



ANNO TRICESIMO & TRICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. cvi.

An Act for vesting in the *Caledonian Railway Company* the Undertaking of the Company of Proprietors of the *Forth and Clyde Navigation*, and for other Purposes. [20th June 1867.]

WHEREAS by "The *Caledonian Railway Act*, 1845," the *Caledonian Railway Company* (herein-after called "the Company") were incorporated: And whereas by an Act passed in the Fourth and Fifth Years of the Reign of Her present Majesty, intituled *An Act to consolidate, amend, and enlarge the Powers and Provisions of the several Acts relating to the Forth and Clyde Navigation*, the Company of Proprietors of the *Forth and Clyde Navigation* (herein-after called "the Canal Company") were re-incorporated, and vested with the whole Undertaking of the Company of Proprietors of the *Forth and Clyde Navigation* incorporated by an Act passed in the Eighth Year of the Reign of His Majesty King *George* the Third, and dissolved by the second-recited Act: And whereas an Act was passed in the Fifth Year of the Reign of Her present Majesty, intituled *An Act for altering and amending an Act of the Fourth and Fifth Year of Her present Majesty, intituled 'An Act to consolidate, amend, and enlarge the Powers and Provisions of the several Acts relating to the Forth and Clyde*

8 & 9 Vict.
c. clxii.

4. & 5 Vict.
c. lv.

5 & 6 Vict.
c. xli.

[Local.]

18 L

' Navigation;'

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‘*Navigation;*’ for enlarging and making Reservoirs for better supplying the said Navigation with Water; and for enabling the Company of Proprietors of the said Navigation to purchase and acquire the Forth and Cart Junction Canal, under the Powers of which Act the Forth and Cart Junction Canal, authorized by an Act passed in the Sixth Year of the Reign of His Majesty King William the Fourth, was acquired by the Canal Company: And whereas an Act was passed in the Eighth Year of the Reign of Her present Majesty, intituled *An Act for altering and enlarging the Powers and Provisions of the Acts relating to the Forth and Clyde Navigation;* and another Act was passed in the Eighth and Ninth Years of the Reign of Her present Majesty, intituled *An Act for altering and amending certain Acts relating to the Forth and Clyde Navigation and the Edinburgh and Glasgow Union Canal, and for forming a Junction between the said Navigation and Canal:* And whereas by “The Forth and Clyde and Monkland Navigation Junction Act, 1846,” there was vested in the Canal Company the Monkland Navigation, authorized by an Act passed in the Tenth Year of the Reign of His Majesty King George the Third, as amended and enlarged by Acts passed respectively in the Thirtieth and the Fifty-third Years of the Reign of His said Majesty, and the Fourth and Fifth and the Ninth Years of the Reign of Her present Majesty: And whereas by an Act passed in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act to enable the Company of Proprietors of the Forth and Clyde Navigation to extend and enlarge the Basin at Bowling Bay, and to make and maintain certain other Works in connexion therewith, and to alter and amend the Acts relating to the said Navigation;* and by “The Forth and Clyde Navigation and Airdrie and Coatbridge Water Act, 1848;” “The Forth and Clyde Navigation Amendment Act, 1850;” “The Forth and Clyde Navigation Amendment Act, 1852;” “The Forth and Clyde Navigation Amendment Act, 1859;” and “The Forth and Clyde Navigation (Capital) Act, 1866,” the Powers of the Canal Company were amended and enlarged: And whereas the Capital Stock of the Canal Company amounts, as declared in the last-recited Act, to One million one hundred and forty-one thousand three hundred and thirty-three Pounds Six Shillings and Eightpence, and the Canal Company were by that Act authorized to borrow on Mortgage, in addition to the Sum of One hundred and thirty-nine thousand one hundred Pounds then already borrowed, and the Sum of Two thousand and sixty-six Pounds Thirteen Shillings and Fourpence previously authorized to be borrowed, any further Sums not exceeding in the whole the Sum of One hundred and eight thousand eight hundred and thirty-three Pounds Six Shillings and Eightpence, making a total Amount of

Two

6 & 7 W. 4.
c. li.

8 & 9 Vict.
c. iii.

8 & 9 Vict.
c. cxlviii.

9 & 10 Vict.
c. cxlvii.

10 G. 3.

c. cv.

30 G. 3.

c. lxxiii.

53 G. 3.

c. lxxv.

4 & 5 Vict.

c. liv.

9 & 10 Vict.

c. xi.

9 & 10 Vict.

ccclxxxiv.

11 & 12 Vict.

c. xli.

13 & 14 Vict.

c. xxvii.

15 & 16 Vict.

c. xlv.

22 & 23 Vict.

c. xxxii.

29 & 30 Vict.

c. cclvi.

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Two hundred and fifty thousand Pounds borrowed and authorized to be borrowed by the Canal Company: And whereas the Canal Company, as Owners of the said *Monkland* Navigation, have acquired the *Drumpeller* Railway authorized by an Act passed in the Sixth and Seventh Years of the Reign of Her present Majesty, as continued and amended by "The *Drumpeller* Railway Amendment Act, 1848:" And whereas the Canal Company, under the Powers of the second-recited Act, have constructed a Line of Railway to their Harbour at *Grangemouth*, known as the *Grangemouth Branch* Railway: And whereas the public Convenience and Accommodation would be greatly increased and improved if the Undertakings of the Canal Company and of the Company were united and managed as One System, and the Two Companies have agreed upon the Terms on which such Union should be effected, and for accomplishing that Purpose it is expedient that the Undertaking of the Canal Company should be transferred to the Company under the Authority of Parliament: And whereas it would be convenient for the Purpose aforesaid that the Canal Company should be dissolved, and re-incorporated with the Powers and Privileges herein-after provided: But these Objects cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

6 & 7 Vict.
c. lxiii.
11 & 12 Vict.
c. liii.

1. This Act may be cited for all Purposes as "*The Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867.*"

Short Title.

2. Part V. (relating to Amalgamation) of "The Railways Clauses Act, 1863," is (except where expressly varied by this Act) incorporated with and forms Part of this Act, and shall apply to the Company and to the Canal Company as if both those Companies were Railway Companies, and were amalgamated by this Act; the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," with respect to the borrowing of Money by the Company on Mortgage or Bond, and with respect to the Conversion of the borrowed Money into Capital, and Part III. (relating to Debenture Stock) of "The Companies Clauses Act, 1863," are (except where expressly varied by this Act) incorporated with and form Part of this Act, and shall apply to the *Caledonian* Railway Company; and the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, the Transfer or Transmission of Shares, the Consolidation of the Shares into Stock, the General Meetings of the Company, and the Exercise of the

8 & 9 Vict.
c. 17. and
26 & 27 Vict.
c. 92. incor-
porated.

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the Right of voting by the Shareholders, the Appointment and Rotation of Directors, the Powers of the Directors, and the Powers of the Company to be exercised only in General Meetings, the Proceedings and Liabilities of the Directors, the Appointment and Duties of Auditors, the Accountability of the Officers of the Company, the keeping of Accounts, and the Right of Inspection thereof by the Shareholders, the making of Dividends, the making of Bye-laws, the Settlement of Disputes by Arbitration, the giving of Notices, the Recovery of Damages not specially provided for, and the Provision to be made for affording Access to the Special Act by all Parties interested, are (except where expressly varied by this Act) incorporated with and form Part of this Act, and shall apply to the *Forth and Clyde* Navigation Guaranteed Company incorporated by this Act.

Interpre-
tation of
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless otherwise provided in this Act, or unless there be something in the Subject or Context repugnant to such Construction; the Expression "the Company" shall mean the *Caledonian* Railway Company; the Expression "the Canal Company" shall mean the Company of Proprietors of the *Forth and Clyde* Navigation incorporated by the second-recited Act; and the Expression "the Guarantee Company" shall mean the *Forth and Clyde* Navigation Guaranteed Company incorporated by this Act; in Part V. of "The Railways Clauses Act, 1863," as incorporated with this Act, the Expression "the amalgamated Company" shall mean the *Caledonian* Railway Company, and the Expression "the dissolved Company" shall mean the Company of Proprietors of the *Forth and Clyde* Navigation incorporated by the second-recited Act, and dissolved by this Act; in the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," and of "The Companies Clauses Act, 1863," applied by this Act to the *Caledonian* Railway Company, the Expression "the Company" shall mean that Company, and the Expression "the Undertaking" shall mean the Undertaking of that Company, including the Undertaking of the Canal Company transferred by this Act; in the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," applied by this Act to the Guaranteed Company, the Expression "the Company" shall mean that Company; and in all the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," and of "The Companies Clauses Act, 1863," as applied by this Act to the Company or to the Guaranteed Company, as the Case may be, the Expression "the Special Act" shall mean this Act.

4. The

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4. The Undertaking of the Canal Company which is by this Act transferred to the Company is hereby declared to comprehend all the Lands, Works, and Property, Powers, Rights, and Privileges, vested in or belonging to or conferred on and exerciseable by the Canal Company by or under the Provisions of the several Acts hereinbefore recited (excepting the first-recited Act) or otherwise howsoever, including the Canals known as the *Forth and Clyde Canal*, with its Branch to *Port Dundas*, and the collateral Cut therefrom to the *Monkland Canal*, the *Monkland Canal*, and the *Forth and Cart Junction Canal*, and the Railways known as the *Drumpeller Railway* and the *Grangemouth Branch Railway*, together with all the Harbours, Basins, Docks, Wharves, Quays, Reservoirs, Aqueducts, Feeders, Locks, Towing-paths, Tunnels, Embankments, Culverts, Weirs, Drains, Soughs, Roads, Bridges, Streets, Stations, Tramways, Sidings, Warehouses, Toll Houses, Dwelling Houses, Buildings, Weighing Machines, Engines, Machinery, and other Works and Conveniences, Lands, Superiorities, Feu Duties and Ground Rents, Boats, Plant, Stores, Goods, Documents, and Effects, and all Monies, Debts, and Claims, existing, future, and contingent, belonging and owing to or vested in the Canal Company or any Person or Persons for their Behoof, or to which the Canal Company have Right, or hereafter would have become entitled if this Act had not been passed, and all the Rights, Powers, and Privileges of that Company, as well with reference to the Management, Maintenance, Working, and Use of their Undertaking, the borrowing of Monies, the purchasing of Lands and Houses, the Construction or Completion of Works, and the fixing and levying of Tolls, Rates, and Duties, as with reference to all other Matters whatsoever: Provided always, that the Sum of Forty thousand eight hundred and fifty-seven Pounds One Shilling and Ninepence, being the agreed on Amount of surplus Monies of the Canal Company as on the Thirty-first Day of *March* One thousand eight hundred and sixty-seven, with Interest, as herein-after mentioned, shall not be included in the Undertaking by this Act transferred to the Company, but shall remain the Property of the Shareholders of the Canal Company as incorporated by this Act, under the Name of the *Forth and Clyde Navigation Guaranteed Company*, and shall, so far as not retained by the Persons who at the Date of the passing of this Act are the Governor, Deputy Governor, and Council of the Canal Company, as Directors of the Guaranteed Company, and for Behoof of the registered Shareholders thereof, (which they are hereby authorized, if they think fit, to do out of any Monies available for that Purpose,) be accounted for and paid over by the Company to the Guaranteed Company on the Eleventh Day of *November* One thousand eight hundred and sixty-seven, with Interest at the Rate of Four and One Half

Defining
Undertaking
of Canal
Company.

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Half *per Centum per Annum* from the Thirty-first Day of *March* One thousand eight hundred and sixty-seven till the said Eleventh Day of *November* in that Year, and at the Rate of Five *per Centum per Annum* thereafter.

Dissolution
of Canal
Company,
and Trans-
ference of
their Under-
taking to the
Company.

5. On the passing of this Act, the Canal Company shall be and is hereby dissolved, and the Undertaking of the Canal Company is hereby transferred to and vested in the Company, subject always to the real Lien thereon herein-after mentioned: Provided always, and it is hereby enacted, that within Six Months next after the passing of this Act the Company shall produce to the Commissioners of Inland Revenue either a Conveyance by the Canal Company of their Undertaking in favour of the Company, stating fully and truly the Consideration, and duly stamped with the full and proper *ad valorem* Stamp Duty in respect of such Consideration, or a Copy of this Act, printed by Her Majesty's Printers, and duly stamped with an *ad valorem* Stamp Duty of the same Amount as would have been payable in respect of such Conveyance; and if the Company shall not within the said Period of Six Months produce to the said Commissioners such Conveyance, or such Copy of this Act, duly stamped as aforesaid, the said *ad valorem* Stamp Duty shall be recoverable from the Company, with full Costs of Suit, and all Charges attending the same.

Limiting
Tolls.

6. It shall not be lawful for the Company to demand or recover, in respect of the Passage of any Goods, Minerals, or other Articles conveyed along the *Forth and Clyde* Canal, the *Monkland* Canal, or the *Forth and Cart Junction* Canal, or any Part thereof, higher Rates of Toll than those set forth as applicable to such Goods, Minerals, and other Articles respectively in the Portions of the Schedule (A.) annexed to this Act relating to such respective Canals, nor to demand or recover in respect of the Passage of Coal and Dross conveyed along the *Drumpeller* Railway from *Nackerty* Pit Siding or intermediate Places to the *Monkland* Canal higher Tolls than Twopence Halfpenny *per Ton* in full of Toll and Haulage: Provided always, that in calculating any such Tolls a Fraction of a Mile shall be reckoned an entire Mile, and that a Fraction of a Ton shall be reckoned according to the Number of Quarters of a Ton contained therein, and that a Fraction of a Quarter of a Ton shall be deemed a Quarter of a Ton.

Confirming
Agreement
between
Company
and North

7. Whereas an Agreement has been entered into between the Company and the *North British* Railway Company with respect to the Use for the Traffic of the *North British* Railway Company of the Undertaking of the Canal Company by this Act transferred
to

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to the Company, and the Management of a certain Portion of that Undertaking, and certain reciprocal Powers over a Part of the Undertaking of the *North British* Railway Company, of which Agreement a Copy is contained in the Schedule (B.) to this Act annexed; and the said Companies are desirous and it is expedient that the said Agreement should be confirmed: Therefore the said Agreement shall be and the same is hereby sanctioned and confirmed, and shall be carried into effect by the said Companies respectively.

British
Railway
Company.

8. Nothing contained in this Act, or in the Agreement between the Company and the *North British* Railway Company confirmed by this Act, shall prejudice or affect any of the Provisions of "The *Clyde* Navigation Consolidation Act, 1858," or any of the Rates now leviable by the Trustees of the *Clyde* Navigation.

Reserving
Rights of
Trustees of
Clyde Navigation.

9. The Company may from Time to Time borrow on Mortgage, in addition to the Amount which they are or may be authorized to borrow by any other Act of Parliament, any Sum not exceeding in the whole Two hundred and fifty thousand Pounds, including therein any Sums borrowed on Mortgage by the Canal Company and at the Time remaining unpaid: Provided that all Mortgages issued under the Powers of this Act shall be a Charge upon the whole of the Company's Undertaking, including the Undertaking of the Canal Company by this Act transferred to them, without any Priority *inter se* on account of the Date thereof or otherwise.

Power to
borrow on
Mortgage.

10. The Mortgagees of the Company may enforce Payment of Arrears of Interest or Principal, or Principal and Interest, due on their Mortgages, by the Appointment of a Judicial Factor; and in order to authorize the Appointment of a Judicial Factor in respect of Principal, or Principal and Interest, the Amount owing to the Mortgagees by whom the Application for a Judicial Factor is made shall not be less than Ten thousand Pounds in the whole.

Arrears may
be enforced
by Appointment
of a
Judicial
Factor.

11. All Mortgages and Bonds granted by the Company, in pursuance of the Powers of any Act of Parliament, before the passing of this Act, and which shall be subsisting at the Time of the passing thereof, shall during the Continuance of such Mortgages and Bonds have Priority, as respects that Portion of the Company's Undertaking upon which they are charged, over any Mortgages to be granted by virtue of this Act.

Existing
Securities
to have
Priority.

12. The Company may create and issue Debenture Stock.

Debenture
Stock.

13. All

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Application
of borrowed
Monies.

13. All Monies raised by borrowing on Mortgage, or by issuing Debenture Stock, under the Powers of this Act, shall be applied to the Payment of Monies borrowed on Mortgage by the Canal Company, and to the Execution of Works in connexion with their Undertaking by this Act transferred to the Company, and over which the Lien of the Guaranteed Company as herein-after provided shall extend, and to those Purposes only.

Incorpo-
ration of
Guaranteed
Company.

14. Upon the passing of this Act the several Persons who shall then be the registered Proprietors or entitled to be registered as Proprietors of the Capital Stock of the Canal Company shall be united into a Company, and incorporated by the Name of "The *Forth and Clyde* Navigation Guaranteed Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and may exercise all the Powers conferred on them by this Act, and by the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," applied to them by this Act.

Capital of
Guaranteed
Company.

15. The Capital Stock of the Guaranteed Company shall be of the nominal Amount of One million one hundred and forty-one thousand three hundred and thirty-three Pounds Six Shillings and Eightpence; and every Person who immediately before the passing of this Act was the registered Proprietor, or entitled to be registered as Proprietor, of any Portion of the Capital Stock of the Canal Company, shall be entitled to and shall be registered as Proprietor of an equal nominal Amount of the Capital Stock of the Guaranteed Company, which shall be deemed to be fully paid up; and the Guaranteed Company shall issue to each such Person a Certificate of the Amount of Stock of which he shall be so registered as Proprietor.

Stock of
Guaranteed
Company to
be subject to
same Trusts,
&c. as Stock
of Canal
Company for
which it is
substituted.

16. The several Portions of the Capital Stock of the Guaranteed Company to which the Proprietors of the Capital Stock of the Canal Company are respectively entitled, under the Provision herein-before contained, in substitution for the Portions of such last-mentioned Stock of which they were Proprietors immediately before the passing of this Act, shall be and are hereby declared to be respectively subject to the same Trusts, Powers, Provisoes, Agrèements, Declarations, Liens, Charges, and Incumbrances as the corresponding Portions of the Capital Stock of the Canal Company for which such Portions of the Capital Stock of the Guaranteed Company are so substituted respectively; and no Will or Testamentary Disposition of or affecting any Portion of the Capital Stock of the
Canal

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Canal Company shall be revoked or affected by reason of such Substitution.

17. The First Ordinary Meeting of the Guaranteed Company shall be held in the Canal House at Glasgow at Twelve o'Clock Noon on the Fourth Wednesday after the passing of this Act, and the subsequent Ordinary Meetings of the Guaranteed Company shall be held in the Months of October and April in every Year, and the Directors of the Guaranteed Company shall have Power from Time to Time to fix the Day, Hour, and Place of holding such subsequent Meetings.

Ordinary Meetings of Guaranteed Company.

18. The Quorum of every General Meeting of the Guaranteed Company shall be Ten Shareholders holding in the aggregate not less than Twenty thousand Pounds in the Capital Stock of that Company.

Quorum of General Meetings.

19. At all General Meetings of the Guaranteed Company every Shareholder shall have One Vote for each One hundred Pounds held by him in the Capital Stock of that Company.

Voting.

20. The Number of Directors of the Guaranteed Company shall from and after the First Ordinary Meeting of that Company be Five; and the Qualification of a Director shall be the Possession in his own Right of not less than One thousand Pounds in the Capital Stock of the said Company.

Number and Qualification of Directors.

21. The Quorum of a Meeting of Directors of the Guaranteed Company shall be Three.

Quorum of Directors.

22. The Persons who immediately before the passing of this Act were the Governor, Deputy Governor, and Members of Council of the Canal Company shall be the First Directors of the Guaranteed Company, and shall continue in Office until the First Ordinary Meeting of that Company held after the passing of this Act, and at that Meeting the Shareholders present in person or by proxy may either continue in Office any of the Directors appointed by this Act, 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, if qualified, eligible for Re-election; but the Number of Directors, whether continued or elected, shall not at any Time exceed Five; and at the First Ordinary Meeting of the Guaranteed Company to be held in every Year after the First Ordinary Meeting the Shareholders present in person or by proxy shall elect Persons to supply the Places of the Directors then retiring from Office agreeably

First Directors.

Election of Directors.

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to the Provisions in "The Companies Clauses Consolidation (*Scotland*) Act, 1845," contained; 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 same Act.

Auditor.

23. There shall be One Auditor of the Guaranteed Company, and it shall not be necessary for him to be a Shareholder in that Company.

Power to close Register of Transfers.

24. The Directors of the Guaranteed Company shall have Power to close the Register of Transfers of Stock in that Company for a Period not exceeding Fourteen Days preceding the Date fixed by them for Payment of any Dividend, in like Manner and to the same Effect as in the Case of a General Meeting.

Expenses of Guaranteed Company.

25. All the Costs, Charges, and Expenses of the Guaranteed Company, and incident to the Management thereof, shall be borne and defrayed by that Company out of the Funds belonging to them.

Fixed Annuity to be paid to Guaranteed Company.

26. In consideration of the Transfer by this Act effected of the Undertaking of the Canal Company to the Company, the Company shall, as from the Thirty-first Day of *March* One thousand eight hundred and sixty-seven, pay in perpetuity to the Guaranteed Company, for Behoof of the registered Shareholders thereof, a fixed Annuity of Seventy-one thousand three hundred and thirty-three Pounds Six Shillings and Eightpence, payable in equal Moieties on the Tenth Day of *November* in each Year in respect of the Six Months ending on the Thirtieth Day of *September* next preceding such Day of Payment, and on the Fourteenth Day of *May* in each Year in respect of the Six Months ending on the Thirty-first Day of *March* next preceding such Day of Payment, with Interest at the Rate of Five *per Centum per Annum* from the Date on which each such Moiety is payable till paid, the first of such Payments to be made on the Tenth Day of *November* One thousand eight hundred and sixty-seven; and the Acknowledgment of any such Payment, under the Hands of any Two Directors and of the Secretary of the Guaranteed Company, duly stamped as a Receipt, shall be a sufficient Discharge therefor to the Company.

Reserving existing Priorities.

27. The said fixed Annuity shall, without Prejudice to the Lien herein-after provided, be postponed to the Annuities and other annual Sums of Money payable by the Company to the several Companies whose Undertakings have been purchased or taken on Lease or otherwise acquired by the Company, under the Authority of any Act

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Act of Parliament prior to the passing of this Act, and to the Dividends on the Guaranteed and Preference Shares and Stock in the Company created prior to the passing of this Act, but shall be paid preferably to any Dividend on the Ordinary Shares and Stock in the Company.

28. So soon as convenient after Receipt from the Company of the Proportion of the said fixed Annuity due for any Half Year the Directors of the Guaranteed Company shall, on a Day to be fixed by them, divide and pay, rateably among and to the several registered Holders of the Capital Stock of that Company, the Proportion of Annuity so received, after deducting therefrom the Expenses of the Guaranteed Company for such Half Year, so far as not otherwise provided for.

Apportionment of Annuity.

29. The Guaranteed Company shall have a real Lien and Security for Payment to them of the said fixed Annuity over all the Works, Lands, and Heritages comprised in the Undertaking of the Canal Company transferred to the Company by this Act (other than superfluous Lands), and the whole Revenues of the said Undertaking, and also over all Lands which shall be acquired and Works which shall be executed by means of Monies borrowed by the Company under the Powers of this Act, and the Revenues arising therefrom, which Lien shall be postponed only to the Mortgages granted by the Canal Company as aforesaid, and to any Mortgages and Debenture Stock which may be granted and issued by the Company under the Authority of this Act.

Guaranteed Company to have a Lien over Canal Undertaking.

30. It shall be lawful for the Guaranteed Company to render effectual their said Lien and Security in the event of any Half Year's fixed Annuity, or any Part thereof, or any Interest due thereon, not having been paid within the Period of Six Weeks after the Day on which such Half Year's Annuity shall have become payable, by the Appointment in manner after mentioned of a Judicial Factor.

Lien may be enforced by the Appointment of a Judicial Factor.

31. The Application for the Appointment of such Judicial Factor shall be made by summary Petition to the Court of Session, or, in Time of Vacation, to the Lord Ordinary on the Bills, in Name of the Guaranteed Company; and the Court of Session or the Lord Ordinary on the Bills, as the Case may be, is hereby authorized and required, on such Application being made, to appoint some Person as Judicial Factor to the Effect and with the Powers herein-after mentioned, unless previously to the said Application being advised the Amount of the said fixed Annuity then due, with any Interest due thereon, shall have been paid, or unless the Court or

Mode of Appointment of Judicial Factor.

Lord

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Lord Ordinary, as the Case may be, shall be satisfied that Consignation should under the Circumstances be accepted in lieu of Payment, and such Consignation shall be made accordingly; and a certified Copy of the Interlocutor making such Appointment shall be a sufficient Warrant for the Judicial Factor thereby appointed entering upon his Office; and the said Interlocutor shall be subject to Review or Appeal, but the Presentation of a Reclaiming Note or Petition of Appeal shall not have the Effect of suspending the Operation of the Judicial Factor's Appointment or Powers.

Powers and
Duties of
Judicial
Factor.

32. The Judicial Factor so appointed, on finding Security in common Form, shall be entitled to collect the Revenues of the Undertaking of the Canal Company by this Act transferred to the Company, and of any other Works over which the said Lien and Security shall extend as aforesaid, and after defraying therefrom the working Expenses applicable to the said Undertaking and Works, including Feu Duties and other Charges usually and properly charged to the Debit of Revenue Account, and the Interest payable upon the Mortgages granted by the Canal Company as aforesaid, and upon any Mortgages and Debenture Stock which may be granted or issued by the Company under the Powers of this Act, to apply the Balance for the Use and Behoof of the Guaranteed Company; and such Judicial Factory shall continue, not only until all Arrears of Annuity due at the Date of the Appointment of such Judicial Factor, with Interest and Costs, including the Charges of collecting the Revenue as aforesaid, shall have been paid, but until any Half Year's Annuity which may become due or current during his Continuance in Office, with Interest, shall have been paid, or secured by Consignation as after mentioned.

Company
may, on Pay-
ment and
Consigna-
tion, apply to
Court to re-
call Factory.

33. It shall be in the Power of the Company, at any Time, by Payment of all Arrears of Annuity due at the Date of the Appointment of such Judicial Factor, with Interest thereon, and of any Annuity and Interest which may have become due after his Appointment, and by consigning in One of the Chartered Banks in *Scotland* the full Amount of the Annuity for the Half Year which shall be current at the Time, and which will become due at the then next ensuing Term of Payment, together with such Sum as the Court of Session, or, in Time of Vacation, the Lord Ordinary on the Bills, may fix as sufficient to meet the Charges and Costs as aforesaid, to apply to the Court or Lord Ordinary on the Bills to recall the aforesaid Appointment of the Judicial Factor, and to declare his Power to have ceased, and the Court or Lord Ordinary on the Bills, as the Case may be, may, on finding that such Payment and Consignation have been made, recall the Appointment accordingly.

34. It

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34. It shall not be lawful for the Company to prejudice the Lien or Security held by the Guaranteed Company, by altering, without reasonable Cause, the Tolls on the Undertaking and Works over which the said Lien shall extend as aforesaid, or by removing or withdrawing; without reasonable Cause, any Boats, Engines, Carriages, Waggon, or other Plant usually employed by the Company upon the said Undertaking and Works; and it shall be competent for the Court of Session and Lord Ordinary on the Bills respectively, and they are hereby required, from Time to Time to confer such special Powers on the Judicial Factor as may be necessary to render this Provision effectual.

Company re-
strained from
defeating
Lien.

35. In the event of a Judicial Factor having been appointed as aforesaid, it shall be lawful for the Guaranteed Company, in order to enable their Lien or Security to be more easily enforced, to require the Directors of the Company to keep, and upon the said Requisition being made the Directors of the Company shall keep, during the Subsistence of the said Judicial Factory, at the Expense and in the Books of the Company, separate detailed Accounts of the gross Revenue drawn from the Undertaking and Works over which such Lien shall extend as aforesaid, and of the working Expenses and other annual Charges incurred in respect of the said Undertaking and Works, including so much of the general Charges of the Company as is reasonably applicable to the said Undertaking and Works; and the Judicial Factor and the Guaranteed Company, by their Directors or Officers, or by an Accountant nominated in Writing by such Directors for that Purpose, shall be entitled at all Times to examine and check the Accounts so kept in the Books of the Company, and all Vouchers and Entries in the Company's Books connected therewith, and to enforce in the most summary Way Compliance with the Provisions herein-before contained for keeping such Accounts.

Directors
to keep
Accounts of
Revenues
and working
Expenses of
Canal Un-
dertaking
during
Factory.

36. The Directors of the Company shall also at all other Times, upon being required by the Guaranteed Company, keep in the Books of the Company, for such Period as may be specified in such Requisition, but always at the Expense of the Guaranteed Company, separate Accounts of Revenue and working Expenses as aforesaid; and such Accounts, and the Vouchers and Entries in the Company's Books connected therewith, may be examined and checked, and Compliance with this Provision enforced, in the Manner herein-before provided with respect to the Accounts to be kept during the Subsistence of such Judicial Factory as aforesaid, and the Vouchers and Entries connected therewith.

Directors on
Requisition
to keep Ac-
counts at
Expense of
Guaranteed
Company.

[Local.]

18 O

37. A Copy

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Copy of Accounts to be rendered to the Guaranteed Company, and adjusted.

37. A Copy of the said Accounts of Revenue and working Expenses for each Half Year ending on the Thirty-first Day of *March* and Thirtieth Day of *September* respectively shall, in the Event and during the Periods aforesaid, be rendered, within One Month of the said Dates respectively, by the Company to the Judicial Factor or the Guaranteed Company, as the Case may be; and in case any of the said Accounts are objected to in Writing by the Judicial Factor or by the Guaranteed Company within One Month after the same have been rendered, the Dispute shall be immediately referred to and be summarily decided by the Auditor of the Guaranteed Company, and by One of the Auditors of the Company to be selected by them, as Joint Arbiters, or by an Umpire to be named by the Sheriff of the County of *Lanark* on the Application of the Company or of the Judicial Factor or of the Guaranteed Company, with Power to such Umpire to act in case the Arbiters cannot agree within a Time to be limited by the said Sheriff; and the Decision of such Arbiters or Umpire, as the Case may be, shall be final and conclusive.

Appropriation of Revenue since 31st March 1867.

38. The Revenue of the Canal Company accrued and earned between the said Thirty-first Day of *March* One thousand eight hundred and sixty-seven and the passing of this Act, including therein such Proportion of all Basin Dues, Feu Duties, Ground Rents, Store, Land, House, and other Rents, and Mineral Rents and Royalties, payable to the Canal Company in respect of any Period current at that Day, as shall correspond to the Proportion of that current Period which had not then elapsed, subject to Deduction of all working Expenses and other Outgoings chargeable against the Revenue of the Canal Company accrued and earned between the Thirty-first Day of *March* One thousand eight hundred and sixty-seven and the passing of this Act, including therein such Proportion of all Feu Duties, Ground Rents, Interests, Public Burdens, Rates, and Taxes payable by the Canal Company in respect of any Period current at the last-mentioned Day as shall correspond to the Proportion of that current Period which had not then elapsed, shall belong to the Company.

For Maintenance of the Navigation.

39. The Company shall at all Times keep the Canals transferred to them by this Act open and navigable for all Persons desirous to use and navigate the same, subject to the Terms and Conditions of the Acts of Parliament relating to the said Canals respectively, and shall at all Times keep the said Canals and the Works connected therewith well and sufficiently repaired, supported, dredged, cleansed, scoured, and maintained in good Order and Condition, unavoidable
Stoppage

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Stoppage from Accidents, unusual Drought, or severe Frost, or for cleansing, Repair, or Execution of necessary Works, excepted.

40. If at any Time Complaint shall be made to the Board of Trade by any Person interested that the Company do not in certain named and specified Particulars keep the said Canals and Works connected therewith in such good Order and Condition as aforesaid for the free Passage of Traffic, and for other the Purposes of the Navigation, the Board of Trade may from Time to Time, when and as such Complaints shall be made, examine and inquire, or appoint some competent Person as Referee to examine and inquire, into such Complaints or any of them, and the Grounds thereof, and after such Examination shall have been had the said Board may make such Order as they may think fit in the specified Particulars complained of, and such Order shall be binding upon and observed by the Company; and the Expenses of any Reference or Examination under this Provision shall be in the Discretion of the Referee appointed by the Board of Trade.

If Complaint made, Board of Trade may make Order.

41. If the Company do not, within Fourteen Days after the making of any such Order, proceed with due Diligence to obey the same, then the Board of Trade may authorize the Complainant to carry such Order into effect, and he may do so accordingly, and may recover the Expense attendant thereon from the Company in any Court of competent Jurisdiction.

If Company fail to comply with Order, Board may authorize Complainant to carry it into effect.

42. The Company shall at all Times maintain and preserve a sufficient Supply of Water to the said Canals, so that the Navigation thereof shall at all Times be kept open and navigable for all Persons desirous to use and navigate the same, upon Payment of such Tolls, Rates, and Duties as shall be demanded by the Company, not exceeding the Tolls, Rates, and Duties by the recited Acts and this Act authorized to be levied thereon respectively, unavoidable Stoppage from Accidents, unusual Drought, or severe Frost, or for cleansing, Repair, or Execution of necessary Works, excepted.

Company to preserve Supply of Water to Canals.

43. If at any Time, by reason of Neglect of Repair or insufficient Maintenance of any of the said Canals and Works connected therewith, it shall happen that such Canals and Works shall be so obstructed that Boats or Barges, or the Horses drawing the same, shall not be able freely to pass along and use the said Canals and the Towing-paths and Works connected therewith, the Company shall pay to any Person who shall suffer Injury or Loss from such Obstruction the full Amount of Damage which he shall sustain therefrom, recoverable in any Court of competent Jurisdiction.

Damages for obstructing Canals by reason of Neglect of Repair.

44. And

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Three Directors of the Company to be Trustees of the Port Dundas Road, acting under 5 & 6 W. 4. c. cix., in lieu of Three of the Board of the Canal Company.

44. And whereas by an Act passed in the Fifth and Sixth Years of the Reign of His Majesty King *William* the Fourth, intituled *An Act to improve and maintain the Port Dundas Road, and to make and maintain another Road in the County of Lanark*, any Three of the Governor and Council of the Canal Company for the Time being were, along with the other Persons therein mentioned, appointed Trustees for making, maintaining, repairing, and improving the Roads therein specified, and for executing and carrying into effect the other Powers of that Act relative to those Roads; and it was thereby enacted, that no Person thereby appointed a Trustee (except the Lord Provost and Dean of Guild of the City of *Glasgow* for the Time being) should be capable of acting as such Trustee unless he should in his own Right or in right of his Wife be possessed of the Land Qualification therein specified, or unless he should be possessed of at least Two thousand Pounds of the Capital Stock of the Canal Company: And whereas it is necessary, in consequence of the other Provisions of this Act, to alter the Constitution of the said Trust: Therefore the Directors of the Company for the Time being may, by a Writing under the Seal of the Company, appoint any Three of their Number to be Trustees for making, maintaining, repairing, and improving the said Roads, and for executing and carrying into effect the other Purposes of the last-mentioned Act of His Majesty King *William* the Fourth relative thereto, in lieu of Three of the said Governor and Council, and may from Time to Time, by Writing as aforesaid, recall any such Appointment, and again appoint any Three of their Number to be Trustees as aforesaid; and any such Director shall be capable of acting as such Trustee although he may not possess either of the Qualifications mentioned in that Act, provided he be possessed of at least Two thousand Pounds of the Capital Stock of the Company.

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

45. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised for the Purposes of such Act, 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 to execute any other Work or Undertaking.

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

46. Nothing herein contained shall be deemed or construed to exempt the Railways by any of the Acts relating to the Company authorized to be made from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the

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the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Rates for small Parcels, authorized by such Acts respectively.

47. All Costs, Charges, and Expenses of and incident to the Expenses of preparing for, obtaining, and passing of this Act, or otherwise in Act. relation thereto shall be paid by the Company.

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SCHEDULES referred to in the preceding Act.

SCHEDULE (A.)

TABLE OF TOLLS ON FORTH AND CLYDE NAVIGATION.

GENERAL RATES.

- Class 1st.—One Halfpenny per Ton per Mile.
 „ 2nd.—One Penny per Ton per Mile for the First 4 Miles, and One Halfpenny per Ton per Mile thereafter.
 „ 3rd.—One Penny per Ton per Mile.
 „ 4th.—One Penny Halfpenny per Ton per Mile when conveyed any Distance under 20 Miles, and One Penny per Ton per Mile when conveyed 20 Miles and upwards, but no Distance under 20 Miles to be charged more than One Shilling and Eightpence per Ton per Trip.
 „ 5th.—One Penny Halfpenny per Ton per Mile for the First 14 Miles, thereafter One Penny per Ton per Mile.
 „ 6th.—One Penny Halfpenny per Ton per Mile.
 „ 7th.—Fourpence per Ton per Mile.

Articles in the 2nd, 3rd, 4th, 5th, and 6th Classes (except Timber, which is charged One Penny per Ton per Mile), between Port-Dundas and Bowling, or Cart Canal Mouth, are charged Eightpence per Ton per Trip.

	Class
Acid	6
Alabaster	6
Albumen	6
Ale and Porter	6
Alkali	4
Almonds	6
Aloes	6
Alum and Alum Cake	4
Ammonia	6
Anchors and Chains	4
Anchovies	6
Antimony Ore	4
Anvils	6
Apples	5
Argols	6
Arrowroot	6
Arsenic	6
Ashes, Pot and Pearl	4
Asphalte and Bitumen	4
	Axles,

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	Class
Axles, Wheels, and Tyres	6
Bacon and Hams	6
Baggage	6
Bagging	6
Bale and Box Goods	6
Barilla	6
Bark	4
Barley	4
„ Pot and Pearl	5
Barytes	4
Battens	4
Beans	4
Bedsteads	6
Beef	4
Beeswax	6
Bellows	6
Bells	6
Besoms	4
Bichrome	6
Biscuit	6
Bittern	2
Black Beer	6
Blacking	6
Black Lead	6
Bladders	6
Blankets	6
Bleaching Powder	4
Boats	6
Boilers	6
Bones	4
„ for Manure	2
„ Ash	4
Bones and Hornwaste	4
Books	6
Boots and Shoes	6
Borax	6
Bottles	6
Bran	4
Brandy	6
Brass	6
Bricks and Tiles, Common	2
„ Fire Clay	2
„ Bath	4
Burrstones	4
Butter	6
„ Smearing	4
Cannon and Balls	6
Canvas	4
Carrots	4
	Castings

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	Class
Castings	4
Cast Iron Water and Gas Pipes	4
Cast Iron Railway Chairs	4
Cement	4
Cement Stone	4
Chains	4
Chalk	2
Char and Coke	3
Charcoal, Animal and Wood	4
Cheese	6
Chemicals	6
China Clay	2
Chimney Cans	4
Cinders and Ashes, Engine	2
Clay, Common	2
„ Fire	2
„ China and Potters	2
Clay Retorts	5
Clocks	6
Coal and Dross	2
Coal Tar and Creosote	4
Codilla	4
Colours, Paints, and Varnish	6
Confectionery	6
Copper	6
„ Ore	4
Copperas	4
Coprolites	2
Cordage	4
Corkwood	6
Corn	4
Corrugated Iron	4
Cotton Goods	6
Crucibles	6
Cullet	3
Cutch	6
Cutlery	6
Deals	4
Draff	4
Drain Pipes, Glazed	4
Draining Pipes and Tiles	2
Drugs	6
Drysalteries	6
Dung	2
Dyes	6
Dyewoods	6
Earthenware	4
Earthenware Bottles	4
Ebony	4
	Empties

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	Class
Empties	6
Farina	4
Feathers	6
Felloes, Naves, and Spokes	5
Felt	6
Fire Clay Bricks	2
" Retorts	5
" Pipes	4
" Vent Linings	4
Firewood	4
Fish, Fresh	5
" Salt	4
" Shell	4
Flagstones	2
Flax	4
" Seed	4
Flints	2
" Ground	2
Floorcloth	6
Flooring Boards	4
Flour	4
Forgings, Iron, Rough	4
Fruit	5
Fuel, Patent	6
Fullers Earth	3
Furniture	6
" Woods	6
Furs	6
Fustic	6
Ganister Stone	2
Garancine	6
Garden Seeds	6
Gin	6
Glass	6
Glazed Pipes	4
Glue	6
" Pieces	6
Goods, Box and Bale	6
Grain, Flour, Meal, and Malt	4
Grains, Brewers and Distillers	4
Granite, Undressed	2
" Polished	4
" for Paving	2
Gravel	2
Gravestones	4
Grease	5
" Butter	4
Grindstones	4
Groceries	6
[Local.]	6
	Groats

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	Class
Groats	6
Guano	2
Gum	6
Gutta Percha	6
Gunpowder and Gun Cotton	7
Gypsum	4
Hair	6
Hay	4
Hemp	4
" Seed	4
Herrings	5
Hides	6
Hoofs and Horns	4
Hoops, Wood	4
Ice	4
India Rubber	4
" Goods	6
Indian Corn	4
Iron, Plate, Hoop, Sheet, Rod, and Bar	4
" Railway Bars	4
" Puddled Bars	4
" Pig	3
" Ore and Stone	2
" Scrap	4
Ironmongery	6
Ivory and Lamp Black	5
Jute	4
Kamptulicon	6
Kelp	4
" Salt	2
Lard	6
Laths	5
Lathwood	5
Lead, Pig, Sheet, and Pipe	4
Leather	6
" and Hide Parings	4
Lime, Limestone, and Limeshells	2
Limestone, French	3
Linens	6
Linseed	4
Liquor, Iron	4
Litharge	3
Lithographic Stones	6
Machinery	6
Madders	6
Mahogany	6
Manganese	4
Manure, Stable	1
" Police	1
	Manure,

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	Class
Manure, Artificial	2
Marble	6
Mastic	4
Mine Dust	2
Molasses	6
Musical Instruments	6
Nails	4
Naphtha	6
Nitrate of Soda	4
,, Cake	4
Oakum	4
Oats	4
Ochre	4
Oil Cake	4
Oil	5
Oil, Shale	4
Onions	5
Ores, Chrome	4
,, Cobalt	4
,, Copper	4
,, Lead	4
,, Nickel	4
,, Sulphur	2
,, Zinc	3
Paints and Colours	6
Paper Cuttings and Shavings and Waste Paper	4
Paris White	3
Paraffin Oil	4
Patent Corn Flour	6
Peas	4
Peats and Turf	2
Petroleum, or Rock Oil	4
Photogen Oil	4
Pitch	4
,, Oil	4
Potatoes	4
Potash Salts	4
Propwood	4
Provisions, Salt	4
Pyrites	2
,, Iron	2
Rags and old Ropes	4
Retorts, Clay	5
Rice	6
Rivets and Bolts	4
Ropes	4
Rosin	5
Rum	6
Rye	4
	Sacking

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	Class
Sacking	6
Sago	6
Sails	4
Salt, Common and Rock	3
Salt Cake and Salt Dross	3
Saltpetre	4
„ Refuse and Salt	4
Sand and Soil	2
Sanitary Tubes	4
Scoria	2
Seeds, Agricultural	4
Seeds, Garden	6
„ for crushing for Oil	4
„ Rape, Hemp, Flax, Poppy, and Lint	4
Size	4
Slag	2
Slates, Writing	6
„ Common	3
Sleepers, Railway	4
Soap	4
Soda	4
„ Ash	4
„ Carbonate and Bi-Carbonate of	4
Soot	4
Spelter	4
Spermaceti and Stearine	6
Stationery	6
Starch	6
Staves	5
Steel	6
„ Scrap	4
Stones, Paving	2
„ Building	2
„ Flag	2
„ Arbroath and Montrose Pavement	3
„ Caithness Pavement	3
Straw	4
Stucco	4
Sugar, Refined	4
„ Raw	4
Sulphate of Soda	4
„ of Copper	4
Sulphur	4
Sulphur Ore	2
Tallow	4
Tar	4
Tar Coal	3
Tares	4
Tarpaulins	6
	Tea

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	Class
Tea	6
Timber, Round	4
„ Logs	4
Tin	6
Tin Plates	4
Tobacco	6
Tobacco Pipes	4
Tow	4
Toys	4
Treenails	5
Turf	2
Turnips and Carrots	4
Turntables	4
Turpentine	6
Varnish	6
Vegetables	4
Vessels in Ballast	1
Vitriol	4
„ Blue	4
Waste, Cotton and Woollen	6
„ Kelp	3
„ Manganese	3
„ Skin	4
„ Soapers	3
„ Sulphur	3
„ Vitriol	3
Waxcloth	6
Wheat	4
Whiting	2
Wine	6
Whinstone	2
Whisky	6
Willows	6
Wood	4
„ Cabinet	6
Wood Tun	4
Wool	6
Yarn—Cotton, Woollen, Worsted, Hemp, and Linen	6
Yeast	6
Zinc	5
„ Sulphate of	5

All Articles conveyed upon the Canal, except such as are specially made liable to other Rates

The Tonnage to be ascertained by the Weight of 112 lbs. to a Cwt., and 20 Cwt., or 40 Feet of Bale or Dry Goods, to a Ton, except where otherwise expressed.

Stones, 14 Cubic Feet to a Ton.

American, Baltic, and British Timber, in Logs or Rafts, 50 Feet to a Ton.

Ditto, hard 40

[Local.]

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SPECIAL

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SPECIAL TOLLS.

1. When conveyed 10 Miles and upwards, Fivepence per Ton.—Police and Stable Manure, with One Penny per Ton for Use of Loading Bank to be provided at Port Dundas, if used.
2. " " 12 Miles and upwards, Eightpence per Ton.—Bricks and Tiles (Common), Clay (Common), Lime, Limestone, Ironstone, and Iron Ore; Stones for Paving and Building, Whinstone and Mine Dust.
3. " " 12 Miles and upwards, One Shilling per Ton.—Kelp Waste, Soapers, Sulphur, Manganese, and Vitriol Waste.
4. " " 20 Miles and upwards, One Shilling per Ton.—Coal, Gravel, Peats, and Turf, Sand and Soil, Bittern, Chalk, Fire Bricks and Clay, Flint, Granite Stones, Whiting, and Kelp Salt.
5. " " between Bowling and Grangemouth.—Granite Blocks and Granite Paving Stones, One Shilling per Ton; Vessels in Ballast, One Shilling per Register Ton per Trip; Alkali, Chrome, Ore, Rice, Lathwood, Sulphur, Staves, Flax, Jute, Sugar, Battens, Deals, Teak Wood, Tar Oil, Pitch, and Potatoes, Two Shillings per Ton; Salt (Rock), China Stone, Sulphur Ore, and Draff, a Maximum of One Shilling and Fivepence Halfpenny per Ton; Slates, and Petroleum or Rock Oil, One Shilling and Ninepence per Ton; Arbroath Pavement, One Shilling and Tenpence per Ton; Pig Iron, Saltpetre Refuse and Saltpetre Salt, One Shilling and Threepence per Ton; Herrings, One Shilling and Eightpence per Ton; Beetroot Sugar, One Shilling per Ton; Salt, One Shilling per Ton; Salted Provisions and Tallow from Iceland to Bowling, Two Shillings per Ton; Grain, Coprolites, Artificial Manure, Plate, Bar and Rod Iron, and Commercial Salts, One Shilling and Sixpence per Ton; Grain, Leith to Greenock or Port Glasgow, Two Shillings and Elevenpence per Ton.
6. " " between Grangemouth and Clyde *viâ* Cart Canal.—Wrought Iron, Alkali, Battens, Deals, Pit Props, and Chemicals, Two Shillings per Ton in full.
7. " " between Grangemouth and Port Dundas.—Chrome Ore, Two Shillings per Ton; Ditto to Millburn Works, Two Shillings per Ton in full; Arbroath Pavement, One Shilling and Eightpence per Ton; Caithness Pavement, Manganese, and Pyrites, One Shilling per Ton; Salt Cake, One Shilling and Threepence per Ton in full; Paris White, One Shilling and Sixpence per Ton; Kelp Waste, Chalk, and French Cliff,

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- Cliff, Tenpence per Ton in full; Cattle, One Shilling per Head in full; 9 Sheep = 1 Cow; Loam Sand, One Shilling per Ton in full; Puddled Bars, Cast Iron Gas and Water Pipes, Railway Chairs, and Cast Iron Sleepers, One Shilling and Sixpence per Ton; Battens and Deals, Two Shillings per Ton; Raw Sugar, in Lots of Ten Tons or upwards, One Shilling and Sixpence per Ton; all Lots of Goods, except Class Seven, of Ten Tons or upwards, carried by Steamers from London viâ Grangemouth for Glasgow, One Shilling and Sixpence per Ton in full.
8. When conveyed between Grangemouth and Stockingfield or Kelvin.—Coke, Two Shillings per Ton in full; Loam Sand, Rags, and old Ropes, One Shilling per Ton in full; Battens and Deals, Two Shillings per Ton.
9. " between Grangemouth and Coatbridge, or Places East thereof.—Plate, &c., Iron, Tin Plates, old Railway Bars, and Shale Oil, Two Shillings and Sevenpence per Ton in full; Pig Iron, a Maximum of One Shilling and Threepence per Ton; Sand, One Shilling per Ton; Timber (Round or Logs), Two Shillings and Sixpence per Ton.
10. " between Grangemouth, Lock 16, or Burnhouse, and Stockingfield or Port Dundas.—Pig Iron, Ninepence per Ton in full.
11. " between Garthamlock, or Places on Monkland Canal East thereof, and Grangemouth.—Coal, One Shilling per Ton.
12. " between Monkland Basin or Port Dundas and Grangemouth.—Pig Iron, Ninepence per Ton in full; Coal from Monkland Canal, Sixpence per Ton.
13. " between Port Dundas and Bowling.—Battens and Deals, Firewood and old broken Wood, Ninepence per Ton in full; Coal and Pig Iron, Fivepence per Ton; Sand or Soil, Sixpence per Ton; Molasses and Raw Sugar, Causeway Stones, and Road Metal, Sixpence per Ton in full; Kelp, Salt, Limestone, Chalk, and French Cliff, Threepence per Ton; Coal from Monkland Canal, Twopence Halfpenny per Ton; Pig Iron from Monkland Canal, Twopence per Ton in full; Coal from Bowling to Port Dundas, Threepence per Ton in full. On all other Articles when conveyed between Port Dundas and Bowling, Fourpence per Ton in full, with the following Exceptions; namely,—Acid, Asphalte and Bitumen, Battens and Deals, Blood, Brick and Tile, Cement, Charcoal, Clay, Coal, Chrome Ore, Empties, Fire Clay Retorts and Pipes, Fish, Grease, and Grease Butter, Gunpowder, Gun Cotton, Hides, Hoofs and Horns, Hoops Wood, Iron (Malleable, Scrap, and Pig), Jute, Kelp, Machinery, Manure (Artificial),
Molasses,

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- Molasses, Muriates and Potash Salts, Oil, Oil Cake, Pavement, Peats and Turf, Provisions, Sacking, Sand, Soil, Staves, Stone for Building and Pavement, Sugar, Sulphur, Tar, Timber, Turf, Turnips and Carrots, Whiting, Whinstone, Firewood and old broken Wood.
14. When conveyed between Kirkintilloch and Port Dundas.—Castings, Ninepence per Ton in full; Pig Iron, Eightpence per Ton in full.
 15. " between Sheepford and Kirkintilloch.—Mineral Oil, One Shilling per Ton in full.
 16. " between Port Dundas and Bellfield.—Nitrate of Soda and Sulphur, One Penny per Ton per Mile.
 17. " between Cart Canal Works and Port Dundas or Bowling.—Waste Kelp, Fourpence per Ton in full.
 18. " between Port Dundas or Monkland Canal Basin and Clyde viâ Cart Canal.—Dues on all Articles not to exceed the Rates on similar Articles between Port Dundas and Bowling.
 19. " between Bowling and Temple or Garscadden to Places West of Port Dundas.—Bricks and Tiles, common, Fourpence per Ton in full.
 20. " between Auchensterrie and Clyde viâ Bowling or Cart Canal.—Coke, One Shilling and Sixpence per Ton in full.
 21. " between Kirkintilloch Railway Basin and Bowling.—Sand, Sixpence per Ton; Coal, Sixpence per Ton; Bone Ash and Bones, One Penny per Ton per Mile; Tunwood, One Shilling per Ton.
 22. " between Coatbridge or Places East thereof, or Langloan, and Bowling or Cart Canal.—Pig Iron, Eightpence per Ton in full; Scrap Iron and Puddled Bars, One Shilling per Ton in full.
 23. " between Netherwood and Bowling.—Lime and Limestone, Eightpence per Ton in full; between Netherwood and Burnhouse, Limestone, Threepence per Ton in full.
 24. " between Lock 16 and Bowling.—Shale Oil, One Shilling per Ton in full; Whinstone, Eightpence per Ton in full.
 25. " between Bowling and Places West of Port Dundas.—Whinstone, Sixpence per Ton in full.
 26. " between Stockingfield and Bowling.—Castings, Eightpence per Ton in full.
 27. " between Bowling and Burnhouse Basin.—Pig Iron, Ninepence per Ton in full; Railway Bars, One Shilling and Threepence per Ton in full.
 28. " between Kirkintilloch or Places East thereof to Lock 16 inclusive, and Bowling.—Coal, Eightpence Halfpenny per Ton.
 29. " between Auchensterrie and Places West of Lock 21, and between these Places and Port Dundas.—Whinstone, Fourpence

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- Fourpence per Ton in full; between Auchensterrie and Places East of Lock 16, Sixpence per Ton in full; between Auchensterrie and Clyde viâ Cart, Sixpence per Ton in full.
30. When conveyed between Hungryside and St. Rollox.—Fire Clay, Sixpence per Ton; between Hungryside and Woodhall.—Sand, Tenpence per Ton; between Hungryside and Port Dundas, Sixpence per Ton.
31. „ between Lock 16 and Port Dundas or Blochairn.—Malleable Iron Slag, Sixpence per Ton in full; Pig Iron, Ninepence per Ton.
32. „ between Cadder Moss, or Places East thereof, and Burnhouse.—Ironstone, Threepence per Ton in full.
33. „ between Twechar and Coatbridge.—Sand, Tenpence per Ton in full. Between Places East of Twechar and Coatbridge, One Shilling per Ton in full.
34. „ between Kelvin Top Lock, or Places West thereof, and Langloan or Places East thereof.—Ironstone and Iron Ore, Eightpence per Ton.
35. „ between Kenmure or Cadder, or Places nearer Port Dundas, and Langloan, or Places East thereof.—Ironstone and Iron Ore, Slag and Blue Billie, Sixpence per Ton.
36. „ between all Places East of Cadder and Langloan or Places East thereof.—Ironstone and Iron Ore, Eightpence per Ton.
37. „ between Windford and Places West thereof.—Potatoes, Turnips, and Carrots, One Penny per Ton per Mile.
38. „ between Monkland Basin and Old Basin Store or Places East thereof.—Pig Iron, Twopence per Ton in full.
39. „ between Blardardie and Bowling.—Coal, Fourpence per Ton.
40. „ between Grangemouth and Kirkintilloch.—Tunwood, One Shilling and Twopence per Ton.
41. „ between Bainsford or Burnhouse and Bowling.—Castings, One Shilling and Sixpence per Ton in full.
42. „ between Kenmure and Clyde viâ Cart Canal.—Building Stones, Eightpence per Ton in full.
43. „ between Monkland Canal and Places as far East as Kirkintilloch inclusive.—Fire Clay, Eightpence Halfpenny per Ton in full.
44. „ between Sheepford and Glasgow.—Mineral Oil, Sixpence per Ton in full.
45. „ between Possil and Kirkintilloch.—Shale, Fourpence per Ton in full.
46. „ between Springbank and Monkland Canal Basin.—Waste (Kelp), Threepence per Ton in full; Pig Iron, Fourpence per Ton in full.
47. „ between Burnhouse Basin and Kirkintilloch.—Pig Iron, Sevenpence per Ton in full.

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48. When conveyed between Garnkirk Railway Wharf and Connal's Store, New Basin.—Pig Iron, One Halfpenny per Ton in full.
49. „ between Dundyvan Basin (from Railway) and Bowling or Cart Canal Mouth.—Plate, Bar, and Rod Iron, Eightpence Halfpenny per Ton.
50. „ between Temple or Garscadden and Lambhill.—Brick and Tile, Fourpence per Ton in full.
51. „ between Boghouse and Port Dundas.—Brick and Tile, Fourpence per Ton.
52. „ between Kelvin and Bowling.—Lead Ore, Eightpence per Ton of Tolls. When trans-shipped at Bowling, no Wharf Dues against Lighter. Sawn or manufactured Wood, which has previously paid Canal Dues, Sixpence per Ton in full. Battens and Deals, Ninepence per Ton in full of Wharfage and Harbour Dues on Lighter.
53. „ between Netherwood and Port Dundas or intermediate Points.—Freestone, Fourpence per Ton.
54. „ between Netherwood or Castlecary and Monkland Canal Basin, Port Dundas.—Limestone, Threepence Halfpenny per Ton.
55. „ between Burnhouse and Port Dundas.—Castings, One Shilling and Sixpence per Ton in full.
56. „ between Port Dundas or Millburn and any Point on the Head Level.—Engine Ashes, Cinders, Rubbish, and Waste from Chrome Works, Five Shillings per Boat-load or Part of a Boat-load.
57. „ between Wyndford and Port Dundas, or between intermediate Places and Port Dundas.—Coal and Dross and Coke to be charged under Class 2, but total Charge for whole Distance not to exceed Eightpence per Ton in full.
58. „ between Monkland Basin and Stockingfield.—Pig Iron, Fourpence per Ton in full.
59. „ between Coatbridge and Port Dundas, or vice versâ.—Malleable or Scrap Iron, Sixpence per Ton in full.

TABLE OF TOLLS ON MONKLAND CANAL.

GENERAL TOLLS.

Twopence per Ton per Mile, but no Charge to be made for more than Six Miles, nor for more than 30 Tons of Cargo per Boat.

SPECIAL TOLLS.

Coal.—From Provanhall.—Downwards, Twenty Shillings per Boat.
Ironstone and Ore, Slag and Blue Billie.—Upwards, Fifteen Shillings per Boat.

Limestone.

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Limestone and Lime.—Upwards, Fifteen Shillings per Boat.

Dung.—Upwards, Fifteen Shillings per Boat.

Fire Clay.—Downwards, Twenty Shillings per Boat.

Sand.—Upwards, Twenty Shillings per Boat.

INTERMEDIATE TOLLS.

Coal.—From Forth and Clyde Canal to Monkland Basin, Two Shillings and One Penny per Boat.

Sand.—From Easterhouse to Bredisholm, Five Shillings per Boat; to Coatbridge, Seven Shillings and Sixpence per Boat. From Easterhouse to Rochsolloch and Woodhall, Ten Shillings per Boat. From Swinton to Coatbridge (not passing a Lock), Seven Shillings and Sixpence per Boat.

Fire Clay.—Rochsolloch to Dundyvan, Five Shillings per Boat; Rochsolloch as far East as Kirkintilloch inclusive, Eightpence Halfpenny per Ton in full.

Turnips.—Brought down the Monkland Canal to Port Dundas, Thirty Shillings per Boat in full: this Rate applicable to light and bulky Articles the Boat-load of which on Monkland Canal shall not exceed Forty Tons actual Weight.

Waste from Chrome Works on the Forth and Clyde Canal level to any Point on the same Level of the Monkland Canal, Two Shillings and Sixpence per Boat-load or Part of a Boat-load.

Pig and Malleable Iron.—Woodhall to Coatbridge or Langloan, Ten Shillings per Boat-load or Part of a Boat-load.

Pig and Malleable Iron.—Woodhall to Rochsolloch, Five Shillings per Boat-load or Part of a Boat-load.

Slag.—Coatbridge or Places East thereof to Woodhall, Five Shillings per Boat-load or Part of a Boat-load.

Note.—An Allowance of Three Shillings per Boat to be made on all Boats paying Hornock Branch Canal Dues of that Amount, and also paying Thirty Shillings per Boat-load of Dues on the Monkland Canal.

TABLE OF TOLLS ON FORTH AND CART JUNCTION
CANAL.

Articles at Twopence per Ton.—Compost, Dung, Manure, Limestone, Road Materials, Sand, Pig Iron.

„ at Threepence per Ton.—Coke, Charcoal, Cinders, Stones, Bricks, Slates, Lime, Earth, Iron, Lead, or other Metals or Minerals manufactured.

„ at Fourpence per Ton.—All Articles not above specified.

Coal from Port Dundas (other than Monkland) and from Places as far East as Wyndford, Fourpence per Ton in full of Forth and Clyde Navigation and Forth and Cart Junction Canal Tolls. If passing down Clyde, Threepence

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pence in addition to the Tolls chargeable on the Forth and Clyde Navigation. From Grangemouth, Twopence in addition to the Tolls chargeable on the Forth and Clyde Navigation.

The Dues on all Articles between Port Dundas or Monkland Canal Basin and Clyde viâ Forth and Cart Junction Canal are not to exceed the Rates on similar Articles between Port Dundas and Bowling.

Scrap Iron.—Coatbridge to Clyde, or vice versâ, One Shilling per Ton in full.

Building Stones.—Kenmure to Clyde, Eightpence per Ton in full.

Rubble Causeway Stones.—Auchensterrie to Clyde, Sixpence per Ton in full.

Battens, Deals, Pit Props, and Chemicals.—Grangemouth to Clyde, Two Shillings per Ton in full.

Note.—Where the Words “in full” are used in the preceding Schedule, the Rate to which these Words are appended shall be in full of the Toll payable for the Passage along the Canal of the Traffic to which such Rate is declared applicable, and of the Duties payable for the Use of any Wharfs, Quays, Basins, or Harbours on the Canal for loading and unloading such Traffic, including the Trans-shipment of such Traffic from or into Lighters navigating the Canal into or from Vessels frequenting the Harbours, Basins, and Docks at Bowling and Grangemouth, but shall be exclusive of the Dues payable at the said Harbours, Basins, and Docks at Bowling and Grangemouth in respect of Vessels of all Kinds loading or unloading in the same.

SCHEDULE (B.)

FORTH AND CLYDE NAVIGATION.

AGREEMENT between the CALEDONIAN RAILWAY COMPANY and the
NORTH BRITISH RAILWAY COMPANY.

The North British Railway Company shall withdraw their Opposition to the Bill now pending in Parliament for vesting the Undertaking of the Forth and Clyde Navigation Company upon the Conditions following:—

First.—That the North British Company shall have Right in perpetuity to run over and use the Branch Railway between their Line at Grahamston and Grangemouth belonging to the said Navigation Company, together with the Lines of Rail and Sidings which now connect the said Branch Railway with the Dock and Harbour of Grangemouth and the various Quays thereof, at a fixed Toll of Sixpence per Ton for the whole Distance on Goods and Minerals of every Description, and Twopence for each Passenger; and further, that the Management of said Branch and other Railways and Sidings in connexion with the Docks shall be vested in a Joint Committee, consisting of Three Members

*The Caledonian Railway and Forth and Clyde Navigation
Companies Act, 1867.*

Members appointed by each of the Caledonian and North British Boards, and of a Joint Manager acting under such Committee, who shall be paid by the Parties jointly in equal Proportions; declaring that the Chairman of the said Joint Committee shall have no Casting Vote, and that Differences shall be settled by a standing Arbitrator to be appointed by the Parties hereto, and, failing Agreement, as is provided by Article Seventh hereof.

Second.—That the Caledonian Company shall have a like Power to run over so much of the Stirlingshire Midland Branch of the North British Railway as extends between its Junction near Grahamston with the said Branch to Grangemouth and its Junction at Larbert with the Caledonian Railway for the Conveyance of Goods, Mineral and Passenger Traffic, between the Docks and Harbour of Grangemouth only, and Stations and Places on the Caledonian Railway and beyond the same, but not including any Traffic arising or terminating upon the said Stirlingshire Midland Branch or Branches therewith connected, or upon the Line of the said Grangemouth Branch otherwise than at Grangemouth, and that upon Payment to the North British Company of a like fixed Rate of Sixpence per Ton on all Goods and Mineral Traffic, and Twopence for each Passenger for the whole Distance.

Third.—That the Dues and Charges on Shipping, and upon or with reference to Goods and Minerals at the Grangemouth Docks and Harbour, shall be uniform, whether the Traffic is carried by Railway or Canal, or by the Route of the North British or Caledonian Railway Company, and shall in no Case, without the Concurrence of both Parties, exceed the Rates and Dues at present charged; and the Caledonian Company shall not give or confer any Advantage, Drawback, or other Privilege to the Owners of Vessels or others trading in Shipping to the said Port or Harbour, or to the Traders forwarding Traffic over the said Railways or Canals, when the Traffic is carried by the Canal or Caledonian Railway, without giving the like Advantages when the Traffic is carried by or over the System of the North British Company.

Fourth.—The North British Company shall have the Right, by themselves or through Parties trading with them, of using the Outer Harbour and Inner Basin or Harbour of Bowling, and the Basins and Quays at Kirkintilloch, Dundyvan, and Howes Basin, upon Payment of equal Dues and Rates with the Caledonian Company, or any Trader or Freighter using the Canal and Harbour, in like Manner as herein-before provided with respect to the Harbour and Docks of Grangemouth; and the North British Railway Company shall have the Privilege of using, free of Charge, the Lines of Rail and Sidings which connect their System of Railways with the various Quays of the said Harbour and Basin at Bowling, and Kirkintilloch, Dundyvan, and Howes Basin; and the Caledonian Railway Company shall be bound, upon the Requirement of the North British Railway Company, to lay down such additional Lines of Railways or Sidings on their own unoccupied Ground at the several Basins, Quays, Wharves, and other Places before mentioned as that Company may find necessary for the Accommodation of their Traffic, upon Payment to the Caledonian Railway Company of Six per Cent. per Annum on the Outlay for such additional Works.

Fifth.—The North British Company to have the Use of the Siding at Bowling for Purposes apart from Canal Traffic on the same Terms as at
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*The Caledonian Railway and Forth and Clyde Navigation
Companies Act, 1867.*

present, and on Payment of 100*l.* per Annum, the Caledonian Railway Company maintaining the Siding.

Sixth.—The North British Company shall have equal Facilities and Advantages with the Caledonian Railway Company for using the various Canals belonging to the Undertaking of the Forth and Clyde Navigation Company, and the various Stations, Wharves, Loading Banks, Basins, Quays, Harbours, Docks, and Lines of Railway by which the System of the North British Railway is now or may be connected with the said Canals, and shall be entitled to have their Goods and Mineral Traffic of every Description carried over the said Canals, or any Part or Parts thereof, at the same Rates for the Time as shall be charged by the Caledonian Railway Company, either by themselves or to Traders, for the like Traffic passing over the said Canals for similar Distances; declaring that the foregoing Provision shall apply to all Traffic passing over the Canal between Points, whether on or beyond the same, at which the Parties hereto are or may be in competition.

Seventh.—A standing Arbitrator to be appointed by Agreement, and failing Agreement by Her Majesty's Attorney General, for the Settlement of all Disputes under this Agreement. In witness whereof, these Presents, consisting of this and the Two preceding Pages, with the marginal Addition of One Word on the First Page, all written by George Ballard, Clerk to Metchim and Son, Law Stationers, Westminster, are, together with a Duplicate thereof, subscribed as follows; viz.,—By John Stirling and Alexander Crombie Matthew, Two of the Directors of the said North British Railway Company, for and on behalf of that Company, and sealed by the Common or Corporate Seal of the said Company, all at Westminster, the Twentieth Day of March One thousand eight hundred and sixty-seven, before these Witnesses, Adam Johnstone, Solicitor, and Thomas Kenworthy Rowbotham, General Manager of the said North British Railway Company; and by Andrew Buchanan and William Mure, Two of the Directors of the said Caledonian Railway Company, for and on behalf of that Company, and sealed by the Common or Corporate Seal of the said Company, all at Westminster, the said Twentieth Day of March and Year last mentioned, before these Witnesses, Christopher Johnstone, General Manager of the said Caledonian Railway Company, and Alexander Grahame, Parliamentary Agent, Westminster. Declaring that this Testing Clause, from and after the Words "In witness whereof," is written by Alexander Law, Clerk in the Office at Edinburgh of the said Adam Johnstone.

AD. JOHNSTONE, Witness.

THOS. K. ROWBOTHAM, Witness.



JOHN STIRLING.

ALEX. C. MATTHEW.

C. JOHNSTONE, Witness.

ALEX. GRAHAME, Witness.



ANDREW BUCHANAN, D.

WM. MURE, D.

The Caledonian Railway and Forth and Clyde Navigation Companies Act, 1867.

LIST of HARBOUR, WHARF, BASIN, and LAMP DUES at GRANGEMOUTH, referred to in and payable under Article Third of the preceding Agreement.

On Vessels lying, discharging, or loading in the Harbour or Basins, or at any of the Wharves or Quays, Twopence per Register Ton.

On Vessels in Wet Dock to or from Foreign Ports, an additional One Penny per Register Ton.

Steam Vessels plying between Grangemouth and other Ports, after having paid for Eight Voyages in any One Year, are to be exempt from these Dues for any additional Voyages during such Year.

On Goods or other Articles landed or loaded there, or trans-shipped into or from Lighters, Twopence per Ton.

On Goods or other Articles landed, loaded, or trans-shipped in Wet Dock, an additional Twopence per Ton.

On Pig Iron, Fire Brick and Fire Clay, landed, loaded, or trans-shipped, One Penny per Ton.

On Goods or other Articles landed, loaded, or trans-shipped in Wet Dock, but not going to or coming from the Canal, an additional Threepence per Ton.

On Coal, when loaded or landed, One Penny per Ton.

On Iron Ore, Chalk, Sand, and Ballast, landed and loaded or trans-shipped, Twopence per Ton.

On Goods or other Articles landed, and lying upon the said Wharf or Quays above Three Days, there shall be paid for every Twenty-four Hours thereafter till removed an additional One Penny per Ton.

On Live Stock loaded or landed in Wet Dock, an additional One Shilling per Ton.

On Timber, when allowed to be piled on the Canal Company's Ground, if not removed within Fourteen Days from the Date of Arrival of the Vessel from which it was discharged, but in all Cases subject to Removal at any Time by the Company at the Owner's Expense, and on Timber lying in the Timber Basins for any Period under Six Months, Twopence per Ton per Month, or in that Proportion for a longer or shorter Period.

On Timber lying in the Timber Basins after Six Months and not exceeding Twelve, One Penny Halfpenny per Ton per Month.

After Twelve Months, One Penny per Ton per Month.

Timber and Spars lodged in the Basins to be rafted up to the Satisfaction of the Company's Officers, and in default thereof Dues to be charged at the Rate of Fourpence per Ton per Month; and, if necessary, any of the Company's Officers may cause loose Timber and Spars to be properly rafted up at the Owner's Expense. All Goods deposited at the Quays or in the Timber Basins are at Owner's Risk.

The full Rate of Twopence per Ton per Month to be charged on Deliveries of less than Ten Tons, and no Delivery to be charged less than Threepence.

Lamp Dues.—On every Vessel coming into the Harbour, Basins, or Wet Dock, a Duty of Sixpence for every Fifty Tons Burden.

CRANE

*The Caledonian Railway and Forth and Clyde Navigation
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CRANE DUES.

Vessels may be accommodated with the Use of the Cranes at Port-Dundas, Grangemouth, &c., on Application to the respective Harbour-masters, and under the Conditions prescribed by the Canal Company, who shall in no Case be liable for the Failure of any Part of the Cranes or Chains, at the following Rates for every Lift:—

If under 12 Cwt.	-	-	-	2d.
For 12 and under 15 Cwt.	-	-	-	3d.
„ 15 „ 20 „	-	-	-	4d.
„ 20 „ 40 „	-	-	-	6d. per Ton.
„ 40 „ 60 „	-	-	-	9d. „
„ 60 and upwards	-	-	-	1s. 0d.

On Coals shipped per Steam Crane at Grangemouth, Twopence per Ton.

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