CHAPTER lx.

An Act to authorise the Portpatrick Railway Company to acquire the East Pier at the Harbour of Stranraer; and for other purposes. [28th June 1877.]

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WHEREAS by "The Portpatrick Railway Act, 1857," (herein-after called "the Act of 1857,") the Portpatrick Railway Company (herein-after called "the Company") were incorporated, and were authorised to make and maintain a railway from Castle Douglas, in the stewartry of Kirkcudbright, to the town and harbour of Stranraer, and thence to the town and harbour of Portpatrick, in the county of Wigtown; and by the said Act the Company were empowered to raise a share capital of four hundred and sixty thousand pounds, and to borrow on mortgage one hundred and fifty thousand pounds: 20 & 21 Vict. c. cxlix.

And whereas by the Act of 1857 (section 41) it was provided that it should be lawful for the Company to contract with the magistrates and town council of the royal burgh of Stranraer (herein-after called "the town council") for the redemption by the Company, in consideration either of an annual payment or of a sum in gross, of all petty customs and harbour dues, if any, lawfully due to the town council on account of goods passing into the said burgh, or imported into the same or exported therefrom, the same goods having been conveyed by or being destined for the Portpatrick Railway, and that any such agreement should be valid and binding on the Company and on the town council:

And whereas by "The Portpatrick Railway Act (No. 1), 1864," (herein-after called "the Act of 1864,") the Company were authorised to alter certain of their works, and to raise additional share capital amounting to twenty thousand pounds, and to borrow on mortgage ten thousand pounds: 27 & 28 Vict. c. cccxvii.

And whereas by "The Portpatrick Railway (Steamboats) Act, 1864," the Company were authorised to build, or buy, or hire, and to use, maintain, and work, or enter into arrangements for using, maintaining, or working, steam vessels for the purpose of carrying on 27 & 28 Vict. c. cccxviii.

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a convenient and efficient communication by means thereof between the port of Stranraer and the ports of Donaghadee, Belfast, and Larne respectively, or any of them, and to take tolls in respect of such steam vessels; and for the purposes of the said Act the Company were empowered to raise, either as part of the general capital of the Company or as a separate capital, any further sums not exceeding seventy-two thousand pounds, and to borrow on mortgage any further sums not exceeding twenty-four thousand pounds, subject to the conditions provided by the said Act:

And whereas, under the powers conferred by the Act of 1857, an agreement dated the fifth and sixth days of March one thousand eight hundred and sixty-one (herein-after called "the agreement of 1861") was entered into between the Company of the first part and the town council of the second part, whereby, on the recital that the parties thereto had agreed to contract for the redemption by the Company of all petty customs and harbour dues on account of goods passing into the said royal burgh of Stranraer or imported into the same or exported therefrom, the same goods having been conveyed by or being destined for the Portpatrick Railway, in terms of section forty-one of the Act of 1857, it was inter alia provided to the effect following, that is to say: In consideration of the assignation to the Company of the said harbour dues and petty customs, the Company bound and obliged themselves to make payment to the town council or to their assignees of the sum of one thousand one hundred pounds yearly as the price and value of the said petty customs and harbour dues and in redemption thereof, such annual payment to commence at and upon the opening of the Portpatrick Railway for traffic between Castle Douglas and Stranraer, and to be paid in manner therein mentioned; and in the event of the town council issuing bonds under "The Burgh Harbours (Scotland) Act, 1853," for the sum necessary to construct the works mentioned in the agreement of 1861, the Company bound and obliged themselves, if required by the town council, to pay the interest on the said bonds in lieu of the said annual payment, and to grant an obligation to the bondholders to do so: And on the other part, the town council thereby assigned to the Company and their assignees the petty customs of the said burgh leviable on goods exported from or imported to the harbour of the said burgh, and conveyed by or being destined for the Portpatrick Railway as therein mentioned, and also the dues leviable at the said harbour on goods shipped or unshipped thereat, and passing into the said burgh, or imported into the same or exported therefrom, the same goods having been conveyed by or being destined for the Portpatrick Railway, and that whether the same be shipped or unshipped at the pier to be constructed in connexion with the Port-

patrick Railway or elsewhere within any part of the said harbour extending to the Parliamentary boundaries of the said burgh, and notwithstanding the same should not be immediately or directly transferred from the railway to the harbour, or from the harbour to the railway, provided that the said goods were bonâ fide destined for the railway as aforesaid: And the town council thereby bound and obliged themselves to expend the whole capital sum and interest which the said annual payment of one thousand one hundred pounds would produce in erecting and maintaining harbour works for the accommodation of the railway traffic: And it was also agreed that as the harbour works were to be built at first in part of timber, and on such a plan as might require future extension, the Company and the town council should accumulate the balance of the said annual payment (if any), after paying the interest on the capital actually expended on the works, for the purpose of extending and improving the harbour works for the accommodation of the railway traffic: And it was further agreed that the harbour rates should from time to time be mutually arranged between the parties, subject always to the condition that the amount levied in the form of tonnage charges on vessels should be sufficient along with any other harbour dues leviable by the town council, first, for the discharge of the debt and interest due to the Scottish Widows' Fund Assurance Company, and of such debt and interest as might be incurred under the said agreement for the extension of the harbour works and for the completion of the wharf wall and other works then in course of construction; second, for the proper maintenance of the harbour and harbour works and accommodation of the shipping entering the port; third, for such extension of the works as the said parties should judge to be necessary or expedient for promoting the mutual interests of the said burgh and the Company; and fourth, for the payment of the annual sum of three hundred pounds to the town council in name of petty customs: And it was further agreed that the said annual sum of one thousand one hundred pounds should be apportioned as follows, namely, for harbour dues eight hundred pounds, and for petty customs three hundred pounds; but that the whole annual sum of one thousand one hundred pounds should be applied to the harbour works in terms of the provision above mentioned, so long as it was required for the payment of the principal and interest which the said annual payment would produce, and the expenses of constructing, maintaining, and extending the harbour works as aforesaid; provided that if a surplus should arise as therein mentioned, the said sum of three hundred pounds should be paid by the Company to the treasurer of the common good of the burgh, as the price or value of the said petty customs, to be applied by the burgh

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to the purposes to which the common good is applicable: And it was also provided that the Company should have liberty at any time they might think proper to embank and appropriate to their own use, subject to the stipulations specified in the said agreement, a portion of the foreshore extending from a point therein specified for a distance of one thousand two hundred feet along the railway embankment leading to the new pier: And it was expressly stipulated that the town council and the community should have right of road in common with the Company along the railway embankment to the gangway and pier in such way and under such regulations as the Company and the town council should from time to time mutually arrange, and that the Company should have right to lay down rails along the said gangway and pier: And the town council bound themselves to make such regulations as should secure primarily berthage and accommodation alongside such pier and gangway for the steamers and other vessels in connexion with the railway traffic, and generally convenient berthage and accommodation thereat for the railway traffic:

And whereas in the year one thousand eight hundred and fifty-eight the town council granted to the Scottish Widows' Fund and Life Assurance Society a bond and assignation for the sum of ten thousand pounds, borrowed on the security of the harbour rates, for the completion of improvements on the west side of the said harbour, which loan is repayable by an annual payment on account of principal and interest; and other sums have been borrowed by the town council on the security of the harbour and the revenues thereof, and are still owing by them:

And whereas "The Burgh Harbours (Scotland) Act, 1853," was adopted by the town council, and under the powers contained in that Act the town council granted to the Scottish Provident Institution for Annuities and Assurances on Lives two bonds and assignations, dated respectively the eighteenth day of May one thousand eight hundred and sixty-one, for the sum of twenty thousand pounds borrowed by the town council for the improvement and extension of the said harbour; and the town council also granted to Andrew Sprott, farmer at Barbeth, a bond and assignation, dated the seventeenth day of August one thousand eight hundred and sixty-three, for the sum of one thousand five hundred pounds borrowed by the town council for the improvement and extension of the said harbour; and the Company, with the consent and concurrence of the town council, granted collateral bonds to the said Scottish Provident Institution and the said Andrew Sprott respectively for payment of the interest on the said sums of twenty thousand pounds and one thousand five hundred pounds respectively at the rate of

five pounds per centum per annum until the said principal sums should be repaid:

And whereas the town council, in pursuance of the agreement of 1861, constructed a low-water pier and gangway about eight hundred feet in length on the east side of the said harbour, which is a continuation of and forms part of the railway pier constructed by the Company, and the Company have, in terms of the said agreement, laid down and have since used a double line of rails on the said pier, and a roadway and high and low water landing slip for vessels have been made thereon, all of which are herein-after termed the East Pier:

And whereas the Company have, in connexion with the East Pier, erected various works on the harbour branch of their railway, including a sea wall or bulwark on each side of the railway pier from the shore to where it joins the East Pier, which is used for the accommodation of railway and steamboat traffic:

And whereas by the Act of 1864 the Company on the one hand, and the Caledonian and London and North-western Railway Companies, or either of those companies, on the other hand, were empowered to enter into traffic arrangements in manner therein mentioned, and pursuant to such power an agreement (herein-after called "the working agreement"), dated the seventeenth day of October and the thirtieth day of November one thousand eight hundred and sixty-four, was entered into between the Company and the Caledonian Railway Company, under which the Caledonian Railway Company agreed to work the Portpatrick Railway from the first day of October one thousand eight hundred and sixty-four to the thirtieth day of September one thousand eight hundred and eighty-five:

And whereas by "The Girvan and Portpatrick Junction Railway Act, 1865," the Girvan and Portpatrick Junction Railway Company (herein-after called "the Girvan Company") were incorporated and authorised to make a railway commencing by a junction with the Maybole and Girvan Railway, and terminating by a junction with the Portpatrick Railway:

And whereas by "The Girvan and Portpatrick Junction Railway Act, 1872," it is provided that the Girvan Company, and all companies and persons lawfully working or using their railway, or any part thereof, might run over, work, and use the portions of the Portpatrick Railway therein described, and the stations and other conveniences connected therewith, and should be entitled to the use of all the rails and sheds placed on the East Pier by the Company, on the terms and under the conditions mentioned in the said Act:

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And whereas the Portpatrick Railway was opened for traffic in the year one thousand eight hundred and sixty-one, and the Company have, since the execution of the agreement of 1861, and pursuant to its terms, regularly paid the said annual sum of one thousand one hundred pounds to the town council:

And whereas the town council, in the year one thousand eight hundred and seventy, agreed to accept the sum of two hundred pounds as a compounded annual rate for one steamer daily between Stranraer and Larne, payable to the town council by the Company for five years from the commencement of the steamer plying:

And whereas the Larne and Stranraer Steamboat Company, Limited, was formed in the year one thousand eight hundred and seventy-one for the purpose of running steamboats between Stranraer and Larne, and the Company contributed ten thousand pounds to the capital of the said steamboat company and now hold stock to that amount, and the Company lent to the said steamboat company ten thousand pounds, for which they hold a bond by the said steamboat company, and steamboats have been placed on the passage between Stranraer and Larne, by which the mails are carried, and it is of great importance to the Company and the public that the said communication between Scotland and Ireland should be maintained:

And whereas the town council have failed to keep the East Pier in repair, and it is now in such a state of decay that the railway trains cannot run along it to the berths of the steamboats, and the passenger and goods traffic is greatly impeded, and unless the East Pier is immediately put into and maintained in a proper state of repair it cannot be used for railway and steamboat traffic, and the large expenditure of the Company on their harbour branch and railway pier will be rendered of no avail:

And whereas the Company have made repeated applications to the town council to put the East Pier in a proper state of repair pursuant to the obligations to that effect contained in the agreement of 1861, but the town council are not willing or able, and in consequence of the state of the funds and revenues of the harbour there is no prospect of their being able to fulfil such obligations; and as the agreement of 1861 has not been and cannot be carried into effect, it is just and expedient and would be for the public advantage that it should be rescinded, and that the East Pier should be transferred to and vested in the Company for the consideration and on the terms and conditions herein-after provided, and that all debts, securities, and claims on or over the East Pier, except as herein-after provided, should be extinguished, and that the Company

should be authorised to maintain, manage, and improve the East Pier and the works and property connected therewith, and to levy rates and petty customs at and in respect of the East Pier, as herein-after provided:

And whereas it is expedient that the Company should be authorised to raise additional capital for the purposes of this Act, and for the general purposes of their undertaking:

And whereas 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, as follows:

Short title.

1. This Act may be cited as "The Portpatrick Railway Act, 1877."

Certain provisions of general Acts herein named incorporated.

2. The clauses and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," with respect to the following matters; (that is to say,) the distribution of the capital of the Company into shares, the transfer or transmission of shares, the payment of subscriptions and the means of enforcing the payment of calls, the forfeiture of shares for the nonpayment of calls, the borrowing of money by the Company on mortgage or bond, the conversion of the borrowed money into capital, the consolidation of the shares into stock, and the provision to be made for affording access to the special Act by all parties interested; Part I. (relating to cancellation and surrender of shares), Part II. (relating to additional capital), and Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863;" the clauses and provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the settlement of disputes by arbitration; sections 14 and 15 of "The Harbours, Docks, and Piers Clauses Act, 1847," and the provisions of that Act with respect to the following matters, (namely,) the construction of warehouses, wharves, and other conveniences, the rates to be taken by the undertakers, the collection and recovery of rates, the accounts to be kept of the rates and of the vessels in respect of which they are payable, the appointment of harbour-masters, dock-masters, and pier-masters and their duties, the discharging of vessels, and the removal of the goods, the protection of the harbour, dock, or pier, and the vessels therein, from fire or other injury, buoys, lighthouses, and beacons, the police of the harbour, dock, or pier, the byelaws to be made by the undertakers, and access to the special Act; and Part I. (relating to construction of a

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railway) and Part III. (relating to working agreements) of "The Railways Clauses Act, 1863," as amended or varied by "The Regulation of Railways Act, 1867," are (except where expressly varied by or inconsistent with the provisions of this Act) incorporated with and form part of this Act; and the provisions of Part I. shall extend to the works below high-water mark authorised by this Act; and all the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," so incorporated with this Act, with respect to the consolidation of the shares into stock, shall apply to the stock which the Company are by this Act authorised to issue and to the holders thereof.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; and in this Act and in those Acts as applied to this Act the expressions "the Company" and "the undertakers" mean respectively the Portpatrick Railway Company, and the expression "the special Act" means this Act, and the expression "harbour, dock, or pier" in the "Harbours, Docks, and Piers Clauses Act, 1847," as incorporated with this Act, means the East Pier.

Vesting East Pier, &c. in the Company.

4. Subject to the provisions of this Act, the pier on the east side of the harbour of Stranraer, and the rails laid thereon, and all works, lands, and property connected therewith, in this Act called the East Pier, and all property, rights, privileges, and interests therein or connected therewith, which immediately before the passing of this Act were vested in the town council as such or as commissioners of the harbour of Stranraer, or to which the town council were in anywise entitled in connexion with the East Pier, shall, from and after the passing of this Act, be and the same are hereby transferred to and vested in the Company, to the same extent and for the same estate and interest in all respects as the same were previously to the passing of this Act held by or vested in the town council, and shall become part of the undertaking of the Company.

Compensation for warehouses and sheds on East Pier.

5. The Company shall pay to the Caledonian Railway Company and the Larne and Stranraer Steamboat Company, Limited, respectively, such price or other consideration for any property, right, or interest they may have or claim in the warehouses, sheds, and offices on the East Pier which by this Act are transferred to the Company as may be agreed on between the Company and the said companies, or either of them, or, failing agreement, as may be determined by arbitration in the manner provided by "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the settlement of disputes by arbitration.

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Agreement to be void.

6. From and after the passing of this Act, the before-recited agreement between the Company and the town council, dated the fifth and sixth days of March one thousand eight hundred and sixty-one, shall be and is hereby rescinded, and shall be null and void; provided that all payments made by the Company to the town council under and in terms of the said agreement shall be held to have been duly and lawfully made and discharged, and the Company shall not be responsible or liable to the town council or any company or person for the application of the money so paid, or for any claims in respect of any money received or paid by the Company under the said agreement or in respect of any other provision of the said agreement.

Payment of stamp duty on transfer.

7. Within three months from the passing of this Act the Company shall produce to the Commissioners of Inland Revenue a copy of this Act printed by Her Majesty's printers, and duly stamped with the ad valorem stamp duty of the same amount as would have been payable if the transfer of the East Pier had been made by a deed of conveyance; and if the Company shall not within the said period of three months produce to the said Commissioners such copy of this Act duly stamped as aforesaid, the ad valorem stamp duty shall be recoverable from the Company with full costs of suit and all costs and charges attending the same.

Company to take over debt of 20,000*l*.

8. The Company shall relieve the town council of the said debt of twenty thousand pounds to the said Scottish Provident Institution, and shall be and are hereby bound to pay the said debt and all interest accruing thereon from and after the passing of this Act, on receiving six months previous notice in writing from the manager or secretary of the said institution of such payment being required; and the said institution shall be bound to take payment from the Company of the said debt and interest, and grant the necessary discharge therefor, at the expense of the Company, on receiving six months previous notice in writing from the secretary of the Company of their intention to make such payment.

Power to maintain and improve East Pier.

9. The Company shall maintain the East Pier and works connected therewith in good condition and repair, and may improve the same from time to time as they think fit; provided that, notwithstanding anything contained in the working agreement, the Caledonian Railway Company shall not in any way be liable or responsible for the expense of such maintenance or improvement.

Annuity to be paid by the Company to the town council.

10. The Company shall, from and after the passing of this Act and for ever thereafter, pay to the town council an annuity of five hundred pounds, and that at two terms in the year, Whitsunday and Martinmas, by equal portions, with interest during the nonpayment

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thereof at the rate of five pounds per centum per annum; and the first payment of a proportional part of the said annuity from the date of the passing of this Act to the term of Martinmas one thousand eight hundred and seventy-seven shall be made at the said term of Martinmas, and the first half-yearly payment of the said annuity shall be made at the term of Whitsunday one thousand eight hundred and seventy-eight for the half-year preceding, and so on thereafter.

Annuity subject to debts and interest.

11. The said annuity shall be subject to and charged with the payment of any debts or interest thereon presently secured on the said harbour revenue, except the said sum of twenty thousand pounds due to the Scottish Provident Institution, and the East Pier and premises by this Act transferred to and vested in the Company shall be freed and discharged from the said debts and interest except the said sum of twenty thousand pounds.

Receipt for annuity.

12. The receipt of the treasurer of the burgh of Stranraer for the time being for the said annuity or any portion thereof shall be a sufficient discharge to the Company for the same; and the Company shall not be bound to see to the application or be answerable for the misapplication or non-application of the said annuity.

Power to levy rates.

13. Subject to the provisions of this Act, the Company may levy on and in respect of all steam vessels arriving at or departing from the East Pier, and sailing between Stranraer and Larne or any other port or harbour in Ireland, and carrying any passengers, animals, or goods which have been conveyed or are intended to be conveyed on the Portpatrick Railway or any part thereof, and on and in respect of all animals and goods shipped, unshipped, or transhipped at the East Pier, and having been conveyed or being intended to be conveyed on the Portpatrick Railway or any part thereof, and for and in respect of the use of cranes, weighing machines, and sheds at the East Pier for such goods, any rates not exceeding the rates specified in the schedule to this Act; and such rates shall be paid by the owner, agent, master, consignee, or other person in charge of such vessels, animals, or goods, and by the owner or person in charge of the goods lifted by or using such cranes, weighing machines, and sheds, or any of them respectively: Provided always, that it shall not be lawful for the town council to levy any rates, dues, or petty customs on or in respect of the steam vessels, animals, and goods mentioned in this section: Provided also, that nothing in this Act contained shall prevent the town council from suing for and recovering any rates or petty customs which may have been incurred or become payable to them before the passing of this Act.

Power to levy certain petty customs.

14. From and after the passing of this Act the Company may levy at the East Pier any petty customs which may be exigible for the time on animals and goods landed or shipped at the East Pier, and having been conveyed or being intended to be conveyed on the Portpatrick Railway or any part thereof.

Powers of harbour-masters.

15. The harbour-master appointed by the Company shall have the sole power of berthing and removing all steam vessels arriving at or departing from the East Pier, and sailing between Stranraer and Larne or any other port or harbour in Ireland, and carrying any passengers, animals, or goods which have been conveyed or are intended to be conveyed on the Portpatrick Railway or any part thereof, and the said steam vessels shall at all times have priority of berthage at the East Pier; and, subject to the above provision, the harbour-master appointed by the town council shall have power to berth and remove all vessels arriving at or departing from the East Pier, except the said steam vessels, provided that such vessels shall not interfere with or obstruct the said steam vessels in arriving or lying at or departing from the East Pier; and the harbour-master and other officers and servants appointed by the town council shall have free access to and over the East Pier for the purpose of berthing, removing, or entering all vessels except the said steam vessels.

Reserving rights of town council to levy rates.

16. Nothing in this Act contained shall take away or interfere with the right of the town council under "The Burgh Harbours (Scotland) Act, 1853," to levy rates on and in respect of vessels arriving at or departing from the East Pier, other than and except steam vessels arriving at or departing from the East Pier and sailing between Stranraer and Larne or any other port or harbour in Ireland, and carrying passengers, animals, or goods which have been conveyed or are intended to be conveyed on the Portpatrick Railway or any part thereof, and on and in respect of animals and goods shipped in or landed from such first-mentioned vessels, or shipped in or landed from the said steam vessels and not having been conveyed and not being intended to be conveyed on the Portpatrick Railway or any part thereof; and the harbour-master and other officers and servants appointed by the town council shall have free access to and over the East Pier for the purpose of collecting the said rates; and nothing in this Act contained shall take away or limit the right heretofore possessed by the town council or its officers to levy dues and customs which may be exigible by them at the East Pier.

Caledonian Railway Company may exercise

17. The powers by this Act conferred on the Company of levying rates and petty customs on all such animals and goods shipped, unshipped, or transhipped at the East Pier as may be conveyed or

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power of levying rates at East Pier.

be intended to be conveyed on the Portpatrick Railway or any part thereof, may, during the subsistence of the working agreement, be exercised by the Caledonian Railway Company, except as hereinafter provided, and the rates and petty customs so levied by the Caledonian Railway Company shall form part of the gross traffic receipts of the Company under the said agreement; and from and after the opening for traffic of the Girvan and Portpatrick Junction Railway the powers by this Act conferred on the Company of levying rates and petty customs on all such animals and goods shipped, unshipped, or transhipped at the East Pier as may be conveyed or be intended to be conveyed on the Portpatrick Railway or part thereof, and also on the Girvan and Portpatrick Junction Railway or part thereof, by the Girvan Company or any company or person lawfully working or using their railway, and on all such animals and goods shipped, unshipped, or transhipped at the East Pier as may be conveyed or be intended to be conveyed to or from any place on the Stranraer section or the Portpatrick section of the Portpatrick Railway by the Girvan Company or any company or person lawfully working the Girvan and Portpatrick Junction Railway, may be exercised by the Girvan Company or the company or person lawfully working the Girvan and Portpatrick Junction Railway, for the use and benefit of the Girvan Company.

East Pier to be open on payment of rates.

18. Upon payment of the rates made payable to the Company by this Act and "The Harbours, Docks, and Piers Clauses Act, 1847," or of the rates payable to the town council under "The Burgh Harbours (Scotland) Act, 1853," and the said Harbours, Docks, and Piers Clauses Act, as the case may be, and subject to the other provisions of this Act and the said Harbours, Docks, and Piers Clauses Act, the East Pier shall be open to all persons for the shipping and unshipping of goods and the embarking and landing of passengers.

Application of payments by Girvan Company to the Company.

19. The yearly payments for and in respect of the joint user of the Stranraer section and the Portpatrick section of the Portpatrick Railway, and the East Pier and works and conveniences connected therewith, provided by "The Girvan and Portpatrick Junction Railway Act, 1872," and this Act respectively to be made by the Girvan Company to the Company, shall be held to form part of the gross traffic receipts of the Company within the meaning and for the purposes of the working agreement; and in the event of the principal sum or sums in respect of such joint user being paid by the Girvan Company to the Company under the provisions of the said Act and this Act, a yearly sum equal to the yearly sum or sums in respect of which such principal sum or sums is or are paid shall be held to form part of the gross traffic receipts of the Company within the meaning and for the purposes of the working agreement

during the subsistence thereof, and section 12 of the said Act shall be and is hereby repealed.

Board of Trade may inquire into and regulate rates.

20. It shall be lawful for any five or more of the municipal electors of the burgh of Stranraer, or shipowners or traders within the said burgh, or registered electors or landowners in the county of Wigtown or in any adjoining county, after the expiration of every five years from the passing of this Act, to apply to the Board of Trade to reduce or alter and vary the rates by this Act authorised to be levied; and the Board of Trade shall thereupon make such inquiries and obtain such information in reference thereto as they may deem expedient, and shall thereafter make such order thereon as in the special circumstances of the case they may see fit.

Power to raise additional capital.

21. The Company may, subject to the provisions of Part II. of "The Companies Clauses Act, 1863," raise any additional capital, not exceeding in the whole thirty thousand pounds, by the issue at their option of new ordinary shares or stock, or new preference shares or stock, or wholly or partially by any one or more of those modes respectively; but the Company shall not issue any share of less nominal value than ten pounds, nor shall any share vest in the person or corporation accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Except as otherwise provided, new shares or stock to be subject to the same incidents as other shares or stock.

22. Except as by this Act otherwise provided, the capital in new shares or stock created by the Company under this Act, and the new shares or stock therein, and the holders thereof respectively, shall be subject and entitled to the same powers, provisions, liabilities, rights, privileges, and incidents whatsoever in all respects as if that capital were part of the existing capital of the Company of the same class or description, and the new shares or stock were shares or stock in that capital.

New shares or stock to form part of capital of the Company.

23. The capital in new shares or stock so created shall form part of the capital of the Company.

Dividends on new shares or stock.

24. Every person who becomes entitled to such new shares or stock shall in respect of the same be a holder of shares or stock in the Company, and shall be entitled to a dividend with the other holders of shares or stock of the same class or description proportioned to the whole amount from time to time called and paid on such new shares or to the whole amount of such stock, as the case may be.

Right of voting.

25. Each holder of new shares or stock in the capital by this Act authorised to be raised shall be entitled to the same number of votes in respect thereof which the possession of an equal nominal amount of the existing capital stock of the Company would have

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conferred upon him; provided that, except as otherwise expressly provided by the resolution creating the same, no person shall be entitled to vote in respect of any such new shares or stock to which a preferential dividend shall be assigned.

New shares or stock raised under this Act and any previous Act may be of same class.

26. Subject to the provisions of any Act already passed by which the Company are authorised to raise capital by new shares or stock, and to the provisions of this Act, the Company may, if they think fit, raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to raise by the creation and issue of new shares or stock.

Power to borrow on mortgage.

27. The Company may, in respect of the additional capital of thirty thousand pounds which they are by this Act authorised to raise, from time to time borrow on mortgage any sum not exceeding in the whole ten thousand pounds, in manner following; that is to say, in respect of twenty-one thousand pounds of such additional capital, any sum or sums not exceeding in the whole seven thousand pounds, and in respect of nine thousand pounds, being the remainder of such additional capital, any further sum or sums not exceeding in the whole three thousand pounds; but no part of such respective sums of seven thousand pounds and three thousand pounds shall be borrowed until shares for so much of the respective portion of capital in respect of which such respective sums are authorised to be borrowed as is to be raised by means of shares are issued and accepted, and one half thereof is paid up, and the Company have proved to the sheriff who is to certify under the forty-second section of "The Companies Clauses Consolidation (Scotland) Act, 1845," before he so certifies, that shares or stock for the whole of the respective portion of capital have been 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 in such respective portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and until stock for one half of such respective portion of additional capital as is to be raised by means of stock is fully paid up, and the Company have proved to such sheriff as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted, and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns; and also, if the said capital is raised by shares, that such persons or corporations, or their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such sheriff 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.

Provisions of recited Acts as to appointment of judicial factor repealed.

28. The provisions of the recited Acts of the Company authorising the appointment of a judicial factor for principal or interest of moneys due upon any mortgages of the Company are hereby repealed, but subject and without prejudice to any appointment of a judicial factor, or proceedings taken under or by virtue of such provisions, and in force or pending at the time of the passing of this Act.

Arrears may be enforced by appointment of judicial factor.

29. The mortgagees of the Company under the recited Acts of the Company or this Act may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a judicial factor; and in order to authorise the appointment of a judicial factor in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a judicial factor is made shall not be less than ten thousand pounds in the whole.

Existing securities to have priority.

30. All mortgages granted by the Company in pursuance of the powers of the recited Acts of the Company and subsisting at the passing of this Act shall, during the continuance of such mortgages, have priority over any mortgages granted by virtue of this Act; but nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Power to create debenture stock.

31. The Company may create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act, 1863," as amended by "The Railway Companies (Scotland) Act, 1867;" but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank pari passu with the interest of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

32. All moneys raised under this Act, whether by shares or stock, or debenture stock, or borrowing, shall be applied to the purposes of this Act, and to the general purposes of the undertaking of the Company, and to no other purpose.

Company may apply corporate funds.

33. The Company may from time to time apply for or towards all or any of the purposes of this Act any sums of money which they may have already raised or are authorised to raise by any of their Acts, and which are not required for the purposes to which they are by those Acts made specially applicable.

Power to Girvan Company to use East Pier.

34. The Girvan Company, and all companies and persons lawfully working or using their railway or any part thereof, may use the East Pier and all the rails, sheds, warehouses, offices, accommodations, and conveniences of every description thereon or connected therewith, placed by or belonging at the time to the Company, in the same way and to the like extent and effect as if the same were held by the Company and the Girvan Company jointly for their joint and separate use and benefit on equal terms in every respect; and the Company and all other companies and persons working their railways shall afford all requisite facilities for the above purpose.

Payment by Girvan Company for use of East Pier.

35. In respect of the joint user conferred on the Girvan Company by the immediately preceding section, the Girvan Company shall make payment to the Company of two hundred and fifty pounds per annum, being one half of the said annuity of five hundred pounds to be paid to the town council, and of a yearly sum equal to the interest at and after such rate as shall be agreed on or determined, as herein-after provided, on the principal sum forming one half of the cost of acquiring and improving the East Pier, including the said sum of twenty thousand pounds to be paid to the said Scottish Provident Institution, the value of the rails and sheds laid and erected by the Company on the East Pier, the sums to be expended by the Company in the repair and improvement of the East Pier, the costs of this Act, and all other expenses incurred by the Company arising from or incidental to the acquiring of the East Pier, as such rate of interest and the amount of such cost shall be agreed on between the said companies, or, failing agreement either as regards such rate of interest or the amount of such cost, as the same respectively shall be determined by arbitration; and such yearly payment shall commence to run and be payable from and after the day on which the Girvan and Portpatrick Junction Railway is opened for traffic, and shall be payable half-yearly in equal portions, with interest at the rate of five pounds per centum per annum on each half-yearly payment from the date at which the same becomes payable until paid.

Payment by Company and Girvan Company of expense of maintaining East Pier.

36. From and after the commencement of the joint user by the Girvan Company hereby authorised, the Company and the Girvan Company shall pay annually, in proportion to the use had by them respectively of the East Pier, and rails, sheds, works, and conveniences in connexion therewith, the expense of maintaining the same in substantial repair and in good working order and condition; and in the event of any difference between the said companies as to the amount of such expense or the proportions thereof payable

by the companies respectively, the same shall be determined by arbitration.

On payment of capital, Girvan Company may become joint owners.

37. It shall be lawful for the Girvan Company at any time within five years from the opening of their line of railway, instead of paying or continuing to pay the yearly sum to be ascertained in manner before mentioned, to pay to the Company the principal sum itself, which principal sum the Company shall be bound to receive; and upon payment thereof, if the Girvan Company shall apply to Parliament to have the East Pier, and rails, sheds, works, and conveniences over which the joint user hereby authorised extends, and the rights, powers, and privileges of the Company connected therewith, vested in them and the Company as joint owners, it shall not be lawful for the Company to oppose such application to Parliament, except for the purpose of securing proper provisions for effecting the object aforesaid; provided that the Company shall, in respect of the payment of the said principal sum, free and relieve the Girvan Company of all debts and liabilities affecting the East Pier and the works connected therewith.

As to improvement of East Pier.

38. If, in consequence of the increase of traffic at the East Pier, or from any other cause, it shall be necessary to extend or improve the same, or the works and accommodations in connexion therewith, the cost thereof shall be defrayed by the Company and the Girvan Company in such proportions as may be agreed on, or, in case of difference between the two companies, shall be determined by arbitration.

As to division of rates, &c. between the companies.

39. The rates on steam vessels as herein-before described, and the rates for the use of cranes, weighing-machines, and sheds, by this Act authorised to be levied, shall be divided between the Company and the Girvan Company in such proportions as may be agreed on, or, in case of difference, shall be determined by arbitration.

Management of East Pier.

40. The management and maintenance of the East Pier, and the whole works and conveniences in connexion therewith, the repair and improvement of the East Pier, the providing and erection of any additional works and conveniences in connexion therewith, and the regulation of the use of the East Pier and the said works and conveniences by the Company and the Girvan Company respectively, and the fixing of the rates on steam vessels as herein-before described, and the rates for the use of cranes, weighing-machines, and sheds by this Act authorised to be levied, shall be deemed to be purposes for which the joint committee, to be elected

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in manner provided by the tenth section of "The Girvan and Portpatrick Junction Railway Act, 1872," is appointed, and the said section and the whole provisions and regulations thereof shall be read and construed accordingly.

Sections 14 & 15 of the Girvan Act to include joint user of East Pier.

41. Sections fourteen and fifteen of "The Girvan and Portpatrick Junction Railway Act, 1872," shall be read and construed so as to include the joint user of the East Pier, and rails, sheds, works, and conveniences in connexion therewith by this Act conferred on the Girvan Company.

Determination of questions by arbitration.

42. In all cases where by this Act it is provided that any matter, question, or difference shall be determined by arbitration, every such matter, question, or difference shall be determined by arbitration in the manner provided by "The Railways Clauses Consolidation (Scotland) Act, 1845," with respect to the settlement of disputes by arbitration.

Right of road on railway embankment.

43. The town council and the community of Stranraer shall have right of road in common with the Company and all companies and persons lawfully working or using their railway, or any part thereof, along the railway embankment to the East Pier, in such way and under such regulations as the Company and the town council shall from time to time mutually arrange, and in the event of any difference as to such regulations, the same shall be settled and approved by the sheriff on the application of the Company or the town council.

Saving agreements with other companies.

44. Except as by this Act expressly provided, nothing in this Act contained shall prejudice or affect the working agreement or any other agreement now in force between the Company and the Caledonian Railway Company, or any of the provisions and obligations therein contained; and the sum of five hundred and fifty pounds per annum, being one half of the said sum of one thousand one hundred pounds payable to the town council under the agreement of 1861, shall from and after the passing of this Act be payable by the Caledonian Railway Company to the Company during the subsistence of the working agreement; and the said sum of five hundred and fifty pounds shall be so payable to the Company in lieu of the like sum payable to the town council under the working agreement before the passing of this Act, and shall be deducted from the gross traffic receipts of the Company before any division is made between the Company and the Caledonian Railway Company; and except as aforesaid nothing in this Act contained shall prejudice or affect any agreement now in force between the

Company and the Girvan Company and the Larne and Stranraer Steamboat Company, Limited, or either of the said companies; nor shall anything in this Act contained prejudice or affect any right, power, or privilege conferred upon any of the before-mentioned companies under the recited Acts, or any of them, or under any Act relating to the said companies, or any of them.

Collateral security for payment of interest on bond.

45. As a collateral security to the holder of a bond for five hundred pounds granted by the town council under "The Burgh Harbours (Scotland) Act, 1853," to David Dick, dated the twenty-fifth day of January one thousand eight hundred and sixty-four, the Company shall be bound to pay to the holder of the said bond for the time being the interest, not exceeding the rate of five pounds per centum per annum, on the said sum of five hundred pounds in the event of the town council failing to pay the said interest at any term at which the same becomes due; and the Company shall be entitled from time to time to recover from the town council, or to retain from and out of the annuity of five hundred pounds payable by the Company to the town council as herein-before provided, any interest so paid by the Company to the holder of the said bond.

Saving existing securities and rights.

46. Except as by this Act expressly provided, nothing in this Act contained shall prejudice or affect the bonds and assignations granted by the town council to the Scottish Widows' Fund and Life Assurance Society, the Scottish Provident Institution, and the said Andrew Sprott and David Dick respectively, or the said collateral bonds granted by the Company to the Scottish Provident Institution and the said Andrew Sprott respectively, or any bond, mortgage, assignation, or other security granted by the town council and now in force, or any rights under the same; and all such bonds, assignations, and securities shall remain as valid and sufficient in favour of the holders thereof respectively as if this Act had not been passed.

For protection of Post Office telegraphs.

47. If in the execution of any works the Company desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General and not situate upon the Company's railway or works connected therewith, the following provisions for the protection of Post Office telegraphs shall apply; (that is to say,)

(Notice to be given before interfering with telegraphs.)

Before the Company alter, remove, or interfere with any such telegraph poles, wires, or telegraph apparatus, the Company shall give to the Postmaster General one calendar month's previous notice

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in writing of such intended alteration, removal, or other interference, specifying all requisite and proper particulars relating thereto; and if the Postmaster General shall, before the expiration of one calendar month after the service upon him of the said notice from the Company, give the Company notice of his intention so to do, he may execute, at the cost of the Company, and thereafter at his own expense maintain, the works specified in the Company's notice, and such other works, substituted wires, and conveniences as may be reasonably required for making good the telegraph poles, wires, or telegraph apparatus so required to be altered, removed, or interfered with, using all due despatch in the execution thereof, and not interfering with or obstructing the use of the railway. If at the expiration of one calendar month the Postmaster General shall not have commenced such works, then such alteration, removal, or interference may be carried out by the Company, but so as to cause no impediment or obstruction whatsoever to the due transmission of messages along such wires, or, at the option of the Postmaster General, along substituted wires to be provided by the Company at their own expense to the satisfaction in all respects of the Postmaster General.

(Compensation by Company to Postmaster General, and penalty.)

Subject to the provisions of this section, the Company shall from time to time make full compensation to Her Majesty's Postmaster General for any expense, loss, or damage which he is put to or sustains by reason of any such alteration, removal, or other interference with any telegraph pole, wire, apparatus, or work of the Postmaster General causing any interruption of or impediment to postal telegraphic communication; and the Company shall, in addition to making compensation as aforesaid, be liable to forfeit a sum not exceeding twenty pounds for every twenty-four hours during which that interruption or impediment continues. The amount of any such expense, loss, damage, or forfeiture shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs, or the same may be recovered with costs on behalf of the Postmaster General as a penalty is recoverable from the Company.

(Saving Telegraph Act and agreements.)

Nothing in this Act relating to Her Majesty's Postmaster General shall take away, abridge, or prejudicially affect any right, power, estate, or interest of the Postmaster General or of the Company under or by virtue of the Telegraph Act, 1868, or any agreement between the Company and the Postmaster General.

Reserving Merchant Shipping

48. Nothing in this Act contained shall exempt the East Pier or the Company from the provisions of the Merchant Shipping Acts,

and general Acts.

or of any general Act relating to harbours or to dues on shipping or on goods carried in ships, now in force or which may be passed during the present or any future session of Parliament, or from any future revision and alteration, under the authority of Parliament, of the rates authorised by this Act.

Saving rights of the Crown.

49. Nothing contained in this Act shall authorise the Company 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, and under the management of the Board of Trade, 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 this Act 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 Crown under Crown Lands Act.

50. Nothing contained in this Act or to be done under the authority thereof shall in any manner affect the title to any of the subjects, or any rights, powers, or authorities mentioned in or reserved by sections 20, 21, and 22 of "The Crown Lands Act, 1866," and belonging to or exerciseable on behalf of Her Majesty, her heirs or successors.

Interest not to be paid on calls paid up.

51. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him; but nothing in this Act shall prevent the Company from payingto any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation (Scotland) Act, 1845."

Deposits for future Bills not to be paid out of capital.

52. The Company shall not, out of any money by this Act authorised to be raised, 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 authorising the Company to construct any railway or to execute any other work or undertaking.

Railway not exempt from provisions of present

53. Nothing in this Act contained shall exempt the Company or the railway from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of

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and future general Acts.

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.

Expenses of Act.

54. 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.

SCHEDULE referred to in the foregoing Act.

I.—Rates on Steam Vessels arriving at or departing from the East Pier.

	Inwards, on arrival, per register ton.		Outwards, before departure, per register ton.	
	s.	*d.*	*s.*	*d.*
For every vessel under the burden of fifty tons -	0	2	0	2
For every vessel of the burden of fifty tons and under one hundred tons - - -	0	2½	0	2½
For every vessel of the burden of one hundred tons and under two hundred tons - - -	0	3	0	3
For every vessel of the burden of two hundred tons and under three hundred tons - - -	0	4	0	4
For every vessel of the burden of three hundred tons and upwards - - - -	0	6	0	6
For every vessel in ballast - - -	0	1	0	1

II.—Rates on Animals and Goods shipped, unshipped, or transhipped at the East Pier.

		s.	*d.*
Ale - - - - - -	per hogshead	0	2
Ale, bottled - - - - -	per barrel bulk	0	1
Bark - - - - - - -	per ton	0	5
Beef or pork - - - - - -	per ton	0	5
Beef or pork - - - - - -	per barrel	0	0½
Blubber - - - -	per tun of 252 gallons	0	6
Bone dust - - - - -	per ton	0	2½
Bones of cattle - - - - -	per ton	0	2
Bottles - - - - - -	per gross	0	1
Bricks - - - - - -	per 1,000	0	4
Casks, empty, not being returned packages	- per puncheon	0	1
Other casks in proportion.			
Cattle:			
Bulls, cows, and oxen - - - - -	each	0	2
Lean ditto, imported - - - - - -	each	0	1
Calves - - - - - - -	each	0	0½
Horses - - - - - - -	each	0	2
Pigs - - - - - - -	each	0	0½
Sheep - - - - - - -	per score	0	5
Lambs - - - - - - -	per score	0	3
Chalk - - - - - - -	per ton	0	4
Chimney cans - - - - - -	per 100	0	6
Clay, fire, manufactured - - - - -	per ton	0	4
Clay, common - - - - - -	per ton	0	1

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		s.	*d.*
Cloth, haberdashery, &c. - - -	per barrel bulk	0	1
Coaches:			
Chaises and other four-wheeled carriages - - -	each	0	8
Gigs, carts, and other two-wheeled carriages - - -	each	0	6
Coals, Scotch, English, smithy, and culm - - -	per ton	0	1
Copper - - - - - - -	per ton	0	8
Corks - - - - - -	per barrel bulk	0	1
Corn, viz.:			
Wheat and malt - - - - -	per quarter	0	1
Barley, beans, peas, tares, oats, rye, buckwheat, and Indian corn	per quarter	0	$0\frac{1}{2}$
Crystal - - - - - -	per barrel bulk	0	1
Dissolved bones and other artificial manures - -	per ton	0	$2\frac{1}{2}$
Dogs, sporting only - - - - -	each	0	2
Drugs - - - - - -	per barrel bulk	0	1
Earthenware - - - - - -	per crate	0	2
Eggs - - - - - -	per barrel bulk	0	1
Fish, dried and salted - - - -	per ton	0	6
Salmon - - - - -	per barrel bulk	0	2
Other fresh fish, free.			
Flax - - - - - -	per ton	0	6
Flour - - - - - -	per sack or barrel	0	$0\frac{1}{2}$
Glass - - - - - -	per barrel bulk	0	1
Groceries, viz.:			
Almonds, figs, cinnamon, currants, pepper, pimento, plums, prunes, raisins, and the like - - -	per barrel bulk	0	1
Guano - - - - - -	per ton	0	3
Gunpowder - - - - - -	per barrel	0	1
Hardware - - - - -	per barrel bulk	0	1
Hares and rabbits - - - - -	per dozen	0	$1\frac{1}{2}$
Any less quantity - - - - -	- - -	0	1
Hay - - - - - - -	per ton	0	3
Hemp - - - - - - -	per ton	0	6
Herrings, cured - - - - -	per barrel	0	$0\frac{1}{2}$
Hides: Ox, cow, or horse, salted or dried - -	per ton	0	6
Calf skins - - - - - -	per 120	0	6
Sheep or lamb skins - - - - -	per 120	0	5
Hoops of wood - - - - - -	per 100	0	$0\frac{1}{2}$
Household furniture, new - - -	per barrel bulk	0	1
Household furniture, belonging to parties changing their residence only	per barrel bulk	0	$0\frac{1}{2}$
Husbandry utensils - - - - -	per ton	0	6
Ditto - - - - -	per barrel bulk	0	1
Iron: Bar, bolt, and rod - - - -	per ton	0	5
Pig or old - - - - - -	per ton	0	$2\frac{1}{2}$
Kelp - - - - - - -	per ton	0	2
Lead, all kinds - - - - - -	per ton	0	6
Leather, tanned and dressed - - - -	per ton	0	6

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		s.	*d.*
Lime - - - - - - - -	per ton	0	2
Limestone - - - - - - -	per ton	0	1½
Loam or moulding sand - - - - -	per ton	0	1
Machinery - - - - - - -	per ton	0	6
Machinery - - - - - -	per barrel bulk	0	1
Manure, street - - - - - -	per ton	0	1
Meal - - - - - -	per bag of 280 lbs.	0	0½
Milk - - - - -	per three large pitchers	0	0¼
Musical instruments - - - -	per barrel bulk	0	2
Oils - - - - - - - -	per tun	0	6
Ores: Copper, iron, lead, and other ores -	per ton	0	4
Passengers luggage, not exceeding 4 barrels bulk, free.			
All above 4 barrels bulk - - -	per barrel bulk	0	3
Peats - - - - - - -	per ton	0	3
Pitch - - - - - - -	per barrel	0	1
Porter - - - - - - -	per hogshead	0	2
Porter, bottled - - - - -	per barrel bulk	0	1
Potatoes - - - - - -	per ton	0	3
Poultry, including pigeons, game, &c. - -	per dozen	0	1
Any less quantity - - - -	- -	0	0½
Rags, linen - - - - - -	per ton	0	6
Other rags, old ropes, and the like - -	per ton	0	4
Rape cakes - - - - - -	per ton	0	3
Salt - - - - - - -	per ton	0	2½
Seeds, flax and rape - - - -	per hogshead	0	4
Flax - - - - - -	per barrel	0	1
Flax in bulk - - - - -	per quarter	0	1
Clover - - - - - -	per cwt.	0	0½
Garden - - - - - -	per cwt.	0	0½
Hemp and canary - - - -	per cwt.	0	0½
Rye grass - - - - -	per 8 bushels	0	1
Skins, seal - - - - -	per 120	0	4
Slates, under size - - - -	per 1,000	0	3
Sizeable - - - - -	per 1,000	0	5
Over size - - - - -	per 1,000	0	8
Spirits - - - - -	per hogshead of 56 gallons	0	4
Stones, rubble - - - - -	per ton of 16 cubic feet	0	0½
Hewn ashlar freestone - -	per ton of 16 cubic feet	0	2
Rough ashlar freestone - -	per ton of 16 cubic feet	0	1
Pavement not exceeding 3 inches thick	- - per 70 feet	0	1½
Pavement above 3 inches thick -	per 16 cubic feet	0	1½
Scythe stones - - - -	- - per score	0	0½
Mill stones - - - - -	- each	0	6
Steel - - - - - -	per cwt.	0	0½
Sugar - - - - - -	per ton	0	5
Tallow - - - - - -	per ton	0	5
Tar - - - - - -	per barrel	0	1
Tea - - - - - -	per chest	0	2

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		s.	*d.*
Tiles, roofing - - - - - -	per 1,000	0	3
Tiles or pipes for draining - - - -	per 1,000	0	3
Tin of all kinds - - - - -	per ton	0	6
Tobacco - - - - - -	per cwt.	0	1
Smaller parcels - - - - -	- -	0	0½
Treenails under 2 feet in length - - - -	per 1,000	0	2
Treenails exceeding 2 feet in length - - -	per 1,000	0	3
Turnips - - - - - -	per ton	0	2
Turpentine - - - - - -	per hogshead	0	6
Vegetables - - - - - -	per cartload	0	2
Vinegar - - - - - -	per hogshead	0	3
Vitriol - - - - - - -	per carboy	0	0½
Whalebone - - - - - -	per ton	0	10
Wine - - - - - - -	per hogshead	0	6
Wine, bottled - - - - -	per barrel bulk	0	3
Wood:			
Fir, pine, and other descriptions not enumerated	per load of 50 feet	0	3
Oak or wainscot - - - -	per load of 50 feet	0	4
Firewood - - - - - -	per fathom	0	2
Laths and lathwood - - -	per fathom of 216 cubic feet	0	6
Handspokes - - - - - -	per 120	0	3
Oars - - - - - -	per 120	0	6
Spars under 22 feet in length, above 2½ and under 4 inches diameter	per 120	0	6
Spars 2½ inches in diameter and under - -	per 120	0	4
Spars 22 feet in length and upwards, and not exceeding 4 inches in diameter - - - - - -	per 120	2	0
Spars of all lengths above 4 and under 6 inches in diameter	per 120	3	6
Spokes of wheels, not exceeding 2 feet in length -	per 120	0	1
Exceeding 2 feet in length - - -	per 120	0	2
Wedges - - - - - -	per 1,000	0	4
Pipe staves, and others in proportion - -	per standard 100	0	4
Lignum vitæ, fustic, logwood, mahogany, and rosewood	per ton	0	6
Wool - - - - - - -	per cwt.	0	0½
Yarn - - - - - - -	per ton	0	5
Zinc - - - - - - -	per ton	0	5

ALL OTHER GOODS NOT PARTICULARLY ENUMERATED IN THE ABOVE TABLE.

Light goods - - - - -	per barrel bulk	0	1
Heavy goods - - - - - -	per ton	0	5.

In charging the rates on goods the gross weight or measurement of all goods to be taken; and for any less weights, measures, or quantities than those above specified a proportion of the respective rates shall be charged.

Five cubic feet, not exceeding two and a half cwt., to be rated as a barrel bulk; but when the weight of five cubic feet is greater than two and a half cwt., then two and a half cwt. to be rated as a barrel bulk.

III.—Rates for the Use of Cranes, Weighing Machines, and Sheds. A.D. 1877.

1st.—Rates of Craneage.

						s.	d.
All goods or packages not exceeding one ton -					-	0	3
Exceeding one ton and not exceeding			two tons		-	0	4
,,	two tons	,,	three tons	-	-	0	6
,,	three tons	,,	four tons	-	-	0	8
,,	four tons	,,	five tons	-	-	0	10
,,	five tons	,,	six tons	-	-	1	0
,,	six tons	,,	seven tons	-	-	1	2
,,	seven tons	,,	eight tons	-	-	1	4
,,	eight tons	,,	nine tons	-	-	1	8
,,	nine tons	,,	ten tons	-	-	2	0
,,	ten tons	-	-	-	-	3	0

2nd.—Weighing Machines.

For goods weighed, one penny for each ton or part of a ton.

3rd.—Shed Dues.

For each ton of goods of eight barrels bulk, or for each ton of goods of twenty cwt., which shall remain in the sheds or on the pier for a longer time than forty-eight hours, the sum of threepence; and the sum of one penny half-penny per ton for each day during which such goods shall remain after the first forty-eight hours.

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