CHAP. cv.

An Act to enable the North-eastern Railway Company to alter and abandon part of their authorized Gilling and Pickering Railway, and of their Port Clarence Branch, and to confer on the company further powers in reference to other portions of their undertaking; and for other purposes. [12th July 1869.] A.D. 1869.

WHEREAS it is expedient that the North-eastern Railway Company should be empowered to construct the railways and works herein-after mentioned:

And whereas the making of the railway first herein-after described will render unnecessary the construction of a portion of the railway authorized by "The North-eastern Railway Company's (Gilling and Pickering Branch) Act, 1866," and it is expedient that that portion of railway, and a small portion of the said company's Port Clarence Branch Railway, in lieu of which the railway secondly herein-after described is intended to be substituted, should be abandoned: 29 & 30 Vict. c. x.

And whereas plans showing the lines of the proposed railways, and the lands in or through which the same and the works connected therewith are intended to pass or be made, and sections showing the levels of those railways, with a book of reference to those plans, were in the month of November one thousand eight hundred and sixty-eight deposited with the respective clerks of the peace for the north riding of the county of York and for the county of Durham, and are herein-after respectively referred to as the deposited plans, sections, and book of reference:

And whereas it is expedient that the time limited by "The North-eastern Railway Company's (Leeds and Wetherby Branch) Act, 1866," for the compulsory purchase of lands for and for the completion of the railway and works thereby authorized, and the time limited by "The North-eastern Railway Company's (Yorkshire Lines) Act, 1866," for the compulsory purchase of lands for and for

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And whereas it is expedient that such further powers should be granted to the said company as are herein-after contained in relation to their docks at Middlesbrough, Wearmouth, and Hartlepool, and to the carriage and foot roadway over their high-level bridge at Newcastle-upon-Tyne:

And whereas it is expedient that the restrictions imposed upon the company in reference to their borrowing powers under "The North-eastern Railway Company's (Yorkshire Lines) Act, 1866," should be modified, and that other powers should be granted to the said company; but the purposes of this Act cannot be effected without the authority of Parliament:

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, in manner following; (that is to say,)

Short title.

1. This Act may be cited for all purposes as "The North-eastern Railway Company's Act, 1869."

8 & 9 Vict. cc. 18. & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. c. 92. incorporated.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Parts I. and II. of "The Railways Clauses Act, 1863," are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the company" means the North-eastern Railway Company; the expression "the railways" means the railways by this Act authorized, or any part thereof; the expression "The Gilling and Pickering Branch Act" means "The North-eastern Railway Company's (Gilling and Pickering Branch) Act, 1866;" the expression "The Leeds and Wetherby Branch Act" means "The North-eastern Railway Company's (Leeds and Wetherby Branch) Act, 1866;" the expression "The Yorkshire Lines Act" means "The North-eastern Railway Company's (Yorkshire Lines) Act, 1866;" and the expression "superior courts," or "court of competent jurisdiction," or any other like expression, in this Act or any Act wholly or partially incorporated herewith, shall be read and have

effect as if the debt or demand with respect to which the expression is used were a common simple contract debt, and not a debt or demand created by statute.

Power to make railways according to deposited plans.

4. Subject to the provisions of this Act, the company may make and maintain in the line and according to the levels shown on the deposited plans and sections the railways herein-after described, with all proper stations, approaches, works, and conveniences connected therewith, and may enter upon, purchase, take, and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for that purpose.

Description of railways.

The railways herein-before referred to, and authorized by this Act, are—

1st. A railway (eleven miles six furlongs and three chains, or thereabouts, in length,) commencing in the township and parish of Helmsley in the north riding of the county of York by a junction with the company's authorized Gilling and Pickering Railway, and terminating in the township and parish of Pickering in the said north riding by a junction with the Whitby and Pickering Branch of the North-eastern Railway:

2ndly. A railway (five furlongs and six chains, or thereabouts, in length,) commencing in the township and parish of Billingham in the county of Durham by a junction with the Port Clarence Branch of the North-eastern Railway, and terminating in the township of Cowpen Bewley and parish of Billingham in that county on the east side or edge of the Salt Grass of Samphire Batts;

and the said railways, and the works connected therewith respectively, shall for all purposes become and be part of the undertaking of the company.

Power to apply monies raised under existing Acts to purposes of this Act.

5. The company may appropriate and apply to the purposes of this Act any of the monies which under and by virtue of their existing Acts they have raised or are authorized to raise, and which shall not be wanted for the purposes of those Acts.

Lands for extraordinary purposes.

6. The quantity of land to be taken by the company by agreement for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed ten acres.

Powers for compulsory purchases limited.

7. The powers of the company for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Period for completion of railways.

8. The railways shall be completed within five years from the passing of this Act: Provided always, that the railway secondly by

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this Act authorized shall be taken as completed when the same is fit to be used for the transit thereby of coals and mineral traffic.

Power to cross certain roads on the level.

9. Subject to the provisions in "The Railways Clauses Consolidation Act, 1845," and in Part I. (relating to the construction of a railway) of "The Railways Clauses Act, 1863," contained, in reference to the crossing of roads on the level, the company, in the construction of the railway first by this Act authorized, may carry the same with a single line of railway only whilst that railway shall consist of a single line, and afterwards with a double line of railway only, across and on the level of the roads next herein-after mentioned; (that is to say,)

No. on deposited plan.	Township.	Description of road.
4	Beadlam	Public highway.
12	Nawton	Township or occupation road.
16	Welburn	Public highway.
96	Kirkby Moorside	Public highway.
2	Sinnington	Public highway.
9	Middleton	Public highway.
20	Middleton	Public highway.
15	Pickering	Public highway.
59	Pickering	Public highway.

and with a double line of railway only across and on the level of the roads following; (that is to say,)

No. on deposited plan.	Township.	Description of road.
31	Kirkby Moorside	Public highway.
52	Sinnington	Public highway.

Site of roads stopped up to vest in company, on another road being substituted by them.

10. Where, in constructing the railways, the company shall, under the powers of this Act, divert or stop up any road, and substitute another in lieu thereof, the soil and site of the road so diverted or stopped up, to the extent of the lands on both sides of such road purchased by or belonging to the company, shall thereupon vest in and thenceforth be held by them in fee as part of their undertaking.

Tolls to be taken.

11. The company may (subject to the provisions and restrictions contained in "The North-eastern Railway Company's Act, 1854,"

"The North-eastern and Stockton and Darlington Railways Amalgamation Act, 1863," and "The North-eastern Railway Company's (Pelaw and other Branches) Act, 1865,") demand, receive, and take, for or in respect of passengers, and of the several articles, matters, and things, and of all descriptions of animals conveyed on the railways, and also for the use of carriages and locomotive engines or other power supplied by the company thereon, such and the like rates, tolls, or other charges as by those Acts are authorized to be demanded and received for the like passengers, animals, articles, matters, and things conveyed on their railways, and for the use of the like carriages and locomotive engines or other power, as well for ordinary as for express trains, supplied by the company on the same railways, in like manner as if the railways had formed part of the North-eastern Railway when those Acts were passed.

Abandonment of part of authorized Gilling and Pickering Railway.

12. The company shall abandon the construction of so much of the railway authorized by the Gilling and Pickering Branch Act as lies between the commencement of the railway first by this Act authorized and the authorized termination of the said Gilling and Pickering Branch Railway, and the penalty imposed by section 19 of the said Act shall not accrue by reason of the company not completing and opening the portion of railway hereby authorized to be abandoned, and section 16 of the Gilling and Pickering Branch Act (lands for extraordinary purposes) shall be and the same is hereby repealed.

Compensation for damage to land by entry, &c. for purposes of portion of railway abandoned.

13. The abandonment by the company, under the authority of this Act, of the before-mentioned portion of railway shall not prejudice or affect the right of the owner or occupier of any land to receive compensation, in accordance with the provisions in that behalf of "The Lands Clauses Consolidation Act, 1845," for any damage occasioned by the entry on such land for the purpose of surveying and taking levels, or probing or boring to ascertain the nature of the soil, or setting out of the line of railway, and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied to receive compensation, in accordance with the provisions in that behalf of "The Railways Clauses Consolidation Act, 1845," for such temporary occupation, or for any loss, damage, or injury which may have been sustained by such owner or occupier by reason thereof, or of the exercise, as regards such land, of any of the powers contained in the last-mentioned Act, or in the Gilling and Pickering Branch Act.

Compensation to be made in re-

14. Where before the passing of this Act any contract may have been entered into or notice given for the purchasing of any land for

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spect of portion of railway abandoned.

the purposes of or in relation to the said portion of railway authorized to be abandoned by this Act, and which shall not be required for the purposes of this Act, full compensation shall be made by the company to the owners and occupiers or other persons interested in such land for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice, and the amount and application of the compensation shall be determined in manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Abandonment of part of Port Clarence Branch.

15. The company shall abandon and cease to use as a railway so much of their Port Clarence Branch Railway in the township of Cowpen Bewley and parish of Billingham aforesaid as lies between a point about five hundred and fifteen yards from and eastwards of the commencement of the railway secondly by this Act authorized and the termination of that branch, and shall within ten years from the passing of this Act sell as superfluous lands, under the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the sale of superfluous lands, so much and such parts of the lands taken for the purposes of the portion of railway so abandoned as are not used by the company for other purposes of their undertaking.

Extension of time for compulsory purchase for branches herein named.

16. The respective times limited for the compulsory purchase of lands for the purposes of the railway authorized by the Leeds and Wetherby Branch Act, and for the purposes of the railways numbered 1 and 2 in and authorized by the Yorkshire Lines Act, are hereby extended for two years from the expiration of the respective periods limited by those Acts respectively.

Extension of time for completion of those branches.

17. The respective times limited by the Leeds and Wetherby Branch Act and the Yorkshire Lines Act for the completion of the railways mentioned in the last preceding section, and the works connected therewith respectively, are hereby extended for three years from the expiration of the respective periods limited by those Acts respectively, and section 18 of the Leeds and Wetherby Branch Act, and section 25 of the Yorkshire Lines Act, so far as that section relates to the railways numbers 1 and 2 by that Act authorized, are respectively hereby repealed.

Imposing penalty if lines not opened within periods limited.

18. If the company fail to complete the railways by this Act authorized within the period by this Act limited, or if they fail to complete the railway authorized by the Leeds and Wetherby Branch Act within the extended period by this Act limited, or if they fail

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to complete the railways 1 and 2 authorized by the Yorkshire Lines Act within the extended period by this Act limited, the company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the respective periods so limited until the railways or railway in respect of which the penalty is incurred are or is completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the railways or railway in respect of which the penalty has been incurred, and the said penalty may be applied for by any landowner or other person claiming to be compensated in respect of the railways or railway in reference to which the penalty has been incurred, in accordance with the provisions of the next following section of this Act, and in the same manner as the penalty provided in the third section of the Act seventeen and eighteen Victoria, chapter thirty-one, known as "The Railway and Canal Traffic Act, 1854," and every sum of money recovered by way of such penalty as aforesaid shall be paid, under the warrant or order of such court or judge as is specified in the said third section of that Act, to an account opened or to be opened in the name and with the privity of the Accountant General of the Court of Chancery in England, in the bank named in such order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the company was prevented from completing or opening the railways or railway respectively by unforeseen accident or circumstances beyond their control; provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Providing for application of penalty in compensation to parties injured.

19. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the "London Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railways or railway respectively in respect of which the penalty has been incurred, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the company by this Act, or, as the case may be, by the Leeds and Wetherby Branch Act or the Yorkshire Lines Act, and extended by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chan-

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cery in England may seem fit; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be paid to the company.

On expiration of times limited for completion of railways, powers to cease.

20. If the railways by this Act authorized, or the railways the respective times for completing which are by this Act extended, shall not be completed within the respective periods limited by this Act, then on the expiration of those periods respectively the powers by this Act granted to the company for making and completing the said railways respectively, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof respectively as shall then be completed.

Middlesbrough dock rates.

21. In lieu of the rates and tolls which the company are now authorized to demand and take in respect of their dock at Middlesbrough, they may demand, receive, and take, from the master or owner of every ship or vessel entering or using that dock, any rate not exceeding that specified in the schedule (A.) to this Act for every ton burden which such ship or vessel shall measure or contain, for each and every time she enters or uses the dock, and every such rate shall be payable by the master of such vessel; and the company may also demand, receive, and take for all goods mentioned in schedule (B.) to this Act, which shall be shipped or unshipped, received or delivered at the dock, any sums not exceeding the several rates or dues in that schedule specified; and as to all such goods as are not specified in that schedule, the company may demand, receive, and take a rate equal to that for the time being payable at the dock in respect of goods of a similar nature, package, and quality, and every such rate shall be payable to the company by the owner or consignee of the goods.

Rates for the use of cranes, weighing machines, &c.

22. The company may levy, receive, and take (in addition to the said dock rates or dues), for the use of any warehouses, wharves, staiths, spouts, drops, cranes, weighing machines, slips or ways, and engines or shears erected by them, and for and in respect of the warehousing of any goods, wares, merchandise, or other commodities which shall be warehoused, deposited, or kept within any warehouse of the company, and for and in respect of building, repairing, coopering, loading, or unloading, weighing, measuring, sampling, painting, marking, and any other work to be performed and materials to be supplied in respect of any ships, vessels, goods,

wares, merchandise, coals, coke, cinders, or other articles or things, such rates and charges as may be from time to time agreed upon between the masters or owners of any ships, vessels, goods, wares, merchandise, and other commodities, and the company, or as may be usual and reasonable, and shall from time to time be appointed by the company; and the company may recover such rates and charges from such master or owner, or from the consignee or other person having the charge of such goods and merchandise, or by distress and sale thereof.

Certain provisions of 10 & 11 Vict. c. 27. made applicable to company's Wearmouth and Hartlepool docks.

23. The clauses of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to the following matters; (that is to say,)

With respect to the construction of that Act and any Act incorporated therewith;

With respect to the collection and recovery of rates;

With respect to the appointment of harbour masters, dock masters, and pier masters, and their duties;

With respect to the discharging of vessels and the removal of the goods;

With respect to the protection of the harbour, dock and pier, and the vessels therein, from fire or other injury;

With respect to the police of the harbour, dock and pier; and

With respect to the byelaws to be made by the undertakers,

are incorporated with this Act in reference to and shall apply to the company's docks at Wearmouth and Hartlepool; provided that in any case in which for the same offence a penalty is imposed both by the Acts relating to the said docks, or either of them, and also by the before-mentioned clauses incorporated with this Act, then the penalty by this Act imposed shall only be recoverable.

Newcastle high-level bridge roadway tolls to be paid as company shall appoint.

24. The tolls which the company may demand and take, in respect of passengers, animals, and carriages passing along the carriage and foot roadway over their high-level bridge at Newcastle-upon-Tyne, shall be paid to such persons, and at such places upon or near to the bridge, and in such manner and under such regulations, as the company shall, by notice to be annexed to the list of tolls exhibited at the toll-houses or other places on or near the bridge, from time to time appoint.

Persons, &c. may be stopped on refusing to pay tolls.

25. If any person subject, either in respect of himself or of any cattle, animal, or carriage belonging to him or under his care or control, to the payment of any of the tolls authorized to be taken in respect of the carriage and foot roadway over the said bridge, shall, after demand made thereof by the collector, neglect or refuse to pay such tolls, it shall be lawful for such collector, by himself or taking

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such assistance as he shall think necessary, to stop and prevent the passage of such person, and also of the cattle, animals, and carriages in respect of which he shall refuse payment of toll, until full payment of such toll be made.

For settling disputes concerning tolls.

26. In case any dispute shall happen respecting the demanding or taking or payment of toll, or the amount of toll payable, at the said bridge, then and in every such case such dispute shall be heard and determined by any justice, who, upon application made to him for that purpose, shall examine the matter upon oath of the parties or other witness or witnesses (which oath every such justice is hereby authorized and empowered to administer), and shall determine the amount of the tolls due and other matters in dispute between the parties, and may also award such costs to be paid by either party to the other as to such justice shall seem reasonable, all which costs, in case the same shall not be forthwith paid, may be levied and recovered by distress and sale of the goods and chattels of the person directed to pay the same, by warrant under the hand and seal of such justice (which warrant every such justice is hereby empowered to issue), and the overplus (if any), after payment of such costs of such distress and sale, shall be returned, upon demand, to the person whose goods and chattels shall have been so distrained and sold.

Penalty on persons refusing to pay tolls or practising fraud.

27. If any person shall knowingly and wilfully refuse or neglect to pay the toll, either in respect of himself or of any cattle, animal, or carriage belonging to him or under his care or control, for using the bridge, when the same shall be payable, or shall evade or do any act with intent to evade payment of the toll, every such person shall for every such offence forfeit a sum not exceeding forty shillings.

Penalty on assaulting collectors, &c.

28. In case any person shall resist or make forcible opposition against any collector of tolls on the said bridge, or other person in the execution of his office, or shall forcibly pass over the said bridge, or over or through the toll gates, or shall forcibly drive any cattle, animal, or carriage over the said bridge or through the toll gate without having paid the tolls, every such person shall for every such offence forfeit and pay any sum not exceeding five pounds.

Recovery of damages and penalties.

29. The clauses of "The Railways Clauses Consolidation Act, 1845," with respect to the recovery of damages not specially provided for, and of penalties, and to the determination of any other matter referred to justices, shall be incorporated with this Act in reference to the said bridge, and to the company's docks at Wear-

mouth and Hartlepool; provided that all penalties imposed thereunder shall be paid to the company.

Power to borrow 166,000*l.* under Yorkshire Lines Act when 500,000*l.* share capital is subscribed for.

30. When and at any time after five hundred thousand pounds of the one million three hundred and seventy thousand pounds which by the Yorkshire Lines Act the company were authorized to raise by new stock or shares is subscribed for, issued, and accepted, and one half thereof paid up, the company may, in respect of the said sum of five hundred thousand pounds, and notwithstanding anything in the said Act contained, from time to time borrow on mortgage any sum not exceeding one hundred and sixty-six thousand pounds, part of the sum by the said Act authorized to be borrowed; but no part of the said sum of one hundred and sixty-six thousand pounds shall be borrowed until the company have proved to the justice who is to certify, under the fortieth section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of the said capital of five hundred thousand pounds has been subscribed for, issued, and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share, and that the whole of each separate portion of stock, has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide, and is held by the subscribers or their assigns, and that such subscribers or their assigns are legally liable for the same; and upon production to such justice of the books of the company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

Deposits for future bills not to be paid out of company's capital.

31. The company shall not, out of any money by any Act relating to the company authorized to be raised for the purposes of such Act, pay or deposit any sum which by any standing order of either House of Parliament, now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorizing the company to construct any other railway, or to execute any other work or undertakin.g

Railways not exempt from provisions of present and future general Acts.

32. Nothing herein contained shall be deemed or construed to exempt the railways from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels, authorized by this Act.

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Saving the rights of Tees Conservancy Commissioners, &c.

33. Except as by this Act expressly provided, nothing in this Act contained shall extend or be construed to extend to take away, impeach, abridge, restrain, alter, prejudice, or affect any powers, authorities, privileges, or advantages whatsoever of or belonging to the Tees Conservancy Commissioners, or any person or persons claiming under them.

Saving rights of the Crown.

34. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorize the company to take, use, or in any manner interfere with any land or hereditaments, or any rights of whatsoever description belonging to the Queen's most Excellent 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 consent in writing of the same commissioners, or one of them, on behalf of Her Majesty, first had and obtained for that purpose, (which consent such commissioners are hereby respectively authorized to 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.

Saving rights of the Duchy of Lancaster.

35. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the rights, privileges, powers, or authorities vested in or enjoyed by the Queen's most Excellent Majesty, Her heirs and successors, in right of Her Duchy of Lancaster.

Expenses of Act.

36. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the company.

The SCHEDULES to which this Act refers.

SCHEDULE (A.)

Tonnage Rates.	Rates.
	s. *d.*
Outward Charges. For every ship clearing for any port in the United Kingdom, the Isle of Man, the White Sea, or any port between the North Cape and Gibraltar, including the Baltic, and for the British possessions in North America, per ton - -	– 2
For every ship clearing for any other port or place than above specified, per ton - - - - - - - -	– 4
For every ship entering or using the dock for the sole and exclusive purpose of delivering or unloading ballast, gravel, or sand, per ton - - - - - - - - - - -	– 1½
For every ship entering and leaving the dock without delivering or loading a cargo, per ton - - - - - - -	– 2
Inward Charges. For every ship with a cargo from any port in the United Kingdom, the Isle of Man, or in the islands of Guernsey and Jersey, per ton - - - - - - - - - -	– 2
For every ship with a cargo from any port or place in Europe between Ushant and the Naze in Norway, except the ports in the Baltic Sea, per ton - - - - - -	– 4
For every ship with a cargo from any other port or place -	– 6

For the above rates any ship may remain in the dock for any time not exceeding four weeks, and after the expiration of that time a further sum of one penny per ton per week shall be payable in respect of such vessel.

For keels, lighters, or other river craft, not exceeding fifty tons burden, entering and leaving the dock for the purpose of loading or discharging minerals or merchandise, one shilling each way.

SCHEDULE (B.)

Dues, Rates, or Tolls on Goods and Cattle.	Rates. s.	d.
For every ton of coals put on board any vessel for export, whether coastwise or foreign	–	2
For every ton of coke, culm, or cinders put on board any vessel	–	3
For every load of timber of whatever description, each load containing fifty cubic feet, received or delivered from any vessel	–	3
And in case such timber shall continue in the dock for a longer period than fourteen days, then for each week beyond such fourteen days, per load	–	3
For every ton weight of goods or merchandise of every other description received or delivered from any vessel	–	4
Or, at the option of the company, for every ton measurement of such goods and merchandise, each such ton measurement containing forty cubic feet	–	6
And for every package or parcel of goods less than a ton, either of weight or measurement, the same sum as is payable in respect of a ton.		
Horses, per head	1	6
Oxen, cows, and bulls, per head	1	–
Ponies, mules, and asses, per head	–	6
Calves and deer, per head	–	2
Lambs, sheep, goats, and pigs, per head	–	1

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