CHAPTER cvii.

An Act to authorise the Construction of a Railway and Railway Pier at Ryde, in the Isle of Wight; and for other purposes. [23d July 1877.]

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WHEREAS it is expedient to improve the communication between the mainland and the railways in the Isle of Wight, and with that view that a railway should be constructed between the terminus at Ryde of the Isle of Wight Railway and the south end of Ryde Pier, and that an additional pier should be constructed alongside of Ryde Pier, and that the said railway should be continued along the said additional pier:

And whereas the London and South-western Railway Company (who are herein-after called "the South-western Company") and the London, Brighton, and South Coast Railway Company (who are herein-after called "the Brighton Company,") are willing at their own expense to construct the said works and to exercise the powers herein-after contained, and the said Companies are herein-after meant by the expression "the two Companies":

And whereas by virtue of "The Brighton and Chichester (Portsmouth Extension) and London and South-western Railways Act, 1847," (herein-after referred to as "the Act of 1847,") the two Companies are now joint owners of a portion of railway in the county of Southampton extending from a point near Cosham to the joint station of the two Companies at Landport, which portion of railway is in the said Act called the joint line, and by virtue of the "Joint Portsmouth Railway Extension Act, 1873," the joint line was authorised to be extended into Portsmouth Harbour, and the same so extended is herein-after called the joint line:

10 & 11 Vict. c. ccxliv.

And whereas by virtue of the said Acts of 1847 and 1873 the joint line is under the control and management of a committee composed of an equal number of the directors of each Company, and named in the said Acts "the joint committee," and the term joint

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committee when used in this Act means the joint committee appointed under the provisions of the said Acts; and it has been agreed between the two Companies and it is expedient that the undertaking authorised by this Act should be constructed and managed by the joint committee, and that the revenue derived therefrom should be applied by the joint committee as herein-after provided:

And whereas it is expedient that the provisions herein-after contained should be made with respect to the tramways or railways of the Ryde Pier Company, and the undertaking and lands of that company, and with respect to the mayor, aldermen, and burgesses of the borough of Ryde (who are herein-after called "the corporation"), and the lands and public highways belonging to the corporation or under their control, and for the transfer to and vesting in the corporation, upon the conditions herein-after stated, of such of the lands of the Ryde Pier Company as are by reason of the works hereby authorised no longer required for the purposes of that company and are not required for the purposes of this Act, and the Ryde Pier Company and the corporation have concurred in the provisions herein-after contained relating to them respectively; and it is also expedient that the two Companies should be authorised to enter into such agreements as are herein-after mentioned with the Ryde Pier Company, the Isle of Wight Railway Company, and the Ryde and Newport Railway Company:

And whereas plans and sections showing the lines and levels of the railways and works authorised by this Act, and also books of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the clerks of the peace for the counties of Southampton and the Isle of Wight, and are herein-after respectively referred to as the deposited plans, sections, and books of reference:

And whereas the objects of this Act cannot be attained 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 South-western and Brighton Railway Companies (Isle of Wight and Ryde Pier Railway) Act, 1877."

Certain provisions of general Acts herein named incorporated.

2. The following Acts and parts of Acts are, excepting where the same are expressly varied by this Act, incorporated with and form part of this Act; namely,

"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;"

"The Railways Clauses Consolidation Act, 1845;" and

Parts 1 and 3 of "The Railways Clauses Act, 1863," relating respectively to the construction of a railway and to working agreements, and "The Harbours, Docks, and Piers Clauses Act, 1847;" provided that sections 16, 17, 18, and 19 of that Act, relating to life boats and tide gauge, shall not take effect as part of this Act unless the Board of Trade shall so require; and all the provisions of the two last-mentioned enactments shall extend and apply to the railway pier authorised by this Act, and to the dock, quay, or landing-place which the corporation of Ryde are by this Act authorised to make on the lands west of Victoria Pier herein-after described.

Certain provisions of 8 & 9 Vict. c. 16. and 26 & 27 Vict. c. 118. extended to this Act.

3. Subject to the provisions of this Act, all the provisions of "The Companies Clauses Consolidation 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 nonpayment of calls;

The remedies of creditors of the Company against the shareholders;

The borrowing of money by the Company on mortgage or bond;

The conversion of borrowed money into capital;

The consolidation of shares into stock;

The provision to be made for affording access to the special Act by all parties interested; and

Parts 1, 2, and 3 of "The Companies Clauses Act, 1863," relating respectively to the cancellation and surrender of shares, to additional capital, and to debenture stock,

shall be applicable to each of the two Companies, and to the capital and moneys which they are by this Act authorised to raise by shares or stock or mortgage, and to the proprietors thereof.

Interpretation of terms.

4. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; and for the purposes of this Act the expression "superior courts" or "court of

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competent jurisdiction," or any other like expression in this Act or any Act wholly or partly 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 construct works according to deposited plans.

5. Subject to the provisions of this Act, the two Companies may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the railways and works hereinafter described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes; (that is to say,)

(1.) A railway (six furlongs in length) commencing in the parishes of Ryde and of St. Helen's, or in the extra-parochial place of Monkton Mead, or one of them, by a junction with the Isle of Wight Railway at or near the northern terminus of the said railway at St. John's Station, thence continued in a northerly direction in the line of the Ryde Pier Railway to a point at or near the occupation road on the north of the gasworks, thence under Monkton Street, and thence on the south-west side of the house known as Ryde Castle to or near the northern end of Dover Street, and thence in an angular direction under the Esplanade, thence across the inner and outer docks or basins at Ryde and the adjoining public slipway to or near the present toll-gate or central station of the Ryde Pier Company, and terminating at or near the present southern extremity of the Ryde Pier:

(2.) A railway pier (3 furlongs 7·25 chains in length), with a railway thereon adapted to locomotive engines, partly in the parish of Ryde, in the Isle of Wight, and mainly on the foreshore and in the sea, commencing at or near the present southern extremity of the Ryde Pier by a junction with the railway herein-before described at the termination thereof, and continuing northward and on the eastern side of the said pier, either adjoining the same or in proximity thereto, and having convenient communication therewith at or near the northern and southern ends thereof, and terminating at or near the head or northern extremity of the said pier.

Not to take certain lands of the Ryde

6. The two Companies shall not be entitled to take otherwise than by agreement any property of the Ryde Pier Company other

than such as is actually required for carrying out the works contemplated by an agreement between the Ryde Pier Company, the corporation, and the two Companies, bearing date the 19th day of July 1876.

Ryde Pier Company.

7. In constructing and maintaining the works hereby authorised the two Companies may exercise the following powers, and the following conditions shall be observed:

Providing for certain works.

(1.) They shall fill up the before-mentioned basins or docks in the parish of Ryde, on the east side of Ryde Pier, and extinguish all rights in respect of the use of such basins or docks:

Closing of basins.

(2.) They shall before opening the railway pier hereby authorised construct, and for ever thereafter maintain, a convenient communication between the same and Ryde Pier at both the southern and northern ends thereof, and the said means of communication shall at all times thereafter be kept open and freely available for persons using either of the said piers:

Providing for communication between piers.

(3.) They shall in constructing the Railway No. 1 herein-before described adapt for the purposes thereof the existing railway of the Ryde Pier Company from a point at or near the occupation road north of the gasworks to the southern termination thereof, and so as to form a junction with the northern terminus (St. John's Road Station) of the Isle of Wight Railway, and the Ryde Pier Company shall abandon the portion of railway between the points aforesaid as part of their undertaking, and all rights and privileges in and over the same, whether of the Ryde and Newport Railway Company, or of the Isle of Wight Railway Company, or of any other body or persons, are from and after the completion and opening for public traffic of the railways and railway pier authorised by this Act extinguished:

Part of Ryde Pier Railway may be used.

(4.) The Ryde Pier Company shall also abandon the whole of their tramway or railway from the St. John's Road Station of the Isle of Wight Railway to the western side of the said public slipway, inclusive of the portion thereof described in the last preceding enactment, and all rights, powers, and privileges in, over, or with respect to the same tramway or railway enjoyed by the Isle of Wight Railway Company, or by any other body of persons, are from and after the completion and opening for public traffic of the

Abandonment of Ryde Pier Railway.

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railways and railway pier authorised by this Act extinguished and annulled:

Streets in Ryde.

(5.) The two Companies shall not in the construction of the works hereby authorised raise and alter the streets in Ryde further than shall be necessary, and the gradients of the Esplanade when altered shall in no part be steeper than one in thirty.

Works of railway pier not to be carried eastward of the centre line shown on deposited plans.

8. In constructing any of the works by this Act authorised between a point measured five chains from the southern end of the Ryde Pier Company's present pier at high-water mark and a point opposite to the southern end of the coastguard boathouse on the present Ryde Pier, it shall not be lawful to deviate or carry the centre line thereof eastwards of the continuous centre line of the railway pier shown on the deposited plans. If the said railway pier or works are constructed in contravention of this section, it shall be lawful for the Board of Trade to abate and remove the work, or any part thereof, and to restore the site thereof to its former and proper condition, at the expense of the two Companies, and the amount of such expense shall be a debt due from the two Companies to the Crown, and may be recoverable accordingly from either of them with costs, or the same may be recovered with costs as a penalty is recoverable from either of the two Companies.

For protection of the coastguard boats.

9. Nothing in this Act contained shall authorise the two Companies, or either of them, to take or in anywise to interfere with the boathouse marked on the deposited plan No. 82, in the parish of Ryde, or the approaches thereto, without the consent of the Board of Trade signified in writing under the hand of one of the secretaries or assistant secretaries of that Board.

As to lands of Ryde Pier Company.

10. The compensation or purchase money to be paid by the two Companies for such of the lands belonging to the Ryde Pier Company as shall be required to be taken and used by the two Companies for the purposes of this Act shall, as agreed between the Ryde Pier Company and the two Companies, be determined in case of difference by arbitration on the basis of a voluntary purchase and sale by and between two friendly companies having a common interest in the success of the undertaking, and the said arbitration shall be by a single arbitrator, and the provisions of "The Lands Clauses Consolidation Act, 1845," with respect to the settlement of disputed compensation by arbitration shall apply to this enactment.

Payment to be made to Ryde Pier Company.

11. The following provisions shall apply to and be observed by the two Companies and the Ryde Pier Company :

(1.) From and after the completion and opening for public traffic of the railways and railway pier authorised by this Act, all receipts from promenade traffic shall belong to the Ryde Pier Company, and all receipts from tramway traffic passing over the pier of the Ryde Pier Company shall also belong to that company :

(2.) All receipts from railway traffic passing over the railways and railway pier hereby authorised shall, subject only to the following stipulation, belong exclusively to the two Companies :

(3.) As regards railway traffic booked to or from Ryde (including St. John's Station), the two Companies shall in respect of each passenger pay to the Ryde Pier Company the sum of threepence, in consideration of which the Ryde Pier Company shall allow all railway passengers, if they think proper, and either with or without their luggage, to pass into, upon, through, and over the pier of the Ryde Pier Company, and to use the promenade and tramway thereon, without charge, and the said toll of threepence shall be accounted for and paid by the two Companies to the Ryde Pier Company half-yearly, within six weeks after the thirtieth day of June and the thirty-first day of December in each year.

For protection of the town of Ryde.

12. The following provisions shall have force for the protection of the corporation and inhabitants of Ryde, and for the protection of the two Companies and the Ryde Pier Company :

(1.) So far as the railway and works shall be in cutting, the sides of the cutting shall be protected by the two Companies by a parapet wall not higher than the existing parapet wall of the Esplanade :

(2.) There shall be reserved for the Ryde Pier Company a sufficient right of way over the land and works of the Railway No. 1 not less than 30 feet in width, so as to afford a suitable approach from the Esplanade to the Victoria Pier :

(3.) The two Companies shall fill up the outer and inner docks and the hollow opposite the castle :

(4.) The corporation shall keep the sea wall appertaining to the lands to be purchased by them under the powers of this Act in repair, and in default the two Companies may cause the same to be repaired, in which case the corporation shall pay to them the cost of such repairs.

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Providing for diversion of George Street slipway.

13. Notwithstanding anything contained in this Act or in the deposited plans, sections, and books of reference, the two Companies shall not construct the Railway No. 1 upon the level of the approach to the George Street slipway as shown on the deposited plans and sections, but before opening the said railway for public traffic they shall divert the said approach in the manner shown on a plan signed by the respective engineers of the two Companies of the Ryde Pier Company and of the corporation of Ryde, and the existing approach to the said slipway lying between the diverted approach and the Esplanade shall be thereupon stopped up and may be acquired by the two Companies for the purposes of this Act; provided that the two Companies shall not erect any buildings on the said approach so to be stopped up, and carriages and engines not in use shall not be allowed to stand between the said diverted approach and the Esplanade.

Certain lands to be sold to corporation.

14. At any time within two years after the passing of this Act, or so soon thereafter as the railways and works by this Act authorised are completed and opened for public traffic, the Ryde Pier Company, at the request of the corporation, will convey to them, on the terms and conditions herein-after mentioned, all the estate and interest of the Ryde Pier Company of and in the land now enclosed north of the Esplanade and east of the George Street slipway, including the site of the quays, docks, and the slipway at the north-east corner of the inner basin, and also of and in any shore land belonging to the Ryde Pier Company not yet enclosed situate within 40 feet of the north of the north wall of the wharf of the Victoria Docks, save and except so much of the land lastly described or referred to as is included in the space covered by the Victoria Pier and 33 feet east and west thereof, and also save and except such portions of the said lands first and secondly described or referred to as the two Companies may require for the railway and works hereby authorised.

Consideration to be paid by corporation.

15. The corporation, with the sanction of the Local Government Board, shall within two years after the passing of this Act, or so soon thereafter as the railways and works by this Act authorised are completed and opened for public traffic, purchase from the Pier Company their estate and interest in the lands before mentioned east of the George Street slipway, for the sum of seven thousand pounds, but the said lands shall be used only for recreation purposes and for the purpose of providing easy access to the shore, except that the corporation may be at liberty, subject to the provisions of this Act, to make a dock, quay, or landing-place on the said lands west of Victoria Pier, and possession of the said lands shall be given

to the corporation on the completion of the railways and works hereby authorised, and upon payment to the Ryde Pier Company of the purchase money herein-before provided for.

Corporation and Ryde Pier Company may agree.

16. The Ryde Pier Company and the corporation may (subject to the rights of pre-emption, if any) enter into and fulfil any agreements between themselves with respect to the sale or lease to the corporation, or with respect to the appropriation of any superfluous lands of the Ryde Pier Company, or of any lands which may become superfluous by the operation of this Act.

Tolls on railways and on pier.

17. The two Companies may demand and take in respect of the railways hereby authorised, and of every part thereof, tolls, rates, fares, and charges not exceeding those set forth in the First Schedule to this Act, and in respect of the pier and the works connected therewith, tolls, rates, fares, and charges not exceeding those mentioned in the Second Schedule to this Act.

Period for completion of railways.

18. If the railway and railway pier herein-before authorised are not completed within five years from the passing of this Act, then on the expiration of that period the powers by this Act granted for making and completing the railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Penalty unless railways are opened within the time limited.

19. If the two Companies fail within the periods respectively limited by this Act to complete the railways which they are herein-before authorised to construct, the two Companies shall be liable jointly and severally to a penalty of fifty pounds a day for every day after the expiration of the periods so limited until the railway in respect of which such default has been made 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 such railway; and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section 3 of "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 that section, to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General, on behalf of the Chancery Division of the High Court of Justice, in the bank and to the credit specified in such warrant or order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any

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time during which it shall appear by a certificate to be obtained from the Board of Trade that the two Companies were prevented from completing or opening such line 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.

Application of penalty.

20. 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 railway, 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 two Companies 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 Chancery Division of the High Court of Justice 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 forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the said Division thinks fit to order, on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the said Division, if either of the two Companies is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall, so far as the contribution to the said penalty has been made by that Company, be wholly or in part paid or transferred to such receiver, or to the liquidator or liquidators of that Company, or be otherwise applied as part of the assets of that Company for the benefit of the creditors thereof.

Powers for compulsory purchases limited.

21. The powers of the two Companies 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.

Land for extraordinary purposes.

22. The quantity of land to be taken by the two Companies under the powers of this Act by agreement in connexion with this part of their undertakings for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed two acres.

Power to take easements, &c. by agreement.

23. Persons empowered by "The Lands Clauses Consolidation Act, 1845," to sell and convey or release lands, may, if they think fit, subject to the provisions of that Act and of "The Lands Clauses Consolidation Acts Amendment Act, 1860," and of this Act, grant to the two Companies any easement, right, or privilege required for the purposes of this Act in, over, or affecting any such lands, and the provisions of the last-mentioned Acts with respect to lands and rentcharges, as far as the same are applicable in this behalf, shall extend and apply to such grants and to such easements, rights, or privileges as aforesaid.

For protection of Post Office telegraphs.

24. If in the execution of the works by this Act authorised the two Companies desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General (all and every of which things are herein-after comprised in the term "telegraph apparatus"), the following provisions shall apply; (that is to say,)

Notice to be given before interfering with telegraphs.

Before the two Companies alter, remove, or interfere with any such telegraph apparatus, they shall give to the Postmaster General one calendar month's previous notice 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, give to the two Companies notice of his intention so to do, he may execute at their cost, and thereafter at his own expense maintain, the works specified in the notice of the two Companies, and such other works, substituted wires, and conveniences as may be reasonably required for making good the 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 executed by the two Companies, 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 two Companies at their own expense to the satisfaction in all respects of the Postmaster General:

Compensation to Postmaster General, and penalty.

Subject to the provisions of this section, the two Companies shall from time to time make full compensation to Her Majesty's Postmaster General for any expense, loss, or damage which he

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is put to or sustains by reason of any such alteration, removal, or other interference with any telegraph apparatus causing any interruption of or impediment to postal telegraphic communication; and the two Companies 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 two Companies jointly or severally, but not cumulatively, 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 two Companies as aforesaid:

Saving for 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 two Companies under or by virtue of the Telegraph Act, 1868, or any agreement between the two Companies, or either of them, and the Postmaster General:

Power for Postmaster General to construct and work telegraphs, &c.

Her Majesty's Postmaster General, on, over, along, and across any of the railways, works, and lands of the two Companies comprised within the powers of this Act, may from time to time construct such line or lines of telegraphs as he thinks fit, with all necessary and proper posts, wires, apparatus, and other works connected therewith, and remove or vary the same, and construct others instead thereof or in addition thereto, and may maintain, inspect, test, repair, reinstate, work, and use the same as they for the time being exist, and may by his engineers and other officers, servants, and workmen, at and for all reasonable times, for all or any of the purposes aforesaid, enter on and into and remain on those railways, works, and lands, but in the exercise of the powers of this section the Postmaster General shall not interfere with the traffic on any of the said railways, and shall cause as little inconvenience as may be to the two Companies, and shall execute and do every work or thing to the reasonable satisfaction of the engineer of the two Companies; and if at any time the two Companies desire to make at their own expense any alteration in any work executed by the Postmaster General under the authority of this section, without interrupting or impeding postal telegraphic communication, they may do so, first giving notice in writing to the Postmaster General of their intention; and in the exercise of the powers given by this section the Postmaster General

shall do as little damage as may be, and shall make full compensation to the two Companies for all damage sustained by them by reason or in consequence of the exercise of such powers, the amount and application of such compensation to be determined in manner provided by "The Lands Clauses Consolidation Act, 1845," and any Act amending the same for the determination of the amount and application of compensation for lands taken or injuriously affected.

Isle of Wight and Ryde and Newport Railway Companies may use Railway (No. 1) and railway pier.

25. The Isle of Wight Railway Company and the Ryde and Newport Railway Company may respectively run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, the Railway (No. 1) and the railway pier by this Act authorised, together with the works, stations, and conveniences connected therewith respectively.

Terms of such use.

26. The terms, conditions, and regulations to which the said two Railway Companies shall be subject in respect of the said use, and the tolls or other consideration to be paid by them for the same, shall, if not agreed upon, be from time to time determined by an arbitrator to be appointed on the application of either party by the Board of Trade, and the decisions of such arbitrator shall be binding and conclusive on all the parties in difference, and the costs and expenses of such arbitration shall be defrayed as the arbitrator shall direct; and either of the parties aforesaid who shall refuse or neglect to perform, observe, and conform to any decision given or regulation made by any such arbitrator in the premises shall forfeit and pay to such Company as the arbitrator shall determine any sum not exceeding fifty pounds for every such offence, and twenty pounds for every day during which such offence shall continue.

Byelaws to be observed.

27. The said Companies in using the said railway and railway pier, and in using the conveniences thereof in accordance with the provisions herein-before mentioned, shall at all times observe the regulations and byelaws for the time being in force on the undertakings so used, so far as such byelaws shall be applicable to them respectively.

The Isle of Wight and Ryde and Newport Companies to afford traffic facilities.

28. In order to facilitate the transmission of traffic passing to or from the railway hereby authorised and places upon the railway system for the time being of the Isle of Wight and Ryde and Newport Railway Companies respectively, those companies shall respectively afford all proper, reasonable, and necessary facilities for the convenient working, forwarding, and conveyance of such traffic, and such facilities shall include, among other things, through booking, through tickets and invoices, through rates and fares, carriages,

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trucks, and waggons, and the rates and charges for such traffic, and the payment of tolls, rates, and charges, and the arrangements to be made in respect of such traffic shall be agreed on, or failing agreement shall be determined by arbitration in manner provided by "The Railway Companies Arbitration Act, 1859."

Two Companies may apply funds to purposes of Act.

29. Each of the two Companies may apply to the purposes of this Act any of the moneys which they now have in their hands, or which they have power to raise, and which may not be required for the purposes to which they are made specially applicable.

Power to raise additional capital.

30. In order to raise an aggregate capital of £150,000 for the purposes of the undertakings authorised by this Act, each of the two Companies may from time to time for the purposes of this Act raise, by the creation and issue of shares or stock, such sums of money as they shall respectively think necessary, not exceeding seventy-five thousand pounds, exclusive of the moneys which they are or may be authorised respectively to raise by any other Act or Acts of Parliament, and each Company may create and issue such shares or stock either wholly or partly as ordinary, or wholly or partly as preferential, shares or stock, as they may think fit.

Two Companies may guarantee capital.

31. If the two Companies shall so determine, they may, instead of creating shares or stock in their respective capitals as hereinbefore authorised, jointly create for the purposes of the undertaking hereby authorised a separate stock (herein-after called guaranteed stock) not exceeding in the whole two hundred thousand pounds, and may jointly guarantee interest or dividends upon the said stock at a rate not exceeding five pounds per centum per annum; provided that no such guaranteed dividend shall prejudice or affect any preference or priority in the payment of interest or dividends on any other shares or stock which shall have been granted by either Company in pursuance of or which may have been confirmed by any previous Act of Parliament, or which may otherwise be lawfully subsisting at the time of the creation and issue of such guaranteed stock.

Shares or stock not to be issued until one-fifth part thereof shall have been paid up.

32. Neither Company shall issue any share or stock created under the authority of this Act, nor shall any such share or stock vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share or stock shall have been paid in respect thereof.

Qualifications of new shares or stock.

33. Except as by or under the powers of this Act otherwise provided, the new shares or stock issued under the powers of this Act, other than guaranteed stock, shall, in proportion to the aggregate amount thereof from time to time held by the same person at the

same time, entitle the respective holders thereof to the same dividends and profits, and confer on them the like qualifications and the like right of voting, as the like amount of existing ordinary shares or stock of the Company of whose capital such shares or stock form part.

Power to borrow on mortgage.

34. Unless the two Companies exercise the power herein-before conferred on them of issuing guaranteed stock, each Company may from time to time borrow on mortgage additional sums not exceeding in the whole twenty-five thousand pounds in respect of the additional capital of seventy-five thousand pounds by this Act authorised to be raised by that Company, but no part thereof shall be borrowed until shares for so much of the said additional capital as is to be raised by means of shares are issued and accepted, and one half of such capital is paid up, and the Company seeking to exercise the power of borrowing hereby conferred have proved to the justice who is to certify under the 40th section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that shares for the whole of such 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 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 so much of the said capital as is to be raised by means of stock is fully paid up, and the said Company have proved to such justice 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 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.

Former mortgages and bonds to have priority.

35. The mortgages and bonds granted by either of the two Companies in pursuance of the powers of any Act of Parliament before the passing of this Act, and subsisting at the time of the passing of this Act, shall, during the continuance of such mortgages and bonds, but subject to the provisions of the Acts under which such mortgages and bonds were respectively granted, have priority over any mortgages granted by virtue of this Act, and over the interest or dividends on the guaranteed stock, and nothing in this section contained shall affect any priority of the interest of any

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debenture stock at any time created and issued by either of the two Companies.

Debenture stock.

36. Unless the two Companies issue guaranteed stock, they may under the powers of this Act create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act, 1863;" but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by either of the two Companies shall rank pari passu with the interest of all mortgages at any time after the passing of this Act granted by the two Companies respectively, and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

37. All moneys raised by the two Companies under this Act, whether by shares, stock, debenture stock, or borrowing, shall be applied for the purposes of this Act.

Receipt in case of persons not sui juris.

38. If any money is payable to a holder of shares or stock in either of the two Companies being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the same Company.

Powers of construction, &c. to be exercised by joint committee.

39. Except as to the providing or raising of capital, all the powers herein-before conferred on the two Companies in relation to the railways and works hereby authorised shall be exercised by the joint committee; provided that all lands purchased for the purposes of this Act shall be conveyed to and vested in the two Companies jointly, and shall be for ever after held and enjoyed by them jointly.

Defining powers of committee.

40. The said railways and works shall be constructed, and the lands to be purchased under the powers of this Act shall be purchased, at the joint and equal expense of the two Companies, but the same shall be managed, worked, and used by or under the direction of the joint committee. All expenses of maintenance and of providing plant, officers, servants, and otherwise in relation to the management, use, and working of the said railways and works, shall be borne equally by the two Companies, and in like manner all revenue arising from the said railways and works shall belong to the two Companies in equal shares, and shall be divided accordingly; such revenue shall include all local receipts and fares, and such proportion of the through tolls as shall have been agreed upon or fixed by the joint committee as the proportion of through tolls attributable to the said railways and works.

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Providing for working agreements with companies in the Isle of Wight.

41. The two Companies on the one hand, and the Ryde Pier Company, the Isle of Wight Railway Company, and the Ryde and Newport Railway Company, or any or either of those Companies, on the other hand, may, subject to the provisions of Part III. of "The Railways Clauses Act, 1863," as amended or varied by "The Regulation of Railways Act, 1873," enter into and carry into effect agreements with respect to the management, use, working, and maintenance of the railways, pier, and other works hereby authorised, or of the Ryde Pier Company's undertaking and works, and the accommodation, interchange, and conveyance of traffic coming from or destined for the undertakings of the contracting parties, and the fixing, collection, and apportionment of tolls, dues, rates, or charges arising out of such traffic.

Providing for officers of Customs.

42. All Government officers being in the execution of their duty shall at all times have free ingress, passage, and egress into or along, through, and out of the property of the two Companies without payment.

Saving rights of Ryde Pier Company as to promenade traffic.

43. Nothing in this Act contained shall prejudice or affect any question between the Ryde Pier Company on the one hand, and the two Companies, or either of them, on the other hand, under an agreement dated the 19th day of July 1876, and made between the Ryde Pier Company, the corporation, and the two Companies, with reference to the rights of the Ryde Pier Company as to the promenade traffic and the receipts therefrom.

Saving rights, &c. of corporation of Ryde.

44. Nothing in this Act contained shall take away, lessen, alter, or in anywise affect the rights or obligations of the corporation of Ryde or of the two Railway Companies under the before-mentioned agreement of the 19th day of July 1876, or under the supplemental agreement between the same parties dated the 1st day of May 1877.

Saving rights of the Crown.

45. Nothing contained in this Act shall authorise the two Companies or the corporation 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 authorised to 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.

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Saving rights of the Crown in the foreshore.

46. Nothing contained in this Act shall authorise the two Companies or the corporation 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.

Any land reclaimed by the works not to be taken without the consent of Board of Trade.

47. If in the course or by means of the execution of any of the works by this Act authorised any part of the bed of the sea belonging to Her Majesty shall be inned, gained, or reclaimed from the water, the two Companies and the corporation shall not have or exercise any right upon the same or in respect thereof, and shall not enter upon, take, use, or interfere with the land so inned, gained, or reclaimed for any purpose whatsoever, without the consent in writing of the Board of Trade on behalf of Her Majesty, but such inning, gaining, or reclamation shall enure absolutely for the benefit of the Queen's Majesty, her heirs and successors.

Interest not to be paid on calls paid up.

48. Neither of the two Companies shall, 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 either Company from paying to 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 Act, 1845."

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

49. Neither of the two Companies shall, 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 either Company to construct any other railway or to execute any other work or undertaking.

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

50. Nothing in this Act contained shall exempt the two Companies, or either of them, or 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 Par-

liament, 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.

51. 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 two Companies equally.

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The FIRST SCHEDULE referred to in the foregoing Act.

TOLLS AND CHARGES IN RESPECT OF PASSENGERS, ANIMALS, AND GOODS CONVEYED ON THE RAILWAYS, OR ON ANY PART THEREOF.

Class 1. For every person conveyed in a first-class carriage, one shilling;
Class 2. For every person conveyed in a second-class carriage, ninepence;
Class 3. For every person conveyed in a third-class carriage, sixpence;
Class 4. For every horse, mule, or ass, or other beast of draught or burden, conveyed in or upon any carriage, ninepence;
Class 5. For every ox, cow, bull, or neat cattle conveyed in or upon any carriage, sixpence;
Class 6. For every calf, pig, sheep, or lamb, or other small animal, conveyed in or upon any carriage, threepence;

In respect of goods conveyed on the railways, or on any part thereof:

Class 7. For all coals, coke, culm, slack, cannel, cinders, lime, limestone, sand-clay (except fire-clay), chalk, dung, compost, and all sorts of common manure, and all undressed materials for the repair of highways, clay, iron-stone, and iron ore, per ton, fourpence;
Class 8. For all pig iron, bar iron, and all other similar descriptions of iron and iron castings not manufactured into utensils or other articles of merchandise, undressed stones for building, pitching, and paving, bricks, tiles, common slates, fire-clay, charcoal, bats, copper, tin, lead, and other ores, per ton, sixpence;
Class 9. For all sugar, grain, corn, flour, potatoes, guano, and artificial manures, hides (dried and salted), dye-woods, timber, staves, and deals, metals (except iron), tinned plates, nails, anvils, vices, hoop iron, sheet iron, and chains, per ton, ninepence;
Class 10. For lace, furs, silk, drapery, millinery, china, glass, cotton, wool, manufactured goods, drugs, and all other wares, merchandise, fish, articles, matters, or things, per ton, one shilling;

In respect of carriages conveyed on the railway:

Class 11. For every carriage of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, carried or conveyed on a truck or platform belonging to the Company, one shilling and sixpence; and for every additional quarter of a ton up to four tons which any such carriage weighs, fourpence halfpenny in addition.

Tolls for carriages, &c.

(1.) For carriages supplied by the joint committee, they (in addition to the other tolls herein-before mentioned) demand or take for or in respect of goods, articles, matters or things, persons or animals, comprised in either of the classes herein-before specified, any tolls not exceeding the tolls next herein-after mentioned in connexion with the class in which such goods, articles, matters or things, persons or animals, are respectively comprised; (to wit,)

For Classes 1, 2, and 3, for each person, threepence;
For Classes 4 and 5, for each animal, threepence;
For Class 6, for each animal, fourpence halfpenny;

For Class 7, 8, 9, and 10, per ton, threepence;
For Class 11, for each carriage, sixpence.

Tolls for propelling power.

(2.) The tolls which the joint committee may demand for the use of engines for propelling carriages on the railways shall not exceed threepence for each passenger or animal or for each ton of goods, in addition to the several other tolls or sums herein contained.

Regulations as to tolls.

(3.) The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act; (that is to say,)

Fractional parts of a ton.

For a fraction of a ton the joint committee may demand tolls according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton, such fraction shall be deemed a quarter of a ton;

General weight.

With respect to all articles except stone and timber, the weight shall be determined according to the usual avoirdupois weight;

Weight of stone and timber.

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Tolls for small parcels and articles of great weight.

With respect to small parcels not exceeding five hundred pounds in weight, and single articles of great weight, notwithstanding anything in this Act the joint committee may demand and take any tolls not exceeding the following; (that is to say,)

For the carriage of small parcels on the railway:

For any parcel not exceeding seven pounds in weight, threepence;

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight, fivepence;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight, sevenpence;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence;

For any parcel exceeding fifty-six pounds and not exceeding one hundredweight, three shillings; and for every additional one hundredweight beyond one hundredweight up to five hundredweight, ninepence;

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the carriage of any single thing the weight of which including the carriage exceeds four tons but does not exceed eight tons, the joint committee may demand and take any sum not exceeding one shilling and sixpence a ton;

For the carriage of any single thing the weight of which with the carriage exceeds eight tons, the Company may demand and take any sum they think fit.

Maximum rates for passengers.

(1.) The maximum rate of charges to be made by the joint committee for the conveyance of passengers upon the railways, or on any part thereof, including the tolls for the use of the railways and for carriages and locomotive power, and every other expense incidental to such conveyance, shall not exceed the following; (that is to say,)

For every passenger conveyed in a first-class carriage, the sum of one shilling;

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For every passenger conveyed in a second-class carriage, the sum of ninepence;

For every passenger conveyed in a third-class carriage, the sum of sixpence.

Maximum rates for animals and goods.

(2.) The maximum rate of charge to be made by the joint committee for the conveyance of animals and goods (except such small parcels and single articles of great weight as aforesaid) on the railways, including the tolls for the use of the railways, and for waggons or trucks and locomotive power, and for every other expense incidental o the conveyance, except a reasonable charge for loading and unloading of goods at any terminal station, in respect of such goods, and for delivery and collection and any other service incidental to the business or duty of a carrier (where any such service is performed by the joint committee), shall not exceed the following sums; (that is to say,)

Class 4. For each animal, one shilling;
Class 5. For each animal, ninepence;
Class 6. For each animal, sixpence;
Class 7. Fourpence halfpenny per ton;
Class 8. Ninepence per ton;
Class 9. Ninepence per ton;
Class 10. One shilling per ton;
Class 11. For every carriage not weighing more than one ton, one shilling and sixpence, and fourpence halfpenny for every additional quarter of a ton.

Tolls for separate waggons.

(3.) Provided also, that when a separate waggon or truck shall be retained by one person for the conveyance only of cattle or sheep belonging to him or under his charge, the aggregate of the tolls to be paid for such waggon or truck capable of containing six oxen or twenty-five sheep, and not containing more than that number, shall not exceed two shillings and threepence.

Passengers luggage.

(4.) Every passenger travelling upon the railways may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight for first-class passengers, one hundred pounds in weight for second-class passengers, and sixty pounds in weight for third-class passengers, without any charge being made for the carriage thereof.

Terminal station.

(5.) No station shall be considered a terminal station in regard to any goods conveyed on the railway, unless such goods have been received thereat direct from the consignor, or are directed to be delivered thereat to the consignee.

Foregoing charges not to apply to special trains.

(6.) The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway in respect of which the joint committee may make such charges as they think fit, but shall apply only to the ordinary and express trains appointed from time to time by the joint committee for the conveyance of passengers and goods upon the railway.

Joint committee may take increased charges by agreement.

(7.) Nothing in this Act shall prevent the joint committee from taking any increased charges over and above the charges by this Act limited for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the joint committee in relation thereto, or in respect of the conveyance of animals or goods (other than small parcels) by passenger trains.

The SECOND SCHEDULE referred to in the foregoing Act.

I.—Rates on Passengers using the Pier.

	s.	*d.*
For every person landing on the pier from or embarking from it on board of any ship, vessel, packet, or passage boat, or passing upon the pier, for each time any sum not exceeding - - -	0	3

II.—Rates on Passengers Luggage landed or shipped.

For every trunk, portmanteau, box, parcel, or other package within the description of luggage, and not borne by the passenger, not exceeding 28 pounds - - - - - - -	0	2
Over 28 pounds and not exceeding 84 pounds - - -	0	4
Over 84 pounds and not exceeding 112 pounds - - -	0	5
Over 112 pounds and not exceeding 140 pounds - - -	0	6
Over 140 pounds and not exceeding 196 pounds - - -	0	7
Over 196 pounds and not exceeding two hundredweight - -	0	8
And for every 20 pounds weight in addition - - -	0	1

III.—Rates on Vessels using the Pier.

For every vessel under 15 tons, per ton register - - -	0	4
For every vessel of 15 tons and under 50 tons, per ton register -	0	6
For every vessel of 50 tons and under 100 tons, per ton register -	0	8
For every vessel of 100 tons and under 150 tons, per ton register -	0	10
For every vessel of 150 tons and upwards, per ton register - -	1	0
All lighters for each trip, per ton register - - - -	0	2
All boats entirely open landing or taking on board goods, each -	0	6

IV.—Rates on Goods shipped or unshipped at the Pier.

Ale, beer, and porter, per hogshead - - - - - -	0	6
Ale, bottled, per barrel - - - - - - -	0	4
Ale, bottled, per dozen bottles - - - - - -	0	1
Anchors, per hundredweight - - - - - - -	0	9
Anchor stock, per foot run - - - - - - -	0	2
Bark, per ton - - - - - - - - -	2	0
Bedding, per bundle - - - - - - - -	0	3
Beef or pork, per hundredweight - - - - -	0	3
Beef or pork, per barrel - - - - - - -	0	6
Biscuits or bread, per hundredweight - - - - - -	0	3
Blubber, per tun of 252 gallons - - - - -	3	0
Bones and bone dust, per ton - - - - - -	1	6
Bottles, per gross - - - - - - - -	0	9
Bricks, per 1,000 - - - - - - - -	1	6
Butter and lard, per barrel - - - - - -	0	6
Butter and lard, per firkin - - - - - - -	0	3

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	s.	d.
Cables, iron or hempen, per ton	3	0
Canvas, per bolt	0	1
Carriages:		
Chaises and other four-wheeled carriages, each	7	6
Gigs, carts, and other two-wheeled carriages, each	5	0
Hand carts and perambulators, each	1	0
Casks (empty), not being returned packages, per puncheon	0	3
Other casks in proportion.		
Cattle:		
Bulls, cows, and oxen, each	3	0
Calves, each	1	0
Horses, each	4	0
Pigs, each	0	6
Sheep, each	0	6
Chalk, per ton	1	0
Cheese, per cwt.	0	4
Chimney pots, each	0	3
Clay, per ton	1	0
Cloth, haberdashery, &c., per package, not exceeding one cwt.	0	6
Coals, per ton	1	0
Copper, per ton	3	0
Cordage, per cwt.	0	3
Corks, per cwt.	0	6
Corpses, each	20	0
Crystal, per box or package	0	6
Dogs, each	0	6
Drugs (in casks, hampers, or boxes), per foot	0	2
Earthenware (in crates), per foot	1	0
Eggs, per box	2	0
Fish (dried and salted), per cwt.	0	3
Fish (fresh), not enumerated	0	2
Flax, per ton	2	0
Flour and meal, per sack	0	4
Flour and meal, per barrel	0	3
Furniture (household), per five cubic feet	0	4
Fruit, per bushel or sieve	0	4
Glass, per large crate	1	5
Glass, per small crate or case	1	0
Glass, per box	0	6
Grains and seeds, per quarter	0	6
Groceries, not enumerated, per cwt.	0	6
Guano, per ton	1	6
Gunpowder, per barrel or keg	0	6
Hams, bacon, or tongues, per cwt.	0	4
Hardware, per ton	2	6
Hares and rabbits, per dozen	0	4
Hay, per ton	1	6

	s.	d.
Hay, per truss	0	2
Hemp, per ton	2	0
Herrings (fresh), per 1,000	0	3
Herrings (cured), per barrel	0	3
Hides:		
Ox, cow, or horse (wet or dry), each	0	2
Horses, each	2	6
Iron:		
Bar, bolt, rod, and shots, per ton	1	6
Pig and old, per ton	1	0
Manufactured, per ton	2	6
Pots, each	0	1
Kelp, per ton	2	0
Lead, per ton	2	6
Leather (tanned and dressed), per hundredweight	0	4
Lime, per 28 bushels	1	4
Limestone, per ton	1	0
Machinery, per ton	2	6
Manure (not enumerated), per ton	1	0
Masts and spars, ten inches in diameter and upwards, each	4	6
Masts and spars, under ten inches, each	3	0
Meat (fresh), per hundredweight	0	6
Milk, per gallon	0	0½
Musical instruments, per cubic foot	0	1
Net, per five cubic feet	0	4
Oakum, per hundredweight	0	2
Oils, per tun	2	0
Oilcake, per ton	2	0
Oranges and lemons, per box	0	6
Ores, per ton	1	0
Oysters, per bushel	0	3
Paint, per hundredweight	0	4
Pitch and tar, per barrel	0	6
Potatoes, per hundredweight	0	2
Poultry and game, per dozen	0	4
Rags and old rope, per ton	2	0
Sails, per hundredweight	0	6
Salt, per hundredweight	0	1
Sand, per ton	1	0
Shrimp baskets, each	0	2
Skins,—calf, goat, sheep, lamb, or dog, per dozen	0	6
Slates, per ton of 24 cubic feet	2	0
Spirits, per hogshead	1	0
Spirits, per gallon	0	1
Stones, per ton of 16 cubic feet	1	6
Steel, per ton	3	0
Sugar, per hundredweight	0	3

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	s.	d.
Tallow, soap, and candles, per hundredweight	0	3
Tea, per chest	1	0
Tiles, per 1,000	1	6
Tin and zinc, per ton	3	0
Tobacco, per hundredweight	0	6
Turbot, per score	0	3
Turnips, per ton	0	6
Turpentine and varnish, per barrel	0	6
Turtle, each	2	6
Vegetables (not enumerated), per hundredweight	0	4
Vinegar, per hogshead	0	6
Vitriol, per carboy	0	1
Water, per cask	0	3
Wine, per hogshead	1	0
Wine (bottled), per dozen bottles	0	2
Wood:		
Fir, pine, and other descriptions not enumerated, per load of fifty feet	1	6
Oak or wainscot, per load of fifty feet	2	0
Firewood, per 216 cubic feet fathom	1	6
Laths and lathwood, per fathoms of 216 cubic feet	2	6
Handspikes, per 120	3	0
Oars, per 120	5	0
Spars, under 22 feet in length, above $2\frac{1}{2}$ and under 4 inches diameter, per 120	4	0
Spars, $2\frac{1}{2}$ inches in diameter and under, per 120	5	0
Spars, 22 feet in length and upwards, and not exceeding 4 inches in diameter, per 120	9	0
Spars, above 4 and under 6 in diameter, per 120	14	0
Spokes of wheels, not exceeding 2 feet in length, per 120	2	0
Spokes of wheels, exceeding 2 feet in length, per 120	3	0
Wood:		
Treenails, per 1,000	2	6
Wedges, per 1,000	2	6
Pipe staves, and others in proportion, per 120	2	6
Lignum vitæ, fustic, logwood, mahogany, and rosewood, per ton	2	0
Wool, per hundredweight	0	4
Yarn, per hundredweight	0	2

ALL OTHER GOODS NOT PARTICULARLY ENUMERATED ABOVE.

Light goods, per cubic foot	0	1
Heavy goods, per ton	2	0

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

5.—Rates for use of Cranes, Weighing Machines, and Sheds.

1st.—Rates of Craneage.

	s.	*d.*
All goods or packages not exceeding 1 ton	0	4
Exceeding 1 ton and not exceeding 2 tons	0	6
Exceeding 2 tons and not exceeding 3 tons	0	8
Exceeding 3 tons and not exceeding 4 tons	0	10
Exceeding 4 tons and not exceeding 5 tons	1	0
Exceeding 5 tons and not exceeding 6 tons	1	2
Exceeding 6 tons and not exceeding 7 tons	1	4
Exceeding 7 tons and not exceeding 8 tons	1	6
Exceeding 8 tons and not exceeding 9 tons	1	10
Exceeding 9 tons and not exceeding 10 tons	2	4
Exceeding 10 tons	3	6

2nd.—Weighing Machines.

For goods weighed, for each ton or part of a ton	0	2

3rd.—Shed Dues.

For each ton of goods of 40 cubic feet, or for each ton of goods of 20 hundredweight, which shall remain in the sheds or other works of the pier for a longer time than 48 hours, the sum of 3*d.*; and the sum of $1\frac{1}{2}d.$ per ton for each day during which such goods shall remain after the first 48 hours.		
For any portmanteau, trunk, parcel, or other article of passengers luggage, for each day or part of a day, per package	0	2

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