



ANNO DECIMO OCTAVO & DECIMO NONO

# VICTORIÆ REGINÆ.

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## *Cap. cxcii.*

An Act for making a Railway and Pier to and at  
*Stokes Bay* in the County of *Hants*.

[14th *August* 1855.]

**W**HEREAS a Railway from the *Gosport* Branch of the *London and South-western* Railway, near the *Gosport* Station thereof, in the Parish of *Alverstoke* in the County of *Hants*, to or near to *Stokes Bay* in the same Parish, and a Pier or Jetty commencing at or near the Terminus of the said Railway, for the landing and embarking of Passengers and Goods, and the Conveyance of Passengers and Goods between the said Pier and the *Isle of Wight* and Vessels lying at *Spithead* and the *Motherbank*, would be of great public Advantage: And whereas Plans and Sections of the intended Railway and Pier or Jetty and other Works, showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands through or upon which the same are intended to pass, be made, or which may be required for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace for the County of *Southampton*: And whereas the Persons herein-after named, with others, are willing at their own Expense to carry the said Undertaking into execution, if authorized by Parlia-

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ment so to do: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict.  
cc. 16., 18.,  
and 20., and  
10 & 11 Vict.  
c. 27. incor-  
porated.

I. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railway Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," shall be incorporated with and form Part of this Act.

Short Title.

II. In citing this Act for any Purpose, it shall be sufficient to use the Expression "The Stokes Bay Railway and Pier Act, 1855."

Subscribers  
incorporated.

III. The Persons following, (that is to say,) *Thomas James Willis Fleming of South Stoneham House, Southampton, Charles Wyatt Estcourt of Newport in the Isle of Wight, John Lister of Sandown in the Isle of Wight, William Wilberforce Pearson of Wimpole Street, London, Charles Vic Ridout of Sandown in the Isle of Wight, Thomas Webster of Sandown in the Isle of Wight, John Tooke of Bayswater in the County of Middlesex,* and all other Persons and Corporations who have already subscribed or who shall hereafter subscribe to the Undertaking, their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway, Pier, and Works hereby authorized; and such Company shall be incorporated by the Name of "The Stokes Bay Railway and Pier Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions herein and in the said Acts contained.

Capital.

IV. The Estimate of Expense for the Part of the Undertaking relating to the Railway being Thirteen thousand two hundred Pounds, and for the Part of the Undertaking relating to the Pier or Jetty being Seven thousand Pounds, the Share Capital of the Company shall be Twenty-four thousand Pounds.

Shares.

V. The Number of Shares into which the Capital shall be divided shall be Two thousand four hundred, and the Amount of each Share shall be Ten Pounds.

Calls.

VI. The greatest Amount of any One Call which the Company may make on the Shareholders shall be Two Pounds, and Two Months at the least shall be the Interval between successive Calls; and Two  
Third

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Third Parts of the Amount of a Share shall be the utmost aggregate Amount of Calls to be made in any One Year upon any Share.

VII. The Company may borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Eight thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Twenty-four thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Power to borrow on Mortgage.

VIII. The Moneys by this Act authorized to be raised, whether by Shares, Mortgage, or Bond, shall be applied only in carrying into execution the Objects and Purposes of this Act.

Application of Capital.

IX. The Mortgagees of the Company may enforce the Payment of the Arrears of Interest, or the Arrears of Principal and Interest, due on such Mortgages, by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Principal Moneys due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Two thousand Pounds in the whole.

Arrears may be enforced by Appointment of a Receiver.

X. The First Ordinary Meeting of the Company shall be held within Three Months next after the passing of this Act, and the subsequent Ordinary Meetings shall be held in the Months of *February* and *August* in every Year.

First and other Meetings.

XI. Subject to the Provisions herein contained for reducing the Number of the Directors, the Number of the Directors shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares in the Undertaking.

Number and Qualification of Directors.

XII. It shall be lawful for the Company from Time to Time to reduce the Number of Directors, provided that the Number shall never be less than Three.

Power to reduce Number of Directors.

XIII. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act or any Number of them, or may elect a new Body of Directors, or Directors to supply the Place of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the First Ordinary Meeting to be held in every Year thereafter, the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation

First Directors to continue in Office until First Meeting after passing of Act.

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solidation Act, 1845," and in this Act mentioned; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead, in manner provided by "The Companies Clauses Consolidation Act, 1845," and by this Act, or either of them.

First Directors of Company.

XIV. The said *Thomas James Willis Fleming, Alfred Fowler, William Wilberforce Pearson, Charles Vic Ridout, John Vincent, and Thomas Webster*, shall be the First Directors of the Company.

Quorum.

XV. A Quorum of a Meeting of Directors shall be Three.

Power to make Railway according to deposited Plan.

XVI. It shall be lawful for the Company, subject to the Provisions in this and the recited Acts contained, to make and maintain the Railways and Pier or Jetty and other Works herein-after mentioned, with all proper Works, Approaches, Stations, and Conveniences connected therewith; (that is to say,)

A Railway commencing by a Junction with the *Gosport* Branch of the *London and South-western* Railway, near the *Gosport* Station thereof, in the Parish of *Alverstoke* in the County of *Hants*, and terminating at the Point marked A on the said Plans, at or near *Stokes Bay* in the same Parish and County, which said intended Railway and Works will be made in or pass through the said Parish of *Alverstoke*:

Also a Railway commencing by a Junction with the said *Gosport* Branch of the *London and South-western* Railway at or near the Road leading from *Forton Church* to *Alverstoke*, and terminating by a Junction with the first-mentioned intended Railway at a Point marked B upon the said Plans, which said last-mentioned intended Railway will, when made, be wholly in the said Parish of *Alverstoke*:

A Pier or Jetty in the said Parish of *Alverstoke*, commencing at or near the Terminus of the said Railway, at the said Point (A), and extending thence into the Sea at *Stokes Bay* aforesaid, and upon the Bed or Shore of the Sea, with all necessary Landing Places and Conveniences connected therewith.

Line of Railway and Works.

XVII. Subject to the Provisions in this and the Acts incorporated herewith contained, it shall be lawful for the Company to make and maintain the said Railway, with all proper Works, Stations, Approaches, and Conveniences connected therewith, in the Line and upon the Lands delineated on the said Plan and described in the said Book of Reference, and according to the Works defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purposes.

XVIII. Subject

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XVIII. Subject to the Provisions in this and the Acts incorporated herewith contained, it shall be lawful for the Company to make and maintain the Pier or Jetty in the Situations and upon the Lands delineated upon said Plans and described in the said Book of Reference, and according to the Levels described on the Sections and within the Limits shown on the said Plans to make and maintain all such Works and Conveniences as they may think necessary for the Purposes of the said Pier or Jetty, and to enter upon, take, and use such of the said Lands as they shall deem necessary for the Purposes aforesaid.

Company empowered to construct Pier according to deposited Plans.

XIX. Where the Railway crosses or is to cross the Two Creeks or Lakes called *Oyster Bed Lake* and *Stokes Lake*, between the *Gosport Station* and the Shore of *Stokes Bay*, the entire Length of the Crossings of such Two Creeks shall be upon open Pile Work, with Piers Thirty Feet apart, and the Soffit of the whole of each of the Viaducts shall not be less than Six Feet above High-water Mark at ordinary Spring Tides.

Crossings of Oyster Bed Lake and Stokes Lake to be on open Pile Work.

XX. The whole of the Pier or Jetty projecting into *Stokes Bay* below High-water Mark at ordinary Spring Tides shall be constructed of open Pile Work.

Pier to be on Pile Work.

XXI. Previously to commencing any Part of the Railway or the Pier or Jetty or any Work whatever below High-water Mark, the Company shall deposit at the Admiralty Office Plans, Sections, and Working Drawings of the same, and of the Works connected therewith, for the Approval of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty, and such Railway Pier or Jetty and Works shall be constructed only in accordance with such Approval; and when any such Railway Pier or Jetty or Works shall have been commenced or constructed it shall not be lawful for the Company at any Time to alter or extend the same without obtaining, previously to making any such Alteration or Extension, the like Consent or Approval, and if any such Part of the Railway or the Pier or Jetty or any such Work shall be commenced or completed, or be altered or constructed, contrary to the Provisions of this Act, it shall be lawful for the said Lord High Admiral, or the said Commissioners for executing the Office of Lord High Admiral, to abate, alter, and remove the same, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs of Suit.

Plans to be submitted to Admiralty before Commencement of Works.

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XXII. That

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Railway over  
Ordnance  
Lands to be  
upon Via-  
duct.

XXII. That in carrying the said Railway over the Lands belonging to Her Majesty's Ordnance, the same shall be constructed upon a Timber Viaduct, and in accordance with a Plan and Section thereof to be approved by the Engineer for the Time being of Her Majesty's said Board of Ordnance.

Admiralty  
may order  
local Survey  
at the Ex-  
pense of the  
Company.

XXIII. If at any Time or Times the said Lord High Admiral or the said Commissioners shall deem it expedient to order a local Survey and Examination of such Works, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and if not paid upon Demand may be recovered as a Debt due to the Crown, with the Costs of Suit, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Works aban-  
doned, &c.  
may be re-  
moved by  
Admiralty at  
the Expense  
of the Com-  
pany.

XXIV. If any Work to be constructed by the Company in the tidal Water, or if any Portion of the Work which affects any such Water or Access thereto, shall be abandoned or suffered to fall into Disuse or Decay, it shall be lawful for the said Lord High Admiral or the said Commissioners to abate and remove the same or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs.

Certain  
Road may be  
crossed on a  
Level.

XXV. The public Road numbered on the deposited Plan as follows may be crossed by the Railway on the Level; that is to say, Number 38, in the Parish of *Alverstoke*.

Company to  
erect Station  
or Lodge  
where Road  
crossed on  
the Level.

XXVI. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the before-mentioned Road shall be crossed on a Level, and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the Crossing of such Road as may from Time to Time be made by the Board of Trade; and if the Company shall fail to erect or at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

XXVII. The

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XXVII. The Board of Trade (if it shall appear to them necessary for the Public Safety at any Time either before or after the Railway hereby authorized to be made shall have been completed and opened for public Traffic) may require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry the herein-before mentioned Road either under or over the Railway by means of a Bridge or Arch instead of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossing.

Board of Trade may require Bridge instead of level Crossings.

XXVIII. The Quantity of Land to be purchased by the Company for extraordinary Purposes, as mentioned in the "Railway Clauses Consolidation Act," shall not exceed Two Acres.

Land for extraordinary Purposes.

XXIX. The Powers by this Act conferred for the compulsory Purchase of Lands shall not be exercised after the Expiration of One Year from the passing of this Act.

Powers for compulsory Purchases limited.

XXX. The Railway and Pier or Jetty shall be completed within Three Years from the passing of this Act, and on the Expiration of such Period the Powers of this or the said recited Acts granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised except as to so much of the Railway and Pier or Jetty as shall then be completed.

Period for Completion of Works.

XXXI. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth and Tenth Years of Her present Majesty, Chapter Twenty, a Sum of Nine hundred and ninety Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway Undertaking authorized by this Act, has been deposited with the Court of Chancery in *England* pursuant to the same Act in respect of the Application to Parliament for this Act: Notwithstanding anything contained in the said last-recited Act, the said Sum of Nine hundred and ninety Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivor or Survivors of them, unless the said Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction

Deposits in Court of Chancery to be forfeited to the Crown in a certain Event.

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Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, that the said Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares for the Purposes of the said Railway Undertaking, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of such Capital, and if the said Period shall expire before the said Company shall either have opened the said Railway for the public Conveyance of Passengers or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interests and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the Sum of Nine hundred and ninety Pounds shall have been executed by the said Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Nine hundred and ninety Pounds, if the said Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivor or Survivors of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Moneys to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid,



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aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

XXXII. The Communication between the Railway and the *London and South-western* Railway, and all such Openings in the Ledges or Flanches of that Railway as may be necessary or convenient for effecting such Communication, shall be made under the Direction and Superintendence of the principal Engineer for the Time being of the *London and South-western* Railway Company; and in case of any Difference arising as to the Mode of effecting such Communication, then the same shall be determined by a Referee, to be appointed at the Cost of the Company by the Board of Trade on the Application of either Company.

Communication with London and South-western Railway to be made under the Directions of their Engineer.

XXXIII. Nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company to take or enter upon any of the Lands belonging to the *London and South-western* Railway Company, or to alter, vary, or interfere with the *London and South-western* Railway, or any of the Works thereof, further or otherwise than is necessary for the convenient Junction and Intercommunication between that Railway and the Railway hereby authorized.

Not to take Lands, &c. of London and South-western Railway Company without Consent.

XXXIV. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the said last-mentioned Company otherwise than is herein expressly provided.

Saving the Rights of that Company.

XXXV. It shall be lawful for the Company to levy and demand Rates, Tolls, and Duties for the Use of the Railway not exceeding the following; (that is to say,)

Tolls.

In respect of the Tonnage of all Articles conveyed upon the Railway, or any Part thereof, as follows:

For Goods, &c.

For all Coals, Coke, Ironstone, Iron Ore, Pig Iron, Rod Iron, Bar Iron, Sheet Iron, Hoop Iron, Plates of Iron, Slabs, Billets, and Rolled Iron, Limestone, Lime, Bricks, Salt, Sand, Fire Clay, Cinders, Slag, and Stone, *per* Ton, Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton not exceeding Twopence:

For all Dung, Compost, and all Sorts of Manure, and for all undressed Materials for the Repairs of public Roads or Highways, and for heavy Iron Castings, including Railway Chairs, and for all Culm, Charcoal, and all Stones for building, pitching, and paving, all Tiles, Slates, and Clay (except Fire Clay), Sugar, Grain, Corn, Flour, Hides, Dye Woods, Earthenware, Timber, and Deals, Metals (except Iron), Nails, Anvils, Vices, and

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Chains,

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Chains, and for light Castings, and for all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, *per* Ton not exceeding Sixpence; and if conveyed in Carriages belonging to the Company, an additional Sum not exceeding Twopence:

And 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 not belonging to the Company, not exceeding One Shilling; and a Sum of Twopence for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which such Carriage may weigh:

Tolls for  
Passengers  
and Cattle.

In respect of Passengers and Animals conveyed in Carriages on the Railway, as follows:

For any Person conveyed in or upon any such Carriage, a Sum not exceeding Fourpence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Twopence:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, a Sum not exceeding One Shilling; and if conveyed in any Carriage belonging to the Company, an additional Sum not exceeding Fourpence:

For every Ox, Bull, Cow, or Neat Cattle, conveyed in or upon any such Carriage, not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Fourpence:

For every Calf or Pig, Sheep or Lamb, or other small Animal conveyed in or upon any such Carriage, not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Halfpenny.

Tolls for  
propelling  
Power.

XXXVI. The Toll which the Company may demand for the Use of Engines or other Power for propelling Carriages on the Railway shall not exceed One Third of the Sum herein-before allowed for the Use of the Railway for each Passenger, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations  
as to the  
Tolls.

XXXVII. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For a Fraction of a Ton the Company may demand Toll 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:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With

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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, and so in proportion for any smaller Quantity.

XXXVIII. And with respect to small Packages, and single Articles of great Weight, notwithstanding the Rate of the Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

Tolls for small Parcels and Articles of great Weight.

For the Carriage of small Parcels the Company may demand any Sum which they think fit, not exceeding the Rates following:

Not exceeding in Weight Seven Pounds, Threepence; exceeding Seven and not exceeding Fourteen Pounds, Fourpence; exceeding Fourteen and not exceeding Twenty-eight Pounds, Sixpence; exceeding Twenty-eight and not exceeding Fifty-six Pounds, Eightpence; exceeding Fifty-six and not exceeding Five hundred Pounds, such Sum as they think proper: Provided always, that Articles sent in large Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding One Shilling *per* Ton:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

XXXIX. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including the Tolls for the Use of the Railway and of Carriages and for locomotive Power, and for every other Expense incidental to such Conveyance, shall not exceed the following Sums:

Maximum Rate of Charges for Passengers.

For every Passenger conveyed in a First-class Carriage, the Sum of Sixpence; and for a Distance not exceeding One Mile, the Sum of Fourpence:

For every Passenger conveyed in a Second-class Carriage, the Sum of Fourpence; and for a Distance not exceeding One Mile, the Sum of Threepence:

For every Passenger conveyed in a Third-class Carriage, the Sum of Twopence; and for a Distance not exceeding One Mile, the Sum of One Penny:

Provided

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Provided always, that it shall be lawful for the Company, if they think fit, to take uniform Charges upon the whole or any Part of the Railway for the Conveyance of Passengers, but in such Case the maximum Rate of Charge upon the Conveyance upon the whole of the Railway shall not exceed the Sum of Sixpence for every Passenger conveyed in a First-class Carriage, the Sum of Fourpence for every Passenger conveyed in a Second-class Carriage, and the Sum of Twopence for every Passenger conveyed in a Third-class Carriage.

Maximum Rates of Charge for Cattle, Goods, &c.

XL. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rate of Charges to be made upon the Railway by the Company, including the Tolls for the Use of the Railway and Waggon or Trucks and locomotive Power, and every Expense incidental to such Conveyance, shall not exceed the following Sums :

For every Horse, or other Beast of Draught or Burden before classed with Horses, the Sum of Two Shillings :

For Cattle, the Sum of One Shilling *per* Head :

For Calves and Pigs, the Sum of Sixpence each :

For Sheep and small Animals, the Sum of Fourpence each :

For every Carriage, the Sum of Four Shillings :

For Coals, Coke, Ironstone, and other Articles herein-before classed therewith, the Sum of Sixpence *per* Ton :

For Manure, Culm, Cotton, and other Articles herein-before classed therewith, the Sum of Sixpence *per* Ton.

Restriction as to Charges not to apply to Special Trains.

XLI. Provided always, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Train that may be required to be run upon the Railway, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the said Railway.

Company may take increased Charges by Agreement.

XLII. Provided always, That nothing herein contained shall be held to prevent the Company from taking any increased Charges over and above the Charges herein-before limited for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods (except small Parcels) by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation thereto.

Passengers Luggage.

XLIII. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight

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Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

XLIV. It shall be lawful for the Company to demand and take for every Person using the Pier or Jetty at *Stokes Bay* aforesaid, or landing or embarking in any Boat or Vessel at or from the Pier or Jetty, or lading or unlading thereat any Goods, Articles, or Things, any Sum or Sums not exceeding the Rates following; (that is to say,) Rates for Use  
of Pier.

For every Passenger, inclusive of his Luggage or Market Goods, not exceeding One Hundredweight, Sixpence :

For every Coach, Chariot, Phaeton, or other such like Carriage, drawn by Two or more Horses, Two Shillings :

For every Gig or Carriage drawn by One Horse, One Shilling :

For every Waggon, Cart, Van, or other such Carriage, Two Shillings :

For every Horse or Mule, One Shilling :

For every Ass or Calf, Threepence :

For every Ox, Bull, Cow, or Bullock, Sixpence :

For every Sheep or Lamb, Pig or Dog, One Penny :

For Corn, Flour, Grain, and Seeds, in Sacks, *per* Sack, Threepence :

The same Articles in Bulk, *per* Last, Threepence :

Meat and Fish, Fruit and Vegetables, *per* Hamper or Sack, Threepence :

All other Goods, *per* Cwt. Threepence :

For every Boat or Vessel making fast to the Pier or Jetty, remaining there for more than One Quarter of an Hour, One Farthing *per* Ton for every Quarter of an Hour during which the Vessel was so made fast thereto.

XLV. It shall be lawful for the Company to erect or provide such Cranes, Weighing and other Machines, Conveniences, Weights, and Measures upon the Pier or Jetty and Landing Places to be constructed or maintained by them under the Provisions of this Act as they may think necessary for loading, unloading, measuring, and weighing any Goods, Articles, or Things landed at or delivered from such Pier, Jetty, or Landing Place, of which Cranes, Weighing and other Machines any Person or Persons shall, subject to the Regulations established by the Company, be entitled to have the Use and Benefit who may have Occasion so to do, and the said Company shall and lawfully may charge and take for the Use thereof the Rates or Charges following; (that is to say,) Cranes,  
Weighing  
Machines,  
&c.

For the Use of Crane and Labourage on Goods not weighing above Five Tons, the Sum of Eightpence for each and every Ton, and so in proportion for a less Quantity than a Ton :

All Packages weighing less than Five Hundredweight to be charged as Five Hundredweight :

Which Rates are to include the Labourage of Persons to be provided by the said Company to work the said Cranes.

[*Local.*]

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XLVI. It

*The Stokes Bay Railway and Pier Act, 1855.*

Power to enter into Arrangements with Ryde Pier Company.

XLVI. It shall be lawful for the Company to make and enter into such Arrangements with the *Ryde Pier Company* for the landing and embarking of Passengers Luggage, Goods, and other Articles and Things, and the Passage of the same along the *Ryde Pier*, as may be mutually agreed upon.

Company not to provide Life Boats.

XLVII. Notwithstanding anything in "The Harbours, Docks, and Piers Clauses Act, 1847," contained, it shall not be necessary for the Company to provide Life Boats.

Interest not to be paid on Calls paid up.

XLVIII. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Deposit for future Bills not to be paid out of the Company's Capital.

XLIX. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament now in force or hereafter to be in force may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Railway not exempt from Provisions of present and future General Acts.

L. Nothing herein contained shall be deemed or construed to exempt the Railway or the Company from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration under the Authority of Parliament of the maximum Rates of Fares and Charges authorized by this Act, or of the Rates for small Parcels.

Pier or Jetty not exempt from Provisions of future General Acts.

LI. Nothing in this Act contained shall be deemed or taken to exempt the Pier or Jetty or the Company from the Provisions of any General Act relating to Piers or Dues on Shipping which may be passed during the present or any future Session of Parliament, or from any future Revision or Alteration under the Authority of Parliament of the Tolls, Rates, Dues, or Duties by this Act authorized.

LII. That

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*The Stokes Bay Railway and Pier Act, 1855.*

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LII. That nothing contained in this Act or in the Acts herein referred to shall extend to authorize the said Company to purchase, take, use, or otherwise interfere with any Lands, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to Her Majesty in right of her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, first had and obtained for that Purpose, and which such Commissioner or Commissioners is and are hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities which now are or hereafter may be vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Saving  
Rights of the  
Crown.

LIII. All the Costs, Charges, and Expenses of and attending the passing of this Act, or incident thereto, shall be paid by the Company.

Expenses of  
Act.

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