George the Third recited in this Act, in respect of any debenture issued by the Board by their present or former name before the passing of this Act, but every such right and remedy, and all obligation and liability of every department, authority, and person under the said public general Act, shall continue and be to all intents as if this Act had not been passed.

XXIII.—Accounts.

Accounts.

238. On or before the first day of March in each year the Board shall cause the accounts of their receipts, payments, credits, and liabilities under this Act for the year ending on the thirty-first day of December last preceding previously to be printed, and shall furnish a printed copy thereof to all persons applying for the same during the usual office hours on payment of a reasonable sum not exceeding one shilling.

Audit of accounts.

239. For the purpose of securing the proper audit of the accounts of the Board there shall be appointed annually by the Board on or before the thirty-first day of December two persons, in this Act called the auditors, whose duty shall be to inspect and examine such accounts for the year ending the thirty-first day of December next before their appointment; and in case the auditors shall find the same to be correct they shall certify the same in writing to the Board; and in case the auditors shall find the same or any part thereof not to be correct they shall have power to make all such inquiries as under the circumstances may be necessary and expedient, and shall make to the Board a special report in writing of the facts connected therewith; and the Board shall be at liberty to pay to each of the auditors a sum not exceeding twenty-five pounds as a remuneration for such auditing.

XXIV.—Penalties, &c.

Penalties, &c., how to be recovered.

240. Where by this Act the mode of recovery of any compensation, damages, costs, charges, penalties, forfeiture, or expenses is not provided for, the same shall be recovered, if the same is recoverable within the Dublin metropolitan police district, before any divisional magistrate for that district, and if the same is recoverable elsewhere before two justices; and such magistrate or justices may upon the application of either of the parties appearing before him or them in respect of any matter involving any such compensation, damages,

A.D. 1869.

costs, charges, penalties, forfeiture, or expenses, summon the other party and any witness to appear before him or them at a time or place named in such summons; and on the appearance of the parties, or in the absence of either of them on proof of due service of the summons, such divisional magistrate or justices shall hear and determine the matter, and shall award such sum and make such order as to the matter in dispute or otherwise as to him or them seems just; and if the amount awarded or ordered to be paid is not paid by the person liable to pay the same within fourteen days after demand, such amount may be recovered by distress and sale of the goods of such person, and such divisional magistrate or justices may issue his or their warrant accordingly, or the amount may be recovered in any court of competent jurisdiction.

Remedy against vessel.

241. When any such penalty is ordered to be paid by the master or owner of a vessel, and the same is not paid at the time and in the manner prescribed in the order, the divisional magistrate or justices by whom any such penalty is imposed may, in addition to any other powers he or they may have for the purpose of compelling payment, direct the amount unpaid to be levied by distress and sale of the said vessel, her tackle, furniture, and apparel.

Application of penalty.

242. The divisional magistrate or justices by whom any penalty is imposed under this Act or any Act incorporated herewith, or under any byelaw made in pursuance thereof, may award not exceeding one moiety to the informer or complainant in any matter or complaint under this Act, and the residue of such penalty, or the whole penalty when no part is awarded to the informer, shall be paid to the Board to be applied in aid of the port fund, unless such penalty shall be payable by the Board, and then such residue or such whole penalty, as the case may be, shall be awarded by such divisional magistrates or justices to the guardians of the poor law union in which the offence shall be committed, to be applied in aid of the poor rates of the union.

Penalties under Act of 1867.

243. Section 62 of the Act of 1867, which enacts that penalties under that Act shall be applied as penalties recovered under the original Act, is hereby repealed, and penalties recovered under the Act of 1867 shall be applied as penalties recovered under this Act are applicable.

XXV.—Miscellaneous.

Municipal corporation may present for repairing roads.

244. The municipal corporation shall from time to time cause to be presented and raised upon the county of the city of Dublin at large, in the manner prescribed by the laws for the time being in

force for raising money by presentment for repairing roads in counties or counties of cities, a sum of money sufficient for repairing the roads upon the north, south, and east walls bounding or near the river Liffey.

Obstructing the harbour-master, dock-master, or other officers of the Board, penalty for.

245. If any harbour-master, or dock-master, or other officer of the Board shall be obstructed, hindered, or maltreated by any person or persons in the execution of his duty or business, or in the doing of any matter or thing which such harbour-master, or dock-master, or other officer of the Board is by this Act empowered to do, such person or persons shall severally pay for every such offence a sum not exceeding five pounds.

As to increase of rates.

246. The Board shall not increase any rates which they from time to time levy and take under the powers of this Act until such increase has been allowed by the Board of Trade in the same manner and with the same notices and upon the same conditions as are herein-before provided for the allowance of byelaws.

Penalty on making false declaration.

247. If any master of a vessel within the port or other person shall wilfully make any oath or declaration by this Act required, knowing the same to be false, such master or other person upon conviction shall be liable to the penalties which by law are inflicted upon persons guilty of wilful and corrupt perjury.

Service of notices, &c.

248. A notice or other document under this Act may be served on any person personally, and may be served on any person, partnership, or body corporate by means of a registered letter sent by post addressed to the place of business of that person, partnership, or body corporate, or the place of residence of that person, and in every such case service shall be deemed to be effected on the day on which such letter ought to be delivered at the place of its address in the ordinary course of post.

Providing for appointment of corn-meter.

249. The Board may from time to time appoint and license, for such periods and upon such conditions as they think fit, a sufficient number of persons to be corn-meters within the Port of Dublin, and the Board may remove such corn-meters, and may make regulations for their government, and may remunerate them, and the following provisions shall apply to such corn-meters:

(*a.*) They shall, when required to do so by any owner, master, broker, or consignee, shipper, or purchaser, measure any corn that may be imported into or is intended to be exported from the port of Dublin, and shall upon demand certify in writing the quantity of corn so measured by them:

(*b.*) The certificate of the corn-meter shall as between the persons seeking the same be conclusive evidence of the

A.D. 1869.

said quantity, and shall as regards all other persons be primâ facie evidence of the quantity of corn to which the certificate relates:

(*c.*) The Board may charge for such measuring and for every such certificate a sum to be fixed by the Board not exceeding one penny for each imperial quarter discharged, and such sum shall be paid by the master of the vessel before the certificate is issued, and shall form part of the port fund.

XXVI.—Saving Clauses.

Saving rights of the Crown.

250. Nothing in this Act, or in any of the Acts herewith incorporated, shall authorize the Board to purchase, take, use, or otherwise interfere with any foreshore or other land, soil, tenements, or hereditaments, or any rights in respect thereof, belonging to Her Majesty in right of Her Crown and under the management of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or either of them, without the previous consent in writing of such Commissioners, or one of them (which consent they or he may give), or shall take away, lessen, alter, or prejudice any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by Her Majesty, Her heirs or successors.

Saving rights of the Crown in the foreshore.

251. Nothing contained in this Act, or in any of the Acts incorporated herewith, shall authorize the Board to take, use, or in any manner interfere with any portion of the shore or bed of the sea, or of any river, channel, creek, bay, or estuary, or any right in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown, without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give); neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, Her heirs or successors.

Nothing to be done repugnant to customs laws and regulations.

252. Nothing in this Act shall authorize the Board or any of their officers or servants to do or cause to be done any act in any way repugnant to or inconsistent with any law now or hereafter in force with respect to the customs, or any regulation of the Commissioners of Customs.

Saving rights of gas and water companies.

253. Except as is by this Act otherwise provided, nothing in this Act shall take away, lessen, prejudice, alter, or affect any of the rights, privileges, property, powers, and authorities of any gas or water company in the city of Dublin.

A.D. 1869.

Saving rights of Corporation of Dublin;

254. Nothing in this Act shall take away, lessen, alter, or prejudicially affect any rights, interests, claims, powers, privileges, authorities, or immunities of the right honourable the lord mayor, aldermen, and burgesses of Dublin, in respect of the port dues or duties commonly known as slippage and anchorage payable to them, or in respect of the roads, streets, highways, passages, and places over which they have the lawful control or management, or in any other respect whatsoever.

and of Dalkey township commissioners.

255. Nothing contained in this Act shall divest, take away, prejudice, diminish, or alter any right, duty, privilege, power, or authority now vested in the Dalkey township commissioners.

Provisions as to general Acts relating to docks and shipping, &c.

256. Nothing in this Act shall exempt the Board or their docks and works from the provisions of any of the Merchant Shipping Acts, or any present or future general Act relating to docks, or to dues on shipping or on goods or on passengers, or from any future revision or alteration under the authority of Parliament of any rates or charges by this Act authorized, or from any general Act now or hereafter to be in force with respect to docks, harbours, or ports, or to lights, buoys, and beacons.

Saving rights of the Grand and Royal Canal.

257. Nothing in this Act contained shall authorize or empower the Board to levy any rates, dues, or other charges, or penalties for nonpayment thereof, for or in respect of boats, barges, or lighters employed in the conveyance or delivery of goods of any description upon the Grand Canal or the Royal Canal, or passing into or across the river Liffey in connexion with the said canals or either of them, or on the cargo of such canal boats, barges, or lighters, or on the owners or masters thereof, while so employed as aforesaid.

Savings from effect of repeals.

258. Notwithstanding any repeal or other thing in this Act contained—

(1.) The Board shall continue, and be seised, possessed of, and entitled to all rights, interests, and property of or to which they are at the passing of this Act seised, possessed, or entitled, as if this Act had not been passed:

(2.) All acts, matters, and things before the passing of this Act done under the powers and authorities of the Acts by this Act wholly or partially repealed, or under any other Act or authority, and which are at the passing of this Act good, valid, and available, and all conveyances, leases, mortgages, debentures, bonds, covenants, deeds, instruments, contracts, agreements, obligations, rights, and remedies at the passing of this Act existing under the same, shall be and continue as good, valid, and available

A.D. 1869.

for all purposes, and for and against all parties and authorities, as if this Act had not been passed:

(3.) All actions, suits, prosecutions, or other proceedings by or against the Board by reason of any matter or thing done before the passing of this Act in execution of or in relation to the said Acts, or any of them, may be continued, commenced, or prosecuted by or against the Board as if this Act had not been passed; and all sales of north lots, proceedings in or for which have been commenced before the passing of this Act, may be continued and completed as if this Act had not been passed:

(4.) All debentures, mortgages, and other securities granted under any Act repealed by this Act may be transferred as if this Act had not been passed:

(5.) All dues, rates, yearly and other sums and rents at the passing of this Act due or accruing due to the Board may from and after the passing of this Act be calculated, collected, and recovered by the Board as if this Act had not been passed:

(6.) All books and documents shall be receivable in evidence as if this Act had not been passed.

Expenses of Act.

259. All the costs, charges, and expenses preliminary to, and of and incidental to the preparing, applying for, obtaining, and passing of this Act shall be paid by the Board.

The SCHEDULES to which the foregoing Act refers.

THE FIRST SCHEDULE.

Acts of the Parliament of Ireland.

Session and Chapter and Title.	Short descriptions used in foregoing Act.
26 Geo. III. c. 19.—"An Act for promoting the trade of Dublin by rendering its port and harbour more commodious" - - - - - -	The original Act.
26 Geo. III. c. 32.—An Act for explaining and further amending the several Acts heretofore passed for the improvement of the city of Dublin, by making wide and convenient passages through the same, and for other purposes	The Act of 1786.
32 Geo. III. c. 35.—An Act for repairing and preserving the walls of the river Anna Liffey in the city of Dublin, and for amending an Act passed in the twenty-sixth year of His Majesty's reign, entitled An Act for promoting the trade of Dublin by rendering its port and harbour more commodious - - - - -	The Act of 1792.
33 Geo. III. c. 54.—An Act for amending an Act entitled An Act for repairing and preserving the walls of the river Anna Liffey in the city of Dublin, and for amending an Act passed in the twenty-sixth year of His Majesty's reign, entitled An Act for promoting the trade Dublin by rendering its port and harbour more commodious - - - - - - -	The Act of 1793.
34 Geo. III. c. 8.—An Act for preventing the graving and careening ships, gabbards or boats, and to prevent fires from being kept on board any ship, gabbard, or boat, between the bridge commonly called "Bloody Bridge" and the river called "Dodder," alias Donnybrook, in the river Anna Liffey in the city of Dublin - - - -	The Act of 1794.
40 Geo. III. c. 47.—An Act for amending and rendering more effectual two several Acts, one passed in the twenty-sixth year of His present Majesty's reign, entitled An Act for promoting the trade of Dublin by rendering its port and harbour more commodious, and the other Act passed in the thirty-second year of His Majesty's reign, intituled An Act for repairing and preserving the walls of the river Anna Liffey in the city of Dublin; and for amending an Act passed in the twenty-sixth year of His Majesty's reign, intituled An Act for promoting the trade of Dublin by rendering its port and harbour more commodious - -	The first Act of 1800.
40 Geo. III. c. 73.—An Act for repealing so much of an Act in the thirty-second year of His Majesty's reign, for repairing and preserving the walls of the river Anna	

Session and Chapter and Title.	Short descriptions used in foregoing Act.
Liffey in the city of Dublin, as imposes an additional rate or tax of two shillings for each foot of ground of certain ground part of the south lots on the front of Sir John Rogerson's quay in said Act specified - - -	The second Act of 1800.

Acts of the Parliament of the United Kingdom.

43 Geo. III. c. 127.—An Act for amending and rendering more effectual an Act passed in the Parliament of Ireland in the fortieth year of His present Majesty, for promoting the trade of Dublin by rendering its port and harbour more commodious, and for repairing and preserving the walls of the river Anna Liffey in the city of Dublin, and also for empowering the Corporation for preserving and improving the Port of Dublin to build and repair bridges over the said river within certain limits - - -	The Act of 1803.
51 Geo. III. c. 66.—An Act to amend and render more effectual several Acts for promoting the trade of Dublin by rendering its port and harbour more commodious, and for erecting, repairing, and maintaining lighthouses round the coast of Ireland, and to raise a fund for defraying the charges thereupon - - - - -	The Act of 1811.
52 Geo. III. c. 53.—An Act for empowering the grand juries for the county of the city of Dublin and of the county of Dublin and the Corporation to preserve and improve the Port of Dublin to vary the site heretofore fixed for the intended bridge over the river Anna Liffey in the said city (in place of Ormond Bridge) from a spot opposite the Four Courts to a spot opposite Charles Street or Mass Lane in the said city, and for other purposes relating thereto -	The Act of 1812.
28 & 29 Vict. c. 46.—An Act for enabling the Corporation for preserving and improving the Port of Dublin to lay down and maintain tramways on the quays and elsewhere at Dublin; for amending the Acts relating to the Corporation, and for other purposes - - -	The Tramways Act of 1865.
29 & 30 Vict. c. 24.—An Act for enabling the Corporation for preserving and improving the Port of Dublin to borrow further sums of money for amending the provisions of former Acts relating to the supply of ballast by the said Corporation, and for other purposes - - -	The Amendment Act of 1866.
29 & 30 Vict. c. 25.—An Act for enabling the Corporation for preserving and improving the Port of Dublin to purchase the custom house docks and premises, the Grand Canal docks and warehouses at Dublin, and for other purposes - - - - - -	The Docks Act of 1866.
30 & 31 Vict. c. 81.—An Act to alter the constitution of the Corporation for preserving and improving the Port of Dublin, and for other purposes connected with that body and with the Port of Dublin Corporation - - -	The Act of 1867.

THE SECOND SCHEDULE.

Acts and Parts of Acts to be repealed.

The title of any Act not fully described in this Schedule will be found at length in the First Schedule.

Reference to Act.	Extent of Repeal.
26 Geo. III. c. 19 (the original Act) -	The whole Act except sections 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, and 16, and so much of section 8 as relates to the making of rules, orders, and byelaws.
26 Geo. III. c. 32. (the Act of 1786) -	Section 15.
32 Geo. III. c. 35. (the Act of 1792) -	The whole Act.
33 Geo. III. c. 54. (the Act of 1793) -	The whole Act.
34 Geo. III. c. 8. (the Act of 1794) -	The whole Act.
40 Geo. III. c. 47. (the first Act of 1800)	The whole Act.
43 Geo. III. c. 127. (the Act of 1803) -	The whole Act.
51 Geo. III. c. 66. (the Act of 1811) -	The whole Act.
52 Geo. III. c. 53. (the Act of 1812) -	Sections 5 and 12.
28 & 29 Vic. c. 46. (the Tramways Act of 1865).	The whole Act.
29 & 30 Vic. c. 24. (the Amendment Act of 1866).	The whole Act.
29 & 30 Vic. c. 25. (the Docks Act of 1866).	The whole Act.
30 & 31 Vic. c. 81. (the Act of 1867) -	Sec. 83.

THE THIRD SCHEDULE.

Part I.—Limits of Dublin Pilotage District.

On the north an imaginary straight line drawn from a point on the coast of Ireland between Balbriggan and Skerries in the same latitude as the Rock-a-Bill lighthouse, and through Rock-a-Bill lighthouse to a point at sea three leagues distant from the nearest land on that part of the Irish coast.

On the south an imaginary straight line drawn from a point on the east coast of Ireland situated in the same latitude as the south Arklow lightship, and through the lightship on the south end of the Arklow Bank, and thence to a point at sea three leagues distant from the nearest land on that part of the Irish coast.

On the east by an imaginary line drawn from the seaward extremity of the northern boundary line to a point at sea three leagues eastward of the headland

A.D. 1869.

called the Nose of Houth, thence to a point at sea three leagues eastward of the headland called Wicklow Head, and thence until it joins the seaward extremity of the southern boundary line.

Part II.—Divisions of Dublin Pilotage District.

No. 1.—Inner Pilotage Division.

The inner pilotage division comprises the area which would be enclosed by straight lines drawn from Bray Head to the buoy on the south end of the Kish Bank, and from thence to the Kish lightship outside the Kish Bank, and from thence on to Ireland's Eye, except so much of that area as is comprised in the bay pilotage division.

No. 2.—Bay Pilotage Division.

The bay pilotage division comprises the whole area of Dublin Bay outside the bar, and is formed by an imaginary straight line drawn from the north headland of Dublin Bay, called Howth Bailey, to the south headland of Dublin Bay, called the Land's End of Dalkey.

No. 3.—Outer Pilotage Division.

The outer pilotage division comprises the area which would be enclosed between the several boundary lines following, (that is to say,) which would be bounded on the north by the northern boundary line of the Dublin pilotage district, which would be bounded on the east by the eastern boundary line of the Dublin pilotage district, which would be bounded on the south by the southern boundary line of the Dublin pilotage district, and which would be bounded on the west by the lines forming the boundary to seaward of the inner pilotage division.

Part III.—Pilotage Rates.

INNER PILOTAGE DIVISION.

A.—British or Foreign Vessels from Foreign or to Foreign.

For piloting any such vessel from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following; (that is to say,)

	Per foot. s.	d.
To the quays or docks of Dublin - - - - -	3	0
Into the harbour of Kingstown, Dalkey, Bullock, or Sutton -	2	0
To the quays or docks of Dublin from the harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	2	6
From the bar to the quays or docks of Dublin - - -	1	0

For piloting any such vessel (not in ballast) outwards from the respective places following to the following specified places in this division, or if no place

is specified, then to any part of this division, the respective sums following; (that is to say,)

	Per foot. s.	d.
From the quays or docks of Dublin to Poolbeg - - -	1	0
From Poolbeg over the bar - - - - -	1	0
From the harbour of Kingstown, Dalkey, Bullock, or Sutton -	2	0

B.—COLLIERS OR COASTERS.

For piloting any collier or coaster from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following; (that is to say,)

	Per foot. s.	d.
To the quays or docks of Dublin - - - -	1	6
Into the harbour of Kingstown, Dalkey, Bullock, or Sutton -	1	0
To the quays or docks of Dublin from the harbour of Kingstown, Dalkey, Bullock, or Sutton - - - - -	1	6
From the bar to the quays or docks of Dublin - - -	0	6

For piloting any collier or coaster (not in ballast) outwards from the respective places following to the following specified places in this division, or if no place is specified, then to any part of this division, the respective sums following; (that is to say,)

	Per foot. s.	d.
From the quays or docks of Dublin to Poolbeg - - -	1	0
From Poolbeg over the bar - - - - -	1	0
From the harbour of Kingstown, Dalkey, Bullock, or Sutton -	1	0

C.—BRITISH OR FOREIGN VESSELS FROM FOREIGN OR TO FOREIGN, AND COLLIERS OR COASTERS.

For piloting any such vessel in ballast, but employing a pilot outwards from the respective places following to the following specified places in this division, or if no place is specified, then to any part of this division, the respective sums following; (that is to say,)

	Per foot. s.	d.
From the quays or docks of Dublin to Poolbeg - - -	1	0
From Poolbeg over the bar - - - - -	1	0

BAY PILOTAGE DIVISION.

BRITISH OR FOREIGN VESSELS FROM FOREIGN OR TO FOREIGN.

	Per foot. s.	d.
To the quays or docks of Dublin - - - - -	2	6

All other charges identical with the rates of pilotage of the inner pilotage division.

OUTER PILOTAGE DIVISION.

A.—BRITISH OR FOREIGN VESSELS FROM FOREIGN OR TO FOREIGN.

For piloting any such vessel from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following; (that is to say,)

	Per foot. s.	d.
To the quays or docks of Dublin - - - - - -	4	0
Into the harbour of Kingstown, Dalkey, Bullock, or Sutton -	3	0

For piloting any such vessel outwards from the respective places following to any part of this division, the respective sums following; (that is to say,)

	Per foot. s.	d.
From the quays or docks of Dublin - - - - -	2	0
From the harbour of Kingstown, Dalkey, Bullock, or Sutton -	2	0

B.—COLLIERS OR COASTERS.

For piloting any collier or coaster from the following specified parts of this division, or if no part is specified, then from any part of this division to the respective places following, the respective sums following; (that is to say,)

	Per foot. s.	d.
To the quays or docks of Dublin - - - - - -	2	6
Into the harbour of Kingstown, Dalkey, Bullock, or Sutton -	2	0

REGULATIONS.

1. The rates in the several pilotage divisions comprised within the Dublin pilotage district are to be charged for every foot of water a vessel draws, and so in proportion for every half foot.

2. A fractional part of a foot less than half a foot is in all cases to be reckoned half a foot.

THE FOURTH SCHEDULE.

Part I.—Ballast Dues.

For every ton of ballast delivered or taken on board any vessel within the port, the sum of one shilling and sixpence halfpenny.

For heaving or loading ballast on board any vessel within the port, the sum of twopence three farthings per ton.

For heaving ballast on board any vessel of 100 tons and upwards within the port, which vessel has not a ballast port, one penny extra per ton.

For heaving ballast on board any vessel within the port, which vessel has a ballast port six feet or upwards above the water's edge, whereby it becomes necessary that a stage should be rigged, one penny extra per ton.

For every ton of ballast which shall be taken out of any vessel within the port, the sum of sevenpence halfpenny.

REGULATION.

The master of any vessel within the port declining or delaying to take on board ballast when furnished shall pay one shilling per hour for the delay so caused.

Part II.—Refuse Ballast Dues.

For every ton of street dirt, coal ashes, dung, manure of any kind, paving-stones, gravel, rubbish, or of any matter or matters of like nature, or of any matter with which dung may be mixed (unless the same shall be ballast furnished by the Board), the sum of one pound sixteen shillings and elevenpence for every ton of the same shipped or put on board any vessel within the port.

REGULATIONS.

1. This duty of one pound sixteen shillings and elevenpence per ton is to be additional to any duty or duties payable by law for all or any of the foregoing matters.

2. But it is not to apply to coasting vessels which, immediately before taking on board any street dirt, or other of the matters aforesaid, arrived within the port laden with fish, potatoes, corn, or other provisions.

THE FIFTH SCHEDULE.

THE RATES TO BE TAKEN BY THE BOARD IN THE CUSTOM HOUSE DOCKS.

	Landing.	Weighing.
	s. *d.*	*s.* *d.*
Alum, loose, per ton	0 9	0 9
Ashes	0 6	0 6
Almonds, per barrel	0 1½	0 1½
Almonds, per bale, under 4 cwt.	0 3	0 2
Almonds, per box	0 0¾	0 0¾
Anchovies, per barrel	0 0½	0 0½
Anchovies, per keg	0 0¼	0 0¼
Aloes, per gourd	0 0¾	0 0½
Apples, per barrel	0 2	—
Argol, in cases, under 2 cwt.	0 1	0 1
Argol, in casks, per ton	0 10	0 10
Bark, oak, per ton	0 8	0 8
Bristles, per cask, about 3 cwt.	0 2	0 2
Bristles, per cask, about 6 cwt.	0 3	0 3
Baggage, passengers, per package	0 2	—
Berries, juniper, per bag, under 2 cwt.	0 1	0 1
Barilla, in serons, per ton	0 9	0 9
Barilla, loose, per ton	0 9	0 9
Barley, pearl, barrel or keg	0 1	—
Brimstone, loose, per ton	0 8	0 8
Balsam capivi, per barrel	0 1½	0 1½
Bottles, empty, per hamper	0 3	—
Burr stones, each	0 0½	—
Books, per box	0 3	0 2
Books, per pack or chest	0 4½	0 3
Cheese, Parmesan, tub or case	0 1	0 1
Cheese, loose, per ton	0 10	0 10
Capers, per barrel	0 1½	0 1
Cantharides, per case, under 4 cwt.	0 2	0 2
Cream of tartar, per cask, about 10 cwt.	0 4	0 4
Currants, per butt	0 6	0 6
Currants, per pipe	0 4	0 4
Currants, per carotel	0 3	0 3
Currants, per barrel	0 1½	0 1½
Cocoa nuts, per 100	0 8	—
Cotton wool, per bag	0 1½	0 1
Cotton wool, per pocket or seron	0 1	0 1
Castor oil, per dozen bottles	0 1	0 1
Chesnuts, per barrel or bag	0 1½	—
Coffee and cocoa, per bag	0 1	0 1
Coffee and cocoa, per cask or seron, under 3 cwt.	0 1½	0 1½
Coffee and cocoa, per cask, 5 to 8 cwt.	0 3	0 3
Coffee and cocoa, per cask, above 8 cwt.	0 4½	0 4½
Cocoa shell, per bag, under 1 cwt.	0 0¾	0 0½
Cocoa shell, per bag, 1 to 2 cwt.	0 1	0 1
Cork, per ton	1 6	1 6
Canes and reeds, per bundle	0 1	—
Candles, wax, per case	0 2	—
Earthenware, per case or crate	0 4	—

	Landing.	Weighing.
	s. *d.*	*s.* *d.*
Emery stone, per ton	0 6	0 6
Flax, per ton	0 9	0 9
Flax seed, per cask, 7 bushels	0 3	—
Figs, drums, per score	0 6	0 5
Figs, half and quarter drums	0 3	0 2½
Figs, frails	0 4	0 4
Ginger, per bag	0 0¾	0 0¾
Grapes, per cask or jar	0 1	—
Hides, wet or dry, each	0 0½	0 0¼
Hats, Leghorn, per case or tub	0 3	—
Hops, per bag	0 2	—
Hops, per pocket	0 1½	—
Hemp, per ton	0 9	0 9
Herrings, per barrel	0 0¾	—
Iron, per ton	0 4	0 4
Isinglass, per ton	0 10	0 10
Lead, per ton	0 4	0 4
Lead, black, per barrel	0 1½	0 1
Liquorice, per case or barrel	0 2	0 2
Liquorice root, per bale, under 2 cwt.	0 2	0 2
Leather, per bale	0 3	0 2
Linseed, per barrel or bag, 4 bushels	0 1½	—
Linseed, loose, per quarter	0 2	—
Madder, per cask	0 3	0 2
Madder roots, per bale	0 2	0 2
Mats, per bundle, 10 mats	0 0½	—
Manna, per cask or chest, 1½ cwt.	0 1	0 1
Molasses, per puncheon	0 3	0 2
Nutmegs, per cask	0 2	0 2
Nuts, per bag	0 0½	—
Oil, per half chest	0 1½	—
Oil, per common jar	0 6	0 6
Oil, per half jar	0 3	0 3
Oil, olive, in casks, per tun	1 2	—
Oil, seed, in casks, per tun	1 0	0 8
Oil, palm, per tun	0 8	1 0
Onions, per bushel or basket	0 2	—
Oranges and lemons, per box	0 0½	—
Oranges and lemons, per chest	0 1	—
Olives, per keg, about 4 gallons	0 0¼	—
Paper, per bale or chest	0 2	0 2
Prunes and French plums, per cask, 5 to 7 cwt.	0 2	0 2
Prunes and French plums, per cask, 2 to 3 cwt.	0 1½	0 1¼
Prunes and French plums, per chest, about 1 cwt.	0 0½	0 0½
Prunes and French plums, per half chest	0 0½	0 0½
Prunes and French plums, per quarter chest	0 0¼	0 0¼
Prunes and French plums, per chest, containing cartoons	0 2	0 2
Plums, Portugal, in boxes, about 3 lbs. each, per 100 boxes	1 0	1 0
Pill boxes, per vat	0 9	—
Pumicestone, per ton	0 8	0 8
Pimento, per bag	0 1	0 1
Pitch, per barrel	0 0½	0 0½

	Landing.	Weighing.
	s. *d.*	*s.* *d.*
Pepper, per bag	0 2	0 2
Peas, per tierce	0 2	—
Peas, per bag, 4 bushels	0 2	—
Quicksilver, per bottle	0 0¾	0 0½
Rice, per tierce or barrel	0 1½	0 1
Rice, per bag	0 0¾	0 0½
Resin, per barrel	0 1	0 1
Raisins, per barrel	0 1	0 1
Raisins, per half barrel	0 0¾	0 0¾
Raisins, Denia and Valentia, boxes, per score	0 8	0 8
Raisins, half and quarter boxes, per score	0 4	0 4
Raisins, frails or baskets	0 6	0 6
Raisins, Malaga, boxes	0 6	0 5
Raisins, half and quarter	0 3	0 2½
Raisins, frails and baskets	0 4	0 4
Roots, flower, per case	0 4	—
Rags and old ropes, per ton	0 6	0 6
Slate pencils, per case or cask	0 4	—
Steel, per ton	0 8	0 8
Silk, per bale	0 2	0 2
Soap, per case, under 2 cwt.	0 1	0 1
Saffron, per bale or case	0 3	0 2
Shumac, per bag	0 0¾	0 0½
Senna, per bale or case	0 1	0 1
Shot, per ton	0 8	0 8
Salt, loose, per ton	0 4½	0 4½
Seeds, onion and canary, per bag, under 2 cwt.	0 1½	0 1½
Seeds, clover, per bag or cask, under 2 cwt.	0 1	0 1
Seeds, clover, per bag, 2 to 3 cwt.	0 1½	0 1
Seeds, clover, per bag, 3 to 4 cwt.	0 2	0 1
Sugar, per hogshead	0 4	0 4
Sugar, per tierce	0 3	0 3
Sugar, per barrel	0 2	0 2
Sugar, per bag	0 1	0 1
Skins, per puncheon	0 4	—
Tallow, Russia, per ton	0 4	0 4
Tar, per barrel	0 1	—
Toys, per vat, large	1 3	—
Toys, chests, large	1 0	—
Toys, chests, small	0 6	—
Tea, Bohea, per chest	0 2	0 2
Tea, Bohea, per half chest	0 1	0 1
Tea, Congou, per half chest	0 1	0 1
Vermicelli, per case, under 1 cwt.	0 3	0 3
Vermicelli, per case, under 56 lbs.	0 2	0 2
Vermicelli, per case, under 28 lbs.	0 1	0 1
Vinegar, per pipe	0 4	—
Vinegar, per hogshead and tierce	0 1½	—
Valonia, per ton	0 8	0 8
Water, mineral, in packages, per dozen bottles	0 1	—
Wool, Spanish, per bale	0 2	0 2
Wine and spirits, per butt, pipe, or puncheon	0 8	—
Wine and spirits, per hogshead	0 4	—
Wine and spirits, per quarter cask	0 2	—
Wine and spirits, in cases, per dozen	0 1	—

	Landing.	Weighing.
	s. *d.*	*s.* *d.*
Wood, bar wood, box wood, cane wood, cocus wood, ebony, fustic, log wood, lignum vitæ, Brazil wood, Nicaragua wood, Sanders wood, and mahogany, at per ton - - - - - -	0 10	0 10
Square timber, 40 feet per ton - - - -	0 6	—
Deals, per 120 - - - - -	1 4	—
Pipe staves, per 1,200 - - - - -	6 8	—
Hogshead staves, per 1,200 - - - -	4 0	—
Barrel staves, per 1,200 - - - -	3 4	—
West India hogshead staves, per 1,200 - -	2 6	—
Lath wood, per fathom - - - -	1 6	—

REGULATIONS.

1. Other goods not enumerated of the like weight or bulk are to be charged in proportion to these rates.

2. Shipping is to be charged the rate paid for landing.

THE FIFTH SCHEDULE—*continued.*

DOCK TONNAGE RATE.

Table A.

A Table of Rates and Charges upon Vessels entering, using, and frequenting the Custom House Docks.

Upon all ships or vessels which shall enter the custom house docks to discharge or receive goods, and which shall remain therein longer than six weeks, for every week after the expiration of such six weeks, for every ton of the tonnage of every such ship or vessel one halfpenny.

Upon light ships or vessels permitted to enter the custom house docks for the purpose of laying up from the time of their entering the docks, for every ton of the tonnage of every such ship or vessel one halfpenny.

REGULATION.

For the purposes of the dock tonnage rates tonnage is to be ascertained in like manner as for tonnage rates.

THE SIXTH SCHEDULE.

TABLE of RATES and CHARGES upon Goods, Wares, and Merchandise warehoused, stored, or yarded in certain Warehouses, Cellars, Stores, and Yards in the Port of Dublin, and referred to in the Lease to John Scovell, Henry Scovell, and George Scovell, and in this Act referred to.

RATES TO BE TAKEN IN THE CUSTOM HOUSE DOCK PREMISES.

—	Landing.	Weighing.	Housing.	Unhousing and Loading.	Rent per Week.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Alum, loose, per ton - -	0 9	0 9	0 9	0 9	0 2 per ton.
Ashes, loose, per ton - -	0 6	0 6	0 9	1 0*	0 0½ per cask.
Almonds, per barrel - -	0 1½	0 1½	0 2	0 2	0 1 per barrel.
Almonds, per bale, under 4 cwt. -	0 3	0 2	0 3	0 3	0 1½ a bale.
Almonds, per box - - -	0 0¾	0 0¾	0 1	0 1	0 0½ a box.
Anchovies, per barrel - -	0 0½	0 0½	0 0½	0 0½	} 0 4 a score.
Anchovies, per keg - - -	0 0¼	0 0¼	0 0¼	0 0¼	
Aloes, per gourd - - -	0 0¾	0 0½	0 0¾	0 0¾	0 2½ per score.
Apples, per barrel - - -	0 2	—	0 2	0 2	0 0½ per barrel.
Argol, in cases under 2 cwt. -	0 1	0 1	0 1½	0 1½	1 2 per 100.
Argol, in casks, per ton - -	0 10	0 10	1 3	1 3	0 3 per ton.
Bark, oak, per ton - - -	0 8	0 8	1 0	1 6*	0 1½ per ton.
Bristles, per cask, about 3 cwt. -	0 2	0 2	0 3	0 3	0 1 each.
Bristles, per cask, about 6 cwt. -	0 3	0 3	0 4½	0 4½	0 1½ each.
Baggage, passengers, per package -	0 2	—	0 1	0 1	0 1 each.
Berries, juniper, per bag, under 2 cwt.	0 1	0 1	0 1½	0 1½	2 0 a 100.
Barilla, in serons, per ton - -	0 9	0 9	0 9	1 0	} 0 2 a ton.
Barilla, loose, per ton - -	0 9	0 9	0 9	1 6*	
Barley, pearl, barrel or keg - -	0 1	—	0 1	0 1	0 0½ each.
Brimstone, loose, per ton - -	0 8	0 8	0 9	1 6*	0 1½ a ton.
Balsam capivi, per barrel - -	0 1½	0 1½	0 2	0 2	0 0¾ each.
Bottles, empty, per hamper - -	0 3	—	0 3	0 3	0 1 each.
Burr stones, each - - -	0 0½	—	0 0½	0 0½	0 8 per 100.
Books, per box - - -	0 3	0 2	0 4	0 4	0 1½ each.
Books, per pack or chest - -	0 4½	0 3	0 6	0 6	0 2 each.
Cheese, Parmesan, tub or case -	0 1	0 1	0 1½	0 1½	0 1 each.
Cheese, loose, per ton - -	0 10	0 10	1 0	1 6*	0 4 per ton.
Capers, per barrel - - -	0 1½	0 1	0 1	0 1	0 0½ each.
Cantharides, per case, under 4 cwt. -	0 2	0 2	0 3	0 3	0 2 each.
Cream of tartar, per cask, about 10 cwt.	0 4	0 4	0 6	0 6	0 2 each.
Currants, per butt - - -	0 6	0 6	0 9	0 6	0 3 each.
Currants, per pipe - - -	0 4	0 4	0 6	0 6	0 2 each.
Currants, per carotel - -	0 3	0 3	0 4	0 4	0 1½ each.
Currants, per barrel - -	0 1½	0 1½	0 2	0 2	0 1 each.
Cocoa nuts, per 100 - -	0 8	—	0 8	0 8	0 2 a 100.
Cotton wool, per bag - -	0 1½	0 1	0 2	0 2	0 0½ each.
Cotton wool, per pocket or seron -	0 1	0 1	0 1½	0 1½	0 0½ each.
Castor oil, per dozen bottles -	0 1	0 1	0 1	0 1	0 1 a case.
Chesnuts, per barrel or bag - -	0 1½	—	0 1½	0 1½	0 0½ each.
Coffee and cocoa, per bag - -	0 1	0 1	0 1½	0 1½	} 0 8 per ton.
Coffee and cocoa, per cask or seron, under 3 cwt. - - -	0 1½	0 1½	0 2	0 2	
Coffee and cocoa, 5 to 8 cwt. -	0 3	0 3	0 4	0 4	
Coffee and cocoa, above 8 cwt. -	0 4½	0 4½	0 6	0 6	
Cocoa shell, per bag, under 1 cwt. -	0 0¾	0 0½	0 1	0 1	} 0 6 a ton.
Cocoa shell, per bag, 1 to 2 cwt. -	0 1	0 1	0 1½	0 1½	

—	Landing.	Weighing.	Housing.	Unhousing and Loading.	Rent per Week.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Cork, per ton - - -	1 6	1 6	1 6	1 6	—
Canes and reeds, per bundle -	0 1	—	0 1	0 1	0 0½ each.
Candles, wax, per case - -	0 2	—	0 1½	0 1½	0 1 each.
Earthenware, per case or crate -	0 4	—	0 3	0 3	0 0½ each.
Emery stone, per ton - -	0 6	0 6	0 9	0 9	0 1 a ton.
Flax, per ton - - -	0 9	0 9	0 9	1 0	0 3 a ton.
Flax seed, per cask, 7 bushels -	0 3	—	0 1½	0 1½	0 0½ each.
Figs, drums, per score - -	0 6	0 5	0 8	0 8	1 0 per 100.
Figs, half and quarter drums -	0 3	0 2½	0 4	0 4	0 6 per 100.
Figs, frails - - - -	0 4	0 4	0 6	0 6	1 0 per 100.
Ginger, per bag - - -	0 0¾	0 0¾	0 0¾	0 0¾	1 3 per 100.
Grapes, per cask or jar - -	0 1	—	0 1	0 1	2 0 per 100.
Hides, wet or dry, each - -	0 0½	0 0¼	0 0½	0 0½	1 6 per 100.
Hats, Leghorn, per cask or tub -	0 3	—	0 3	0 3	0 1½ each.
Hops, per bag - - -	0 2	—	0 2	0 2	0 1½ each.
Hops, per pocket - - -	0 1½	—	0 1½	0 1½	0 1 each.
Hemp, per ton - - -	0 9	0 9	1 0	1 0	0 3 a ton.
Herrings, per barrel - -	0 0¾	—	0 0¾	0 0¾	2 0 a 100.
Iron, per ton - - -	0 4	0 4	0 9	0 9	0 1 per ton.
Isinglass, per ton - - -	0 10	0 10	1 3	1 3	0 4 per ton.
Lead, per ton - - -	0 4	0 4	0 9	0 9	0 1 a ton.
Lead, black, per barrel - -	0 1½	0 1	0 2	0 2	0 0½ each.
Liquorice, per case or barrel -	0 2	0 2	0 3	0 3	0 1 each.
Liquorice root, per bale, under 2 cwt.	0 2	0 2	0 3	0 3	0 1 each.
Leather, per bale - - -	0 3	0 2	0 4	0 4	0 1 each.
Linseed, per barrel or bag, 4 bushels	0 1½	—	0 1½	0 1½	3 0 per 100 quarters.
Linseed, loose, per quarter - -	0 2	—	0 2	0 2	
Madder, per cask - - -	0 3	0 2	0 4	0 4	0 2 each.
Madder roots, per bale - -	0 2	0 2	0 3	0 3	0 1 each.
Mats, per bundle, 10 mats - -	0 0½	—	0 0½	0 0½	0 4 per 100 bundles.
Manna, per cask or chest, 1½ cwt. -	0 1	0 1	0 1½	0 1½	0 1 each.
Molasses, per puncheon - -	0 3	0 2	0 4	0 4	0 2 each.
Nutmegs, per cask - - -	0 2	0 2	0 3	0 3	0 1 each.
Nuts, per bag - - -	0 0½	—	0 1	0 1	1 6 per 100.
Oil, per half chest - - -	0 1½	—	0 1¼	0 1½	0 3 a score.
Oil, per common jar - -	0 6	0 4	0 8	0 8	0 2 each.
Oil, per half jar - - -	0 3	0 3	0 4	0 4	0 1½ each.
Oil, olive, in casks, per ton - -	1 2	—	1 2	1 2	0 4 the ton.
Oil, seed, in casks, per ton - -	1 0	0 8	1 0	1 0	
Oil, palm, per ton - - -	0 8	1 0	1 0	1 0	0 3 per ton.
Onions, per bushel or basket -	0 2	—	0 2	0 2	0 0½ each.
Oranges and lemons, per chest -	0 1	—	0 1½	0 1½	0 1 each.
Oranges and lemons, per box -	0 0½	—	0 0¾	0 0¾	0 0½ each.
Olives, per keg, about 4 gallons -	0 0¼	—	0 0¼	0 0¼	0 0¼ each.
Paper, per bale or chest - -	0 2	0 2	0 3	0 3	0 1 each.
Prunes and French plums, per cask, 5 to 7 cwt. - - -	0 2	0 2	0 3	0 3	0 1½ each.
Prunes and French plums, per cask, 2 to 3 cwt. - - -	0 1½	0 1¼	0 2	0 2	0 1 each.
Prunes and French plums, per chest, about 1 cwt. - - -	0 0½	0 0½	0 0¾	0 0¾	2 0 a 100.
Prunes and French plums, per ½ chest	0 0½	0 0½	0 0½	0 0¾	1 2 per 100.
Prunes and French plums, per ¼ chest	0 0¼	0 0¼	0 0½	0 0½	1 0 per 100.
Prunes and French plums, per chest, containing cartoons - -	0 2	0 2	0 3	0 3	0 1 each.
Plums, Portugal, in boxes about 3 lbs. each, per 100 boxes -	1 0	1 0	1 6	1 6	0 4 per 100.

—	Landing.	Weighing.	Housing.	Unhousing and Loading.	Rent per Week.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
Pill boxes, per vat - - -	0 9	—	0 6	0 9	0 4 each.
Pumicestone, per ton - -	0 8	0 8	2 0	2 0	0 6 a ton.
Pimento, per bag - - -	0 1	0 1	0 1½	0 1½	2 0 a 100.
Pitch, per barrel - - -	0 0½	0 0½	0 0¾	0 0¾	1 2 a 100.
Pepper, per bag - - -	0 2	0 2	0 2	0 2	0 0½ each.
Peas, per tierce - - -	0 2	—	0 2	0 2	0 1 each.
Peas, per bag, 4 bushels - -	0 2	—	0 2	0 2	0 0½ each.
Quicksilver, per bottle - -	0 0¾	0 0½	0 1	0 1	0 0½ each.
Rice, per tierce or barrel - -	0 1½	0 1	0 2	0 2	0 1 each.
Rice, per bag - - -	0 0¾	0 0½	0 1	0 1	2 0 per 100.
Rosin, per barrel - - -	0 1	0 1	0 1½	0 1½	2 0 per 100.
Raisins, per barrel - - -	0 1	0 1	0 1½	0 1½	0 1 each.
Raisins, per half barrel - -	0 0¾	0 0¾	0 1	0 1	0 0½ each.
Raisins, Denia and Valencia, boxes, per score - - - -	0 8	0 8	1 0	1 0	2 0 per 100.
Raisins, Denia and Valencia, half and quarter boxes, per score -	0 4	0 4	0 6	0 6	1 0 per 100.
Raisins, frails or baskets - -	0 6	0 6	0 6	0 6	1 0 per 100.
Raisins, Malaga, boxes - -	0 6	0 5	0 8	0 8	1 0 per 100.
Raisins, Malaga, half and quarter boxes	0 3	0 2½	0 4	0 4	0 6 per 100.
Raisins, Malaga, frails and baskets -	0 4	0 4	0 6	0 6	1 0 per 100.
Roots, flower, per case - -	0 4	—	0 4	0 4	0 1 each.
Rags and old ropes, per ton - -	0 6	0 6	0 9	0 9	0 3 per ton.
Slate pencils, per case or cask -	0 4	—	0 3	0 3	0 1 each.
Steel, per ton - - -	0 8	0 8	1 0	1 0	0 2 per ton.
Silk, per bale - - -	0 2	0 2	0 4	0 4	0 2 each.
Soap, per case, under 2 cwt. -	0 1	0 1	0 1½	0 1½	0 1 each.
Saffron, per bale or case - -	0 3	0 2	0 4	0 4	0 1 each.
Shumac, per bag - - -	0 0¾	0 0½	0 1	0 1	0 1½ per ton.
Senna, per bale or case - -	0 1	0 1	0 2	0 2	0 1 each.
Shot, per ton - - -	0 8	0 8	0 9	0 9	0 2 per ton.
Salt, loose, per ton - - -	0 4½	0 4½	0 4½	0 4½	0 1 per ton.
Seeds, onion and canary, per bag, under 2 cwt. - - -	0 1½	0 1½	0 2	0 2	0 0½ each.
Seeds, clover, per bag or cask, under 2 cwt. - - - -	0 1	0 1	0 1½	0 1½	0 0¾ each.
Seeds, 2 to 3 cwt. - - -	0 1½	0 1	0 2	0 2	0 0¾ each.
Seeds, 3 to 4 cwt. - - -	0 2	0 1	0 3	0 3	0 0¾ each.
Sugar, per hogshead - -	0 4	0 4	0 6	0 6	0 2 each.
Sugar, per tierce - - -	0 3	0 3	0 4	0 4	0 1½ each.
Sugar, per barrel - - -	0 2	0 2	0 2	0 2	0 1 each.
Sugar, per bag - - -	0 1	0 1	0 1	0 1	2 6 per 100.
Skins, per puncheon - -	0 4	—	0 4	0 4	0 2 each.
Tallow, Russia, per ton - -	0 4	0 4	0 6	0 6	0 1 each.
Tar, per barrel - - -	0 1	—	0 1	0 1	2 6 per 100.
Toys, per vat, large - -	1 3	—	1 0	1 0	0 4 each.
Toys, chests, large - - -	1 0	—	0 9	0 9	0 3 each.
Toys, chests, small - - -	0 6	—	0 4	0 4	0 2 each.
Tea, Bohea, per chest - -	0 2	0 2	0 2	0 2	0 1 each.
Tea, per half chest - - -	0 1	0 1	0 1	0 1	0 0½ each.
Tea, Congou, per half chest -	0 1	0 1	0 1	0 1	0 0½ each.
Vermicelli, per case, under 1 cwt. -	0 3	0 3	0 4	0 4	0 1 each.
Vermicelli, per case, under 56 lbs. -	0 2	0 2	0 2	0 2	0 0½ each.
Vermicelli, per case, under 28 lbs. -	0 1	0 1	0 1½	0 1½	0 0¼ each.
Vinegar, per pipe - - -	0 4	—	0 4	0 4	0 2 each.
Vinegar, per hogshead, and tierce -	0 1½	—	0 1½	0 1½	0 1 each.
Valonia, per ton - - -	0 8	0 8	1 0	1 6	0 1½ per ton.

——	Landing.	Weighing.	Housing.	Unhousing and Loading.	Rent per Week.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Water, mineral, in packages, per dozen bottles	0 1	—	0 1	0 1	0 1 per package.
Wool, Spanish, per bale	0 2	0 2	0 2	0 2	0 1 each.
Wine and spirits, per butt, pipe, or puncheon	0 8	—	0 8	1 0	0 3 each.
Wine and spirits, per hogshead	0 4	—	0 4	0 6	0 1½ each.
Wine and spirits, per quarter cask	0 2	—	0 2	0 3	0 1 each.
Wine and spirits, in cases	0 1 per doz.	—	0 1 per doz.	0 3 per case	0 1 per case.
Wood, bar wood, box wood, cam wood, cocus wood, ebony, fustic, log wood, lignum vitæ, Brazil wood, Nicaragua wood, Sanders wood, and mahogany, at per ton	0 10	0 10	yarding, piling, and delivery 1 6*	—	0 1 per ton.
Square timber, 40 feet per ton	0 6	—	1 0	—	0 0½ per load.
Deals, per 120	1 4	—	2 8	—	0 2 per 120.
Pipe staves, per 1,200	6 8	—	13 4	—	0 9 per 1,200.
Hogshead staves, per 1,200	4 0	—	8 0	—	0 6 per 1,200.
Barrel staves, per 1,200	3 4	—	6 8	—	0 4 per 1,200.
West India hogshead staves, per 1,200	2 6	—	5 0	—	0 4 per 1,200.
Lath wood, per fathom	1 6	—	3 0	—	0 3 per fathom.

REGULATIONS.

1. Other goods not enumerated of the like weight or bulk are to be charged in proportion to these rates.

2. The rent upon goods housed is to commence from the day of the ship or vessel beginning to discharge.

3. The charges marked * thus include weighing out on delivery.

4. Weighing for any purpose not specially provided for is to be charged the rate paid for housing.

5. Shipping is to be charged the rate paid for landing.

6. Transferring is to be charged the rate specified in the schedule annexed to the Act 5th George IV. chapter 92.

7. In all instances when goods shall have been landed and weighed on the quays by the Board or their servants, a reduction in the charge for housing such goods is to be made, in the proportion of one third of the rates specified in the foregoing schedule.

8. Twenty-five per centum will be deducted from the rent for all time exceeding fifty-two weeks.

A.D. 1869.

THE SEVENTH SCHEDULE.

PROVISIONS RESPECTING PURCHASE OF GRAND CANAL DOCKS.

1. The Grand Canal Company may transfer the Grand Canal Docks, together with all their powers, rights, privileges, and authorities respecting the same, to the Board, on such terms and conditions and for such consideration, either in a gross sum or by way of rentcharge, or partly of one kind and partly of another, as may be mutually agreed on; and the Board may accept and take such transfer accordingly.

2. Such transfer shall not prejudice any lease granted by the Canal Company and lawfully subsisting at the time of such transfer.

3. Any such transfer shall be made only with the previous consent of the Commissioners of Her Majesty's Treasury, or any two of them.

4. On and from the transfer no other rates shall be levied in respect of any vessel using the Grand Canal Docks than would have been payable in respect of such vessel if the same had not entered into such docks.

5. At the time appointed for the completion of the transfer the payment by the Board to the Canal Company of the amount of purchase money agreed on shall fully and effectually discharge the Board from all claims and demands whatsoever of the Canal Company to or in respect of the Grand Canal Docks, and from all claims and demands of any person claiming under or in trust for the Canal Company (subject nevertheless to any lease then lawfully subsisting).

6. A receipt for the amount of such purchase money, or of any part thereof, under the hands and seals of the directors of the Grand Canal Docks, or any three of them, shall be a full discharge to the Board for the amount specified to have been paid; and the Board shall not be bound to see to the application thereof.

7. From and after the transfer the Grand Canal Docks shall be comprised in the property and works of the Board, and may by them be held and enjoyed in as full and ample a manner as the works or any of the works constructed or authorized by virtue of this or any other Act relating to the Board.

8. The purchase money shall be applied in the first instance in or towards the discharge of any mortgage or bond debt of the Canal Company affecting the Grand Canal Docks.

THE EIGHTH SCHEDULE.

Graving Dock Rates.

On every vessel admitted into the graving dock, for every ton of the tonnage of such vessel threepence per ton for the first tide; but no less charge to be made in any case than five pounds for the first tide.

One penny per ton for each of the following thirty tides; twopence per ton for each tide afterwards.

REGULATIONS.

1. An allowance is to be made in case of sailing vessels of two fifths off the tonnage.

2. Graving dock rates chargeable on a vessel, or as much thereof as are not covered by a deposit, are to be paid by the master or owner immediately on the vessel going out of or ceasing to make use of the dock.

3. The tide in which a vessel goes into or begins to make use of a graving dock is to be counted one tide, and the tide in which a vessel goes out of or ceases to make use of a graving dock is also to be counted one tide.

4. No vessel is to be allowed to engage a graving dock for more than thirty tides without the sanction of the Board in writing under the hand of their secretary.

5. For the purposes of graving dock rates tonnage is to be ascertained in like manner as for tonnage rates.

Graving Slips.

Threepence per register ton for the first tide, but no less charge to be made than two pounds ten shillings for the first tide on large slip, or one pound five shillings on the small slip; five eighths per ton for each ton afterwards.

Gridiron.

One penny halfpenny per ton for first tide; one farthing per tide per ton afterwards.

THE NINTH SCHEDULE.

Tonnage Rates.

On every vessel arriving from any foreign or colonial port, for every ton of the tonnage of such vessel the sum of tenpence farthing.

On every vessel arriving coastwise from any part of the United Kingdom or from any place not within the Port of Dublin, for every ton of the tonnage of such vessel the sum of sixpence halfpenny.

A.D. 1869.

THE TENTH SCHEDULE.

TIMBER, &c. RATES.

Upon timber of all kinds, planks, or blocks of mahogany and of all other kinds of wood, boards of all kinds, staves, and bricks, and blocks of marble arriving on board any vessel in the port, the sum of fivepence halfpenny per ton.

REGULATIONS.

1. These rates are to be paid at the time of entering the cargo of such vessel at the custom house in Dublin.

2. In the case of any vessel laden with an entire cargo of timber, wood of all kinds, or staves, or bricks, or blocks of marble, these rates are to be levied upon the registered tonnage of such vessel; but in any case where the timber, wood of all kinds, or staves, or bricks, or blocks of marble, shall form but a fraction or portion respectively of the cargo of such vessel, then these rates are to be leviable upon and payable according to the actual weight of such timber, wood, or staves, or bricks, or blocks of marble respectively.

THE ELEVENTH SCHEDULE.

LIGHTER AND WHERRY RATES.

For every wherry, boat, or other small craft kept or employed on any part of the river or within the port the sum of four shillings and sevenpence halfpenny fine, and the further sum of four shillings and sevenpence halfpenny per annum during the time such wherry, boat, or other small craft shall be kept or employed on the river or within the port.

For every lighter or vessel (other than the lighters belonging to the Board) kept or employed on any part of the river or within the port the sum of nine shillings and threepence fine, and the further sum of nine shillings and threepence per annum during the time such lighter or vessel shall be kept or employed on the river or within the port.

THE TWELFTH SCHEDULE.

Part I.—Tramways.

First. A tramway (No. 1) on the northern side of the river Liffey commencing on Eden Quay in the parish of St. Thomas in the county of the city of Dublin at or near Carlisle Bridge, and terminating at or near the eastern extremity of the quay commonly called the North Wall in the said parish of Saint Thomas, but no part of the tramway No. 1 between Carlisle Bridge and Beresford Place being made nearer to the footpath on the northern side of the carriageway than forty feet, and no part of such tramway between Beresford Place and its eastern termination being made nearer to such footpath than twenty feet.

Secondly. A tramway (No. 2) wholly in the said parish of Saint Thomas from and out of the last-mentioned tramway commencing on the quay called the North Wall at or near the eastern extremity thereof and terminating at or near the north-eastern angle of the East Wall.

Thirdly. A tramway (No. 3) wholly in the said parish of Saint Thomas from and out of the last-mentioned tramway commencing at or near the north-eastern angle of the East Wall and terminating at or near the western extremity thereof at Annesley Bridge.

Fourthly. A tramway (No. 4) on the southern side of the river Liffey commencing on City Quay in the parish of Saint Mark at or near Moss Street and terminating at or near the eastern extremity of the quay called Sir John Rogerson's Quay in the said parish of Saint Mark, but no part of tramway No. 4 being made nearer to the footpath on the southern side of the carriageway than eighteen feet.

Fifthly. A tramway (No. 5) on Great Britain Quay commencing at or near the termination of the tramway (No. 4) and terminating in the said parish of Saint Mark at or near the Westmoreland Lock of the Grand Canal Dock.

Part II.—Tolls upon the Tramways.

For cotton and other wools, manufactured goods, drugs, fish, sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, chains, light iron castings, and for every boiler, cylinder, or single piece of machinery, timber, or stone, or other single article weighing more than two but not more than five tons, and for all other wares, merchandise, articles, matters, or things not otherwise provided for, eightpence per ton gross.

For coke, charcoal, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, wrought iron, heavy iron castings, slabs, billets and rolled iron, lime, bricks, tiles, slates, salt, fire clay and stone, dung, compost, manure, undressed material for repair of roads or highways, coals, culm, cinders, cannel, ironstone, iron ore, limestone, clay (except fireclay), chalk, sand, and slag, fourpence per ton gross.

For a fraction of a ton the Board may demand toll according to the number of quarters of a ton in the fraction, and if there be a fraction of a quarter of a ton the fraction shall be deemed a quarter of a ton.

A.D. 1869.

For every carriage of whatever description, not being a carriage adapted and used for travelling on a tramway, if not weighing more than one ton, two shillings;

If weighing more than one ton, then for the first ton two shillings;

And for every additional quarter of a ton or fractional part of a quarter of a ton above the first ton eightpence.

For any parcel or small package not exceeding seven pounds in weight, threepence:

For any parcel or small package exceeding seven pounds in weight, but not exceeding fourteen pounds in weight, fivepence:

For any parcel or small package exceeding fourteen pounds in weight, but not exceeding twenty-eight pounds in weight, sevenpence:

For any parcel or small package exceeding twenty-eight pounds in weight, but not exceeding fifty-six pounds in weight, ninepence:

For parcels exceeding fifty-six pounds in weight, but not exceeding five hundred pounds in weight, such reasonable sum as the Board may think fit:

Single articles of great weight weighing more than five tons, such sum as the Board may think fit:

For every horse, ass, mule, or other beast of draught or burden, ox, cow, bull, or head of neat cattle, one shilling:

For every calf, pig, sheep, lamb, or other small animal, fourpence.

REGULATIONS.

1. The term "small package" does not include articles sent in large aggregate quantities although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, but applies only to single parcels in separate packages.

2. Except only as to stone and timber, weight is to be determined according to avoirdupois weight; fourteen cubic feet of stone, and forty cubic feet of oak, elm, mahogany, teak, beech, or ash, or fifty cubic feet of any other timber, are to be deemed one ton, and so on in proportion for any smaller quantity.

Part III.—Tolls on the Waggon instead of the Goods.

For every waggon, truck, or carriage adapted and used for passing upon the tramways, whether laden or partially laden, and using or passing upon the tramways or any part thereof, for each quarter of a mile or fraction of a quarter of a mile three shillings.

For every such waggon, truck, or carriage, if unladen, the sum of twopence for each quarter of a mile or fraction of a quarter of a mile.

THE THIRTEENTH SCHEDULE.

North Lots and Yearly Sums for same payable to the Board.

Acre Lots.

Number.	£	s.	d.
3	3	4	8
4	3	4	8
5	3	4	8
6	3	4	8
7	3	4	8
8	3	4	8
9	3	4	8
10	3	4	8
11	3	4	8
12	3	4	8
13	3	4	8
14	2	15	4
15	3	0	0
16	3	4	8
17	3	4	8
18	3	4	8
19	3	4	8
20	3	4	8
21	3	4	8
22	3	4	8
23	3	4	8
38	2	15	5
39	2	15	5
40	2	15	5
42	2	15	5
43	2	15	5
44	2	12	3
45	2	15	5
46	2	15	5
47	2	15	5
48	2	15	5
50	2	6	2
51	2	6	2
52	2	6	2
53	2	4	4
54	2	1	1
55	2	6	2
56	2	6	2
57	2	6	2
58	2	6	2
59	2	6	2
74	2	6	2
75	2	6	2
76	2	6	2
78	2	6	2
79	2	1	5
80	1	18	9
81	2	6	2
82	1	4	8
83	2	6	2
84	2	6	2
85	2	6	2
86	2	6	2
87	2	6	2
88	2	6	2
103	2	6	2
104	2	6	2
105	2	6	2
106	2	6	2
107	2	6	2
108	2	6	2
109	2	6	2
110	2	6	2
111	2	6	2
130	2	6	2
131	2	6	2
132	2	6	2
133	2	6	2
134	2	6	2

With 5 per centum on the same in every case added, being a fee for collection, which 5 per centum is to be deemed part of the yearly sum.

FOOT LOTS.

Number.	£	s.	d.
22	2	15	5
23	2	15	5
24	2	15	5
25	2	15	5
26	2	15	5
27	2	15	5
28	2	15	5
29	2	15	5
30	2	15	5
31	2	15	5
32	2	15	5
33	2	15	5
38	2	15	5
39	2	15	5
40	2	15	5
47	2	6	2
49	2	6	2
50	2	6	2
51	2	6	2
52	2	6	2
53	2	6	2
54	2	6	2
55	2	6	2
56	2	6	2
57	1	16	11
58	1	16	11
59	1	16	11
62	1	16	11
63	1	16	11
64	1	16	11
65	1	16	11
66	1	16	11
67	1	16	11
68	1	16	11
71	1	16	11
72	1	16	11
73	1	16	11
74	1	16	11
75	1	16	11
80	1	16	11
87	1	16	11
88	1	16	11
89	1	16	11
90	1	16	11
92	1	16	11
93	1	16	11
94	1	16	11
95	1	16	11
96	1	16	11
97	2	6	2
98	2	6	2
99	2	6	2
100	2	6	2
103	2	6	2
104	2	6	2
105	2	6	2
106	2	6	2
107	2	6	2
113	2	6	2
114	2	6	2
115	2	6	2
116	2	6	2
117	2	6	2
118	2	6	2
119	2	6	2
120	2	6	2
121	2	6	2
122	2	6	2

With 5 per centum on the same in every case added, being a fee for collection, which 5 per centum is to be deemed part of the yearly sum.

THE FOURTEENTH SCHEDULE.

Regulations for Sales of North Lots.

1. Notices of sales shall be under the seal of the Board, and shall be posted at the City Hall and in the Commercial Buildings three months before the sales, and shall be inserted three times in the Dublin Gazette one month at least before the sales.

2. All sales shall be holden at the City Hall or at the Commercial Buildings.

3. If at the time appointed for any sale there are not sufficient bidders for the property to be sold, or if for any reason the Board think it expedient to adjourn the sale, the Board may adjourn the sale from day to day or for and until such time as they think fit, and may hold the sale accordingly without being bound to give any notice of any such adjournment further or other than such as they may think it right to give either by word of mouth at the time of adjournment or otherwise.

LONDON: Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1869.