



ANNO TRICESIMO & TRICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. cxliv.

An Act for conferring additional Powers on the *London and North-western Railway Company* in relation to their own Undertaking and the Undertakings of other Companies; and for other Purposes. [15th July 1867.]

WHEREAS the *London and North-western Railway Company* are the Owners of Docks at *Widnes* and *Garston* on the *Mersey*, vested in them by or under the Provisions of "The *Saint Helen's Canal and Railway Transfer Act, 1864*," and it is expedient that, for the Purpose of meeting the Demand for further Dock Accommodation, the Company should be empowered to construct additional Docks and other Works in the Township of *Garston* in the Parish of *Childwall* in the County of *Lancaster*: And whereas it is expedient that the Company should be empowered to make the Bridges and new Roads, and Alterations of existing Roads, and to discontinue and appropriate the Portions of Roads in this Act mentioned; and to execute the other Works, in this Act mentioned: And whereas it is expedient that the Company should be empowered to acquire, for Purposes connected with their Undertaking, the additional Lands in this Act mentioned: And whereas Plans and Sections showing the respective Lines and Levels of the Works by

27 & 28 Vict.
c. cxcvi.

[Local.]

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this

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this Act authorized, and the Lands required for the Purposes thereof, and the other Lands which the Company are by this Act empowered to acquire and appropriate, and Books of Reference to the said Plans, have been deposited with the Clerks of the Peace for the several Counties within which those Works will be constructed and those Lands respectively are situate, and those Plans and Sections and Books of Reference are in this Act referred to as the deposited Plans, Sections, and Books of Reference: And whereas it is expedient that further Provision should be made for the Sale by the Company of certain of their superfluous Lands: And whereas it is expedient that the Company should be empowered to pass over and use the Railways of the *North Staffordshire* Railway Company, together with the Stations and Works belonging thereto or connected therewith, and that the *North Staffordshire* Railway Company should be empowered to pass over and use Portions of the Railways of the Company, together with the Stations and Works belonging thereto or connected therewith: And whereas it is expedient that the Company and the *North Staffordshire* Railway Company should be empowered to enter into and carry into effect Agreements in reference to the Use by the *North Staffordshire* Railway Company of any Station or Stations of the Company at *Burton-upon-Trent*: And whereas it is expedient that the Heads of Agreement between the Company, the *North London* Railway Company, and the *North and South-western Junction* Railway Company, which are set forth in Schedule (D.) to this Act, should be confirmed: And whereas by "The *Lancashire Union* Railways Act, 1864," the Company were empowered to subscribe to and take and hold Shares in the Undertaking of the *Lancashire Union* Railways Company to the Extent of One hundred thousand Pounds, and by "The *Lancashire Union* Railways Act, 1865," and "The *Lancashire Union* Railways Act, 1866," the Company were empowered to subscribe to and take and hold further Shares in the said Undertaking to the Extent of Eighty thousand Pounds and Thirty-two thousand Pounds respectively, and it is expedient that the Company should be empowered to take additional Shares in the said Undertaking, and also that they should be empowered to take Shares in and subscribe or contribute towards the Undertakings respectively of the *Harborne* Railway Company, the *Central Wales* Railway Company, and the *Central Wales Extension* Railway Company, and to appoint Directors of the *Harborne* Railway Company: And whereas it is expedient that the Company should be empowered to expend and apply their Funds in or for Purposes connected with any Railway leased to them and not forming Part of their Undertaking: And whereas it is expedient that the Company should be empowered to grant and issue their own Mortgages or Bonds in renewal of or in substitution for Mortgages or Bonds of certain other Companies whose Undertakings are

27 & 28 Vict.
c. cclxxiii.

28 & 29 Vict.
c. cxliii.

29 & 30 Vict.
c. ccxxxiii.

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are leased to or otherwise under the Control and Management of the Company: And whereas under the Provisions of the "*Bangor and Carnarvon Railway (Transfer) Act, 1854,*" the Undertaking of the *Bangor and Carnarvon Railway Company* was vested in the *Chester and Holyhead Railway Company*: And whereas under the Provisions of "*The Chester and Holyhead Railway Act, 1858,*" and "*The London and North-western Railway Company's (Capital) Act, 1862,*" or One of them, the Undertaking of the *Chester and Holyhead Railway Company* (including the *Bangor and Carnarvon Railway*) has been transferred to and is now vested in the Company, and it is expedient that the *Bangor and Carnarvon Railway Company* should be dissolved: And whereas by "*The Warrington and Stockport Railway Leasing Act, 1859,*" the Undertaking of the *Warrington and Stockport Railway Company* was vested in the Company and the *Saint Helen's Canal and Railway Company* for Nine hundred and ninety-nine Years, and by the same Act Power was conferred on the Company, at any Time before the First Day of *January* One thousand eight hundred and sixty-one, to purchase (with the Consent of the *Saint Helen's Canal and Railway Company*) the Undertaking of the *Warrington and Stockport Railway Company*, in consideration of the Delivery by the Company to the Proprietors of Shares in the *Warrington and Stockport Railway* of Stock in the Company in substitution for their Shares in the *Warrington and Stockport Railway*, and the *Warrington and Stockport Railway Company* were empowered to sell their Undertaking to the Company absolutely and for ever: And whereas the Company, in pursuance of the Powers conferred on them by "*The Warrington and Stockport Railway Leasing Act, 1859,*" have, with the Consent of the *Saint Helen's Canal and Railway Company*, purchased the Undertaking of the *Warrington and Stockport Railway Company*, and it is expedient that the *Warrington and Stockport Railway Company* should be dissolved: And whereas under the Provisions of "*The London and North-western Railway (Additional Powers) Act, 1863,*" the Undertaking of the *Hampstead Junction Railway Company* has been transferred to and is now vested in the Company, and under the Provisions of "*The London and North-western Railway (Additional Powers, England) Act, 1865,*" the whole of the Shares or Stock of the *Hampstead Junction Railway Company* have been converted into Stock of the Company, and it is expedient that the *Hampstead Junction Railway Company* should be dissolved: And whereas under the Provisions of "*The London and North-western Railway (Additional Powers) Act, 1863,*" the Undertaking of the *Conway and Llanrwst Railway Company* has been transferred to and is now vested in the Company, and under the Provisions of "*The London and North-western Railway (Additional Powers, Wales) Act, 1865,*" the whole of the Shares or Stock of the

Conway

17 & 18 Vict.
c. clxviii.

21 & 22 Vict.
c. cxxx.
25 & 26 Vict.
c. civ.

22 & 23 Vict.
c. cxxxviii.

26 & 27 Vict.
c. ccxvii.

28 & 29 Vict.
c. cccxxxiv.

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Conway and Llanrwst Railway Company have been converted into Stock of the Company, and it is expedient that the *Conway and Llanrwst Railway Company* should be dissolved: And whereas by "The *London and North-western Railway (Additional Powers) Act, 1864*," the Company and the Vale of *Clwyd Railway Company* were empowered to enter into Agreements with reference to the Use, Working, Maintenance, and Management by the Company of the Railway of the Vale of *Clwyd Railway Company*, and otherwise in relation thereto, and the Company are now working the Vale of *Clwyd Railway* under an Agreement entered into between the Two Companies under the Provisions of the said Act, and it is expedient that the Undertaking of the Vale of *Clwyd Railway Company* should be vested in the Company as Part of their Undertaking, and that the Vale of *Clwyd Railway Company* should be dissolved: And whereas under the Authority of Acts relating to the *Birmingham, Wolverhampton, and Stour Valley Railway Company* (herein-after called "*The Stour Valley Company*") and the Company respectively the Company are Lessees for One thousand Years of the Undertaking of the *Stour Valley Company*, and by "The *London and North-western Railway (Additional Powers) Act, 1862*," Provision is made for the Conversion of the Shares or Stock of the *Stour Valley Company* into Stock of the Company, and it is expedient that the Undertaking of the *Stour Valley Company* should be vested absolutely in the Company as Part of their Undertaking, and that the *Stour Valley Company* should be dissolved: And whereas under the Authority of Acts relating to the *South Staffordshire Railway Company* and the Company respectively the Company are Lessees of the Undertaking of the *South Staffordshire Railway Company*, and are authorized to guarantee the Payment of Interest or Dividend on the Capital of the *South Staffordshire Railway Company*, and it is expedient that the Undertaking of that Company should be vested absolutely in the Company as Part of their Undertaking, and that the *South Staffordshire Railway Company* should be dissolved: And whereas by "The *London and North-western Railway (Additional Powers) Act, 1863*," an Agreement between the Company and the *South Leicestershire Railway Company* for the Purchase by the Company of the Undertaking of the *South Leicestershire Railway Company* was confirmed, and it is expedient that the Undertaking of the *South Leicestershire Railway Company* should be vested in the Company as Part of their Undertaking, and that the *South Leicestershire Railway Company* should be dissolved: And whereas it is expedient that the Company should be empowered to cancel all or any Part of their Debenture Stock already created but not issued, and to create new Debenture Stock in lieu thereof: And whereas it is expedient that the Company should be empowered to supply Water from

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from their Station at Earlestown near Warrington, not required for their own Purposes; to the Local Board for the District of Earlestown, and that the Company and that Local Board should be empowered to enter into Agreements with reference thereto: And whereas it is expedient that the Company should be empowered to raise further Capital for the Purposes aforesaid, and for general Purposes connected with their Undertaking: And whereas it is expedient that some of the Powers and Provisions of the existing Acts relating to the Company should be altered, amended, extended, and enlarged, and such further Powers granted to the Company as are herein-after mentioned: And whereas the several Purposes aforesaid 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:

1. This Act may be cited for all Purposes as "The London and North-western Railway (New Works and Additional Powers) Act, 1867."

Short Title.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," the Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the following Matters, (that is to say,)

8 & 9 Vict. cc. 16. & 18., 10 & 11 Vict. c. 27., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc. 92. & 118. incorporated.

- The Distribution of the Capital of the Company into Shares;
- The Transfer or Transmission of Shares;
- The Payment of Subscriptions, and the Means of enforcing the Payment of Calls;
- The Forfeiture of Shares for Nonpayment of Calls;
- The Consolidation of Shares into Stock;
- The borrowing of Money;
- The Conversion of the borrowed Money into Capital;
- The Remedies of Creditors of the Company against the Shareholders;
- The General Meetings of the Company;
- The making of Dividends;
- The giving of Notices;
- The Provision to be made for affording Access to the Special Act;

Part II. (relating to additional Capital) and Part III. (relating to Debenture Stock) of "The Companies Clauses Act, 1863;" and Part V. (relating to Amalgamation) of "The Railways Clauses Act, 1863;" and (so far as the Provisions thereof are applicable respectively to the existing Dock of the Company at Garston, and to the

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Embankments or Sea Walls and Docks by this Act authorized,) "The Harbours, Docks, and Piers Clauses Act, 1847," are (except where expressly varied by this Act) incorporated with and form Part of this Act: Provided always, that the Provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to Life Boats, and with respect to keeping a Tide and Weather Gauge, shall not be in force for the Purposes of this Act, except so far as from Time to Time 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 for the Time being, by Notice in Writing to the Company, under the Hand of the Secretary of the Admiralty, may require them to provide any Works or Conveniences according to those Provisions respectively.

Interpretation of Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction; and the Expression "the Company" shall mean the London and North-western Railway Company; and the Expression "Superior Courts" or "Courts of competent Jurisdiction," or any other like Expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

Power to execute Works according to deposited Plans.

4. Subject to the Provisions of this Act, the Company may make and maintain in the Lines and according to the Levels shown on the deposited Plans and Sections the Embankments, Docks, Bridges, new Roads, and other Works herein-after described, and may exercise the several other Powers herein-after mentioned, and may enter upon, take, and use such of the Lands delineated on the deposited Plans and described in the deposited Books of Reference as may be required for those Purposes; (that is to say,)

They may make and maintain in the Township of Garston and Parish of Childwall in the County of Lancaster, the following Works, or some of them; (that is to say,)

1. An Embankment or Sea Wall South-west of the existing Garston Dock of the Company;
2. A Dock to be situate upon the Foreshore of the River Mersey and within the Space to be enclosed by the last-mentioned Sea Wall;
3. An Embankment or Sea Wall South-east of the said Garston Dock;
4. A Dock

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4. A Dock to be situate partly upon the Foreshore of the River *Mersey*, and partly upon Lands adjoining thereto and belonging to the Company, South-east of the said *Garston Dock*;

Together with all proper Entrances, Cuts, Locks, Basins, Graving and Repairing Docks, Gates, Sluices, Sewers, Dams, Piers, Jetties, Quays, Wharves, Warehouses, Stages, Staiths, Drops, Slips, Stairs, Walls, Bridges, Approaches, Tramways, Sidings, Works, and Conveniences connected with the said intended Works, or any of them, or for the Purposes thereof; and the Company may supply the said Docks and Works with Water from the River *Mersey*;

5. They may stop up and discontinue that Part of the *Dock Road* in the said Township of *Garston* which lies between such Foreshore of the River *Mersey* and a Point Two Chains North-east of the northernmost of the *Dock Cottages* abutting on such Road, and extinguish all Rights of Way thereover, and they may stop up and divert the existing Sewer and Watercourse in the said Township of *Garston* which lies between a Point near the Junction of *Dale Street* and *Blackburn Street* and its Outlet into the River *Mersey*, and may substitute in lieu thereof a Sewer in the said Township of *Garston*, commencing from such intended Point of Diversion and terminating on such Foreshore of the River *Mersey* on the South-east Side of the Ship-building Yard belonging to the Company:

6. They may make and maintain a Bridge across the River *Irwell*, in the Parish of *Manchester* in the County of *Lancaster*, adjoining the Bridge by which the Company's Railway between the *Ordsall Lane Station* and the *Liverpool Road Station* is carried over that River:

7. They may make and maintain a Bridge across *Water Street*, in the said Parish of *Manchester*, near to and on the North-east Side of the Bridge by which the Company's Railway between the *Ordsall Lane Station* and the *Liverpool Road Station* is carried over that Street:

8. They may make a new Road in the Township of *Golborne*, in the Parish of *Winwick* in the County of *Lancaster*, commencing at a Point on the public Road leading from *Warrington* to *Wigan* South-west of the level Crossing of that Road by the *North Union Railway*, and terminating at another Point on the said Road North-east of the said level Crossing, and may stop up and discontinue as a public Highway, and appropriate to the Purposes of their Undertaking, so much of the said public Road as lies within a Distance of Seventeen Yards,

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Yards, measured along the Road; from the Centre Line of the said Railway at the said level Crossing: Provided always, that nothing in this Act contained shall authorize or empower the Company to purchase and take the several Properties numbered on the deposited Plans 18, 19, and 20 in the said Parish of *Winwick*, or any Part thereof, otherwise than by Agreement, nor shall that Portion of the public Road numbered on the said deposited Plans 1 in the same Parish which lies between the Letters D and B be stopped up or discontinued as a public Highway, nor shall the Levels of that Portion of the said Road be altered, except so far as shall be necessary for carrying out the Diversion of the said Road:

9. They may make a new Road in the Township of *Atherton* in the Parish of *Leigh* in the County of *Lancaster*, commencing from and out of the public Road called *Lovers Lane* at a Point thereon near where the Company's *Eccles, Tyldesley, and Wigan* Line crosses that public Road, and terminating by a Junction with that public Road at a Point thereon Two hundred Yards, or thereabouts, measured in a South-easterly Direction along that Road from the said Point of Commencement, and may stop up and discontinue as a public Thoroughfare, and appropriate to the Purposes of their Undertaking, so much of the said Road called *Lovers Lane* as lies between the said Points of Commencement and Termination:

10. They may make a new Road in the Township of *Windle*, in the Parish of *Prescot* in the County of *Lancaster*, commencing by a Junction with *Green Leach Lane* at a Point thereon South-west of the most Southerly Point of *Carr Milldam*, and terminating by a Junction with *Broad Lane* at a Point thereon North-west of the Sluice between *Carr Milldam* and *Carr Mill higher Dam*, and may stop up and discontinue, and appropriate to the Purposes of their Undertaking, so much of the said Roads called respectively *Green Leach Lane* and *Broad Lane* as lies between the Commencement and Termination of the new Road lastly described:

11. They may make (first) a new Road in the Townships of *Parr* and *Windle*, or One of them, in the said Parish of *Prescot*, from and out of *Green Leach Lane* at a Point thereon South-west of the most Southerly Point of *Carr Milldam*, and terminating in the Township of *Ashton-in-Makerfield*, in the Parish of *Winwick* in the County of *Lancaster*, by a Junction with a public Road at a Point thereon North-east of the most Southerly Point of *Carr Milldam*, and (second) another new Road wholly in the said Township of *Parr*, leading from and out

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out of the new Road lastly herein-before described at a Point thereon One hundred and seventy Yards, or thereabouts, East of the Commencement thereof before described, to and terminating at a Point Three hundred and forty Yards, or thereabouts, East of that Commencement, and they may stop up and discontinue, and appropriate to the Purposes of their Undertaking, so much of *Green Leach Lane* and Two other Roads connected therewith as lies between the Points of Commencement and Termination of the Two new Roads lastly herein-before described :

12. They may make a new Road in the Townships of *Burton* and *Horninglow*, or One of them, in the Parish of *Burton-upon-Trent* in the County of *Stafford*, commencing at a Point in *Hawkins Lane* East of the South-eastern Corner of the Union Workhouse, and terminating at a Point in *Horninglow Street* North of the Point where *Hawkins Lane* now joins *Horninglow Street*, and shall stop up and discontinue as a public Carriageroad, and appropriate to the Purposes of their Undertaking, so much of *Hawkins Lane* as is situate between the Point at which the new Road will commence and the said Junction of *Hawkins Lane* with *Horninglow Street* :

13. They may alter within the Township and Parish of *Colwich* in the County of *Stafford* the Levels of the Turnpike Road leading from *Great Haywood* to *Rugeley*, between a Point One hundred and forty Yards, or thereabouts, South-east of the present level Crossing of the said Road by the Company's Railway at or near the *Colwich* Station and a Point One hundred and forty Yards, or thereabouts, North-west of such level Crossing, and may widen the Bridge by which it is intended to carry the Railway over that Road :

14. They may widen so much of the public Highway in the Parish of *Hinckley* in the County of *Leicester* leading from the Market Place in the Town of *Hinckley* to the *South Leicestershire* Railway Station as extends from the Market Place for a Distance of Two hundred Yards, or thereabouts :

15. They may alter the Line and Levels of the Road in the Parish of *Cheddington* in the County of *Buckingham* leading from *Cheddington* to *Mentmore*, between a Point thereon One hundred and ten Yards, or thereabouts, North of the Point where that Road is crossed on the Level by the *Aylesbury* Branch of the Company's Railway and another Point thereon One hundred and ten Yards, or thereabouts, South of the said level Crossing, so as to carry the said Road over the said Branch Railway instead of on the Level thereof :

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16. They

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16. They may widen the Bridges by which their *Merthyr, Tredegar, and Abergavenny* Railway is carried across the under-mentioned Roads; (that is to say,)

The Bridge over the Turnpike Road leading from *Abergavenny* to *Ross* in the Parish of *Abergavenny* in the County of *Monmouth* :

The Bridge over the Road at *Pen-y-pound* in the same Parish :

The Bridge over the Road leading from the Village of *Llanfoist* to the *Waterloo* Public House in the Parish of *Llanfoist* in the County of *Monmouth* :

The Bridge over the Turnpike Road leading from *Abergavenny* to *Merthyr* in the same Parish :

The Bridge over the Road leading from the *Abergavenny and Merthyr* Turnpike Road to *Blaenavon* in the Parish of *Llanwenarth* in the County of *Monmouth* :

The Bridge over the *Brecon and Abergavenny* Canal near to the Wharf of the said Canal known as "*Govilon Wharf*" in the same Parish :

17. They may lay down Two Lines of Rails on the said *Merthyr, Tredegar, and Abergavenny* Railway across and on the Level of the under-mentioned Roads; (that is to say,)

The Road leading to *Govilon* adjoining the *Govilon* Station on the said Railway in the Parish of *Llanwenarth* in the County of *Monmouth* :

The Road leading from *Clydach* to the *Gilwern Mountain*, known as the *Llanelly* level Crossing, in the Parish of *Llanelly* in the County of *Brecon* :

The Road leading from the *Abergavenny and Merthyr* Turnpike Road to *Cwm-nant-Gam* in the same Parish.

Power to Company to acquire additional Lands for general Purposes.

5. In addition to the other Lands which the Company are by this Act authorized to acquire they may, subject to the Provisions of this Act, from Time to Time enter upon, take, use, and appropriate to the Purposes of their Undertaking all or any of the Lands following defined on the deposited Plans, and described in the deposited Books of Reference relating thereto respectively; (that is to say,)

Certain Lands in the Parish of *Aylesbury* in the County of *Buckingham* situate on the North Side of and adjoining the Company's Railway and Station at *Aylesbury* ;
 Certain Lands, Houses, and Buildings in the said Parish of *Aylesbury* situate between the *Aylesbury* Station of the Company and the Turnpike Road leading from *Wendover* to *Aylesbury*, near to and on the East Side of the Market Place in the Town of *Aylesbury* ;

Certain

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Certain Lands in the Parish of *Cheddington* in the said County of *Buckingham* situate on the North and South Sides of the *Aylesbury* Branch of the Company's Railway where that Railway crosses on the Level the public Road leading from *Cheddington* to *Mentmore*;

Certain Lands, Houses, and Buildings in the Parish of *Castlechurch* in the County of *Stafford* situate near to and adjoining the Main Line of the Company's Railway, and on the South-west Side thereof, and between the Turnpike Road leading from *Penkridge* to *Stafford* and the Turnpike Road leading from *Castlechurch* to *Stafford*;

Certain Lands, Houses, and Buildings in the Townships of *Horn-inglow* and *Burton-upon-Trent*, or One of them, in the Parish of *Burton-upon-Trent* in the County of *Stafford*, situate near to and adjoining and on the North Side of the Company's Goods Station at *Burton-upon-Trent* and on the East Side of *Horn-inglow Street*;

Certain Lands in the Parish of *Colwich* in the County of *Stafford* adjoining and on the North Side of the Company's Railway at or near the *Colwich* Station;

Certain Lands in the Township of the Foreign of *Walsall* in the Parish of *Walsall* in the County of *Stafford*, adjoining the Station Yard and Sidings on the Eastern Side of the *Walsall* Station of the *South Staffordshire* Railway;

Certain Lands, Houses, and Buildings in the Parish of *Winwick* in the County of *Lancaster* situate on the East and West Sides of and adjoining or near to the *North Union* Railway, near to the Point where that Railway crosses on the Level at the *Golborne* Station the public Road leading from *Warrington* to *Wigan*;

Certain Lands, Houses, and Buildings in the Township and Parish of *Manchester* in the County of *Lancaster* lying on the East and North Sides of and adjoining the *Liverpool Road* Station, and on the North Side of *Wellington Place*, West of and adjoining *Lower Byrom Street*, and South of and adjoining *Charles Street*, including the Sites of *Garden Court*, *Dunbar Street*, *Ashton Street*, *New Street*, *Roebuck Court*, and *Wellington Place*, or some Parts thereof, and any other Streets, Ways, Passages, or Footpaths lying within the Limits of the Lands, Houses, and Buildings lastly above described, with Power to extinguish all Rights of Way therein;

Certain Lands, Houses, and Buildings in the Township and Borough of *Salford* in the Parish of *Manchester* in the County of *Lancaster*, lying South of and adjoining the South-western Boundary of the Company's Property at their *Ordsall Lane* Station,

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Station, and between *Oldfield Road* and *Ordsall Lane*, and on the North-eastern Side of *West Fleet Street* and *Well Meadow* or *Well Meadow Road* and the Passage into *Ordsall Lane*, including the Sites of *Russell Place*, *Suffolk Place*, *Priscilla Street*, *Toft Street*, *Trafalgar Square*, *Trafalgar Buildings*, *Trafalgar Place*, or some Parts thereof, and any other Streets, Ways, Passages, or Footpaths lying within the Limits of the Lands, Houses, and Buildings lastly above described, with Power to extinguish all Rights of Way therein ;

Certain Lands, Houses, and Property in the Township of *Heaton Norris* in the Borough of *Stockport* in the Parish of *Manchester* in the County of *Lancaster*, situate on the South-west Side of and adjoining the Company's Railway and Station at *Heaton Norris*, and extending from the public Road called "*George's Road*" to a Point on the said Railway One hundred and twenty Yards, or thereabouts, Northward of the Road known as *Bower House Fold Lane*, except the Lands numbered on the deposited Plans 1, in the Parish of *Manchester* ;

Certain Lands, Houses, and Buildings in the Township of *Halewood* in the Parish of *Childwall* in the County of *Lancaster*, situate on both Sides of and adjoining the Company's *Ditton* Station ;

Certain Lands, Houses, and Buildings in the Township of *Garston* in the Parish of *Childwall* in the County of *Lancaster*, lying North of the *Garston Dock* and the Ship-building Yard of the Company, including *Blackburn Street* and Part of *Dale Street* South of the *Mersey Hotel*, with Power for the Company to stop up and discontinue and appropriate *Blackburn Street* and the before-mentioned Part of *Dale Street*, and to extinguish all Rights of Way over the same ;

Certain Lands, Houses, and Buildings in the Parish of *Childwall* in the County of *Lancaster* situate between the Company's *Edgehill and Garston* and *Garston and Warrington* Lines, and West of the Junction between those Lines, and East and South-east of *Oak Lane* ;

Certain Lands, Houses, and Buildings partly in the Township of *Parr* in the Parish of *Prescot* in the County of *Lancaster*, and partly in the Township of *Ashton-in-Makerfield*; in the Parish of *Winwick* in the same County, adjoining and on the East Side of the South-eastern Portion of *Carr Milldam* ;

Certain Lands, Houses, and Buildings in the Parish of *Leigh* in the County of *Lancaster* lying adjacent to and on the East and West Sides of the *Bolton and Kenyon* Railway of the Company, near where that Railway crosses *Lovers Lane* ;

Certain

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Certain Lands, Houses, and Buildings in the Parish and Borough of *Warrington* in the County of *Lancaster* situate on the West Side of and adjoining the Company's *Dallam Branch* Railway, and near to and on the North Side of *Tanner's Lane* ;

Certain other Lands, Houses, and Buildings in the same Parish and Borough situate on the West Side of and adjoining the said *Dallam Branch* Railway, and on the South Side of the Tramway which connects the said *Dallam Branch* Railway with the *Dallam Forge Works* ;

Certain other Lands, Houses, and Buildings in the same Parish and Borough situate on the West Side of the public Road known as *Dallam Lane*, on the North Side of the *Dallam Forge*, and on the West and East Sides of the said *Dallam Branch* Railway ;

Certain Lands, Houses, and Buildings in the Township and Parish of *Kirkburton* in the West Riding of the County of *York* situate between *Slant Gate* and the Turnpike Road leading from *Kirkburton* to *Huddersfield*, and Four hundred Yards, or thereabouts, North-west of the *Rose and Crown Inn* ;

Certain Lands, Houses, and Buildings in the Parishes of *Kirkheaton* and *Kirkburton*, or One of them, in the said West Riding, adjoining and on the South Side of the Milldam of *Rowley Mill* ;

Certain Lands, Houses, and Buildings in the Township of *Marsden* in the Parish of *Huddersfield* in the West Riding of the County of *York*, lying on the South Side of and adjoining the Company's Railway and Station at *Marsden* ;

Certain other Lands in such last-mentioned Township and Parish lying on the South Side of and adjoining the Company's Station and Canal at *Marsden*, and adjoining the public Road called *Pinfold Lane* ;

Certain Lands in the Parish of *Llantillio Pertholey* in the County of *Monmouth* lying on the West Side of the *Great Western* Railway, and adjoining or near to that Railway and to the Turnpike Road leading from *Abergavenny* to *Ross* commonly called the *New Ross Road*, and the *Tydu* or *Maindiff Bridge Road* ;

Certain Lands in the Parish of *Abergavenny* in the County of *Monmouth* lying between the new Turnpike Road from *Abergavenny* to *Hereford*, the new Turnpike Road from *Abergavenny* to *Ross*, the Turnpike Road at *Abergavenny* which connects those Two Turnpike Roads and a certain Highway called "*Cross Onnen Lane* ;"

Certain other Lands in the said Parish of *Abergavenny* lying on the North-east Side of the *Merthyr, Tredegar, and Abergavenny* Railway,

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Railway, and adjoining the said Railway and the *Hereford New Road* at or near the Point where the said Road crosses the said Railway;

Certain Lands in the Parish of *Llanfoist* in the County of *Monmouth* forming Part of *Pen-yr-Worled* Farm, and lying on the North and North-east Sides of and adjoining the *Merthyr, Tredegar, and Abergavenny* Railway, and near to the Turnpike Road leading from *Abergavenny* to *Merthyr*;

Certain Lands and Buildings in the Parish of *Llanelly* in the County of *Brecon* lying on the North Side of and adjoining the *Merthyr, Tredegar, and Abergavenny* Railway, and near the Town of *Brynmawr*;

Certain other Lands in the said Parish of *Llanelly* lying on the North and North-east Sides of and adjoining the *Merthyr, Tredegar, and Abergavenny* Railway, and on the West Side of a disused Tramroad, the Property of the *Merthyr, Tredegar, and Abergavenny* Railway Company;

Certain other Lands in the said Parish of *Llanelly* lying on the North and North-west Sides of and adjoining the *Merthyr, Tredegar, and Abergavenny* Railway, and near the *Clydach* Viaduct on that Railway;

Certain other Lands in the said Parish of *Llanelly* lying on the North Side of and adjoining the *Merthyr, Tredegar, and Abergavenny* Railway, and near the *Gilwern* Station thereon;

Certain Lands, Houses, and Buildings in the Parish of *Saint Mary Battersea* in the County of *Surrey* lying on the North-east Side of and adjoining the Company's Property, and on the South Side of and adjoining the *West London Extension* Railway;

Certain Lands, Houses, and Buildings in the Parish of *Bow*, otherwise *Saint Mary Stratford-le-Bow*, in the County of *Middlesex*, situate on the North-east Side of and adjoining the *North London* Railway, and between the *Tredegar Road* and *Old Ford Road*, including a Part of the Property of the *North London* Railway Company, and also a Strip of Land adjoining and on the North-east Side of the said Railway and on the North Side of the said *Old Ford Road*; and

Certain Lands, Houses, and Buildings in the Parish of *Saint Pancras* in the County of *Middlesex* bounded on the East Side by *Seymour Street*, on the West and North Sides by the Company's Property, and on the South Side by other Property in *Seymour Street*.

For Protection of Grand Junction Canal Company.

6. Provided always, That nothing in this Act or in the Acts wholly or partially incorporated with this Act contained shall be held to authorize the Company to enter upon, take, use, or appropriate any Lands,

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Lands, Streams, or other Property belonging to the Company of Proprietors of the *Grand Junction* Canal without the Consent of that Company of Proprietors previously given in Writing under their Corporate Seal, nor, without such previous Consent as aforesaid, to take away or diminish the Flow of Water which, but for the Execution of the Powers of this Act, would be available for the Supply of *Aylesbury* Mills, belonging or reputed to belong to the said Company of Proprietors, from or by means of the Stream numbered on the deposited Plans 15 in the Parish of *Aylesbury*, or any Tributary thereof.

7. With respect to any Lands of the *Great Western* Railway Company which the Company are by this Act from Time to Time authorized to use, enter upon, or interfere with, the Company shall not purchase and take the same, but the Company may purchase and take, and the *Great Western* Railway Company shall sell and grant accordingly, an Easement or Right of using the same for the Purpose for which but for this Enactment the Company might purchase and take the same.

Company to acquire Easement only in Lands of the *Great Western* Railway Company.

8. The Company may stop up and discontinue and extinguish all Rights of Way over the public Footpath in the Township and Parish of *Kirkburton* in the West Riding of the County of *York*, extending from a Point on the public Highway called "*Slant Gate*," about Two hundred and eighty-four Yards, or thereabouts, (measured in a North-westerly Direction) from the *Rose and Crown* Inn to a Point on the Turnpike Road leading from *Kirkburton* to *Huddersfield* Two hundred and forty Yards, or thereabouts; (measured in a North-westerly Direction) from the *Rose and Crown* Inn, and in lieu thereof may make a Footpath in the same Township and Parish from the said Highway called "*Slant Gate*" at or near a Point thereon Four hundred Yards, or thereabouts, from the *Rose and Crown* Inn (measured in a North-westerly Direction) along the said Highway to the said Turnpike Road leading from *Kirkburton* to *Huddersfield* at a Point thereon Four hundred and sixty Yards, or thereabouts, from the said *Rose and Crown* Inn (measured in a North-westerly Direction) along the said Turnpike Road.

Power to stop up Footpath in the Township of *Kirkburton*, and substitute another.

9. The Company may stop up and discontinue and extinguish all Rights of Way over the Footpaths herein-after mentioned, or some or One of them; (that is to say,)

The public Footpath in the Township of *Lepton* in the Parish of *Kirkheaton* in the West Riding of the County of *York*, leading from *Rowley* Mill to a public Highway called *Rowley Lane*, near to a Farmhouse called *Rowley Bottoms*; and also the public Footpath

Power to stop up Footpaths in Townships of *Lepton* and *Kirkburton*, and substitute a new Footpath.

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Footpath in such last-mentioned Township and Parish which passes for a Distance of One hundred and forty-five Yards, or thereabouts, measured in an Easterly Direction from *Rowley Mill*, and then joins a certain other Footpath which runs North and South; and also the public Footpath in the Township and Parish of *Kirkburton* in the West Riding of the County of *York* leading from the *Huddersfield and Penistone* Turnpike Road, near the Independent Chapel in *Dogley Lane*, to a Point Two hundred and twenty-five Yards, or thereabouts, measured in an Easterly Direction along the said Footpath from the Commencement thereof;

and in lieu of such Three last-mentioned Footpaths may make a new Footpath in the said Township of *Lepton*, commencing from the Road leading from the *Huddersfield and Penistone* Turnpike Road to *Rowley Mill* at a Point Twenty Yards, or thereabouts, West of the said Mill, thence passing in an Easterly Direction for a Distance of One hundred and sixty Yards, or thereabouts, and there joining the public Footpath which passes from *Rowley Lane*, near the *White Lion Inn*, to the Village of *High Burton*.

Authorizing Sale of Lands belonging to the Duchy of Lancaster, and providing for Application of Purchase Money.

10. And whereas Part of the Lands which may be required for the Purposes of this Act belong to the Queen's most Excellent Majesty in right of Her Duchy of *Lancaster*: Therefore it shall be lawful for the Chancellor and Council of Her Majesty's Duchy of *Lancaster* for the Time being to agree with the Company for the absolute Sale in Fee Simple of the Lands, or any Part thereof, of or belonging to Her said Majesty in right of Her said Duchy which shall be required for the Purposes of this Act, at or for such Price or Compensation in Money and upon such Terms and Conditions as shall be settled and agreed upon between the said Chancellor and Council and the Company, and upon Payment of such Price or Compensation, by any Deed or Writing under the Seal of the Duchy, in the Name of Her said Majesty, Her Heirs and Successors, to convey the same Lands and the Fee Simple and Inheritance thereof to the Company, their Successors and Assigns, for the Purposes of this Act; and the Purchase Money or Consideration for the same Lands shall be paid into the Hands of the Receiver General of the Revenues of the said Duchy, and Receipts and Acquittances shall be given by him for the same, and the same either shall and may be invested in the Purchase of Bank Annuities, according to the Powers and Provisions contained or referred to in an Act passed in the Forty-eighth Year of the Reign of His late Majesty King *George the Third*, intituled *An Act to improve the Land Revenue of the Crown in England, and also of His Majesty's Duchy of Lancaster*, with respect to the Purchase Money to be paid for Property belonging to the Crown

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Crown within the Survey and Receipt of the said Duchy under the therein recited Acts, or the same or any Part thereof may, either without any previous Investment or after such, and either alone or together with any other Monies which shall for the Time being have arisen or shall hereafter arise from the Sale of Lands and Hereditaments Part of the Possessions of the said Duchy, be laid out according to the Provisions of an Act passed in the Fifty-seventh Year of His said Majesty King *George* the Third, intituled *An Act for ratifying Articles of Agreement entered into by the Right Honourable Henry Hale Viscount Gage, and the Commissioners of His Majesty's Woods and Forests and Land Revenues, and for the better Management and Improvement of the Land Revenues of the Crown*; or the said Monies, and also any such other Monies, whether previously invested or not, or any Part thereof respectively, may be laid out in the Purchase of Lands which in the Judgment of the said Chancellor and Council shall be deemed convenient to be held with any Possession of the said Duchy, as the Chancellor and Council for the Time being of the said Duchy shall direct by any Order or Orders in that Behalf; and the said Chancellor and Council shall for the Purposes of this Act have and be entitled to all such Powers and Provisions in reference to the Monies (if any) so invested in Bank Annuities, and so to be laid out and invested as aforesaid, as under or by virtue of the said recited Act of the Fifty-seventh Year of King *George* the Third they are entitled to concerning any Sums or Funds of or belonging to the Duchy of *Lancaster* in the same Act particularly mentioned or referred to; and the Lands and Hereditaments (if any) so purchased on behalf of the said Duchy as aforesaid shall be conveyed and assured to the Use of Her Majesty, Her Heirs and Successors, in right of Her said Duchy of *Lancaster*, and shall vest in Her said Majesty, Her Heirs and Successors, in the same Right and as fully and effectually as the Lands to be conveyed to the said Company were vested in Her immediately before such Conveyance, and be held with the like Incidents, and be subject to the same Application to all Intents and Purposes, as the said Lands so to be conveyed to the said Company were held by Her immediately before such Conveyance; and every such Conveyance to the Use of Her Majesty, Her Heirs and Successors, may be in the Form in the Schedule (A.) to this Act annexed, or as near thereto as may be.

11. Every Deed or Writing whereby any Lands, Hereditaments, Estate, Right, or Interest shall be conveyed or assured by the said Chancellor and Council of Her said Majesty's Duchy of *Lancaster* by virtue of the Powers of this Act shall be enrolled in the Court of the Duchy Chamber of *Lancaster* within Six Calendar Months from the Date thereof.

For Enrolment of all Deeds of Conveyance of Land belonging to the Duchy of *Lancaster*.

[Local.]

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12. The

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Power to raise additional Money by Creation of Shares.

12. The Company from Time to Time may raise for the Purposes of this Act, by the Creation and Issue of Shares, such Sums of Money as they shall think necessary, not exceeding One million five hundred thousand Pounds, exclusive of the Monies which they are or may be authorized to raise by any other Act or Acts of Parliament, and the Company may create and issue such Shares either wholly or partially as Ordinary or wholly or partially as Preferential Shares, as they may think fit.

Shares not to issue until One Fifth paid up.

13. The Company shall not issue any Share created under the Authority of this Act, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth of the Amount of such Share shall have been paid in respect thereof.

New Shares raised under this Act and any other Act of this Session may be of same Class.

14. If by any other Act passed in the present Session of Parliament, whether before or after the passing of this Act, the Company be authorized to raise any Capital by new Shares, then, subject to the Provisions of the other Act and this Act respectively, the Company if they think fit may raise, by the Creation and Issue of new Shares of One and the same Class, all or any Part of the aggregate Capital which they are by the other Act and this Act respectively authorized to raise by the Creation and Issue of new Shares.

Except as otherwise provided, new Shares created by Company to be subject to same Incidents as Ordinary Shares.

15. The Share Capital created by the Company under this Act, and the Shares therein, and the Holders of those Shares respectively, except any Share Capital and Shares therein to which a Preferential Dividend is attached, and the Holders of those Shares respectively, shall be subject and entitled to the same Powers, Provisions, Forfeitures, Liabilities, Rights, Privileges, and Incidents whatsoever in all respects as if that Capital were Part of the now existing Ordinary Share Capital of the Company, and those Shares were Shares in that Ordinary Capital.

Dividends on new Shares created by Company.

16. Every Person who becomes entitled to a Share created by the Company under this Act shall in respect of the same be a Shareholder in the Company, and shall be entitled to a Dividend, either preferential or ordinary, as the Case may be, with the other Holders of Shares of the same Class or Description, proportioned to the whole Amount from Time to Time called and paid on such new Shares.

Votes and Qualifications in respect of Shares created by Company.

17. The Holders of the Shares created under this Act shall have Rights of voting and Qualifications in respect thereof on the Principle that each Sum of One hundred Pounds paid up in respect of the Shares held by any such Holder shall be deemed equivalent to One original Share of One hundred Pounds in the Capital of the Company, as prescribed by their Act of Incorporation: Provided that no Person shall

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shall be entitled to vote in respect of any less Amount than One hundred Pounds paid up: Provided also, that (unless otherwise specified in any Resolution of the Company) no Person shall be entitled to vote in respect of any Share created or issued under this Act to which a preferential Dividend shall be assigned.

18. The Company may raise, by the Creation of Stock, the Money which they are by this Act authorized to raise by the Creation of Shares, or any Part thereof, and may direct that such Stock shall be paid up in full at once, or by Instalments, as the Company think fit, and the Company may create and issue such Stock either wholly or partially as Ordinary or wholly or partially as Preferential Stock, as they may think fit, and all the Provisions of this Act with respect to the Shares by this Act authorized to be created, and the Holders thereof, shall, so far as applicable, apply to the Stock created under the Authority of this present Enactment, and the respective Holders thereof, as fully and effectually as if those Provisions were re-enacted in respect of that Stock, and the respective Holders thereof; provided that the Company shall not issue any Certificate of such Stock, or register any Transfer thereof, until the Stock in respect of which the Certificate is issued or the Transfer is made is fully paid up.

Company may create and issue Stock in lieu of Shares.

19. The Company may from Time to Time borrow on Mortgage any Money not exceeding in the whole Four hundred and three thousand three hundred Pounds; in addition to the Sums which they are already authorized to borrow or which they may be authorized to borrow by any other Act or Acts of Parliament, but no Part thereof shall be borrowed until Shares or Stock for the whole of the Sum by this Act authorized to be raised by Shares or Stock shall have been issued and taken up, and One Half thereof shall have been paid up, and the Company have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that Shares or Stock for all the Capital which the Company are by this Act authorized to raise by the Creation of new Shares or Stock have been issued and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share or Portion of Stock in such Capital has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Shares or Stock were issued and taken *bonâ fide*, and are held by the Persons to whom the same were issued or their Assigns, and that such Persons or their Assigns are legally liable for the same; and upon Production to such Justice of the Books of the Company, and of such other Evidence as he shall think sufficient, he shall grant a Certificate that the Proof aforesaid has been given, which Certificate shall be sufficient Evidence thereof.

Power to borrow on Mortgage.

20. Every

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Provisions of former Acts as to Appointment of Receiver repealed.

20. Every Provision in any Act passed before the present Session of Parliament, whereby the Company is authorized to raise, by borrowing, Money for the Purposes of their Undertaking, with respect to the Appointment of a Receiver for enforcing Payment by the Company of Arrears of Principal Money, or Principal Money and Interest, shall be and the same is hereby repealed, but without Prejudice to any Appointment which may have been made or to the Continuance of any Proceedings which may have been commenced prior to the passing of this Act under any such Provision.

Arrears may be enforced by Appointment of a Receiver.

21. 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 Receiver; and in order to authorize the Appointment of a Receiver in respect of Principal, or Principal and Interest, the Amount owing to the Mortgagees by whom the Application for a Receiver is made shall not be less than Ten thousand Pounds in the whole.

Debenture Stock.

22. The Company may create and issue Debenture Stock, and may attach thereto such fixed and perpetual preferential Interest, not exceeding Five Pounds *per Centum per Annum*, as they shall think fit.

Former Mortgages to have Priority.

23. All Mortgages or Bonds granted or to be granted under the Authority of any former Act relating to the Company shall during the Continuance thereof have Priority over any Mortgages granted by virtue of this Act.

Application of Monies.

24. All Monies raised under this Act, whether by Shares or borrowing, shall be applied to the Purposes of this Act, and to the general Purposes of the Company's Undertaking, and to no other Purpose.

Power to apply Corporate Funds to Purposes of this Act.

25. The Company may apply to the Purposes of this Act any of the Monies which they now have in their Hands, or which they have Power to raise by Shares or Mortgage by virtue of any Acts relating to the Company, and which may not be required for the Purposes to which they are by any such Acts made specially applicable.

Powers for compulsory Purchases limited.

26. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Works.

27. The Embankments, Docks, Bridges, new Roads, Alterations of Roads, and other Works by this Act authorized, shall be completed within Five Years from the passing of this Act, and on the Expiration of

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of that Period the Powers by this Act granted to the Company for executing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

28. In constructing the Embankments, Docks, Bridges, new Roads, Alterations of Roads, and other Works by this Act authorized, the Company may deviate to the Extent of the Limits of Deviation marked on the deposited Plans, and may deviate from the Levels shown on the deposited Sections to any Extent not exceeding Five Feet.

Power to deviate to Extent marked on Plans, &c.

29. The Company shall construct the Abutments of the Extension of the said Railway Bridge in a Direction parallel with the Line or Course of the River *Irwell*, and lineable (or as near as possible thereto) with the present Abutments of the said Railway Bridge, and the Extension of the said Railway Bridge shall be so constructed with horizontal or flat Iron Girders as to leave for the whole Span thereof over the said River *Irwell*, and the Towing-path thereof, a clear and continuous Space or Headway from one Abutment to the other of not less Height than the Soffit of the Crown of the existing Arches of the present Railway Bridge; and the Company shall build and construct good and sufficient Pillars, Walls, or Piles for the Support of the Towing-path, if the proposed Extension of the said Railway Bridge shall be formed to interfere with the existing Pillars, Walls, or Piles of the present Towing-path.

For Protection of Navigation of River *Irwell*; how Bridge over the River to be constructed.

30. The Company shall not, in erecting and constructing the proposed Extension of the said Railway Bridge, erect or construct more than One Pier for the Support thereof in the Bed of the said River *Irwell*, and such Pier and the Iron Pillars on the Top thereof shall be constructed according to Plans, Sections, and Elevations which have been signed by *William Baker* and *Fereday Smith*, and one Copy whereof has been deposited at the Office of the Company, and the other at the Office of the Company of Proprietors of the *Mersey and Irwell* Navigation.

As to Pier of Bridge in the River.

31. Save so far as may be necessary for the Purpose of constructing the proposed Extension of the said Railway Bridge in the Manner, and for leaving the Height of Headway thereunder, hereinbefore mentioned, the Company, their Successors or Assigns, shall not in the Construction thereof deviate from the Line or lower the Level of the Railway and Works as shown on the Plans, Sections, and Elevations signed as aforesaid, without the Consent in Writing of the Company of Proprietors of the *Mersey and Irwell* Navigation, or their Assigns, under their Common Seal.

Restricting Deviation in Construction of Bridge.

[Local.]

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32. In

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Restricting
Interference
with Water-
way.

32. In the Construction of said Pier, and the Abutment of the said Railway Bridge on the *Manchester* Side of the River *Irwell*, the said Railway Company shall not contract or diminish the clear and available Waterway of the said River *Irwell* to a greater Extent than shall be absolutely necessary for the carrying out of the said Works, and shall construct all such temporary Works to such Extent only as shall be necessary, doing the same to the reasonable Satisfaction of the Engineer for the Time being of the said Company of Proprietors or their Assigns, but in the Construction of all or any such Works, it shall not be lawful for the Company or their Assigns, in any Case, to diminish or contract the Waterway of the said River *Irwell* at any Part so as to leave a less Width of Waterway clear and available for free and uninterrupted Navigation than Thirty Feet on each Side of the proposed Pier for carrying the said Extension of the said Railway Bridge over the said River *Irwell*, and Six Feet for Towing-path; and the Company and their Assigns shall make, and during the whole Time of such Contraction maintain, a good and sufficient temporary Towing-path in connexion therewith, so as to secure the Means of free and uninterrupted Navigation; and it shall not be lawful for the Company or their Assigns to continue any such Contraction in the said River *Irwell* for a longer Period than shall be actually and absolutely necessary for the Erection of the Abutments and Piers and Girders of the proposed Extension of the said Railway Bridge over the said River *Irwell*; and the Company and their Assigns shall forthwith, with all practical Despatch after such Contraction shall cease to be necessary, well and effectually remove and clear from the said River all Works and Materials, other than permanent Works, by this Act authorized, which shall have been placed within the present Limits of the said River *Irwell*, or the Towing-path thereof.

Restricting
Interference
with Navi-
gation of
River.

33. Save as by this Act specifically authorized, it shall not be lawful for the Company at any Time or Times to put or place between the Abutments of the said proposed Extension of the said Railway Bridge any Work or Material, or do any other Act or Thing so as to prevent or interfere with the Navigation of the said River *Irwell*, or with its being at any Time hereafter scoured, cleaned, or deepened as Occasion may require.

Company to
remove Rub-
bish which
may fall into
River.

34. If in the Execution or by reason of the Construction, Maintenance, or Repair of the proposed Extension of the said Railway Bridge and Towing-path, or by reason of any Act or Omission of the Company or their Assigns, or their Agents, Servants, or Workmen, any Stone or Brickwork, Materials or Rubbish, shall fall into or become or be deposited in the said River *Irwell*; the Company or their Assigns shall, and they are hereby required, from Time to Time forthwith,

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forthwith, as and when the same shall happen, to remove and clear away the same at their own Expense.

35. In every Case in which the Company or their Assigns, on receiving Seven Days Notice in Writing, requiring them so to do, from the Cashier or principal Agent of the said Company of Proprietors or their Assigns, shall not, as herein-before in that Behalf provided, remove and clear away, or begin and proceed with all due Despatch to remove and clear away, any such temporary Contraction or Diminution of the Waterway of the said River *Irwell* as aforesaid, which shall not be or which shall have ceased to be actually necessary, and all Works and Materials constituting or causing such Contraction, or in any way connected therewith, or shall not forthwith remove any Stone or Brickwork, Materials or Rubbish, which shall as aforesaid have fallen or become or been deposited in the said River *Irwell*, it shall be lawful for the said Company of Proprietors or their Assigns, and they are hereby authorized and empowered at the Expiration of such Notice, by themselves, their Agents, Servants, or Workmen, to remove and clear away the same, and all proper and necessary Expenses thereof, and also the Loss or Damage occasioned thereby, shall be repaid by the Company and their Assigns to the said Company of Proprietors or their Assigns, and in default of Payment thereof on Demand (so that such Demand be in Writing and state the Particulars of all such proper and necessary Expenses, Loss, and Damage) the said Company of Proprietors or their Assigns shall and may recover the same in the Manner provided by "The Railways Clauses Consolidation Act, 1845," for the Recovery of Forfeitures, Penalties, and Costs.

Company of Proprietors of Irwell Navigation may, in default of Company, remove temporary Obstructions.

36. If in the Execution, Construction, Maintenance, or Repair of any Works by this Act authorized, or by reason of any Act or Omission of the Company or their Assigns, or their Agents, Servants, or Workmen, the said River *Irwell* or the Towing-path thereof shall at any Time be obstructed or impeded so as to hinder and prevent the proper and due Use thereof respectively, or if any Vessel using the said River *Irwell* shall not be able to pass along the same or any Part thereof, or shall be impeded in such Passage, then and in any of such Cases it shall be lawful for such Company of Proprietors or their Assigns, at the Costs and Charges of the Company or their Assigns, to remove, take out, and put away any such Obstruction or Impediment, and to repair and make good all Damages or Injury done to the said River *Irwell* by any such Obstruction or Impediment; but if the Engineer for the Time being of the Company or their Assigns shall be of opinion that the said Company of Proprietors or their Assigns are not proceeding with due Diligence or Despatch to remove, take

Providing for Removal of Works obstructing Navigation, and Penalty on Company.

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

take out, and put away any such Obstruction or Impediment, it shall be lawful for the Company or their Assigns immediately to remove; take out, and put away any such Obstruction or Impediment; and in case the Company or their Assigns shall, for and in respect of such Obstruction or Impediment, if not removed within Twenty-four Hours, pay to the said Company of Proprietors or their Assigns, as or by way of ascertained Damages and not as a Penalty, the Sum of Five Pounds for every Hour during which any such Obstruction or Impediment shall continue; and in addition to such ascertained Damages the Company and their Assigns shall from Time to Time repay to the said Company of Proprietors or their Assigns the full Amount of Costs, Charges, and Expenses which shall from Time to Time be incurred by the said Company of Proprietors or their Assigns in and about the removing, repairing, or putting away; and every such Obstruction and Impediment or other Injuries to the said River *Irwell* or the Towing-path thereof, and also all other Losses, Damages, Costs, Charges, and Expenses which the said Company of Proprietors or their Assigns shall incur, sustain, or be put to by or by reason or in consequence of any such Obstruction or Impediment, Damage, or Injury, the same respectively to be recovered in such Manner as is provided by "The Railways Clauses Consolidation Act, 1845," with respect to the Recovery of Forfeitures, Penalties, and Costs; provided that it shall be incumbent on the said Company of Proprietors and their Assigns forthwith, after the same shall come to their Knowledge, to cause Notices to be given to the Company or their Assigns of any such Obstruction or Impediment.

Works to be executed to Satisfaction of Company of Proprietors.

37. All Works and Things by this Act authorized to be made or done over or upon or affecting the said River *Irwell* and the Towing-path thereof shall be executed and completed according to the Plan and Section and Elevation so signed as aforesaid, and to the reasonable Satisfaction of the Engineer for the Time being of the Company on the one hand, and of the said Company of Proprietors and their Assigns on the other hand; and in case they cannot agree, the Points in difference shall be settled by an Engineer to be from Time to Time, as Occasion requires, appointed by the Board of Trade.

During Progress of Works, Company to watch and light same.

38. The Company and their Assigns shall, during the whole Progress of the Construction or temporary Works required in the Construction, and also during the Maintenance of the proposed Extension of the said Railway Bridge or other Works by this Act authorized over or within or in any Manner affecting the said River *Irwell* or the Towing-path thereof, maintain and keep at all Times, from Sunset to Sunrise, suitable and sufficient Watchmen, and good and sufficient

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sufficient Lights at such Place of Construction or Maintenance, well and effectually to warn, guard, and protect from Damage or Injury Vessels, Horses, and Persons navigating, passing along, or using the said River *Irwell* or the Towing-path thereof.

39. Except as hereby is expressly and specifically enacted, nothing in this Act contained shall diminish, alter, prejudice, or take away any Right, Privilege, Power, or Authority vested in the Company of Proprietors of the *Mersey and Irwell* Navigation. Saving
Rights of
Company of
Proprietors.

40. In constructing the Works within the City of *Manchester* by this Act authorized, the Company shall conform to and observe the following Provisions, Regulations, and Restrictions; (that is to say,) As to Works
within the
City of
Manchester.

First, the Bridge over *Water Street* shall be erected of Brick, Stone, and Iron, and shall be of One Span or Opening only, and shall be constructed with perpendicular Piers and flat Girders resting thereon, and the Piers thereof shall not encroach in any way on *Water Street* or *Hampson Street*, and shall be so placed as to be lineable with such Streets; and underneath the said Bridge, for the whole Length and Width thereof, there shall be a clear Headway of not less in any Part than Seventeen Feet between the Surface of *Water Street* and the Underside of the said Girders; and the present Levels or Gradients of *Water Street* underneath and on each Side of such Bridge shall not be in any way altered or interfered with without the Consent in Writing of the Corporation of the City of *Manchester*, under the Hand of the Town Clerk for that Purpose first had and obtained:

Second, no Part of *Hampson Street* shall be covered or spanned over by the said Bridge, and, except as aforesaid, it shall not be lawful for the Company to cover over or otherwise interfere with *Water Street*:

Third, the said Bridge shall be constructed according to an Elevation to be approved by the Corporation:

Fourth, all the Piers or Abutments and Foundations of the said Bridge shall extend and be made below the Surface of the Ground to a Depth sufficient to allow the said Corporation to make and construct any Sewers or Watercourses, and to lay or deposit any Water or Gas Mains or other Pipes which, under or by virtue of any Act of Parliament, the said Corporation are or may at any Time hereafter be authorized to lay down, construct, or deposit:

Fifth, the Parapets of the said Bridge shall be of such Height, not exceeding Six Feet, from the Levels of the Rails on each Side of the Bridge, throughout the entire Crossing of the Street, and for such further Extent, not exceeding Fifty Yards in Length,

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at both Ends on each Side of the Railway, as the Corporation shall require :

Sixth, the said Bridge shall be made and maintained Drop dry, as far as practicable at all Times, and shall in all other respects be kept in complete Repair :

Seventh, the Company shall not in the Construction of the said Bridge alter, interfere with, or disturb any of the Sewers or Drains, Gas, Water, or other Pipes of the said Corporation, but all Work which may be necessary to be done in connexion therewith shall be carried out by the Corporation at the Expense in all things of the Company :

Eighth, the Company shall keep the Roadways of the said Bridge and their existing Bridge over *Water Street* at all Times, to the Satisfaction of the Corporation, lighted with Gas by Day as well as by Night, and in the event of their not fulfilling this Clause the Corporation may themselves cause the same to be so lighted, and the Cost thereof shall from Time to Time be repaid by the Company to the Corporation, and be recoverable as a Gas Rent under the Acts for the Time being in force with regard to the Sale and Supply of Gas by the said Corporation.

Local Rates to be made good in the Parish of Saint Pancras.

41. While the Company are possessed, under the Authority of this Act, of any Lands, Houses, Buildings, or other Property assessed or liable to be assessed to any Parochial or other General or Special Rate, and until any Works to be constructed under the Authority of this Act in the Parish of *Saint Pancras* are so far completed as to be assessed or liable to be assessed to an Amount equal to or greater than the aggregate Amount of the gross rateable Value of the same Lands, Houses, Buildings, and Property, the Company shall be liable to make good the Deficiency in the Assessment for such Rates by reason of such Lands, Houses, Buildings, or Property being taken or used by them for the Purposes of this Act; and the Deficiency shall be computed according to the Rental at which such Lands, Houses, Buildings, and Property respectively are rated in the Rate made for the said Parish on the Fifth Day of *October* One thousand eight hundred and sixty-six.

Provision for Repair of new Roads, &c.

42. The new Roads and Sewer to be made by the Company under this Act, when made and completed, and the Roads which the Company are by this Act empowered to alter, when so altered, shall respectively from Time to Time be repaired and maintained by and at the Expense of the same Parties in the same Manner and to the same Extent as other Roads and Sewers within the Townships or Parishes respectively in which such new or altered Roads and Sewer will be situate are from Time to Time liable to be repaired or maintained :

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tained: Provided always, that if any Question shall arise between the Company and any of such Parties as to the due Completion of such new Roads or Sewer, or of such Alterations, such Questions shall from Time to Time be determined by Two Justices, on the Application of either of the Parties in difference, and after not less than Seven Days Notice to both Parties of the sitting of such Justices for the Purpose; and the Certificate of such Justices of the due Completion of such new Roads or Sewer, or, as the Case may be, of such Alterations respectively, shall be conclusive Evidence of the Fact so certified.

43. The Site and Soil of the Portions of Roads, Footpaths, and Places by this Act authorized to be stopped up, discontinued, and appropriated by the Company, and the Fee Simple and Inheritance thereof, shall (except where by this Act otherwise provided), if the Company are the Owners of the Lands on both Sides thereof, be from the Time of the stopping up thereof respectively wholly and absolutely vested in the Company; and if the Company are the Owners of the Land on One Side only thereof, the Site and Soil of the said Portions of Roads, Footpaths, and Places respectively between the Company's Land and the Centre of such Road, Footpath, or Place, and the Fee Simple and Inheritance thereof, shall be from the Time of the stopping up thereof respectively absolutely vested in the Company.

Site and Soil of Portions of Roads, &c. stopped up vested in Company.

44. The Company shall, not less than Eight Weeks before they take in any Parish Fifteen Houses or more, occupied either wholly or partially by Persons belonging to the Labouring Classes as Tenants or Lodgers, make known their Intention to take the same by Placards, Handbills, or other general Notice, placed in public View upon or within a reasonable Distance from such Houses; and the Company shall not take any such Houses until they have obtained the Certificate of a Justice that it has been proved to his Satisfaction that the Company have made known their Intention to take the same in manner herein-before required.

Notice to be given of taking Houses of Labouring Classes.

45. All Vessels entering into or leaving the Docks by this Act authorized, or either of them, shall, subject as herein-after provided, be liable, according to the Tonnage Burthen thereof, to pay to the Company the Sum specified in Schedule (B.) to this Act, and such Rate shall be paid to the Company by the Masters or Owners of such Vessels: Provided always, that the said Rate shall not be demanded or received by the Company unless and until they shall have opened to the Public for the Passage of Vessels the new Entrance and the South-westerly of the Two Docks by this Act authorized.

Dock Rate, as in Sched. (B.).

46. All

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Rates on
Goods as in
Sched. (C.).

46. All Goods imported from Parts beyond the Seas or Coastwise into the Docks by this Act authorized, or either of them, or landed at or deposited upon or carried over any Quay, Pier, Landing Stage, or Land belonging to the Company and connected with those Docks, or either of them, or exported to Parts beyond the Sea or Coastwise, which may at any Time previously have been brought into the said Docks, or either of them, or landed at or deposited upon or carried over any such Quay, Pier, Landing Stage, or Land as aforesaid, shall, subject as herein-after provided, be liable to the Rates specified in Schedule (C.) to this Act, so far as such Goods are particularised in that Schedule; and so far as such Goods are not particularised in that Schedule the same shall, subject as aforesaid, be liable to Rates equal to the Rates affixed on Goods of a similar Nature, Package, Value, and Quality; and all such Rates shall be paid to the Company or to some Collector of Rates on Goods by the Owner of such Goods.

Restriction
as to Rates.

47. Provided always, that nothing in this Act contained shall authorize the Company to demand or receive any Tolls, Rates, Duties, or Sums of Money in respect of Lighters or other Vessels conveying Goods from or to the Docks by this Act authorized, or either of them, to or from Places situate within the Limits of the River *Mersey*, or to or from any inland Canal or navigable River communicating directly with the River *Mersey*, or to demand or receive any such Payments in respect of Goods conveyed in such Lighters or other Vessels, if Rates shall have been already paid under the Powers of this Act with respect to such Goods upon the Importation thereof into the said Docks, or with respect to such Lighters or other Vessels conveying the same, or shall be paid in respect of such Goods upon the Exportation thereof, or in respect of such Lighters or other Vessels conveying the same: Provided also, that if any such Rates as aforesaid shall be paid under the Powers of this Act, no additional or other Dock or Dock Tonnage Rates under any Acts now in existence relating to the *Garston Docks* shall be paid or payable in respect of such Goods, or of such Lighters or other Vessels conveying the same.

Saving
Rights as to
Rates for
local Traffic
under
27 & 28 Vict.
c. ccxvi.

48. The 13th, 17th, and 22d Sections of the "*St. Helen's Canal and Railway Transfer Act, 1864*," are incorporated with and form Part of this Act, and the Expression "*Garston Dock*" therein used shall hereafter comprise the new Docks by this Act authorized; and the Expressions "*Dock Dues*" and "*Charge for the Use of the Dock*" therein also used shall comprise the Charges imposed in Schedule (C.) to this Act, "*Dock Rates on Goods*;" and the Expression in the said Section "*the Railways hereby transferred*" shall mean the then existing Lines of the *St. Helen's Railway*, and all Railways, Tramways,
and

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and Sidings in connexion with the Docks hereby authorized; and nothing in this Act contained shall be taken to authorize the Company to demand or receive any further Toll, Rate, or Charge in respect of any Matters in the said Sections mentioned, so far as regards the said Docks hereby authorized, than the maximum Toll, Rates, and Charges by the said Sections and by the Schedule (B.) to this Act authorized, or to repeal, alter, or vary, except as in this Section expressly enacted, any of the Provisions of the said first-mentioned Act: Provided that nothing in this Act shall authorize the Company to demand or receive from the Owners of any Vessels carrying Cargo for any Traders or Persons entitled to the Privileges in the said first-mentioned Sections accorded any Dock Tonnage Rates, except a Rate not exceeding Twopence *per* Ton Register on the Entry of the Docks hereby authorized only: Provided also, that no Dock Tonnage Rates shall be payable by Persons on Lighters carrying Cargo from or to any other Part of the Port of *Liverpool* for the Service of Vessels loading or unloading in the said Docks.

49. The Limits within which the Powers of the Dock-master for the Regulation of the Docks shall be exercised shall be the Docks, Works, and Premises of the Company.

Limits of Powers of Dock-master.

50. And whereas by "The *Upper Mersey Dues Act, 1860*," (23d and 24th *Vict.* Cap. 125.) the *Upper Mersey Dues Trustees* were constituted and were authorized to purchase from the *Mersey Docks and Harbour Board* certain Town and Anchorage Dues specified in the 17th Section of the said Act, and leviable by way of Passing Toll on Vessels navigating the River *Mersey* South-eastward or Landward of an imaginary Line drawn across the River *Mersey* from the North-westerly Boundary of *Garston Dock Quay* to *Eastham Ferry*, with a view to the Extinction of the said Dues, and the said Trustees have, in fact, purchased the said Dues for the Price of One hundred and five thousand Pounds, borrowed by them and charged upon the same Dues, and the same Dues are now in process of Extinction by the said Trustees: And whereas, inasmuch as the Opening to the additional Docks at *Garston* authorized by this Act will be Seaward of the said imaginary Line, and as the said additional Docks will be practically an Extension of the existing Dock System at *Garston*, it is fitting that the following Provisions should be made: Be it therefore enacted, That the *Upper Mersey Dues Trustees* shall pay to the *Mersey Docks and Harbour Board*, by way of Purchase of the Town and Anchorage Dues leviable on Goods and Vessels using any Dock or Docks which shall be constructed upon any Land within the Limits of Deviation shown on the deposited Plans to the Seaward of the said imaginary Line, and shall communicate directly or indirectly with

Providing for Purchase of Town and Anchorage Dues.

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the River *Mersey* through any Opening or Entrance to the Seaward of such Line, and which shall be opened to the Public before the Extinction of the *Upper Mersey* Dues, at and after the Rate of One thousand five hundred Pounds *per* Statute Acre, calculated on the Water Space of such last-mentioned Dock or Docks, and such Purchase Money in respect of each such last-mentioned Dock shall be paid before the same shall be opened to the Public; and from and after each such Payment all Rates and Dues which would have been payable to the *Upper Mersey* Dues Trustees, or abolished if such Opening or Entrance and every other Entrance to such Dock had been South-eastward or Landward of the said imaginary Line, shall be deemed to be *Upper Mersey* Dues, and to be transferred to and vested in the *Upper Mersey* Dues Trustees by virtue of the 17th Section of "The *Upper Mersey* Dues Act, 1860," and shall be payable to the said Trustees, and shall be leviable or recoverable by them, or be abolished, as the Case may be; and as regards any Dock or Docks which shall be constructed within the said Limits of Deviation to the North-westward or Seaward of the said imaginary Line, and shall communicate directly or indirectly with the River *Mersey* by means of any Opening or Entrance to the Seaward of such Line, and which shall be opened to the Public after the Extinction of the *Upper Mersey* Dues, the *Mersey* Docks and Harbour Board shall retain all such Rights of levying Town and Anchorage Dues leviable in respect of Goods and Vessels using any such Docks as they would have had if this Section had not been enacted, unless and until the Owners for the Time being of the said last-mentioned Dock or Docks shall have paid, as they are hereby authorized to pay, to the *Mersey* Docks and Harbour Board at and after the Rate of One thousand five hundred Pounds *per* Statute Acre, calculated on the Water Space of such last-mentioned Dock or Docks, and on such Payment being made all such last-mentioned Town and Anchorage Dues, and all Rights of levying or receiving the same, shall be extinguished.

Abandonment of authorized Road in the Parish of Prescott.

51. The Company may and shall abandon the Formation of the Road in the Township of *Windle* in the Parish of *Prescot* in the County of *Lancaster*, authorized by and described in Section 32 of "The *London and North-western* Railway (Additional Powers, *England*) Act, 1865."

Compensation for Damage to Land by Entry, &c. for Purposes of Road abandoned.

52. The Abandonment by the Company under the Authority of this Act of the said authorized Road shall not prejudice or affect the Right of the Owner or Occupier of any Land to receive Compensation in accordance with the Provisions in that Behalf of "The Lands Clauses Consolidation Act, 1845," for any Damage occasioned by the Entry of the Company on such Land for the Purpose of surveying and

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and taking Levels, or probing or boring to ascertain the Nature of the Soil, or setting out of the Line of Road.

53. Where before the passing of this Act any Contract may have been entered into or Notice given by the Company for the purchasing of any Land for the Purposes of or in relation to the Road authorized to be abandoned by this Act, and which shall not be required for the Purposes of any of the Works by this Act authorized, full Compensation shall be made by the Company to the Owners and Occupiers or other Persons interested in such Lands for all Injury or Damage sustained by them respectively by reason of the Purchase not being completed pursuant to the Contract or Notice; and the Amount and Application of the Compensation shall be determined in manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of Compensation paid for Lands taken under the Provisions thereof.

Compensation to be made in respect of Road abandoned.

54. The Company may, notwithstanding anything to the contrary in "The Lands Clauses Consolidation Act, 1845," or in any Act relating to the Company with which that Act is incorporated, retain and hold any of their Lands in the Parishes of *Hemel Hempstead, Wem, Litchurch, Leighford, Eccleshall, Weaverham, Saddleworth, Ashton-under-Lyne, Prestwich-cum-Oldham, Huddersfield, Saint Michael, Saint Mary Bedford, Saint John Bedford, Bow-Brickhill, Saint Martin Birmingham, Holywell, Rhuddlan, Abergele, Llandrillo-yn-Rhos, Dwygyfylchi, Trefdraeth, Llangeniwen, Llanfaelag, and Llanbeblig*, which have not yet been applied to the Purposes of the Company or sold or disposed of by them, for the Periods following; that is to say, as regards such of the said Lands as are situate near or adjoining to any Railway or Station of the Company, or which the Company may be of opinion that they may require for the Purposes of Stations, Sidings, or other Conveniences, for the Period of Ten Years from the passing of this Act, and as regards the other of the said Lands for the Period of Two Years from the passing of this Act, but the Company shall at the Expiration of such respective Periods of Ten Years and Two Years sell and dispose of all Parts of such Lands respectively which shall not then have been applied to and are not then required for the Purposes of their Undertaking.

As to Sale of certain superfluous Lands.

55. And whereas the *Sirhowy* Railway Company (herein-after called the *Sirhowy* Company) are willing that by means of the Extension Railway authorized by the *Sirhowy* Railway Act, 1865, (herein-after called the *Sirhowy Extension* Railway,) the Company should have Access, by means of the Powers herein-after contained, to the Town of *Tredegarr*, upon the Condition that the *Sirhowy* Company should

Reciprocal Power for the Company and the *Sirhowy* Railway Company.

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should have reciprocal Powers over and in respect of the Railways described in the *London and North-western Company's (New Lines) Act, 1867*, as the "*Dowlais Extension Line*," and the "*Joint Line*," and over and in respect of any Extensions of the Company's Railway which may be hereafter made to or towards *Merthyr, Dowlais*, or the Railways of the *Brecon and Merthyr Tydfil Junction Railway Company*, and in the event of any such Extension being hereafter made over so much of the Company's Railway as may lie between the Railway of the *Sirhowy Company* and any such Extension Railway as aforesaid: Therefore the Company may run over and use the *Sirhowy Extension Railway* from and immediately after the opening thereof for public Traffic, upon condition that the *Sirhowy Company* have obtained Power to run over and use the said *Dowlais Extension Railway* and *Joint Line* when opened for public Traffic, and any such Extension Railways, and so much of the authorized *Merthyr Railway* as may lie between the *Sirhowy Railway* and any such Extension Railways as aforesaid from and immediately after the opening of such Extension Railways for public Traffic, and the Powers aforesaid shall in each Case extend to, and be exerciseable by, with, and for the respective Engines, Carriages, Trucks, Officers, and Servants of the Company and the *Sirhowy Company*, and to and for Traffic of every Description, and shall comprise the User of all Stations, Water Supply, Works, and Conveniences, including the Station of the *Sirhowy Company* for *Tredegar* and *Sirhowy*, as defined by the Thirty-second Section of "*The Sirhowy Railway Act, 1860*," or as may be mutually agreed, belonging to or connected with the Portions of the respective Railways over which such Powers extend, and shall be exercised upon such Terms and Conditions, subject to such Regulations and upon Payment of such Sums or other Consideration as may be agreed upon between the Company and the *Sirhowy Company*, or in default of Agreement as shall be determined by an Arbitrator to be appointed by the Board of Trade on the Application of either Company.

Running Powers for the Company over North Staffordshire Railway.

56. The Company may pass over and use, with their Engines and Vehicles of every Description, and with their Clerks, Officers, and Servants, all and any Parts of the several Lines of Railway from Time to Time belonging to the *North Staffordshire Railway Company*, and the several present and future Sidings, Stations, and Conveniences connected with those Railways.

For protecting local Traffic of North Staffordshire Company.

57. The Company, in exercising the Running Powers by this Act conferred upon them, shall not without Consent take up at any Station on the *North Staffordshire Railway* any Passengers, Parcels, Animals, Goods, or Minerals, and deliver the same at another Station on that Railway.

58. The

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58. The Company shall work Two fast Passenger Trains daily (*Sundays, Christmas Day, and Good Friday* excepted) each Way between *London* and *Manchester*, *viâ Colwich* or *Stafford* and *Macclesfield*, and Two Through Goods Trains daily (except as aforesaid) each Way between *Manchester* and *London* or *Birmingham*, *viâ Colwich* or *Stafford* and *Macclesfield*, at the same average Rates of Speed, Charges, and Accommodation as the Company work similar Trains for like Traffic by any other Route to the same Places.

Company to work certain Passenger and Goods Trains daily.

59. During the Exercise by the Company of the Running Powers by this Act conferred upon them the Railway or Railways of the *North Staffordshire* Railway Company in respect of which those Powers are from Time to Time exercised, and the Railway of the Company shall, for the Purpose of determining the Amount of Tolls and Charges to be taken and demanded by the Company in respect of Traffic conveyed partly on the one Railway and partly on the other Railway for a less Distance than Six Miles, be considered as One Railway, and in respect of such Traffic Tolls and Charges may only be charged as for Six Miles; and in respect of Passengers for every Mile or Fraction of a Mile beyond Six Miles, Tolls and Charges as for One Mile only; and in respect of Animals and Goods for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Six Miles, Tolls and Charges as for a Quarter of a Mile only; and no other Short-distance Charge shall be made for the Conveyance of Passengers, Animals, or Goods partly on the one Railway and partly on the other Railway.

Tolls on Traffic conveyed partly on *North Staffordshire* Railway and partly on the Railway of the Company.

60. The *North Staffordshire* Railway Company may pass over and use, with their Engines and Vehicles of every Description, and with their Clerks, Officers, and Servants, all and any Portions of the present and future Railways of the Company forming the Means of Communication between *North Staffordshire* and *Manchester*, *Liverpool*, *Wolverhampton*, and *Birmingham* and *South Staffordshire*, including the *South Staffordshire* and the *Cannock* Lines, and the several present and future Sidings, Stations, and Conveniences belonging exclusively to the Company connected with such Portions of Railway: Provided always, that these Powers shall not be used to abstract Traffic from the Company's System to that of any other Company (except the *North Staffordshire* Railway Company) where the Traffic can be carried by the Company wholly over Lines owned or jointly owned, or leased or jointly leased by them, or partly over such Lines and partly over Lines of the *North Staffordshire* Railway Company: Provided also, that in respect of Traffic to and from the *North Staffordshire* System where the *North Staffordshire* Railway affords, in connexion with any Railway other than the *London and North-western* Railway, the shortest or most convenient Route between the Places from or to which Passengers or Goods are intended to be conveyed

Running Powers to *North Staffordshire* Company over Portions of Company's Railway.

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the *North Staffordshire* Railway Company shall at all Times afford all reasonable Facilities by Through Rates, granting and receiving Through Tickets, Invoices, and otherwise, to any Company whose Line joins the *North Staffordshire* Railway, or to any Company or Person desirous of using the same for the Conveyance of Traffic over such shortest or most convenient Route; and the *Lancashire and Yorkshire* Railway Company shall, when they exercise their Running Powers to *Macclesfield*, be considered as joining the *North Staffordshire* Railway for the Purposes of this Section.

For protect-
ing local
Traffic on
Railways of
the Com-
pany.

61. In the Exercise of such Running Powers the *North Staffordshire* Railway Company shall not without Consent take up at any Station on the before-mentioned Portions of Railways any Passengers, Parcels, Animals, Goods, or Minerals, and deliver the same at another Station upon those Portions of Railway; but this Clause shall not apply to Through Traffic as between *Manchester* and *Birmingham* *via* *Stoke* and *Norton Bridge* over the *London and North-western* Line.

For the Pro-
tection of
the Lanca-
shire and
Yorkshire
Railway
Company.

62. Nothing in this Act contained shall in any Manner prejudice or affect any Property, Rights, Powers, or Privileges which the *Lancashire and Yorkshire* Railway Company now have in or with relation to the *Victoria* Station, *Manchester*, or the Lines of Railway, Approaches, and Conveniences connected therewith.

Tolls on
Traffic con-
veyed partly
on the Rail-
ways of the
Company
and partly on
the Railways
of the North
Staffordshire
Railway
Company.

63. During the Exercise by the *North Staffordshire* Railway Company of the Running Powers by this Act conferred upon them the Portions of the Company's Railways in respect of which those Powers are from Time to Time exercised, and the *North Staffordshire* Railway shall, for the Purpose of determining the Amount of Tolls and Charges to be taken and demanded by the *North Staffordshire* Railway Company in respect of Traffic conveyed partly on the one Railway and partly on the other Railway for a less Distance than Six Miles be considered as One Railway, and in respect of such Traffic Tolls and Charges may only be charged as for Six Miles; and in respect of Passengers for every Mile or Fraction of a Mile beyond Six Miles, Tolls and Charges as for One Mile only; and in respect of Animals and Goods for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Six Miles, Tolls and Charges as for a Quarter of a Mile only; and no other Short-distance Charge shall be made for the Conveyance of Passengers, Animals, or Goods partly on the one Railway and partly on the other Railway, save and except the Pontage or increased Charge authorized to be taken in respect of the Bridge of the Company over the *Mersey* at *Runcorn*.

Terms of
User.

64. The Terms, Conditions, and Regulations to which the Company and the *North Staffordshire* Railway Company shall respectively be

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be subject in respect of the Exercise of the Running Powers by this Act conferred upon them, and the Tolls or other Consideration to be paid by them respectively for the same, shall be as follows :

Twenty *per Centum* of the Mileage Receipts (after deducting Terminals) to be allowed to the carrying Company for working Expenses on Traffic conveyed by their Trains, and the Receipts to be divided by Mileage, after deducting Terminals on usual Clearing House Principles, such Terminals to be credited to the Company owning the Line, and in case of the other Company performing any Portion of the Terminal Service an Allowance for such Service to be made to them by the owning Company, the Amount of such Allowance to be agreed upon or settled by Arbitration, as herein-after provided, the Company being allowed Pontage for the *Runcorn Bridge* for Traffic using it ; Rates and Fares to be agreed or settled by Arbitration, as provided by "The Railway Companies Arbitration Act, 1859:"

The *North Staffordshire* Railway Company to have *Colwich* Mileage on all local Through Goods and Minerals Traffic (except Coals and Iron Ore) of that Company to and from all Places on the *Trent Valley* Railway between *Colwich* and *Rugby*, except the following, *viz.*, *Lichfield*, *Tamworth*, and *Nuneaton*, on which, as well as to and from *Rugby* and Places South of *Rugby*, they are to have *Burton* Mileage as at present ; and on Coals and Iron Ore to and from Places South of *Colwich* the *North Staffordshire* Railway Company to have the *Colwich* Mileage on actual Distance :

On Coaching Traffic South of *Colwich*, *Colwich* Mileage to be allowed to the *North Staffordshire* Railway Company :

Burton competitive Traffic to be divided between the Two Companies in Proportions to be agreed upon or settled by Arbitration, as provided by "The Railway Companies Arbitration Act, 1859;" Twenty *per Centum* Working Expenses to be allowed to either Company carrying Traffic in excess of its Share :

Mutual Facilities to be afforded by the Two Companies to each other by Through Rates and Fares, Through Booking, and Through Waggon and Carriages, for a full and free Interchange of all Traffic between the Systems of the Two Companies.

65. The Company and the *North Staffordshire* Railway Company respectively, in exercising the Running Powers by this Act conferred upon them, shall at all Times observe the Regulations and Byelaws for the Time being in force on the Railways and Portions of Railways over which such Running Powers shall be exercised, so far as such Byelaws shall be applicable to the Company and the *North Staffordshire* Railway Company respectively.

Byelaws to be observed by the Company and the *North Staffordshire* Railway Company in exercising Running Powers.

66. The

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Authorizing Agreements with North Staffordshire Railway Company as to Use of Stations at Burton-on-Trent.

66. The Company and the *North Staffordshire Railway Company* may from Time to Time enter into and carry into effect Agreements in reference to the Use by the *North Staffordshire Railway Company* of any Station or Stations now or hereafter belonging to the Company at *Burton-upon-Trent*, and the Payments to be made by them in respect thereof.

Confirming Agreement with North London and North and South Western Junction Railway Companies.

67. The Heads of Agreement between the Company, the *North London Railway Company*, and the *North and South Western Junction Railway Company*, which are set forth in Schedule (D.) to this Act, are hereby confirmed and made binding on the Companies Parties thereto: Provided that those Heads of Agreement, and the Confirmation of them by this Act, shall not prejudice or affect the Rights of the *London and South-western Railway Company*.

Power to subscribe to Undertakings of other Companies.

68. The Company may, with the Authority of Three Fourths of the Votes of their Shareholders present, in person or by proxy, at a General Meeting of the Company specially convened for the Purpose, from Time to Time subscribe any Sums which they think fit towards the Undertakings of the *Lancashire Union Railways Company*, the *Harborne Railway Company*, the *Central Wales Railway Company*, and the *Central Wales Extension Railway Company* respectively, not exceeding the Sums following; (that is to say,)

As regards the <i>Lancashire Union Railways Company</i>	£
not exceeding (exclusive of the Sums which the Company have already subscribed or are authorized to subscribe)	70,000
As regards the <i>Harborne Railway Company</i>	20,000
As regards the <i>Central Wales Railway Company</i>	50,000
As regards the <i>Central Wales Extension Railway Company</i>	150,000

And the Company may, with the like Authority, contribute and apply in Payment of any of their said Subscriptions any Monies which they are already authorized to raise, and which may not be required by them for the Purposes of their Undertaking, and also any Monies which they are by this Act authorized to raise; and the Company shall, in respect of the Sums to be subscribed and the corresponding Shares to be held by them in the Undertakings towards which such Sums are subscribed, have all the Powers, Rights, and Privileges (except in regard to voting at General Meetings, which shall be as herein-after provided), and be subject to all the Obligations and Liabilities of Proprietors of Shares in those Undertakings: Provided always, that the Company shall not sell, dispose of, or transfer any of the Shares in the respective Undertakings for which they may subscribe.

69. The

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69. The Company, while Shareholders in the Undertakings of the *Lancashire Union, Harborne, Central Wales, and Central Wales Extension* Railway Companies respectively, may, by Writing under their Common Seal from Time to Time, appoint some Person to attend any Meeting of those Companies respectively, and such Person shall have all the Privileges and Powers attaching to other Shareholders at such Meetings, and may vote thereat in respect of the Capital held by the Company in such Undertakings respectively.

Company, while Shareholders, may vote at Meetings of other Companies.

70. The Company, while Shareholders in the Undertaking of the *Harborne* Railway Company to any Extent not exceeding Ten thousand Pounds, may from Time to Time appoint One Person, and whilst Shareholders in the *Harborne* Railway Company to any Extent exceeding Ten thousand Pounds may appoint Two Persons (whether a Shareholder or Shareholders in the *Harborne* Railway Company or not) to be a Director or Directors of that Company, and may from Time to Time remove any Director so appointed and appoint another (whether a Shareholder in the *Harborne* Railway Company or not) to be a Director of that Company in the Place of any such Director so removed, or who shall die, or by Writing under his Hand resign his Office.

Company may appoint Directors of Harborne Railway Company.

71. If at any Time, by means of any such Appointment of Directors by the Company, the Number of Directors of the *Harborne* Railway Company in Office shall be increased to more than Five, then so many of the Directors on behalf of that Company as may be necessary in order to reduce the total Number of Directors of that Company to Five shall forthwith retire from Office, and if not agreed upon between themselves, the Persons to retire shall be determined by Ballot among themselves.

Places to be ceded to such Directors.

72. Every such Appointment and Removal by the Company of any Director or Person to vote on their Behalf shall be evidenced by an Instrument in Writing under the Hand of the Chairman for the Time being of the Directors of the Company, which shall be delivered to the Company to whom such Appointment or Removal relates, and kept with their Records, and shall be at all reasonable Times open to the Inspection and Transcription of all Parties interested; and every such Instrument shall, as between the Company and such other Company as aforesaid, be sufficient Evidence of the Facts therein stated.

Instruments of Nomination, &c.

73. The Company from Time to Time may expend upon any Railway leased to them and not forming Part of their Undertaking, and the Works connected therewith, any Part of the Funds or Money of the Company which may not be required for the Purposes of their
[Local.]

Power to apply Funds to Purposes of Undertakings leased to Company.
own

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own Undertaking : Provided always, that nothing in this Act contained shall be held or construed either as giving Validity to or as prejudicing any Lease.

Company may grant and issue their own Mortgages, &c. for Mortgages of other Companies.

74. The Company from Time to Time may grant and issue in their own Name, and under their own Seal, and upon the Security of their own Undertaking, Mortgages or Bonds in renewal of or in substitution for Mortgages or Bonds of all or any of the following Companies ; (that is to say,)

The *Bangor and Carnarvon* Railway Company :

The *Warrington and Stockport* Railway Company :

The *Hampstead Junction* Railway Company :

The *Conway and Llanrwst* Railway Company :

The *Vale of Clwyd* Railway Company :

The *Stour Valley* Railway Company :

The *South Staffordshire* Railway Company :

The *South Leicestershire* Railway Company.

Providing for Conversion of Warrington and Stockport Preference Shares into Shares or Stock of the Company.

75. Within Twelve Months after the passing of this Act the Company shall create and issue to each Holder of a Preference Share or Preference Shares in the *Warrington and Stockport* Railway Company, and in lieu thereof, a Share or Shares or Stock in the Capital of the Company of like nominal Amount ; and each Share or Portion of Stock so issued shall entitle the Holder thereof from Time to Time to a Dividend at the Rate of Five Pounds *per Centum per Annum* on the Amount of such Share or Shares or Portion of Stock ; and a Certificate of a Share or Stock in the Capital of the Company in substitution for each existing Preference Share of like Amount in the *Warrington and Stockport* Railway Company, shall be issued to the respective Holders of such Preference Shares free of any Charge in respect thereof ; but the Company shall not be required to issue any such Certificate unless and until the Certificate of the Preference Share in the *Warrington and Stockport* Railway Company has been delivered up to be cancelled, or satisfactory Evidence of its Destruction has been given to the Company.

Dissolution of Warrington and Stockport, Hampstead Junction, and Conway and Llanrwst Railway Companies.

76. Upon and from the passing of this Act the *Warrington and Stockport* Railway Company, the *Hampstead Junction* Railway Company, and the *Conway and Llanrwst* Railway Company shall respectively be dissolved except for the Purpose of winding up their Affairs, and the Company may and shall thenceforth exercise and fulfil in their own Name and under their Common Seal, and in the Names and under the Hands of their Directors, Officers, and Servants, all the Rights, Powers, Liabilities, and Obligations of the dissolved Companies respectively, whether with reference to the Acquisition of Lands, the Construction of Works, the levying of Tolls, Rates, and Charges,

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Charges, or otherwise, in like Manner as those Rights, Powers, Liabilities, and Obligations are authorized and required to be exercised and fulfilled by the dissolved Companies respectively.

77. Within Twelve Months after the passing of this Act the Company may create and issue to each Holder of a Share or Shares or of Stock in each of the following Companies (and who are hereinafter referred to as "the vested Companies") a Share or Shares or Stock in the Capital of the Company of like nominal Amount, and each Share or Portion of Stock so issued shall entitle the Holder thereof from Time to Time to the Dividend herein-after specified on such Share or Portion of Stock ; (that is to say,)

Providing for Conversion of Shares of vested Companies into Shares of Company.

As regards the *Vale of Clwyd* Railway Company to a Dividend at the Rate of Five Pounds *per Centum per Annum* ;

As regards the *Birmingham, Wolverhampton, and Stour Valley* Company to a Dividend equal to Two Thirds of the Dividend paid from Time to Time by the Company on their Ordinary Stock ;

As regards the *South Staffordshire* Railway Company to a Dividend at the Rate of Four Pounds Ten Shillings *per Centum per Annum* on their Preference Shares or Stock in perpetuity, and Four Pounds Ten Shillings *per Centum per Annum* on their Ordinary Shares or Stock until the Thirty-first Day of *July* One thousand eight hundred and seventy-one, and at the Rate of Five *per Centum per Annum* on their B. Shares until the Thirty-first Day of *July* One thousand eight hundred and seventy-one, and thereafter at the Rate of Four Pounds *per Centum per Annum* in perpetuity ;

As regards the *South Leicestershire* Railway Company to a Dividend at the Rate of Five Pounds *per Centum per Annum* ;

As regards the *Bangor and Carnarvon* Railway Company to a Dividend at the Rate of Five Pounds *per Centum per Annum* ;

and a Certificate of a Share or Stock in the Capital of the Company, in substitution for each existing Share or Portion of Stock of like Amount in the vested Companies respectively, shall be issued to the respective Holders of such existing Shares or Portion of Stock free of any Charge in respect thereof, but the Company shall not be required to issue any such Certificate unless and until the Certificate of the Share or Stock in the vested Company has been delivered up to be cancelled, or satisfactory Evidence of its Destruction has been given to the Company.

78. The Share or Stock in the Capital of the Company so issued shall remain and be vested in the Person or Persons to whom it is issued upon the same Trusts, and subject to the same Powers, Provisions, Declarations, Agreements, Charges, Liens, and Incumbrances, as

Substituted Shares or Stock of the Company to be upon the same Trusts, at &c.

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at the Time of the Issue thereof affect the Share or Stock in the vested Company in substitution for which the Share or Stock in the Capital of the Company is issued, and so as to give Effect to and not revoke any Testamentary Disposition of or affecting such Share.

Vesting in Company Under-takings of various other Companies.

79. Upon the Creation and the Issue or Offer of Shares or Stock in the Company, in accordance with the foregoing Provisions, to the Shareholders in each or either of the vested Companies, the Undertaking of that Company, and the several Railways and Branches, Stations, Sidings, Approaches, Buildings, fixed Plant, and all other Works, whether complete or incomplete, and all the Lands and other the Property, Estate, Monies, and Assets of that Company, shall be and are hereby absolutely vested in the Company as Part of their Undertaking, and the Company whose Undertaking is so vested shall thereupon be dissolved, except for the Purpose of winding up its Affairs.

Power to Company to exercise Powers of vested Companies.

80. Immediately upon the Dissolution of each or either of the vested Companies under the last preceding Enactment, the Company may and shall exercise and fulfil in their own Name and under their own Seal, and in the Names and under the Hands of their Directors, Officers, or Servants, all the Rights, Powers, Liabilities, and Obligations of the vested Companies, whether with reference to the Acquisition of Lands, the Construction of Works, the levying of Tolls, Rates, and Charges, or otherwise, in like Manner as those Rights, Powers, Liabilities, and Obligations are authorized and required to be exercised and fulfilled by the vested Companies respectively.

Dividends payable to Birmingham, Wolverhampton, and Stour Valley Railway Shareholders to be a joint Charge on their Undertaking.

81. The Dividends payable under this Act to the Holders of the Ordinary Stock in the *Birmingham, Wolverhampton, and Stour Valley* Railway Company, or to the Holders of the Shares or Stock in the Company which are under the Authority of this Act created and issued in substitution for the Ordinary Stock above mentioned, shall be fixed guaranteed perpetual Dividends, and be paid by the Company out of their general Funds accordingly, and (subject and without Prejudice to, and not so as to qualify, lessen, or abridge the Liability of the Company to pay the same in accordance with their Guarantee) such Dividends, so far as not paid or satisfied by the Company out of their general Funds, shall be the First Charge on the Undertaking of the *Birmingham, Wolverhampton, and Stour Valley* Railway Company hereby vested in the Company and on the gross Revenues therefrom, subject only to the Mortgages of the *Birmingham, Wolverhampton, and Stour Valley* Railway Company, and to the other Charges which immediately before the passing of this Act affected that Undertaking.

Dividends payable to South Staf-

82. The Dividends payable under this Act to the Holders of the Preference Shares or Stock, the Ordinary Shares or Stock, and the B. Shares

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B. Shares respectively in the *South Staffordshire* Railway Company, or to the Holders of the Shares or Stock in the Company which are under the Authority of this Act created and issued in substitution for the before-mentioned Preference Shares or Stock, Ordinary Shares or Stock, and B. Shares respectively, shall be fixed guaranteed perpetual Dividends, and be paid by the Company out of their general Funds accordingly, and, subject and without Prejudice to and not so as to qualify, lessen, or abridge the Liability of the Company to pay the same in accordance with their Guarantee, such Dividends respectively, so far as not paid or satisfied by the Company out of their general Funds, shall respectively, in accordance with their respective Priorities, be the First Charge on the Undertaking of the *South Staffordshire* Railway Company hereby vested in the Company, and on the gross Revenues therefrom, subject only to the Mortgages of the *South Staffordshire* Railway Company, and to the other Charges which immediately before the passing of this Act affected that Undertaking: Provided always, that the Rights of the *South Staffordshire* Railway Company with respect to the Priority of Payment of Rent in relation to other Railways leased to the Company, and other Guaranteed or Preference Shares, Stocks, or Securities, and with respect to the Manner of enforcing the Payment of Rent, as the same existed immediately before the passing of this Act, shall extend and apply to the Holders of Shares or Stock in the *South Staffordshire* Railway Company, or of the Shares or Stock in the Company which are so as aforesaid created and issued in substitution for the same, and to the Dividends from Time to Time payable by the Company upon or in respect of such Shares or Stock.

fordshire
Railway
Shareholders
to be a joint
Charge on
their Under-
taking.

83. The Company may from Time to Time cancel all or any of their Debenture Stock already created but not issued, and may create and issue new Debenture Stock in lieu thereof: Provided always, that the Rate of Interest to be attached to the new Debenture Stock so created shall not exceed Five Pounds *per Centum per Annum*.

Power to
cancel De-
benture
Stock, and
create new
Stock, &c.

84. The Company from Time to Time may supply Water from their Station at *Earlestown*, near *Warrington*, not required for their own Purposes, to the Local Board for the District of *Earlestown*, and may recover the Rents or Sums of Money from Time to Time payable in respect of any such Supply of Water, and the Company and that Local Board may from Time to Time enter into and carry into effect Contracts and Agreements with reference thereto.

Company
may supply
Water from
their Station
at Earles-
town.

85. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorize the said Company to take, use, or in any Manner interfere with any Portion of the Shore or Bed of the Sea, or of any River, Channel, Creek, Bay, or Estuary, or any Right in

Saving
Rights of the
Crown in the
Foreshore.

[Local.]

25 K

respect

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

respect thereof, belonging to the Queen's most Excellent Majesty in right of Her Crown, the Management of which is vested in the Board of Trade, without the previous Consent in Writing of the Board of Trade on behalf of Her Majesty (which Consent the Board of Trade may give), neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in, or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Saving
Rights of the
Crown and
the Duchy of
Lancaster.

86. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by the Queen's most Excellent Majesty, Her Heirs and Successors, as well in right of Her Crown as in right of Her Duchy of *Lancaster*.

Interest not
to be paid on
Calls paid
up.

87. The Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him: Provided always, that this Act shall not prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

88. The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum which, by any Standing Order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act 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.

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

Expenses of
Act.

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

SCHE-

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

SCHEDULES referred to in the foregoing Act.

SCHEDULE (A.)

Conveyance to Her Majesty in right of Her Duchy of Lancaster.

THESE are to witness that in consideration of the Sum of £
 paid to *A.B.*, of _____ by *C.D.*, the Receiver General of the
 Revenues of the Duchy of Lancaster, on behalf of Her Majesty, he, the said
A.B., doth by these Presents grant, convey, and assure
 unto the said *C.D.* his Heirs and Assigns, all that
 to have and to hold the same unto the said *C.D.*
 his Heirs and Assigns, to the Use of Her said Majesty, Her Heirs and
 Successors, in right of Her said Duchy.

In witness, &c.

SCHEDULE (B.)

Dock Tonnage Rate on Vessels.

	Dock Dues per Ton.
	s. d.
To or from all Places	0 2

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SCHEDULE (C.)

DOCK RATES ON GOODS.

ARTICLES.	RATES.			
	Inwards.		Outwards.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
	s. d.	s. d.	s. d.	s. d.
Acid Water and Wood Acid per 100 Galls.	0 7	0 3½	0 2	0 1
Acorns - - - - - Ton (40 Bushels)	2 0	1 0	0 8	0 4
Agate, set - - - - - Package	1 0	0 6	0 3	0 1½
— rough - - - - - Package	0 3	0 1½	0 1	0 0½
Agir agir - - - - - Ton	2 0	1 0	0 8	0 4
Alabaster - - - - - Ton	1 0	0 6	0 4	0 2
Albumen - - - - - Ton	2 0	1 0	0 8	0 4
Alabaster, sculptured - - - - - Package	1 0	0 6	0 3	0 1½
Ale, Beer, and Porter - - - - - 100 Galls.	0 8	0 4	0 5	0 2½
Ale, bottled - - - - -	Hhd. - - - - -	0 6	0 5	0 2½
	Puncheon or Cask - - - - -	0 4	0 4	0 2
	Tierce - - - - -	0 3	0 3	0 1½
	Barrel - - - - -	0 1½	0 1½	0 0¾
	Hamper - - - - -	0 1	0 1	0 0½
— Cases, 3 Dozen and under - - - - -	—	—	0 1	0 0½
—, above 3 dozen - - - - -	—	—	0 2	0 1
Alganobilla Seed - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Alkali - - - - - Ton	2 0	1 0	0 8	0 4
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
Alkanet Root - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Almonds - - - - - Ton	2 0	1 0	0 8	0 4
— Paste - - - - - Package	0 6	0 3	0 3	0 1½
Aloes, Hepatica or Barbadoes - - - - - Cwt.	0 3	0 1½	0 1	0 0½
— Socotorina - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Alum Rock - - - - - Ton	1 0	0 6	0 4	0 2
Alum, Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
Alva Marina - - - - - Cwt.	0 1	0 0½	0 0¼	0 0¼
Amber - - - - - Cwt.	0 3	0 1½	0 1	0 0½
— manufactured - - - - - Package	1 0	0 6	0 3	0 1½
— Beads.—See Beads.				
Ambergris - - - - - Cwt.	1 0	0 6	0 4	0 2
Ammunition - - - - - Package	0 6	0 3	0 3	0 1½
Ammonia, liquid - - - - - Ton	2 0	1 0	0 8	0 4
— Sulphate - - - - - Ton	2 0	1 0	0 8	0 4

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Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Anchor Palms Ton	1	0	0	6	0	8	0	4
Anchovies - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Angelica - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Animals, stuffed - - - each	0	6	0	3	0	3	0	1½
Animals.—See Cattle.								
Animal Charcoal.—See Bone Dust.								
— Manure, Foreign - - - Ton	1	0	0	6	0	4	0	2
Annacardum, or Cashew Nut - Bushel	0	1	0	0½	0	0½	0	0¼
Annatto - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Antimony - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— Ore of - - - - - Ton	2	0	1	0	0	8	0	4
Apples - - - - - Bushel	0	1	0	0½	0	0½	0	0¼
— dried - - - - - Bushel	0	1	0	0½	0	0½	0	0¼
Apothecaries Ware, Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Aquafortis - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Argol - - - - - Ton	2	0	1	0	0	8	0	4
Aristolochia - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Arms.—See Muskets.								
Arrowroot and Powder - - - Cwt.	0	3	0	1½	0	1	0	0½
Arseniate of Nickel - - - - Ton	2	0	1	0	0	8	0	4
Arsenic - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Art, Works of, in Metal - - - Package	0	6	0	3	0	3	0	1½
Ashes, Soap - - - - - Ton	2	0	1	0	0	8	0	4
— Barilla - - - - - Ton	1	6	0	9	0	6	0	3
— Pearl and Pot - - - - Ton	2	0	1	0	0	8	0	4
— Black - - - - - Ton	1	0	0	6	0	4	0	2
— Bleaching - - - - - Ton	2	0	1	0	0	8	0	4
— Common Irish - - - - Ton	—	—	0	6	—	—	0	3
— Soda Weed and Wood - - - Ton	1	0	0	6	—	—	0	3
— Outwards in Packages.—See Painters Colours.								
— Sulphate of - - - - - Ton	2	0	1	0	0	8	0	4
Asphaltum - - - - - Ton	1	0	0	6	—	—	0	3
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Asphalte Rock - - - - - Ton	0	6	0	3	0	2	0	1
Assafoetida - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Bacon - - - - - Ton	2	0	1	0	0	8	0	4
— Outwards in Packages.—See Beef and Pork.								
Bagging - - - - - Piece	0	0½	0	0¼	0	0¼	0	0¼
Ballast of Paving or other Stones that may be used for making or repairing Roads - - - } Ton	0	2	0	1	0	1	0	0½
Balsam of Capivi - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— Canada - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— Peru - - - - - Package	0	6	0	3	0	2	0	1
— Riga - - - - - Package	0	6	0	3	0	2	0	1
— Tolu - - - - - Package	0	6	0	3	0	2	0	1

[Local.]

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Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Ports beyond the Seas.	Coastwise.	To Ports beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Balsam Balm of Gilead - - - - - Package	0	6	0	3	0	2	0	1
Bandstring Twist - - - - - Package	0	6	0	3	0	2	0	1
Bark, Oak, ground - - - - - Ton	2	0	1	0	0	8	0	4
— Angustura - - - - - Cwt.	0	6	0	3	0	2	0	1
— Cork Tree, Birch, and Larch - - - - - Ton	1	6	0	9	0	6	0	3
— Eleutheriæ or Cascarilla - - - - - Cwt.	0	6	0	3	0	2	0	1
— Jesuits - - - - - Cwt.	0	6	0	3	0	2	0	1
— Oak - - - - - Ton	1	6	0	9	0	6	0	3
— Bablah - - - - - Ton	2	0	1	0	0	8	0	4
— Mimosa - - - - - Ton	1	6	0	9	0	6	0	3
— Monopoly or Yellow - - - - - Cwt.	0	6	0	3	0	2	0	1
— Peruvian - - - - - Cwt.	0	6	0	3	0	2	0	1
— Quercitron - - - - - Ton	2	0	1	0	0	8	0	4
— Sassafras - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— Winteranus - - - - - Cwt.	0	6	0	3	0	2	0	1
— Greenheart - - - - - Ton	2	0	1	0	0	8	0	4
Barytes - - - - - Ton	2	0	1	0	—	—	—	—
— Outwards in Packages.— See Articles exported in Packages not otherwise rated.								
Basket Rods - - - - - { Bundle 1,000	0	0½	0	0¼	0	0½	0	0¼
Baskets for Joiners Tools.—See empty Baskets.	0	5	0	2½	0	2½	0	1¼
— French - - - - - Package	0	6	0	3	0	2	0	1
Bass Mats - - - - - 120	0	3	0	1½	0	1	0	0½
Bass Rope - - - - - Ton	1	0	0	6	0	4	0	2
Beads - - - - - Package	0	6	0	3	0	3	0	1½
Beans, Kidney and French - - - - - Quarter	0	3	0	1½	0	1	0	0½
Beef and Pork - - - - - { Hhd. Cask or Puncheon Box or Tierce Barrel Half Barrel and smaller Packages. }	1	0	0	6	0	5	0	2½
	0	8	0	4	0	4	0	2
	0	4	0	2	0	1½	0	0¾
	0	3	0	1½	0	1	0	0½
	0	1½	0	0¾	0	0½	0	0¼
— in Tins, packed - - - - - each	0	0¼	—	—	—	—	—	—
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Bee Hives - - - - - Dozen	0	1	0	0½	0	0½	0	0¼
Beer, Spruce - - - - - 32 Gallons	0	5	0	2½	0	1½	0	0¾
Beeswax - - - - - Cwt.	0	2	0	1	0	1	0	0½
Bell-metal - - - - - Cwt.	0	2	0	1	0	1	0	0½
Bellows, Smiths - - - - - each	—	—	0	3	0	1	0	0½
Berries, Bay - - - - - } — Juniper - - - - - } — Yellow - - - - - }	2	0	1	0	0	8	0	4
Betel Nut - - - - - Ton	2	0	1	0	0	8	0	4
Birds, Singing - - - - - Package	0	6	0	3	0	3	0	1½
Birdlime - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Biscuits, Fancy - - - - - Package	0	6	0	3	0	3	0	1½
Bitters.—See Spirits.								
Bitumen - - - - - Ton	1	0	0	6	0	4	0	2

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Blacking	Hhd.	1	0	0	6	0	5	0	2½
	Puncheon	0	8	0	4	0	4	0	2
	Cask	0	8	0	4	0	4	0	2
	Tierce	0	6	0	3	0	3	0	1½
	Barrel	0	3	0	1½	0	1½	0	0¾
	Smaller Package	0	2	0	1	0	1	0	0½
Blackjack	Ton	—	—	0	2	0	1	0	0½
Bladders containing Lard, &c.	each	—	—	—	—	0	0¼	0	0¼
———— empty.—See Beef and Pork.									
Bleaching Powder, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Blocks, Heel	Gross	0	2	0	1	—	—	0	0½
———— Last	1,000	1	0	0	6	0	3	0	1½
———— Ship	100	1	0	0	6	0	3	0	1½
Blocks, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
———— for Electric Telegraphs	per 100	0	3	0	1½	0	1½	0	0¾
Blood. See Beef and Pork.									
Blubber	Ton	1	6	0	9	0	6	0	3
Blue	Package	0	3	0	1½	—	—	—	—
———— Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Boats	each	1	0	0	6	0	6	0	3
Bobbins	Cask	1	0	0	6	0	4	0	2
	Bag	0	2	0	1	0	1	0	0½
Bone Dust	Ton	1	0	0	6	0	4	0	2
Bones of Cattle	Ton	1	0	0	6	0	4	0	2
———— for Manure.—See Bones.									
Bonnets, Straw	Package	0	6	0	3	0	3	0	1½
———— Silk or Velvet	Package	1	0	0	6	0	3	0	1½
Books	Package	0	4	0	2	0	3	0	1½
Boots and Shoes	Package	1	0	0	6	0	3	0	1½
Boracic Acid	Ton	2	0	1	0	0	8	0	4
Borax or Tincal	Cwt.	0	3	0	1½	0	1	0	0½
———— Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Borate of Lime	Ton	2	0	1	0	0	8	0	4
Botargo	Cwt.	0	3	0	1½	0	1	0	0½
Bottles, Earth and Stone	Gross	0	3	0	1½	0	1	0	0½
Bottles of Green or common Glass, not less than Pints	Gross	0	3	0	1½	0	3	0	1½
	Hhd.	—	—	—	—	0	5	0	2½
————	Crate	—	—	—	—	0	3	0	1½
Boulder Stones	Ton	0	8	0	4	0	2	0	1
Bowls of Wood	Dozen	—	—	0	0½	0	0½	0	0¼
Bows for Cattle	Dozen	—	—	0	0½	0	0½	0	0¼
Bran	Ton	1	0	0	6	0	4	0	2
Brandy.—See Spirits.									
Brass	per Cwt.	0	2	0	1	0	1	0	0½

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.			
	Inwards.		Outwards.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
	s. d.	s. d.	s. d.	s. d.
Brass, old - - - - - Ton	1 8	0 10	0 6	0 3
— manufactured - - - - - Package	0 6	0 3	—	—
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
Bread - - - - - { Cwt. -	0 2	0 1	0 1	0 0½
— { Bag or Sack	—	—	0 0½	0 0¼
Bricks, Bearers, and Tiles - - - loose, 1,200	1 0	0 6	0 4	0 2
Brimstone - - - - - Ton	1 6	0 9	0 6	0 3
— refined, Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
Bristles - - - - - Cwt.	0 6	0 3	0 2	0 1
Brocade of Gold or Silver - - - Package	1 0	0 6	0 3	0 1½
Bronze Work - - - - - Package	0 6	0 3	0 3	0 1½
Broom and Brush Handles - - - { Bundle	—	0 0½	0 0½	0 0¼
— { 1,000	—	0 9	—	0 4½
Broom Ties - - - - - Bundle	—	0 0¼	0 0¼	0 0¼
Brooms - - - - - { Package -	0 6	0 3	0 3	0 1½
— { Dozen -	0 0½	0 0¼	0 0¼	0 0¼
— { Load (48 Bundles)	2 0	1 0	0 8	0 4
Brown Powder - - - - - Ton	2 0	1 0	0 8	0 4
— Outwards in Packages.—See Painters Colours.				
Brush Heads and Stocks - - - { Bag	0 1	0 0½	0 0½	0 0¼
— { 1,000	1 0	0 6	0 4	0 2
Brushes - - - - - { Cask	—	—	0 4	0 2
— { Bundle or Box	0 6	0 3	0 2	0 1
Buckets, of Wood - - - - - Dozen	0 1	0 0½	0 0½	0 0¼
Buffers, small - - - - - each	—	—	0 1	0 1½
— large - - - - - Ton	—	—	0 8	0 4
Bugle - - - - - Ton	2 0	1 0	0 8	0 4
Bullion - - - - - Package	0 6	0 3	0 2	0 1
Bullrushes - - - - - Load (63 Bundles)	1 0	0 6	0 4	0 2
Burr Stones - - - - - 100	1 0	0 6	0 4	0 2
Butter - - - - - { Cask or Firkin -	0 1	0 0½	0 0½	0 0¼
— { Half Firkin or Keg	0 0½	0 0¼	0 0½	0 0¼
Buttons, Metal - - - - - Package	0 6	0 3	0 3	0 1½
Cadmium - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Cables or Cordage - - - - - Ton	2 0	1 0	0 8	0 4
Cake, Linseed or Rape - - - - - Ton	1 0	0 6	0 4	0 2
— ground - - - - - Ton	—	—	0 8	0 4
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
Calamine - - - - - Ton	0 6	0 3	0 2	0 1
Calaminaris Lapis - - - - - Ton	0 6	0 3	0 2	0 1
Callavances - - - - - Quarter	0 3	0 1½	0 1	0 0½
Calves Velves - - - - - Cwt.	0 2	0 1	—	0 0½
Cambric - - - - - Piece	0 1	0 0½	0 0½	0 0¼
Camomile Flowers - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Camphor - - - - - Cwt.	0 3	0 1½	0 1	0 0½

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Camatine - - - - - Ton	1	6	0	9	0	6	0	3
Cameos - - - - - Package	1	0	0	6	0	3	0	1½
Camphine - - - - - Tun	2	4	1	2	0	9	0	4½
Canella Alba - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Candles - - - - - Cwt.	0	2	0	1	—	—	—	—
— Outwards: Boxes of 60 lbs. Weight, ½d.; 30 lbs., ¼d.; under 30 lbs., ⅓d.								
Candlewick - - - - - Cwt.	0	2	0	1	—	—	—	—
— - - - - Package	—	—	—	—	0	3	0	1½
Cane Reed - - - - - 1,200	0	6	0	3	0	2	0	1
Cane or Reeds for making Brooms - Package	0	6	0	3	0	3	0	1½
Canes, Walking, or Sticks - - - Package	0	6	0	3	0	3	0	1½
— Malacca - - - - - Package	0	6	0	3	0	2	0	1
Cantharides - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Canvas.—See Cottons.								
Caoutchouc - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— manufactured, Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Capers - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Capillaire - - - - - 100 Gallons	0	10	0	5	0	7	0	3½
Capsicums - - - - - Ton	2	0	1	0	0	8	0	4
Carboys, Vitriol, &c. - - - - - each	—	—	—	—	0	1	0	0½
Cardamoms - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Cards, Playing - - - - - Package	0	6	0	3	0	3	0	1½
Carmine - - - - - Cwt.	0	6	0	3	0	2	0	1
Carpets.—See Woollens.								
Carriages and Cars - - - - - each	2	0	1	0	1	0	0	6
— for Guns - - - - - each	0	6	0	3	0	3	0	1½
Carts - - - - - each	2	0	1	0	1	0	0	6
— Hand - - - - - each	1	0	0	6	0	6	0	3
— Wheels - - - - - Pair	—	—	—	—	0	3	0	1½
Cassava Powder - - - - - Cwt.	0	1½	0	1	0	1	0	0½
Casts of Busts, Statues, or Figures - Package	0	6	0	3	0	3	0	1½
Cassia Buds - - - - - Cwt.	0	6	0	3	0	2	0	1
— Fishila and Lignea - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Cattle, Asses and Mules - - - - - each	0	6	0	3	0	6	0	3
— Bulls, Cows, and Oxen - - - - - each	0	6	0	3	0	6	0	3
— Calves - - - - - each	0	3	0	1½	0	3	0	1½
— Horses - - - - - each	1	0	0	6	1	0	0	6
— Lambs and Sheep - - - - - each	0	1	0	0½	0	1	0	0½
— Swine - - - - - each	0	1	0	0½	0	1	0	0½
Cattlings or Harpstrings, &c. - - - Package	0	6	0	3	0	2	0	1
Caviare - - - - - Ton	3	0	1	6	1	0	0	6
Cement - - - - - Ton	1	0	0	6	—	—	—	—
— Outwards in Packages.—See Painters Colours.								
Chalk, prepared - - - - - Package	0	6	0	3	0	3	0	1½
— - - - - Ton	0	4	0	2	—	—	0	1
— Outwards in Packages.—See Painters Colours.								
Chalk, French - - - - - Package	0	6	0	3	0	2	0	1
Charcoal - - - - - Ton	1	4	0	8	—	—	—	—

[Local.]

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.				
	Inwards.		Outwards.		
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.	
	s. d.	s. d.	s. d.	s. d.	
Charcoal, Outwards in Packages.— See Painters Colours.					
Chassam.—See Waste Silk.					
Cheese	Ton	1 0	0 6	0 4	0 2
	Hamper	—	—	0 0½	0 0¼
	Box, or other Package not described.	—	—	0 1	0 0½
Boards Dozen	—	0 0½	0 0½	0 0¼	
Chemical Oil Cwt.	0 3	0 1½	0 1	0 0½	
British manufactured, Outwards in Packages.—See Articles exported in Packages not otherwise rated.					
Cherries, raw Package	0 1	0 0½	0 0¼	0 0¼	
dried Package	0 3	0 1½	0 1	0 0½	
Chestnuts Bushel	0 1	0 0½	0 0½	0 0¼	
Chicory Root Cwt.	0 1	0 0½	0 0½	0 0¼	
ground, Outwards in Packages.—See Articles exported in Packages not otherwise rated.					
China.—See Earthenware.					
Glass Ton	2 0	1 0	0 8	0 4	
Root Cwt.	0 3	0 1½	0 1	0 0½	
Chert Stones Ton	0 8	0 4	0 3	0 1½	
Chirayita Cwt.	0 3	0 1½	0 1	0 0½	
Chloroform Package	0 6	0 3	0 3	0 1½	
Chocolate and Cocoa Paste Cwt.	0 3	0 1½	0 1	0 0½	
British manufactured, Outwards in Packages.—See Articles exported in Packages not otherwise rated.					
Chromate of Iron or Lead Ton	2 0	1 0	0 8	0 4	
Lime Ton	1 0	0 6	0 4	0 2	
Outwards in Packages.—See Articles exported in Packages not otherwise rated.					
Churns of Wood each	0 4	0 2	0 2	0 1	
Cider Tun (252 Gallons)	2 4	1 2	0 9	0 4½	
bottled, Outwards.—See Ale.					
Cigars Cwt.	0 2¼	0 1	0 1	0 0½	
Cinnabar Cwt.	0 6	0 3	0 2	0 1	
Cinnabaris Nativa Cwt.	0 6	0 3	0 2	0 1	
Cinnamon Cwt.	1 0	0 6	0 4	0 2	
Citrate of Lime Cwt.	0 3	0 1½	0 1	0 0½	
Citric Acid Package	0 6	0 3	0 3	0 1½	
Citron, preserved Cwt.	0 6	0 3	0 2	0 1	
salted Package	0 4	0 2	0 1½	0 0¾	
Civet Package	0 6	0 3	0 2	0 1	
Clay, viz., Cambria and Pipe Ton	0 6	0 3	0 2	0 1	
China and Stone Ton	0 8	0 4	0 3	0 1½	
Fire Brick Ton	0 8	0 4	0 3	0 1½	
Outwards in Packages.— See Lime.					

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.			
	Inwards.		Outwards.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
	s. d.	s. d.	s. d.	s. d.
Clampscrews - - - - - each	0 4	0 2	0 1½	0 0¾
Clocks - - - - - Case	1 0	0 6	0 5	0 2½
Clog Soles - - - - - 1,000	—	0 6	0 3	0 1½
Clothes-pin - - - - - Package	0 6	0 3	0 3	0 1½
Cloves - - - - - Cwt.	1 0	0 6	0 4	0 2
Coals and Cannel - - - - - Ton	0 3	0 3	0 3	0 3
— Packages for—Hhds. Outwards	—	—	0 1	0 0½
Coal-pit Props - - - - - Load (50 Feet)	—	0 6	0 4	0 2
— Dust.—See Charcoal.				
Cobalt - - - - - Cwt.	1 0	0 6	0 4	0 2
— Ore - - - - - Cwt.	0 4	0 2	0 2	0 1
Cochineal - - - - - Cwt.	1 0	0 6	0 4	0 2
Cocoa - - - - - Ton	2 0	1 0	0 8	0 4
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
— Nut Oil - - - - - Ton	2 0	1 0	0 8	0 4
— Shells - - - - - Ton	1 0	0 6	0 4	0 2
Coculus Indicus - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Codilla - - - - - Ton	1 0	0 6	0 3	0 1½
Coffee - - - - - Ton	2 0	1 0	0 8	0 4
Cocoa Nuts - - - - - 100	0 3	0 1½	0 1	0 0½
Colocynth - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Coir - - - - - Ton	2 0	1 0	0 8	0 4
— Rope - - - - - Ton	2 0	1 0	0 8	0 4
— Yarn - - - - - Ton	2 0	1 0	0 8	0 4
Coke - - - - - Ton	—	0 3	0 3	0 1½
Colouring for Porter, &c. - - - - - 100 Gallons	0 8	0 4	0 5	0 2½
Colombo Root - - - - - Cwt.	0 6	0 3	0 2	0 1
Combs - - - - - Package	—	0 6	0 2	0 1
Conch Shells - - - - - Cwt.	0 3	0 1½	0 1	0 0½
Confectionery - - - - - Package	0 6	0 3	0 3	0 1½
— Box or Tub - - - - -	—	—	0 2	0 1
— Case - - - - -	—	—	0 5	0 2½
— Cask - - - - -	—	—	0 4	0 2
Copper - - - - - Tierce - - - - -	—	—	0 3	0 1½
— Barrel - - - - -	—	—	0 1½	0 0¾
— Bag or Keg - - - - -	—	—	0 1	0 0½
— Loose, Ton	2 0	1 0	0 8	0 4
— Barilla and Regulus - - - - - Ton	1 4	0 8	0 6	0 3
— Old - - - - - Ton	1 0	0 10	0 6	0 3
— Ore - - - - - Ton	0 6	0 3	0 2	0 1
— Dross and Slag - - - - - Ton	0 4	0 2	0 2	0 1
— Sulphate of - - - - - Ton	2 0	1 0	0 8	0 4
— Coin - - - - - Package	0 6	0 3	0 2	0 1
Copperas - - - - - Ton	0 1	0 6	0 4	0 2
— Outwards in Packages.— See Copper.				
Coquillo Nuts - - - - - Ton	2 0	1 0	0 8	0 4
Coral - - - - - Cwt.	0 6	0 3	0 2	0 1
— manufactured - - - - - Package	1 0	0 6	0 3	0 1½
Cordial.—See Spirits.				
Cork-wood - - - - - Ton	—	0 3	0 2	0 1
Cork - - - - - Ton	2 0	1 0	0 8	0 4
Corks - - - - - Bag	0 4	0 2	0 1	0 0½

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Corn, Barley, Bere, and Big	Quarter	0	3	0	1½	0	1	0	0½
— Barley Meal	Ton	2	0	1	0	0	8	0	4
— Beans	Quarter	0	3	0	1½	0	1	0	0½
— Locust	Quarter	0	3	0	1½	0	1	0	0½
— Barley, Pearl and Shell	Ton	2	0	1	0	0	8	0	4
— Indian	Quarter	0	3	0	1½	0	1	0	0½
— Meal	Ton	2	0	1	0	0	8	0	4
— Lentils	Quarter	0	3	0	1½	0	1	0	0½
— Malt	Quarter	0	4	0	2	0	1	0	0½
— Oats	Quarter	0	2	0	1	0	1	0	0½
— Oatmeal	Ton	2	0	1	0	0	8	0	4
— Peas	Quarter	0	3	0	1½	0	1	0	0½
— Split. — See Groats.									
— Rye	Quarter	0	3	0	1½	0	1	0	0½
— Tares	Quarter	0	3	0	1½	0	1	0	0½
— Wheat	Quarter	0	4	0	2	0	1	0	0½
— Flour	Cwt.	0	1½	0	0¾	0	0½	0	0¼
Cortex Eluthera	Cwt.	0	6	0	3	0	2	0	1
— Granator	Cwt.	0	6	0	3	0	2	0	1
Cotton Wool—from United States									
— from Mobile and New Orleans	Bale	1	3	0	7½	—	—	—	—
Cotton from Nachez, Apalachicola, Galveston, St. Marks, New York, Boston, Georgia, Virginia, S. Carolina, Charleston, and Savannah	Bale	1	2	0	7	—	—	—	—
— from South America									
— Maranham, Ceara, Paraiba, Pernambuco, Bahia, Maceio	Bale	0	5½	0	2¾	—	—	—	—
— from Demerara, Berbice		0	11¼	0	5½	—	—	—	—
— Laguraya, Peru, Carthagena	Bale	0	4	0	2	—	—	—	—
— from Egypt	Bale	0	11	0	5½	—	—	—	—
— from East Indies — Surat, Bengal	Bale	1	0	0	6	—	—	—	—
— from West Indies, Nassau, Barbadoes	Bale	0	4½	0	2¼	—	—	—	—
— Seed	Bushel	0	1	0	0½	0	0½	0	0¼
— in the Seed, or unginned	100 lbs.	0	1	0	0½	0	0½	0	0¼
Cotton									
— Cotton Twist, Thread, and Yarn	Cwt.	0	4	0	2	0	1	0	0½
— Waste	100 lbs.	0	3	0	1½	0	1	0	0½
— Wool	100 lbs.	—	—	—	—	0	1	0	0½
Cottons, manufactured	Package	1	0	0	6	0	3	0	1½
Cowhage	Cwt.	0	3	0	1½	0	1	0	0½
Cowries	Ton	2	0	1	0	0	8	0	4
Cradles	each	0	2	0	1	0	1	0	0½
Cranberries	5 Gallons	0	1	0	0½	0	0½	0	0¼
Crate and Crop Wood	Load	—	—	0	3	0	3	0	1½
Crayons	Package	0	6	0	3	0	3	0	1½
Cream of Tartar	Ton	2	0	1	0	0	8	0	4
Creosote	Package	0	6	0	3	0	3	0	1½

Outwards in Packages; the Packages pay besides.—See Empty Packages.

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Crucibles - - - - - Package	0	4	0	2	0	2	0	1
Crystal - - - - - Package	0	3	0	1½	0	1	0	0½
Cubebs, East India - - - Cwt.	0	6	0	3	0	2	0	1
Cubic Nitre - - - - - Ton	1	6	0	9	0	6	0	3
Cudbear.—See Painters Colours.								
Culm - - - - - Ton	0	4	0	2	0	2	0	1
Curiosities, natural or artificial - Package	0	6	0	3	0	2	0	1
Currants - - - - - Ton	2	0	1	0	0	8	0	4
Curry Powder - - - - - Package	0	6	0	3	0	2	0	1
Cutch - - - - - Ton	1	6	0	9	0	6	0	3
Cuttle Fish - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Dammon.—See Rosin.								
Dates - - - - - Ton	2	0	1	0	0	8	0	4
Diamonds - - - - - Package	1	0	0	6	0	4	0	2
Divi divi - - - - - Ton	1	6	0	9	0	6	0	3
Dollies - - - - - each	0	0½	0	0¼	0	0¼	0	0¼
Down - - - - - Cwt.	1	6	0	9	0	6	0	3
----- Package	—	—	—	—	0	3	0	1½
Dragons Blood - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Drapery, Linen or Woollen.—See Cottons.								
Drapery - - - - - Piece	—	—	0	0½	0	0½	0	0¼
Dried Fruit - - - - - Package	0	3	0	1½	0	1	0	0½
Drugs - - - - - Cwt.	0	3	0	1½	0	1	0	0½
----- Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Dyers Ware - - - - - Ton	1	6	0	9	0	6	0	3
----- Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Earth, Black or Brown - - - - - Ton	2	0	1	0	0	8	0	4
----- Fullers - - - - - Ton	1	0	0	6	0	4	0	2
----- Red or Yellow - - - - - Ton	2	0	1	0	0	8	0	4
----- exported in Packages.—See Painters Colours.								
Earthenware - - - - - { Load - - - - - 3 0								
----- { Crate or other - - - - - 0 4								
----- { Package. - - - - - 0 2								
Eau-de-Cologne - - - - - Package	0	6	0	3	0	2	0	1
Eggs - - - - - 1,200	0	6	0	3	0	2	0	1
Embroidery - - - - - Package	1	0	0	6	0	3	0	1½
Emery - - - - - Cwt.	0	2	0	1	0	1	0	0½
----- Stones - - - - - Cwt.	0	1	0	0½	0	0½	0	0¼
Empty Bags - - - - - Score	0	2	0	1	0	1	0	0½
----- Bags and Sacks - - - - - Package	—	—	—	—	0	3	0	1½
----- Barrels - - - - - per Score	0	10	0	5	0	10	0	5
----- Half Barrels and smaller } Packages - - - - - per Score	0	5	0	2½	0	5	0	2½
----- Baskets and Hampers - - - - - per Score	0	2	0	1	0	1	0	0½
----- Boxes - - - - - { each	0	0½	0	0¼	0	0¼	0	0¼
----- { Load	2	0	1	0	0	8	0	4
----- Casks not otherwise de- } scribed - - - - - each	0	2	0	1	0	1	0	0½

[Local.]

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Empty Carboys - - - - - each	0	0½	0	0¼	0	0¼	0	0¼	
Cases, Chests, and Trunks - - - each	0	1	0	0½	0	0½	0	0¼	
Crates - - - - - each	0	2	0	1	0	1	0	0½	
Demijohns - - - - - each	0	0¼	—	—	0	0½	0	0½	
Kegs - - - - - each	—	—	—	—	0	0½	0	0¼	
Half and Quarter Crates - - - each	0	1	0	0½	0	0½	0	0¼	
Tierces - - - - - each	0	1	0	0½	0	1	0	0½	
Enamel - - - - - Package	1	0	0	6	0	3	0	1½	
Engines, Locomotive - - - - - Ton	2	0	1	0	0	8	0	4	
Epsom Salts - - - - - Ton	2	0	1	0	0	8	—	—	
Outwards in Packages.									
—See Articles exported in Packages not otherwise rated.									
Essence of Lemons and Limes - - - Package	0	6	0	3	0	2	0	1	
— and others not enumerated - - - Package	0	6	0	3	0	2	0	1	
Euphorbium - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Extract of Rhatany Root - - - - - Cwt.	0	6	0	3	0	2	0	1	
Peruvian Bark - - - - - Cwt.	0	6	0	3	0	2	0	1	
Logwood - - - - - Cwt.	0	6	0	3	0	2	0	1	
Bark to be used only for } tanning - - - - - Ton	1	6	0	9	0	6	0	3	
British, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Fans - - - - - Package	0	6	0	3	0	3	0	1½	
Farina - - - - - Cwt.	0	1½	0	1	0	0½	0	0¼	
Feathers - - - - - Cwt.	0	6	0	3	0	2	0	1	
— Ostrich - - - - - 100 lbs.	2	0	1	0	0	8	0	4	
Feldspar - - - - - Ton	0	6	0	3	0	2	0	1	
Felt - - - - - Ton	0	4	0	2	0	2	0	1	
Fenders, Cork - - - - - each	—	—	0	2	0	1	0	0½	
Fibre - - - - - Ton	2	0	1	0	0	8	0	4	
Figs - - - - - Ton	2	0	1	0	0	8	0	4	
Filtering Stones - - - - - each	0	1	0	0½	0	1	0	0½	
Fish, dry salted - - - - - Ton	1	0	0	6	0	4	0	2	
— in Tins - - - - - Ton	0	0¼	0	0¼	0	0¼	0	0¼	
Outwards in Packages.									
—See Articles exported in Packages not otherwise rated.									
Herrings, fresh - - - - - 1,200	0	3	0	1½	—	—	—	—	
British, cured									
Hogshead - - - - -	—	—	—	—	0	6	0	3	
Puncheon - - - - -	—	—	—	—	0	4	0	2	
Tierce - - - - -	—	—	—	—	0	1½	0	0¾	
Barrel - - - - -	—	—	—	—	0	1	0	0½	
Half Barrel - - - - -	—	—	—	—	0	0½	0	0¼	
Smaller Package - - - - -	—	—	—	—	0	0½	0	0¼	
Barrel - - - - -	0	2	0	1	0	1	0	0½	
Half Barrel - - - - -	0	1	0	0½	0	0½	0	0¼	
Cask - - - - -	0	4	0	2	0	2	0	1	
Firkin - - - - -	0	1	0	0½	0	0½	0	0¼	
Box, Kit, or Half Firkin - - - - -	0	1	0	0½	0	0½	0	0¼	
Hogshead - - - - -	0	6	0	3	0	3	0	1½	
Pipe or Puncheon - - - - -	0	4	0	2	0	2	0	1	
Tierce - - - - -	0	3	0	1½	0	1	0	0½	
— pickled and De-salted of all description.									

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Fixing Powder, Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Flag Stones - - - - - Ton	0	6	0	3	0	3	0	1½
Flannel - - - - - Piece	0	1	0	0½	0	3	0	1½
Flax, rough - - - - - Ton	2	0	1	0	0	8	0	4
— waste - - - - - Ton	1	0	0	6	0	6	0	3
Flint, ground - - - - - Ton	0	8	0	4	0	4	0	2
— dried - - - - - Ton	0	8	0	4	0	4	0	2
— Stones - - - - - Ton	0	4	0	2	0	2	0	1
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Floor Cloth co. 1 Roll - - Bag, Mat, or Box	—		0	1	0	1	0	0½
Flower Roots, Plants, or Trees - - Package	0	4	0	2	0	2	0	1
Flowers, artificial - - - - - Package	0	6	0	3	0	2	0	1
Forbidden Fruit - - - - - Package	0	3	0	1½	0	1	0	0½
Foreign Coin.—See Bullion.								
Frames for Pictures - - - - - Package	0	6	0	3	0	3	0	1½
Freestone - - - - - Ton	0	6	0	3	0	3	0	1½
Fruit, raw - - - - - Package	0	3	0	1½	0	1	0	0½
Furniture, House- { Load - - - - - 1 0	1	0	0	6	1	0	0	6
hold. { Package - - - - - 0 3	0	3	0	1½	—	—	—	—
{ Box, Bundle, Mat, or Truss - - - - - —	—	—	—	—	0	2	0	1
{ Case, Chest, or Trunk - - - - - —	—	—	—	—	0	2	0	2½
Fuze, Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Galangal - - - - - Cwt.	—		0	1½	0	1	0	0½
Galbanum - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Galls - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Gamboge - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Gambree, or Terra Japonica - - Ton	1	6	0	9	0	6	0	3
Garancine.—See Madder.								
Garden Chairs - - - - - each	0	0½	—	—	0	0¼	0	0¼
— Rollers - - - - - each	—	—	—	—	0	3	0	1½
Garlic - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Gelatine - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Gentian Root - - - - - Cwt.	0	2	0	1	0	1	0	0½
Gigs - - - - - each	2	0	1	0	1	0	0	6
Ginger - - - - - Ton	2	0	1	0	0	8	0	4
— preserved - - - - - Cwt.	0	3	0	1½	0	1	0	0¼
Ginseng - - - - - Ton	3	0	1	6	1	0	0	6
Glass - - - - - Cwt.	0	1	0	0½	—	—	—	—
— broken - - - - - Cwt.	0	0½	0	0¼	—	—	—	—
— Crown - - - - - Package	—	—	—	—	0	1	0	0½
— Flint - - - - - Package	0	6	0	3	0	3	0	1½
Glauber Salts - - - - - Ton	2	0	1	0	0	8	0	4
Glue - - - - - Ton	2	0	1	0	0	8	0	4
— Outwards in Packages.—See Painters Colours.								
— Spetches - - - - - Ton	2	0	1	0	0	8	0	4

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Gold Leaves - - - - - Package	1	0	0	6	0	3	0	1½	
Gold Ore - - - - - Package	0	6	0	3	0	2	0	1	
Goldbeater's Skin - - - - - Package	1	0	0	6	0	3	0	1½	
Gongs - - - - - each	0	4	0	2	0	1½	0	0¾	
Granilla (Cochineal Refuse) - - - - - Cwt.	0	2	0	1	0	1	0	0½	
Granite Stone - - - - - Ton	0	6	0	3	0	2	0	1	
Grapes - - - - - Package	0	1	0	0½	0	0½	0	0¼	
Grass for making Brushes - - - - - Cwt.	0	1	0	0½	0	0¼	0	0¼	
Grease or Greaves - - - - - Ton	1	0	0	6	0	4	0	2	
— Outwards in Packages.—See Painters Colours.									
Groats - - - - -	}	Barrel - - - - -	—	—	0	1½	0	0¾	
		Cask - - - - -	—	—	0	4	0	2	
		Jar or Jug - - - - -	—	—	0	0½	0	0¼	
		Tierce - - - - -	—	—	0	3	0	1½	
Grinding Stones - - - - - Ton	0	1	0	0½	0	3	0	1½	
Grummets or Wood Hanks - - - - - Gross	0	2	0	1	0	1	0	0½	
Guano - - - - - Ton	1	0	0	6	0	4	0	2	
— Outwards, Packages (the Package pays besides Guano).									
Guinea Grains - - - - - Cwt.	0	6	0	3	0	2	0	1	
Gum Ammoniac - - - - - Ton	3	0	1	6	1	0	0	6	
— Animi - - - - - Ton	3	0	1	6	1	0	0	6	
— Arabic - - - - - Ton	3	0	1	6	1	0	0	6	
— Kino - - - - - Ton	3	0	1	6	1	0	0	6	
— Mastic - - - - - Ton	3	0	1	6	1	0	0	6	
— Myrrh - - - - - Ton	3	0	1	6	1	0	0	6	
— Starch, calcined - - - - - Ton	3	0	1	6	1	0	0	6	
— Sabebe - - - - - Ton	3	0	1	6	1	0	0	6	
— Benjamin - - - - - Ton	3	0	1	6	1	0	0	6	
— Cashew - - - - - Ton	3	0	1	6	1	0	0	6	
— Copal - - - - - Ton	3	0	1	6	1	0	0	6	
— Elemi - - - - - Ton	3	0	1	6	1	0	0	6	
— Guaiacum - - - - - Ton	3	0	1	6	1	0	0	6	
— Senegal - - - - - Ton	3	0	1	6	1	0	0	6	
— Tragacanth - - - - - Ton	3	0	1	6	1	0	0	6	
Gunpowder - - - - - 100 lbs.	0	10	0	5	0	1½	0	0¾	
Gun Stocks - - - - - 120	0	3	0	1½	0	1	0	0½	
Gut - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Gutta Percha - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
— Outwards in Packages, manufactured.—See Articles exported in Packages not otherwise rated.									
Gypsum - - - - - Ton	0	3	0	1½	0	1	0	0½	
— Outwards.—See Lime.									
Haberdashery - - - - - Package	1	0	0	6	0	3	0	1½	
Hair, Bull, Cow, and Ox - - - - - Cwt.	0	2	0	1	0	1	0	0½	
— Goat - - - - - Cwt.	0	2	0	1	0	1	0	0½	
— Horse - - - - - Cwt.	0	2	0	1	0	1	0	0½	
— Human - - - - - Package	0	6	0	3	0	3	0	1½	
— Pigs - - - - - Cwt.	0	2	0	1	0	1	0	0½	

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.				Outwards.				
	From Parts beyond the Seas.		Coastwise.		To Parts beyond the Seas.		Coastwise.		
	s.	d.	s.	d.	s.	d.	s.	d.	
Hair Powder - - - - - Package	0	3	0	1½	0	1	0	0½	
Hammocks - - - - - Dozen	0	2	0	1	0	1	0	0½	
Hams - - - - - Ton	2	0	1	0	0	8	0	4	
—— Outwards in Packages.—See Beef and Pork.									
Hand Scoops - - - - - 100	0	1	0	0½	—	—	0	0¼	
Hardware - - - - -	Bundle - - - - -	Keg - - - - -	all other Packages	0	2	0	1	0	0½
				0	2	0	1	0	0½
				0	6	0	3	0	3
Harrows - - - - - each	0	6	0	3	0	2	0	1	
Hardens - - - - -	Package - - - - -	(Loose) Piece	1	0	0	6	0	3	
			—	—	0	0½	0	0½	
Hats - - - - - Package	0	6	0	3	0	2	0	1	
Hay - - - - - Ton	0	6	0	3	0	3	0	1½	
—— Rakes - - - - - Dozen	0	1	0	0½	0	0½	0	0¼	
Heath for Brushes - - - - - Cwt.	0	1	0	0½	0	0½	0	0¼	
Hellebore - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Hemp, rough - - - - - Ton	2	0	1	0	0	8	0	4	
Herrings, per Box, not exceeding } 1 Cubic Foot - - - - - }	0	0½	0	0¼	0	0¼	0	0¼	
Hides, dry - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
—— wet - - - - - Cwt.	0	1½	0	0¾	0	0½	0	0¼	
—— Pieces of, or Glue Pieces - - - - - Ton	2	0	1	0	0	8	0	4	
—— varnished or japanned - - - - - Package	1	0	0	6	0	3	0	1½	
Hominey - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Hones.—See Whetstones.									
Honey - - - - - Cwt.	0	2	0	1	0	0½	0	0¼	
Hoofs of Cattle - - - - - Ton	1	0	0	6	0	4	0	2	
Hoops, Mast and Truss - - - - -	120	Set	0	9	0	4½	—	—	
			—	—	0	0½	0	0¼	
—— Wood - - - - - 1,200	1	6	0	9	0	6	0	3	
Hops - - - - -	Cwt. - - - - -	Bag or Pocket	0	2	0	1	0	0½	
			—	—	0	1	0	0½	
Horns and Horn Tips - - - - -	Hhd. - - - - -	Tierce	—	—	0	5	0	2½	
			—	—	0	3	0	1½	
Horn Tips and Pieces of Horns - - - - - Cwt.	0	2	0	1	0	0½	0	0¼	
—— Shavings - - - - - Ton	1	0	0	6	0	4	0	2	
—— Slugs - - - - - Ton	1	0	0	6	0	4	0	2	
Hosiery.—See Haberdashery.									
Houses, Wood or Iron - - - - - per 10% Value	—	—	—	—	1	0	0	6	
Hull, Masts, &c. of Foreign } Vessels condemned - - - - - } Value. }	20	0	—	—	—	—	—	—	
Hurdles (containing 1 Dozen) - - - - - Mat	0	2	0	1	0	1	0	0½	
Ice - - - - - Ton	0	3	0	1½	0	1	0	0½	
Iceland Moss or Lichen Islandicus - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Indigo - - - - - Cwt.	1	0	0	6	0	4	0	2	
India-rubber, manufactured - - - - - Package	1	0	0	6	0	3	0	1½	
Ink, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Inkle - - - - - Package	1	0	0	6	0	3	0	1½	
Insulators - - - - - Package	—	—	—	—	0	3	0	1½	

[Local.]

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.		RATES.			
		Inwards.		Outwards.	
		From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
		s. d.	s. d.	s. d.	s. d.
Iodine	Package	0 6	0 3	0 3	0 1½
Ipecacuanha Root	Cwt.	0 3	0 1½	0 1	0 0½
Iron, Bar, Bolt, or Rod	Ton	1 0	0 6	0 8	0 4
— broken or old	Ton	0 9	0 4½	0 4	0 2
— in Pigs	Ton	0 6	0 3	0 8	0 4
— Castings in any Form (except Kentledge)	Ton	0 6	0 3	0 8	0 4
— Kentledge	Ton	0 6	0 3	0 2	0 1
— Hoop and Sheet	Ton	1 6	0 9	0 8	0 4
— Plate and Sheet	Box	—	—	0 0½	0 0¼
— Ore	Ton	0 4	0 2	0 2	0 1
— Wire	Ton	2 0	1 0	0 8	0 4
— Wire	Cask	—	—	0 4	0 2
— Wrought	Ton	2 0	1 0	0 8	0 4
— Plate	Ton	—	—	0 8	0 4
— Railway	Ton	—	—	0 8	0 4
— Outwards in Packages. — See Hardware.					
Isinglass	Cwt.	0 3	0 1½	0 1	0 0½
Ivory	Cwt.	0 6	0 3	0 2	0 1
Ivory Nuts	Ton	2 0	1 0	0 8	0 4
Jack Screws	Pair	0 6	0 3	0 2	0 1
Jalap	Cwt.	0 2	0 1	0 1	0 0½
Japanned or Lacquered Ware	Package	0 6	0 3	0 3	0 1½
Jars and Jugs, containing Barley, Groats, Oatmeal, Peas, or other Articles of British or Irish Growth, Produce, or Manufacture, not otherwise rated	each	—	—	0 0½	0 0¼
Jet	Package	0 6	0 3	0 3	0 1½
Jewellery	Package	1 0	0 6	0 3	0 1½
Johanna Fruit	Ton	1 0	0 6	0 4	0 2
Juice, Lemon, Lime, and Orange	Ton	2 4	1 2	0 9	0 4½
Junk	Ton	1 0	0 6	0 4	0 2
Jute Hemp	Ton	1 4	0 8	0 6	0 3
Kelp	Ton	1 0	0 6	0 4	0 2
Lac, Gum, and Stick	Cwt.	0 3	0 1½	0 1	0 0½
— Seed, and Shell	Cwt.	0 3	0 1½	0 1	0 0½
Lace	Package	1 0	0 6	0 3	0 1½
Ladders	each	—	—	0 1	0 0½
Lampblack	Ton	2 0	1 0	0 8	0 4
— exported in Packages. — See Painters Colours.					
Lapis Calaminaris	Ton	1 0	0 6	0 4	0 2
Lard	Ton	2 0	1 0	0 8	0 4
— exported. — See Beef and Pork.					
— Oil	Ton	2 0	1 0	0 8	0 4
Laths	Load	0 9	0 4½	0 3	0 1½
Latten, Black	Ton	2 0	1 0	0 8	0 4
Lavender Flowers	Cwt.	0 3	0 1½	0 1	0 0½

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.			
	Inwards.		Outwards.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
	s.	d.	s.	d.
Lead and Lead Ore - - - - - Ton	1	0	0	6
— Black, Red, and White - - - - - Ton	2	0	0	8
— Powder - - - - - Ton	2	0	0	8
— Outwards in Packages.—See Painters Colours.				
Lead Shot - - - - - $\left\{ \begin{array}{l} \text{per Barrel} \\ \text{Half Barrel, Firkin,} \\ \text{or Keg.} \\ \text{Cask} \\ \text{Ton (in Bags)} \end{array} \right.$	—	—	0	1½
Lead (Sugar of) - - - - - Ton	2	0	0	8
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.				
Leather, tanned - - - - - Cwt.	0	3	0	1½
— wrought - - - - - Package	1	0	0	6½
Leaves of Roses - - - - - Cwt.	0	3	0	1½
Leeches - - - - - Package	0	6	0	3
Lemons - - - - - $\left\{ \begin{array}{l} \text{Case or Chest} \\ \text{Box or other} \\ \text{Package.} \end{array} \right.$	0	3	0	1½
	0	2	0	1
Lime - - - - - $\left\{ \begin{array}{l} \text{Hhd.} \\ \text{Keg} \\ \text{Puncheon, Cask,} \\ \text{or Tierce.} \\ \text{Barrel} \end{array} \right.$	—	—	0	6
	—	—	0	0½
	—	—	0	3
	—	—	0	1½
Lime, loose - - - - - Ton	—	—	0	1½
Limes - - - - - Package	0	3	0	1
Limestones - - - - - Ton	0	2	0	1
Linen Cloth - - - - - $\left\{ \begin{array}{l} \text{Package} \\ \text{Piece} \end{array} \right.$	1	0	0	6
— Rags - - - - - Crate	0	1	0	0½
— Thread Yarn - - - - - Cwt.	0	4	0	3
— exported. — See Cotton Manufactures.				
Liquor.—See Printers Liquor.				
Liquorice Paste - - - - - Ton	2	0	0	8
— Powder - - - - - Ton	2	0	0	8
— Root - - - - - Ton	2	0	0	8
Litharge - - - - - Ton	2	0	0	8
— Outwards in Packages.—See Painters Colours.				
Lithographic Stones - - - - - Package	0	6	0	3
Lucifer Matches - - - - - Package	0	6	0	3
Maccaroni - - - - - Cwt.	0	6	0	3
Mace - - - - - Cwt.	1	0	0	6
Machines, viz. :—				
— Bark Mills - - - - - each	1	0	0	6
— Binnacles - - - - - each	1	0	0	6
— Brewing - - - - - each	1	0	0	6
— Coffee Fanners - - - - - each	1	0	0	6

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Machines, viz. :—									
— Cooking Apparatus - - - - -	each	1	0	0	6	0	6	0	3
— Copying - - - - -	each	0	4	0	2	0	2	0	1
— Corn - - - - -	each	1	0	0	6	0	6	0	3
— Filtering - - - - -	each	1	0	0	6	0	6	0	3
— Fire Engines - - - - -	each	1	6	0	9	0	9	0	4½
— Gins - - - - -	each	1	0	0	6	0	6	0	3
— Linseed Cribbles - - - - -	each	1	0	0	6	0	6	0	3
— Malt Mills - - - - -	each	1	0	0	6	0	6	0	3
— Mangles - - - - -	each	1	0	0	6	0	6	0	3
— Packing Presses - - - - -	each	1	0	0	6	0	6	0	3
— Paper Moulds - - - - -	each	1	0	0	6	0	6	0	3
— Sawing - - - - -	each	1	0	0	6	0	6	0	3
— Sedans - - - - -	each	1	0	0	6	0	6	0	3
— Shower Baths - - - - -	each	1	0	0	6	0	6	0	3
— Soap Cutters - - - - -	each	0	6	0	3	0	3	0	1½
— Straw Cutters - - - - -	each	1	0	0	6	0	6	0	3
— Tin - - - - -	each	1	0	0	6	0	6	0	3
— Turning Lathes - - - - -	each	0	6	0	3	0	3	0	1½
— Turnip Drills - - - - -	each	0	4	0	2	0	2	0	1
— all other Packages of Machinery - - - - -	each	1	0	0	6	0	6	0	3
Machinery (loose) - - - - -	Ton	2	0	1	0	0	8	0	4
Madder - - - - -	Ton	2	0	1	0	0	8	0	4
— Roots - - - - -	Ton	1	6	0	9	0	6	0	3
— Seed - - - - -	Cwt.	0	3	0	1½	0	1	0	0½
Magnesia - - - - -	Cwt.	0	3	0	1½	0	1	0	0½
— Outwards in Packages, British Manufacture.—See Articles exported in Packages not otherwise rated.									
Mandioca Flour - - - - -	Cwt.	0	1½	0	0¾	0	0½	0	0¼
Manganese - - - - -	Ton	1	0	0	6	0	4	0	2
— exported in Packages.—See Painters Colours.									
Manganate of Potash - - - - -	Cwt.	0	3	0	1½	0	1	0	0½
Manna - - - - -	Cwt.	0	3	0	1½	0	1	0	0½
— Croup - - - - -	Cwt.	0	1½	0	0¾	0	0½	0	0¼
Manure - - - - -	Ton	0	2	0	1	0	1	0	0½
Maps and Charts - - - - -	Package	0	6	0	3	0	3	0	1½
Marble, rough - - - - -	Ton	1	0	0	6	0	4	0	2
— sculptured (loose Pieces) {	Ton	2	6	1	3	0	10	0	5
— {	Package	1	0	0	6	—	—	—	—
Marmalade - - - - -	Cwt.	1	0	0	6	0	4	0	2
Mastic - - - - -	Cwt.	0	3	0	1½	0	1	0	0½
Matches - - - - -	Package	0	6	0	3	0	3	0	1½
Mats, Bass - - - - -	120	0	3	0	1½	0	1	0	0½
Mats, East India Floor - - - - -	Package	0	2	0	1	0	0½	0	0¼
Matting - - - - -	Roll	0	6	0	3	0	2	0	1
Mead or Metheglin - - - - -	Tun	2	4	1	2	0	9	0	4½
Meat Pies - - - - -	Package	0	6	0	3	0	3	0	1½
Medals - - - - -	Package	0	6	0	3	0	3	0	1½
Medlars - - - - -	Bushel	0	1	0	0½	0	0½	0	0¼

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Mellons (loose) - - - - - 100	1	0	0	6	0	4	0	2
Mercury, prepared - - - - - Package	0	6	0	3	0	3	0	1½
Millboards - - - - - 120	1	0	0	6	0	4	0	2
Millstones - - - - - each	1	0	0	6	0	4	0	2
Millinery.—See Haberdashery.								
Mineral Waters - - - - - Package	0	6	0	3	0	2	0	1
Models (in Wood, &c.) - - - - - Package	0	6	0	3	0	3	0	1½
Molasses - - - - - { Ton - - - - -	1	6	0	9	—	—	—	—
- - - - - { Cask or Puncheon	—	—	—	—	0	4	0	2
Morels - - - - - Cwt.	0	4	0	2	0	2	0	1
Morphia and its Salts - - - - - Package	0	6	0	3	0	3	0	1½
Moss (for stuffing) - - - - - Cwt.	0	1½	0	1	—	—	0	0½
Mother-of-Pearl Shell - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Mum - - - - - Tun	2	4	1	2	0	9	0	4½
Munjeet.—See Madder Roots.								
Muriate of Lime - - - - - Ton	1	0	0	6	0	4	0	2
— Potash - - - - - Ton	1	0	0	6	0	4	0	2
— Soda - - - - - Ton	1	0	0	6	0	4	0	2
— Magnesia - - - - - Ton	1	0	0	6	0	4	0	2
Musical Instruments - - - - - Package	1	0	0	6	0	6	0	3
Musk - - - - - Package	0	6	0	3	0	2	0	1
Muskets - - - - - Package	0	6	0	3	0	5	0	2½
Mustard - - - - - { Cwt. - - - - -	0	2	0	1	—	—	—	—
- - - - - { Keg - - - - -	—	—	—	—	0	1	0	0½
- - - - - { Half Keg - - - - -	—	—	—	—	0	0½	0	0¼
- - - - - { All other Packages	—	—	—	—	0	2	0	1
Myrabolams - - - - - Ton	1	6	0	9	0	6	0	3
Myrrh - - - - - Package	0	6	0	3	0	2	0	1
Nails, Iron - - - - - Package	0	2	0	1	—	—	—	—
— Outwards in Packages.—								
See Articles exported in Packages not otherwise rated.								
— Copper.—See Copper.								
Naphtha - - - - - Tun	2	4	1	2	0	9	0	4½
Natron - - - - - Ton	2	0	1	0	0	8	0	4
Nests of Trunks - - - - - each	—	—	—	—	0	5	0	2½
Nickel Ore - - - - - Ton	2	0	1	0	0	8	0	4
Nixon, Sal - - - - - Ton	2	0	1	0	0	8	0	4
Nutmegs - - - - - Cwt.	1	0	0	6	0	4	0	2
Nuts - - - - - Bushel	0	1	0	0½	0	1	0	0½
— Castanha - - - - - Bushel	0	1	0	0½	0	0½	0	0¼
— Coquiltra - - - - - 1,000	0	3	0	1½	0	1	0	0½
— - - - - Ton	2	0	1	0	0	8	0	4
— - - - - Bale	0	3	0	1½	0	1	0	0½
— Ground - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— for expressing Oil therefrom - - - - - Ton	2	0	1	0	0	8	0	4
— Pecan - - - - - Bushel	0	1	0	0½	0	0½	0	0¼
— Walnut - - - - - Bushel	0	1	0	0½	0	0½	0	0¼
Nux Vomica - - - - - Cwt.	0	3	0	1½	0	1	0	0½

[Local.]

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The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.				RATES.							
				Inwards.		Outwards.					
				From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
				s.	d.	s.	d.	s.	d.	s.	d.
Oakum			Ton	1	0	0	6	0	4	0	2
Oatmeal Shudes or Dust			Ton			0	2			0	1
Ochre or Oker			Ton	2	0	1	0	0	8	0	4
— Outwards in Packages.—See Painters Colours.											
Oil, Animal			Ton	1	0	0	6	0	4	0	2
— Castor			Cwt.	0	3	0	1½	0	1	0	0½
— Chemical			Cwt.	0	3	0	1½	0	1	0	0½
— Cocoa Nut			Ton	2	0	1	0	0	8	0	4
— Cod			Ton	1	9	0	10	0	7	0	3½
— Croton			Cwt.	0	3	0	1½	0	1	0	0½
— Dubbing			Ton	2	4	1	2	0	9	0	4½
— Earth			Ton	2	0	1	0	0	8	0	4
— Linseed and Olive			Ton	2	1	1	2	0	9	0	4½
— Olive, in Flasks			Chest	0	6	0	3	0	2	0	1
— Palm	Box, Half Chest, or Case		Ton	0	3	0	1½	0	1	0	0½
— Palm			Ton	1	6	0	9	0	6	0	3
— Outwards in Packages bleached.—See Articles exported in Packages not otherwise rated.											
— Peppermint			Package	0	6	0	3	0	3	0	1½
— Rape			Ton	2	4	1	2	0	9	0	4½
— Salad.—See Olive Oil in Flasks.											
— Spermaceti			Ton	2	4	1	2	0	9	0	4½
— Seal			Ton	1	9	0	10	0	7	0	3½
— Train or Whale			Ton	1	9	0	10	0	7	0	3½
— Almonds			Package	0	6	0	3	0	2	0	1
— Bays			Cwt.	0	3	0	1½	0	1	0	0½
— Cod Liver			Package	0	6	0	3	0	3	0	1½
— Ground Nut			Ton	2	0	1	0	0	8	0	4
— Teel Seed			Ton	2	4	1	2	0	9	0	4½
— Rosin			Ton	2	0	1	0	0	8	0	4
— Gengelly			Ton	2	4	1	2	0	9	0	4½
— Paran			Package	0	6	0	3	0	2	0	1
— Rock			Ton	2	4	1	2	0	9	0	4½
— Walnut			Package	0	6	0	3	0	2	0	1
Oils of all Kinds boiled or manufactured since their Importation	Butt or Pipe							0	6	0	3
	Puncheon or Cask							0	4	0	2
	Hhd.							0	2	0	1
	Barrel							0	1½	0	0¾
	Bottle, Jar, Jug, or Can							0	0½	0	0¼
Oilcloth			Package	1	0	0	6	0	3	0	1½
Olibanum			Ton	3	0	1	6	1	0	0	6
Olives.—See Pickles.											
Onions			Package	0	2	0	1	0	1	0	0½
— (loose)			Bushel	0	1	0	0½	0	1	0	0½
Opium			Cwt.	0	3	0	1½	0	1	0	0½
Orange Peel			Cwt.	0	3	0	1½	0	1	0	0½
Oranges	Case or Chest			0	3	0	1½	0	1	0	0½
	Box or other Package			0	2	0	1	0	1	0	0½
Orchilla Weed			Ton	3	0	1	6	1	0	0	6
Orchill			Ton	1	0	0	6	0	4	0	2

[Stamp]

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Ore, unenumerated - - - - - Ton	0	6	0	3	0	2	0	1	
Orice Root - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Orpiment - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Orsédew - - - - - Package	0	6	0	3	0	2	0	1	
Osnabürgs.—See Linens.									
Packing Boards - - - - - Dozen	0	0½	0	0¼	—	—	0	0¼	
Paddy, or Rice in the Husk - - - - - Quarter	0	3	0	1½	0	1	0	0½	
Painters Pegs - - - - - 1,000	0	4	0	2	0	1½	0	0¾	
Paint, and Painters Co- lours and Materials.	per Ton	2	0	1	0	—	—	—	
	Chest or Case	—	—	0	6	0	5	0	2½
	Hhd.	—	—	0	6	0	5	0	2½
	Tierce	—	—	0	6	0	3	0	1½
	Cask or Puncheon	—	—	0	4	0	4	0	2
	Barrel	—	—	0	2	0	1½	0	0¾
	Box or Bundle	—	—	0	2	0	2	0	1
Keg, Jar, or Jug	—	—	0	0½	0	0½	0	0¼	
Palm Leaf - - - - - Bale	0	3	0	3	0	1	0	0½	
- - - - - Bundle	0	0½	—	—	0	0¼	0	0¼	
Palm Nuts - - - - - Bale	0	3	0	1½	0	1	0	0½	
Palmetto Thatch - - - - - Package	0	3	0	1½	0	1	0	0½	
Parchment - - - - - Package	0	8	0	4	0	3	0	1½	
Paper	Bale	0	8	0	4	—	—	—	
	Case or Chest	0	8	0	4	—	—	—	
	Half Bale, Bundle, Box	0	4	0	2	—	—	—	
	Ream	0	0½	0	0¼	0	0¼	0	0¼
— Outwards.—See Stationery.									
Paper Hangings - - - - - Package	0	8	0	4	0	3	0	1½	
Patent Fuel.—As Coals.									
Paving Stones - - - - - Ton	0	2	0	1	0	1	0	0½	
Pearls - - - - - Package	1	0	0	6	0	3	0	1½	
Pears - - - - - Bushel	0	1	0	0½	0	0½	0	0¼	
— dried - - - - - Package	0	3	0	1½	0	1	0	0½	
Peas, Green - - - - - Package	0	1½	0	0¾	—	—	0	0½	
Pepper, Black and White - - - - - Ton	2	0	1	0	0	8	0	4	
Perambulators - - - - - each	—	—	—	—	0	3	0	1½	
Percussion Caps - - - - - Package	0	6	0	3	0	3	0	1½	
Perfumery - - - - - Package	0	6	0	3	0	3	0	1½	
Perry - - - - - Tun	2	4	1	2	0	9	0	4½	
Pewter - - - - - Ton	2	0	1	0	0	8	0	4	
Pewter, British Manufacture, Out- wards.—See Copper.									
Phosphorus - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Phosphate of Lime - - - - - Ton	2	0	1	0	0	8	0	4	
— Outwards in Pack- ages.—See Lime.									
Pissava - - - - - Cwt.	0	1	0	0½	0	0½	0	0¼	
Pickets, sawn - - - - - Load	0	9	0	4½	0	3	0	1½	
Pickles	Gallon	0	0½	0	0¼	—	—	—	
	Box, Case, or Chest	—	—	—	—	0	3	0	1½
	Barrel	—	—	—	—	0	1½	0	0¾
	Keg, Jar, or Jug	—	—	—	—	0	0½	0	0¼

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Pickles in Brine - - - - -	Gallon	0	0 $\frac{1}{4}$	—	—	—	—	—	
Pimento - - - - -	Ton	2	0	1	0	0	8	0	4
Pin Dust - - - - -	Ton	1	0	0	6	0	3	0	1 $\frac{1}{2}$
Pine Apples, loose - - - - -	Score	0	1	0	0 $\frac{1}{2}$	—	—	0	0 $\frac{1}{4}$
Pink Root - - - - -	Cwt.	0	3	0	1 $\frac{1}{2}$	0	1	0	0 $\frac{1}{2}$
Pistachio Nuts - - - - -	Bushel	0	1	0	0 $\frac{1}{2}$	0	0 $\frac{1}{2}$	0	0 $\frac{1}{4}$
Pitch - - - - -	Barrel	0	1 $\frac{1}{2}$	0	0 $\frac{3}{4}$	0	0 $\frac{1}{2}$	0	0 $\frac{1}{4}$
Plantains - - - - -	Package	0	3	0	1 $\frac{1}{2}$	0	1	0	0 $\frac{1}{2}$
Plaster of Paris - - - - -	Ton	1	0	0	6	0	4	0	2
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Plate and Plated Ware - - - - -	Package	1	0	0	6	0	3	0	1 $\frac{1}{2}$
Platina - - - - -	Package	1	0	0	6	0	4	0	2
Ploughs, loose - - - - -	each	—	—	0	4	0	2	0	1
Plumbago - - - - -	Ton	2	0	1	0	0	8	0	4
Pollard - - - - -	Ton	1	0	0	6	0	4	0	2
Pomatum - - - - -	Package	0	6	0	3	0	3	0	1 $\frac{1}{2}$
Pomegranates.—See Oranges.									
Pork.—See Beef.									
Potash, Prussiate - - - - -	Ton	2	0	1	0	0	8	0	4
— Sulphate - - - - -	Ton	2	0	1	0	0	8	0	4
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Potatoes - - - - -	Ton	0	6	0	3	0	3	0	1 $\frac{1}{2}$
— new - - - - -	Package	0	1 $\frac{1}{2}$	0	0 $\frac{3}{4}$	—	—	0	0 $\frac{1}{4}$
— exported in Packages - - - - -	Barrel	—	—	—	—	0	1	0	0 $\frac{1}{2}$
	Hamper	—	—	—	—	0	0 $\frac{1}{2}$	0	0 $\frac{1}{4}$
Poultry - - - - -	Package	0	3	0	1 $\frac{1}{2}$	0	3	0	1 $\frac{1}{2}$
Powder for Starch - - - - -	Ton	1	0	0	6	0	4	0	2
Pozzolano - - - - -	Ton	1	0	0	6	0	4	0	2
Preserved Ginger - - - - -	Cwt.	0	3	0	1 $\frac{1}{2}$	0	1	0	0 $\frac{1}{2}$
Preserves - - - - -	Cwt.	0	4	0	2	—	—	—	—
— Outwards.—See Pickles.									
Printers Liquor - - - - -	100 Gallons	0	7	0	3 $\frac{1}{2}$	0	3 $\frac{1}{2}$	0	1 $\frac{3}{4}$
Prints or Pictures - - - - -	Case or Box	0	6	0	3	0	3	0	1 $\frac{1}{2}$
Prunellos - - - - -	Cwt.	0	2	0	1	0	1	0	0 $\frac{1}{2}$
Prunes - - - - -	Ton	2	0	1	0	0	8	0	4
Pumice Stone - - - - -	Ton	1	0	0	6	0	4	0	2
— Outwards in Packages.—See Lime.									
Quassia Wood - - - - -	per Ton	2	0	1	0	0	8	0	4
Querne Stone - - - - -	each	0	9	0	4 $\frac{1}{2}$	0	3	0	1 $\frac{1}{2}$
Quicksilver - - - - -	Package	0	6	0	3	0	2	0	1
Quills - - - - -	1,200	0	1	0	0 $\frac{1}{2}$	—	—	0	0 $\frac{1}{4}$
	Package	—	—	—	—	0	3	0	1 $\frac{1}{2}$
Quinces - - - - -	Package	0	3	0	1 $\frac{1}{2}$	0	1	0	0 $\frac{1}{2}$
Quinine, Sulphate of - - - - -	Package	0	6	0	3	0	3	0	1 $\frac{1}{2}$

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Radix Contrayervæ - - - Cwt.	0	3	0	1½	0	1	0	0½
— Serpentariae - - - Cwt.	0	3	0	1½	0	1	0	0½
Rags - - - - - Ton	1	0	0	6	0	4	0	2
Raisins - - - - - Ton	2	0	1	0	0	8	0	4
Rhatany Root, or Radix Rhataniae - Cwt.	0	3	0	1½	0	1	0	0½
Rhubarb - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Rice - - - - - Ton	1	6	0	9	0	6	0	3
Riddles - - - - - Bundle	—	—	—	—	0	0½	0	0¼
Rock Moss - - - - - Ton	2	0	1	0	0	8	0	4
Rosin - - - - - { Ton	1	6	0	9	0	6	0	3
— Barrel	—	—	—	—	0	1½	0	0¾
Rottenstone.—See Pumice Stone.								
Rum.—See Spirits.								
Rushes - - - - - Load (63 Bundles)	1	0	0	6	0	4	0	2
Saccharum Saturni - - - Cwt.	0	3	0	1½	0	1	0	0½
Saddlery.—See Wrought Leather.								
Safflower - - - - - Ton	2	0	1	0	0	8	0	4
Saffron - - - - - Package	0	6	0	3	0	2	0	1
Sago - - - - - Cwt.	0	3	0	1½	0	1	0	0½
— Flour - - - - - Ton	1	6	0	9	0	6	0	3
Sailcloth - - - - - Package	1	0	0	6	0	3	0	1½
Sails - - - - - each	0	6	0	3	0	2	0	1
Sal Ammoniac - - - - - Ton	2	0	1	0	0	8	0	4
— Gem - - - - - Ton	2	0	1	0	0	8	0	4
Salep - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Salt, Outwards in Packages.—See Lime.								
Saltpetre - - - - - { Ton	1	6	0	9	0	6	0	3
— Firkin	—	—	—	—	0	0½	0	0¼
— refined, Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Salt Cake - - - - - Ton	1	6	0	9	0	6	0	3
Salt, Rock - - - - - Ton	1	0	0	6	0	3	0	1½
— White - - - - - Ton	1	0	0	6	0	4	0	2
Salts, Epsom - - - - - Ton	2	0	1	0	0	8	—	—
— Outwards in Packages.—See Articles exported in Packages not otherwise rated.								
Sand for Iron Founders and Glass								
— Blowers - - - - - Ton	0	2	0	1	0	1	0	0½
— Sheepwashers - - - - Package	0	6	0	3	0	1½	0	1½
— Silversmiths - - - - Package	1	0	0	6	0	3	0	3
Sanguis Draconis - - - - Cwt.	0	3	0	1½	0	1	0	0½
Sardines - - - - - Cwt.	0	3	0	1½	0	1	0	0½
Sarsaparilla - - - - - Cwt.	0	2	0	1	0	1	0	0½
Sassafras - - - - - Ton	1	6	0	9	0	6	0	3
Sanders Wood, White and Yellow - Cwt.	0	3	0	1½	0	1	0	0½
Sausages - - - - - Package	0	2	0	1	0	1	0	0½
Sawdust - - - - - 16 Bushels	—	—	—	—	0	0¼	0	0¼
Scammony - - - - - Cwt.	1	0	0	6	0	4	0	2

[Local.]

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.			
	Inwards.		Outwards.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
	s.	d.	s.	d.
Skins, viz. :—				
— Badger				
— Bear				
— Beaver				
— Deer				
— Elk				
— Ermine				
— Fisher				
— Fox				
— Kangaroo	Score	0 6	0 3	0 2
— Leopard				
— Lion				
— Martin				
— Otter				
— Panther				
— Seal (Fur)				
— Tiger				
— Cat				
— Chinchilli				
— Husse	120	0 6	0 3	0 2
— Mink				
— Raccoon				
— Seal (Hair)				
— Goat				
— Fitch				
— Kid				
— Lamb				
— Musquash				
— Nutria	120	0 3	0 1½	0 1
— Opossum				
— Sheep				
— Swan				
— Squirrel				
— Vicunia				
— Coney				
— Hare	120	0 1	0 0½	0 0½
— Mole				
Skins, dressed or undressed, Outwards	Package	—	—	0 3
— Kip and Calf	Dry—Cwt.	0 3	0 1½	0 1
	Wet—Cwt.	0 1½	0 0¾	0 0½
Slate Pencils	Package	0 6	0 3	0 2
Slate and Slate Slabs	Ton	0 6	0 3	0 2
Slates	Puncheon or Cask	—	—	0 4
— Writing	Package	0 6	0 3	0 3
Slime	Ton	0 4	0 2	0 1
Slops.—See Haberdashery.				
Smalts	Cwt.	0 2	0 1	0 1
Smart Sticks	1,200	1 6	0 9	0 6
Snakeroot	Cwt.	0 3	0 1½	0 1
Snuff	Ton	2 0	1 0	0 8
Soap	Ton	2 0	1 0	0 8

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.		RATES.			
		Inwards.		Outwards.	
		From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
		s. d.	s. d.	s. d.	s. d.
Soap, scented or fancy	Package	0 6	0 3	0 3	0 1½
Soda, Carbonate of	Cwt.	0 3	0 1½	0 1	0 0½
Soda Water	Package	0 6	0 3	—	—
— Water, Outwards.—See Pickles.					
Soder or Solder	Ton	2 0	1 0	0 8	0 4
Soda, Sulphate	Ton	2 0	1 0	0 8	0 4
— Ashes, in Packages, Outwards.					
— See Articles exported in Packages not otherwise rated.					
Soot	Package	—	—	0 2	0 1
Soy	Cwt.	0 3	0 1½	0 1	0 0½
Spa Ware	Package	0 6	0 3	0 3	0 1½
Specimens of Natural History	Package	0 6	0 3	0 3	0 1½
Spectacles	Package	0 6	0 3	0 3	0 1½
Spelter	Ton	2 0	1 0	0 8	0 4
— Outwards in Packages.—See					
Copper.					
Spermacetti	Cwt.	0 3	0 1½	0 1	0 0½
Spinnel	Bale	0 3	0 1½	0 1	0 0½
Spirits	100 Gallons	0 10	0 5	—	—
	Pipe	—	—	0 6	0 3
	Puncheon	—	—	0 4	0 2
	Quarter Cask or Barrel	—	—	0 1½	0 0¾
	Hhd.	—	—	0 2	0 1
— Outwards, bottled.—See Wine.					
— of Salt	Bottle	0 2	0 1	0 1	0 0½
— of Turpentine	Ton	2 0	1 0	0 8	0 4
Sponge	Cwt.	0 6	0 3	0 2	0 1
Sprats	1,000	—	0 0½	—	0 0¼
Squills	Cwt.	0 3	0 1½	0 1	0 0½
Starch	Ton	2 0	1 0	0 8	0 4
	Boxes (60 lbs.) each	—	—	0 1	0 0½
	Boxes (30 lbs.) each	—	—	0 0½	0 0¼
Starch, British Manufacture, Outwards.—See Painters Colours.					
Stationery	Package	0 4	0 2	0 3	0 1½
Stearine	Ton	2 0	1 0	0 8	0 4
Steel	Ton	1 6	0 9	0 6	0 3
Stones for Lithography	Package	0 6	0 3	0 3	0 1½
— rough.—See Granite.					
Straw and Straw Plait	per Package	0 6	0 3	0 2	0 1
Sturgeon	per Package	0 1	0 0½	0 0½	0 0¼
Succades and Sweatmeats	Cwt.	1 0	0 6	0 4	0 2
Succory	Cwt.	0 1	0 0½	0 0¼	0 0¼
Sugar (not refined)	Ton	2 0	1 0	0 8	0 4
	Hhd.	—	—	0 5	0 2½
	Tierce	—	—	0 3	0 1½
	Box	—	—	0 3	0 1½
	Barrel	—	—	0 1½	0 0¾
— refined	Puncheon	—	—	0 4	0 2
Candy	Cwt.	0 2	0 1	0 1	0 0½
	Ton	—	—	1 0	0 6
— refined, loose, Outwards					

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Sulphate of Zinc - - - - - Ton	2	0	1	0	0	8	0	4	
Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Sulphur Vivum - - - - - Ton	1	6	0	9	0	6	0	3	
Sulphur Impressions - - - - - Package	0	6	0	3	0	3	0	1½	
Sulphuric Acid, Outwards, in Packages.—See Articles exported in Packages not otherwise rated.									
Talc - - - - - Cwt.	0	3	0	1	0	1	0	0½	
Tallow - - - - - Ton	2	0	1	0	0	8	0	4	
British refined, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Tamarinds - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Tanners Waste - - - - - Ton	0	4	0	2	—	—	0	1	
Tapes - - - - - Package	0	6	0	3	—	—	—	—	
British Manufacture, Outwards.—See Linens.									
Tapioca - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
Tar - - - - - 12 Barrels	2	0	1	0	0	8	0	4	
Coal - - - - - Last of 12 Barrels	—	—	—	—	0	8	0	4	
Water - - - - - Barrel	0	2	0	1	0	1	0	0½	
Tarras - - - - - Bushel	0	0½	0	0¼	—	—	0	0¼	
Tartaric Acid - - - - - Ton	2	0	1	0	0	8	0	4	
Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Tea - - - - - 100 lbs.	0	3	0	1½	0	1	0	0½	
Teazles - - - - - 1,000	0	0¼	0	0¼	0	0¼	0	0¼	
Telescopes - - - - - Package	0	6	0	3	0	3	0	1½	
Terrapins - - - - - Barrel	0	2	0	1	0	0½	0	0¼	
Terra Japonica - - - - - Ton	1	6	0	9	0	6	0	3	
Sienna - - - - - Ton	2	0	1	0	0	8	0	4	
Umbræ - - - - - Ton	2	0	1	0	0	8	0	4	
Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Tessera - - - - - Ton	1	0	0	6	0	4	0	2	
Tincal - - - - - Cwt.	0	3	0	1½	0	1	0	0½	
British Manufacture, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Thread, Linen - - - - - Cwt.	0	4	0	2	—	—	—	—	
British Manufacture, Outwards.—See Cottons.									
Thumbs - - - - - Bag	0	3	0	1½	0	1	0	0½	
Tin Ore - - - - - Ton	2	0	1	0	0	8	0	4	
in Packages, Outwards.—See Lead.									
Tin of all kinds - - - - - Ton	2	0	1	0	0	8	0	4	
Barilla - - - - - Ton	2	0	1	0	0	8	0	4	

[Local.]

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The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Tin, British Manufacture, Outwards.—See Copper.					0	0½	0	0¼	
Plates - - - - - Box	—	—	—	—	0	1	0	0½	
Tobacco Pipes	Box	0	2	0	1	0	0½	0	0¼
	Half Box	—	—	—	—	0	0¼	0	0¼
	Quarter Box	—	—	—	—	0	0½	0	0¼
Tobacco and Stalks	Cwt.	0	1	0	0½	0	1	0	0½
Tomatoes	Package	0	3	0	1½	0	0½	0	0¼
Tongues	Package	0	1	0	0½	0	0½	0	0½
Tonquin Beans	Package	0	3	0	1½	0	1	0	0½
Tornshell	Ton	1	6	0	9	0	6	0	3
Tortoise-shell	Cwt.	0	6	0	3	0	2	0	1
Tow	Ton	1	0	0	6	0	4	0	2
Toys	Ton	1	0	0	6	0	4	0	2
Treenails	Package	0	6	0	3	0	3	0	1½
Trees, loose, or in Pots or Tubs only	each	0	1	—	—	0	1	0	0½
Tripe.—See Beef and Pork.	each	0	4	0	2	0	2	0	1
Trucks	Cwt.	1	0	0	6	0	4	0	2
Truffles	Cwt.	0	1	0	0½	0	0½	0	0¼
Turmeric	Ton	0	6	0	3	0	2	0	1
Turf	Package	0	6	0	3	0	3	0	1½
Turnery	Ton	—	—	0	3	0	3	0	1½
Turnips	Ton	1	6	0	9	0	6	0	3
Turpentine	Cwt.	0	2	0	1	—	—	—	—
Twine									
— British Manufacture, Outwards.—See Cottons.									
Twist, Cotton or Yarn	Cwt.	0	4	0	2	—	—	—	—
— British Manufacture, Outwards.—See Cottons.									
Types	Box	0	4	0	2	0	2	0	1
Ultramarine	Ton	2	0	1	0	0	8	0	4
	Package	1	0	0	6	0	3	0	1½
Umbrellas									
Valerian	Cwt.	0	2	0	1	0	1	0	0½
	Ton	1	6	0	9	0	6	0	3
Valonia	Ton	1	6	0	9	0	6	0	3
Varnish									
— Outwards.—See Painters									
Colours.									
Vases, not of Stone or Marble	Package	1	0	0	6	0	3	0	1½
Vegetable Extract for tanning Leather	Cwt.	0	1	0	0½	0	0¼	0	0¼
— Substance ditto	Ton	2	0	1	0	0	8	0	4
Vellum	Package	0	8	0	4	0	3	0	1½
Veneers	Package	0	6	0	3	0	3	0	1½
Venelloes	Cwt.	1	0	0	6	0	4	0	2
Venice Turpentine	Cwt.	0	3	0	1½	0	1	0	0½
Verdigris	Ton	2	0	1	0	0	8	0	4
— Outwards in Packages.—									
See Painters Colours.									
Vermicelli	Cwt.	0	6	0	3	0	2	0	1
Vermilion	Cwt.	0	6	0	3	0	2	0	1

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.								
	Inwards.		Outwards.						
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.					
	s.	d.	s.	d.	s.	d.	s.	d.	
Vinegar and Verjuice									
{ Tun	2	4	1	2	—	—	—	—	
{ Pipe	—	—	—	—	0	6	0	3	
{ Cask	—	—	—	—	0	4	0	2	
{ Hhd.	—	—	—	—	0	2	0	1	
{ Half Hhd.	—	—	—	—	0	1	0	0½	
Vitriol, White	2	0	1	0	0	8	0	4	
Oil of	3	0	1	6	1	0	0	6	
— Outwards in Packages.— See Articles exported in Packages not otherwise rated.									
Wafers	0	4	0	2	0	3	0	1½	
Waste, Braziers	2	0	1	0	0	8	0	4	
Button-makers	1	0	0	6	0	4	0	2	
Furriers	0	4	0	2	0	2	0	1	
Soapers	0	2	0	1	0	1	0	0½	
Tanners	0	4	0	2	0	1	0	0½	
Vitriol	0	4	0	2	0	1	0	0½	
Washing Balls	2	0	1	0	0	8	0	4	
Watches	1	0	0	6	0	3	0	1½	
Wax, Myrtle	0	2	0	1½	0	1	0	0½	
Sealing	0	6	0	3	0	3	0	1½	
Vegetable	0	2	0	1½	0	1	0	0½	
— British Manufacture, Outwards in Packages.—See Articles exported in Packages not otherwise rated.									
Wearing Apparel.—See Haberdashery.									
Weld	1	6	0	9	0	6	0	3	
Whalebone Fins	0	2	0	1	0	1	0	0½	
Wheelbarrows	0	4	0	2	0	2	0	1	
Whetstones	0	1	0	0½	0	0½	0	0¼	
	1	0	0	6	0	4	0	2	
loose	2	0	1	0	0	8	0	4	
Whips	1	0	0	6	0	3	0	1½	
Whipsticks	0	1	0	0½	0	0½	0	0¼	
Whisks for Brooms	0	0½	0	0½	—	—	0	0¼	
Whiting	1	0	0	6	0	4	0	2	
— Outwards in Packages.—See Painters Colours.									
Window Frames	1	0	0	6	0	3	0	1½	
Wine	2	4	1	2	0	9	0	4½	
Wine, bottled	Barrel	—	—	—	0	11½	0	0¾	
	Case, above 3 Dozen each	—	—	—	0	2	0	1	
	3 Dozen and under each	—	—	—	0	1	0	0½	
	Cask	—	—	—	—	—	0	2½	
	Hhd.	—	—	—	—	—	0	2	
	Puncheon	—	—	—	—	—	0	2½	
Tierce	—	—	—	—	—	—	0	1	
	Barrel	—	—	—	—	—	0	0¾	
Wood, Amboyna	2	0	1	0	0	8	0	4	
Bar	1	6	0	9	0	6	0	3	
Beef	2	0	1	0	0	8	0	4	

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—*continued.*

ARTICLES.	RATES.							
	Inwards.		Outwards.					
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.				
	s.	d.	s.	d.	s.	d.	s.	d.
Wood, Box - - - - - Ton	1	6	0	9	0	6	0	3
— Brazil and Braziletto - - - - - Ton	2	0	1	0	0	8	0	4
— Cam - - - - - Ton	2	0	1	0	0	8	0	4
— Cedar - - - - - Ton	1	6	0	9	0	6	0	3
— Cherry - - - - - Ton	2	0	1	0	0	8	0	4
— Cochinalla - - - - - Ton	2	0	1	0	0	8	0	4
— Ebony - - - - - Ton	1	6	0	9	0	6	0	3
— Furniture - - - - - Ton	2	0	1	0	0	8	0	4
— Fustic - - - - - Ton	1	6	0	9	0	6	0	3
— Guinea - - - - - Ton	1	6	0	9	0	6	0	3
— Ground, Outwards in Packages. — See Articles exported in Pack- ages not otherwise rated.								
— King - - - - - Ton	2	0	1	0	0	8	0	4
— Lignum Vitæ - - - - - Ton	1	6	0	9	0	6	0	3
— Locust - - - - - Load	1	0	0	6	0	4	0	2
— Log - - - - - Ton	1	6	0	9	0	6	0	3
— Mahogany - - - - - Ton	1	6	0	9	0	6	0	3
— Maple - - - - - Ton	1	6	0	9	0	6	0	3
— Nicaragua - - - - - Ton	2	0	1	0	0	8	0	4
— Olive - - - - - Ton	2	0	1	0	0	8	0	4
— Partridge - - - - - Ton	2	0	1	0	0	8	0	4
— Purple - - - - - Ton	2	0	1	0	0	8	0	4
— Red and Red Sanders - - - - - Ton	1	6	0	9	0	6	0	3
— Rose - - - - - Ton	2	0	1	0	0	8	0	4
— Sabicea - - - - - Load	1	0	0	6	0	4	0	2
— Sandal - - - - - Ton	2	0	1	0	0	8	0	4
— Santa Maria - - - - - Ton	2	0	1	0	0	8	0	4
— Sapan - - - - - Ton	2	0	1	0	0	8	0	4
— Satin - - - - - Ton	2	0	1	0	0	8	0	4
— Speckled - - - - - Ton	2	0	1	0	0	8	0	4
— Sweet - - - - - Ton	2	0	1	0	0	8	0	4
— Tulip - - - - - Ton	2	0	1	0	0	8	0	4
— Walnut - - - - - Ton	2	0	1	0	0	8	0	4
— Zebra - - - - - Ton	2	0	1	0	0	8	0	4
— Anchor Stocks - - - - - each	0	3	0	1½	0	1	0	0½
— Axe Handles - - - - - 120	0	3	0	1½	0	1	0	0½
— Battens and Ends - - - - - Load	0	3½	0	2	0	1½	0	0¾
— Beech Poles - - - - - Load	1	0	0	6	0	4	0	2
— Boards - - - - - Load	1	1	0	6½	0	4	0	2
— Coal-pit Props - - - - - Load	—	—	0	6	—	—	0	3
— Crate and Crop - - - - - Load	—	—	0	3	—	—	0	1½
— Deals and Deal Ends - - - - - Load	0	5	0	2½	0	2	0	1
— Fire - - - - - Fathom	0	4	0	2	—	—	0	1
— Greenheart - - - - - Load	1	0	0	6	0	4	0	2
— Gumwood Planks - - - - - Load	1	0	0	6	0	4	0	2
— Handspikes - - - - - 120	0	3	0	1½	0	1	0	0½
— Lath - - - - - Fathom	0	6	0	3	0	2	0	1
— Masts - - - - - Load	0	9	0	4½	0	3	0	1½
— Oak Knees, viz. :—								
— Oak under 8 Inch Square - - - - - 120	2	6	1	3	0	10	0	5
— Oak 8 Inch Square and upwards - - - - - Load	1	0	0	6	0	4	0	2
— Oar Rafters and Oars - - - - - 120	1	0	0	6	0	4	0	2

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—continued.

ARTICLES.	RATES.				
	Inwards.		Outwards.		
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.	
Wood, old - - - - - Load	s. d. 0 6	s. d. 0 3	s. d. 0 2	s. d. 0 1	
— Pipe.—See Staves.					
— Planks, Beech, Birch, Oak, } Poplar - - - - - }	Load	1 3	0 7½	0 5	0 2½
— Spars, viz., under 22 Feet long	120	1 0	0 6	0 4	0 2
— 22 Feet long and } upwards - - - - - }	120	2 0	1 0	0 8	0 4
— Spruce Knees, viz :—					
— under 8 Inches - - - - -	120	2 0	1 0	0 8	0 4
— 8 Inches and upwards	Load	0 9	0 4½	0 3	0 1½
— Staves - - - - -	Load	0 4½	0 2¼	0 1½	0 ¾
— Timber, viz., Fir - - - - -	Load	0 9	0 4½	0 3	0 1½
— Teak or Oak - - - - -	Load	1 0	0 6	0 4	0 2
— Pine - - - - -	Load	0 9	0 4½	0 3	0 1½
— all other Timber	Load	0 9	0 4½	0 3	0 1½
— Ufers, viz., under 24 Feet long	120	2 0	1 0	0 8	0 4
— 24 Feet long or upwards	120	3 0	1 6	1 0	0 6
— Wainscot Logs - - - - -	Load	1 6	0 9	0 6	0 3
— Wedges - - - - -	1,200	1 6	0 9	0 6	0 3
— Wheel Spokes and Fellies	1,200	1 6	0 9	0 6	0 3
Woad - - - - -	Ton	3 0	1 6	1 0	0 6
— British manufactured, Outwards in Packages.—See Articles exported in Packages not otherwise rated.					
Wool - - - - -	Ton	2 0	1 0	0 8	0 4
— British - - - - -	Bale	—	—	0 3	0 1½
Woollens - - - - -	Package	1 0	0 6	0 3	0 1½
— Piece - - - - -	Piece	0 1	0 0½	—	0 ¼
Wrappers - - - - -	Package	0 6	0 3	0 3	0 1½
Yams - - - - -	Package	0 3	0 1½	0 1	0 ½
Yarn, Bay - - - - -	Cwt.	0 2	0 1	0 1	0 ½
— Cotton or Twist - - - - -	Cwt.	0 4	0 2	0 1	0 ½
— Grogram - - - - -	Cwt.	0 2	0 1	0 0½	0 ¼
— Linen - - - - -	Cwt.	0 4	0 2	0 1	0 ½
— Mohair - - - - -	Cwt.	0 2	0 1	0 1	0 ½
— Worsted - - - - -	Cwt.	0 2	0 1	0 1	0 ½
Yeast - - - - -	Package	1 0	0 6	0 2	0 1
Zaffers, a Species of Cobalt of } inferior Value - - - - - }	Cwt.	0 4	0 2	0 2	0 1
Zinc - - - - -	Ton	2 0	1 0	0 8	0 4
— Outwards in Packages.—See Copper.					

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

Schedule (C.)—*continued.*

ARTICLES (exported in Packages) which are not before particularised, and not otherwise rated, viz.:

	Foreign.		British.	
	s.	d.	s.	d.
Hogshead	0	5	0	5
Puncheon	0	4	0	4
Cask, not otherwise described	0	4	0	4
Tierce	0	3	0	3
Trunk, Chest, or Bale	0	3	0	3
Box	0	3	0	3
Crate	0	2	0	2
Barrel and Half Barrel	0	1½	0	1½
Firkin and Keg	0	1	0	1
Hamper and Half Hamper	0	1	0	1
Basket, Bag, or Bundle	0	1	0	1

Articles exported in Packages Coastwise to pay One Half the above Rates.

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

SCHEDULE (D.)

HEADS of AGREEMENT made the Seventeenth Day of August One thousand eight hundred and sixty-six between the London and North-western Railway Company (herein-after called the North-western Company) as Owners of the Hampstead Junction Railway of the First Part, the North London Railway Company (herein-after called the North London Company) of the Second Part, and the North and South Western Junction Railway Company (herein-after called the Junction Railway Company) of the Third Part.

WHEREAS the North London Railway, the Hampstead Junction Railway, and the North and South Western Junction Railway unite and form a continuous Route between the City and the Northern and Eastern Districts of London and Kew, and the Passenger Traffic over both the said last-mentioned Lines is and has for some Years past been worked by the North London Company: And whereas, by an Agreement bearing Date the Thirty-first Day of January One thousand eight hundred and sixty-six, made between the North-western Company of the First Part, the London and South-western Railway Company of the Second Part, the North London Company of the Third Part, and the Junction Company of the Fourth Part, certain Rights of User and running Trains over the Junction Company's Line have been given to the Three other Companies Parties to the Agreement in recital, who are to pay certain Tolls therein mentioned for the Traffic carried by virtue of such Right of User, and the Agreement now in recital provides that in computing the Amount of such Tolls the Junction Lines shall be considered (unless otherwise specially agreed between the Three first-named Companies, or any of them, Parties to the Agreement now in recital, and the Junction Company,) as of the Length of Four Miles in respect of Passenger and Live Stock Traffic, and as of the Length of Six Miles in respect of Mineral, Goods, and Merchandise Traffic: Now it is hereby agreed by and between the said Companies Parties to these Presents, as follows:—

1. The Traffic over the Hampstead Junction and North and South Western Junction Railways shall continue to be worked by the North London Company as heretofore, and, notwithstanding the Provision in the Agreement of the Thirty-first Day of January One thousand eight hundred and sixty-six above recited, it is hereby specially agreed that the Rates and Fares in respect of any Traffic booked through or carried over the same Railways respectively under this Agreement shall be divided in accordance with the Regulations of the Railway Clearing House rateably between the Companies whose Lines are used according to the Length of Line belonging to each respective Company passed over (the London and North-western Distance between Kentish Town Junction and Willesden being computed as if the Traffic had passed viâ Chalk Farm), subject to an Allowance of Thirty-three and One Third per Cent. of such Mileage Receipts in favour of the Company finding the Engine Power, Carriage, and Running Stock.

2. The

The London and North-western Railway (New Works and Additional Powers) Act, 1867.

2. The Company carrying the Traffic shall fix the Rates and Fares, but in case of Difference of Opinion as to the Reasonableness thereof, the same shall be subject to subsequent Revision by Arbitration, in manner provided by "The Railway Companies Arbitration Act, 1859."

3. Each Company shall be responsible for Accidents caused by the Defaults or Neglect of their Servants.

4. This Agreement shall take effect from the First January One thousand eight hundred and sixty-five, and, so far as lawfully may be, shall continue in perpetuity.

5. Any One or more of the Companies Parties hereto shall be at liberty to apply in the next or any subsequent Session of Parliament for a Confirmation of this Agreement, or to make it binding in perpetuity (if not so already), and in such Case the other Companies Parties hereto shall give all Aid in in their Power to such Application.

The Common Seal of the North London Railway Company affixed hereto by Order of the Board of Directors, in the Presence of

EDWD. M. CHUBB,
Clerk to Messrs. Paine & Layton,
Sols., Gresham House, London.

Seal of the
North London
Railway Company.

The Common Seal of the North and South Western Junction Railway Company affixed hereto, in the Presence of

G. BOLLAND NEWTON,
Euston Station.

Seal of the
North and South
Western Junction
Railway
Company.

Passed under the Common Seal of the London and North-western Railway Company, in the Presence of

R. SAVILL,
Asst. Secretary,

Seal of the
London and North
western Railway
Company.

LONDON:

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