



CHAPTER ccliv.

An Act to empower the Great Western Railway Company to make new railways a harbour at Weymouth and other works and for other purposes. [12th August 1898.] A.D. 1898.

WHEREAS it is expedient that the Great Western Railway Company (in this Act called "the Company") should be empowered to execute make and maintain the railways and widening of railway and the harbour and other works by this Act authorised :

And whereas plans and sections showing the lines and levels of the railways widening of railway harbour and other works by this Act authorised to be constructed and also a book of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerks of the peace for the several counties within which such railways and works will be constructed and such lands are situate and are herein-after respectively referred to as the deposited plans sections and book of reference :

And whereas it is expedient that Railway No. 7 authorised by the Great Western Railway Act 1883 should be abandoned :

And whereas it is expedient that the Company should be authorised to raise an additional sum of money and to apply their funds for the purposes of this Act :

And whereas the objects aforesaid cannot be attained without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows :—

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Short title.

1. This Act may be cited for all purposes as the Great Western Railway (New Works) Act 1898.

Incorporation of
general Acts.

2. The following Acts and parts of Acts are except where expressly varied by this Act incorporated with and form part of this Act (that is to say) :—

The Lands Clauses Acts :

The Railways Clauses Consolidation Act 1845 :

Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863 :

The Harbours Docks and Piers Clauses Act 1847 :

The provisions of the Companies Clauses Consolidation Act 1845 with respect to the following matters (namely) :—

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 non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money ;

The conversion of the borrowed money into capital ;

The consolidation of shares into stock ; and

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

And Part I. (relating to cancellation and surrender of shares)

Part II. (relating to additional capital) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 :

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 may from time to time be required by the Board of Trade.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction :

The expression "the railways" means the new railways by this Act authorised ;

The expression "the harbour" means the harbour at Weymouth by this Act authorised ;

The expression "the harbour works" means the harbour piers or breakwaters embankment jetties or landing places and works

(other than railways) in the county of Dorset by this Act A.D. 1898.
authorised ;

The expression "the limits of this Act" when used in relation to the harbour or the harbour works means the limits within which the powers of the harbour master may be exercised under this Act.

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 railways and widening of railway herein-after described with all proper stations sidings approaches roads works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as may be required for those purposes The railways herein-before referred to and authorised by this Act are—

A widening 5 miles 2 furlongs and 7·45 chains in length of the Maidenhead and Wycombe and the Great Marlow Branch Railways of the Company commencing in the parish of Chepping Wycombe (Rural) in the county of Bucks at a point on the said Maidenhead and Wycombe Railway 26 chains or thereabouts north-west of Loudwater Station and terminating in the parish of Marlow (Urban) in the urban district of Marlow in the county of Bucks at a point on the said Great Marlow Branch Railway 40 chains or thereabouts east of the Great Marlow station :

Power to
make rail-
ways &c.

Widening
Loudwater
to Great
Marlow.

A Railway (No. 2) 15 miles 6 furlongs and 5·35 chains in length wholly in the county of Somerset commencing in the parish of Ansford by a junction with the Wilts Somerset and Weymouth Railway of the Company and terminating in the parish of Curry Rivell by a junction with the Durston and Yeovil Branch Railway of the Company :

Castle Cary
and Lang-
port.

A Railway (No. 3) 10 miles 5 furlongs and 5·05 chains in length wholly in the county of Pembroke commencing in the parish of Wiston by a junction with the South Wales Railway of the Company and terminating in the parish of Jordanston by a junction with the Deviation Railway authorised by the North Pembrokeshire and Fishguard Railway Act 1886 :

Clarbeston
Road and
Letterston
Railway.

A Railway (No. 3A) 4 furlongs and 5·35 chains in length wholly in the county of Pembroke commencing in the parish of Wiston by a junction with the South Wales Railway of the Company and terminating in the parish of Spittal by a junction with Railway No. 3 by this Act authorised :

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Provided always that Railways Nos. 3 and 3A authorised by this Act shall not be opened until the Letterston loop line authorised by the North Pembrokeshire and Fishguard Railway Act 1897 has been abandoned.

Rates and
charges for
Railways
Nos. 2 3 and
3A and
widening of
railway.

5. The Railways Nos. 2 3 and 3A and the widening of the Maidenhead and Wycombe Railway of the Company by this Act authorised shall for the purposes of maximum rates and charges for merchandise traffic (including perishable merchandise by passenger train) and for all other purposes be deemed to be part of the Company's railways as if the same had been part of the Great Western Railway at the date of the passing of the Great Western Railway Company (Rates and Charges) Order Confirmation Act 1891 and Scale II. of Part I. in the Appendix to the said Order shall be applicable to the said Railways Nos. 2 3 and 3A and to the widening of the said Maidenhead and Wycombe Railway and the widening of the Great Marlow Branch Railway of the Company shall for the purposes of maximum rates and charges for merchandise traffic (including perishable merchandise by passenger train) and for all other purposes be deemed to be part of the Great Marlow Railway as if the same had been part of the said railway at the date of the passing of the Railway Rates and Charges No. 1 (Abbotsbury Railway &c.) Order Confirmation Act 1892 Provided always that as respects passenger traffic and parcels other than perishable merchandise by passenger train the fares rates and charges to be demanded and recovered in respect thereof shall not exceed as follows:—

With respect to the widening of the said Maidenhead and Wycombe Railway the fares rates and charges prescribed by the Wycombe Railway Act 1846 the Wycombe Railway (Extension) Act 1857 and the Wycombe Railway (Extension to Oxford and Aylesbury) Act 1861 and with respect to the widening of the said Great Marlow Branch Railway the fares rates and charges prescribed by the Great Marlow Railway Act 1868;

With respect to Railway No. 2 the fares rates and charges prescribed by the Wilts Somerset and Weymouth Railway Act 1845;

And with respect to Railways Nos. 3 and 3A the fares rates and charges prescribed by the South Wales Railway Consolidation Act 1855.

Power to
construct
harbour
works and

6. 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 harbour works and railways

herein-after described and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference relating thereto as may be required for those purposes :

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—
railways at
Weymouth.

The harbour works and railways herein-before referred to and authorised by this Act are—

A harbour in Portland Roads in and adjacent to the parish of Weymouth in the borough of Weymouth and Melcombe Regis in the county of Dorset to be situate between the Nothe and the breakwater now in course of construction near Bincleave Rocks (herein-after in this Act called “the Admiralty breakwater”) and for the purposes thereof and in connection therewith in or adjacent to the same parish the Company may execute the works and exercise the powers herein-after mentioned with all proper works and conveniences connected therewith (that is to say) :—

Harbour
works at
Weymouth.

A pier or breakwater (No. 1) commencing at the sea wall at or near the south-west corner of the Nothe Fort and extending into the sea in a south-easterly direction for a distance of seventeen chains or thereabouts and thence in a southerly direction for a distance of nine chains or thereabouts and there terminating ;

A pier or breakwater (No. 2) commencing at a point on the Admiralty breakwater thirty chains or thereabouts from the north-west end thereof and extending into the sea in a north-easterly direction for a distance of seventeen chains or thereabouts and there terminating ;

An embankment for reclaiming portions of the foreshore and bed of the sea commencing at the north-western end of the Admiralty breakwater and terminating at the intended pier or breakwater (No. 1) at a point eight chains or thereabouts measured in a south-easterly direction from its commencement as herein-before described ;

A jetty or landing place (No. 1) commencing on the said intended embankment at a point four chains or thereabouts measured in a northerly direction from the north-western end of the Admiralty breakwater and extending into the sea for a distance of thirteen chains or thereabouts in an easterly direction and there terminating ;

A jetty or landing place (No. 2) commencing on the said intended embankment at a point eight chains or thereabouts measured in a northerly direction from the north-western end of the Admiralty breakwater and extending

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into the sea for a distance of twelve chains or thereabouts in an easterly direction and there terminating ;

A new road commencing at the north-west end of the occupation road between the malthouse and weighbridge connected with the brewery of J. H. Devenish and Company Limited and terminating at a point on the foreshore twelve chains or thereabouts north of the north-western end of the Admiralty breakwater ;

All necessary approaches roads jetties piers wharves quays rails sidings sheds buildings warehouses cranes tips machinery mooring and other buoys beacons electric and other lights water-pipes works and conveniences :

Railways at
Weymouth.

A Railway (No. 4) 4 miles 3 furlongs and 3·9 chains in length commencing in the parish of Broadway in the county of Dorset by a junction with the Wilts Somerset and Weymouth Railway of the Company and terminating in the parish of Weymouth in the borough of Weymouth and Melcombe Regis at a point on the foreshore near Bingleave Rocks at or near the north-western end of the Admiralty breakwater :

A Railway (No. 5) 3 furlongs and 2·5 chains in length wholly in the parish of Melcombe Regis in the borough of Weymouth and Melcombe Regis commencing by a junction with the said Wilts Somerset and Weymouth Railway and terminating by a junction with Railway No. 4 :

A Railway (No. 6) 3 furlongs and 5·9 chains in length wholly in the said parish of Weymouth commencing by a junction with Railway No. 4 and terminating on the Admiralty breakwater at or near the dolphin situate thirty chains or thereabouts from the north-western end of the said breakwater.

For protec-
tion of
Admiralty.

7. With respect to the harbour works at Weymouth and Railway No. 6 by this Act authorised the following provisions shall unless otherwise agreed between the Admiralty and the Company be observed and have effect (that is to say) :—

(1) The Company shall at their own cost make up on the southern side of the Admiralty breakwater to the proposed quay level by means of a rubble mound so much of the said breakwater as extends from the mainland to the point of commencement of the Pier or Breakwater No. 2 by this Act authorised and shall (subject as herein-after provided) finish the top of the Admiralty breakwater to the site of the proposed torpedo establishment of the Admiralty so as to form a roadway 24 feet in width and subject to the rights of user of the roadway reserved to the Admiralty by this section the said portion

of the Admiralty breakwater and the said roadway shall be vested in the Company and shall except in case of damage caused thereto by the acts or defaults of those engaged in the service of the Admiralty or the Queen's enemies be maintained by the Company to the reasonable satisfaction of the Admiralty : A.D. 1898.

- (2) The said breakwater and roadway or the substituted roadway herein-after mentioned shall be completed by the Company within three years from the passing of this Act or within such shorter period as may be found practicable :
- (3) The Admiralty shall have full and free right of user of the said roadway and of the said breakwater for all purposes together with the right of access thereto across and on the level of Railway No. 6 and of any sidings to be constructed in connexion therewith :
- (4) The Company in constructing Railway No. 6 to the northward of the said torpedo establishment shall so construct the same as to be clear of the said torpedo establishment and shall not deviate the line thereof southward without the consent in writing of the Admiralty and so much of the works by this Act authorised as abut upon the said torpedo establishment shall be executed under the control of the Admiralty and in such manner and according to such design as shall be approved by them :
- (5) The Company shall at their own expense to the reasonable satisfaction of the Admiralty construct and maintain boundary fences between the works of the Company and the said torpedo establishment so as to effectually separate the said establishment from the works of the Company :
- (6) The Company in constructing Railway No. 6 shall construct so much of that railway as lies between its commencement and the point where it joins the Admiralty breakwater on a solid embankment and shall fill up and reclaim the portion of the foreshore between that railway and Railway No. 4 and the Admiralty embankment when called upon so to do by the Admiralty :
- (7) Breakwater No. 2 by this Act authorised where it is intended to join the Admiralty breakwater shall be constructed under the control of the Admiralty and in such manner and according to such design as shall be approved by them :
- (8) The Company in constructing Railway No. 6 may in lieu of constructing the said roadway along the Admiralty breakwater as herein-before provided construct a roadway 24 feet in

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width from the mainland to the torpedo establishment and a footpath along the south side of Railway No. 6 as shown on the plan signed by the Director of Works of the Navy on behalf of the Admiralty and James Charles Inglis on behalf of the Company and in such case the roadway and footpath so made shall except as aforesaid be maintained by the Company and the Admiralty shall have all the same rights in respect thereof as are by this section conferred upon or reserved to them in respect of the said roadway along the Admiralty breakwater and the Company shall in such case be entitled to use for the purposes of their undertaking the lands reclaimed under subsection (6) hereof and shall not be required to construct the roadway herein-before referred to along the Admiralty breakwater :

- (9) In time of war or of actual preparation for war or any other emergency when from time to time necessary (of which necessity the Admiralty shall on each occasion be the absolute judges) the Admiralty and the Government acting by the Admiralty or War Department shall have the right to use gratuitously and without any cost or charge whatever any wharf or wharves of the Company at or in connexion with the harbour works at Weymouth for the purposes of defence or for the landing or embarking of troops horses mules and other animals and stores guns ammunition or other munitions of war from or on to any vessels or boats which shall belong to or for the time being be employed either permanently or temporarily in the service of the Admiralty or the Government so acting as aforesaid but in that case shall make good to the Company any damage caused to the harbour works by such user.

For protec-
tion of War
Department.

8. With respect to the harbour works the following provisions shall be observed and have effect for the protection of the Secretary of State for the War Department unless otherwise agreed between the said Secretary of State and the Company (that is to say) :—

- (1) In constructing the land end of Breakwater No. 1 the Company shall construct it of such a width from the point where it adjoins the Nothe Fort for a distance of five hundred feet so as to enable them to appropriate to the sole use of the War Department for defence purposes a width of not less than seventy-five feet together with the necessary access thereto the War Department to have the right of laying thereon or therein such cables and pipes as may be required and the Company shall also construct and maintain steps of a width of five feet

situated within the harbour and giving a minimum depth of water at any time of tide of four feet for the use of boats engaged in the service of the War Department: A.D. 1898.

- (2) The Company shall pay to the War Department the sum of one thousand five hundred pounds in respect of the re-erection of an electric light installation which re-erection shall thereupon be undertaken and completed by the War Department without unnecessary delay:
- (3) The Company in constructing their works shall not obstruct the view from the Bingley electric light emplacements until the above installation on the new site shall have been completed:
- (4) The War Department shall be at liberty to berth free of charge in the harbour by this Act authorised such vessels and boats as shall be engaged in the service of the War Department at this station. Such vessels shall not however exceed one hundred and fifty tons each in burden nor six in number:
- (5) The Company shall not erect or construct or allow to be erected or constructed on any lands reclaimed by them under this Act within a distance of 250 yards of the Nothe Fort any buildings of any kind without having first obtained the written consent of the said Secretary of State:
- (6) Notwithstanding anything in this Act contained officers naval and military and non-commissioned officers soldiers and other persons employed on the duty of the War Department being in the execution of their duty shall at all times have free ingress passage and egress into or along through and out of the harbour works by land and with vessels as provided in subsection (4) of this section and without payment:
- (7) And whereas it is necessary that the lands hereditaments and works belonging to Her Majesty or vested in Her Majesty's Principal Secretary of State for the War Department for the Public Service should be preserved intact and free from all intrusion or obstruction without his consent. Be it therefore enacted that nothing in this Act contained shall further or otherwise than is herein-before expressly enacted authorise the Company to enter upon acquire use or interfere with any land soil or water or any right in respect thereof vested in or exercised by the said Principal Secretary or to take away lessen prejudice or alter any of the rights privileges or powers vested in or exercised by the said Principal Secretary without

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his previous consent signified in writing under his hand and which consent the said Principal Secretary is hereby authorised to give subject to such special or other conditions as he shall see fit to impose on the said Company :

(8) The Company shall erect and maintain such fences as may be necessary to separate the property of the Company from War Department property.

Rates and charges for Railways Nos. 4 5 and 6.

9. The Railways Nos. 4 5 and 6 shall for the purposes of maximum rates and charges for merchandise traffic (including perishable merchandise by passenger train) and for all other purposes be deemed to be part of the Company's railways as if the same had been part of the Great Western Railway at the date of the passing of the Great Western Railway Company (Rates and Charges) Order Confirmation Act 1891 and Scale II. of Part I. in the Appendix to the said Order shall be applicable to the railways Provided always that as respects passenger traffic and parcels by passenger train the tolls fares rates and charges to be demanded and recovered shall not exceed the tolls fares rates and charges prescribed by the Wilts Somerset and Weymouth Railway Act 1845 Provided also that it shall be lawful for the Company to make agreements with the Admiralty for the carriage of merchandise and parcels over Railways Nos. 4 5 and 6 at rates to be mutually agreed.

Harbour works included in parish of Weymouth.

10. So much of the harbour works at Weymouth by this Act authorised as is to be made and constructed in and upon the foreshore and bed of the sea and any land reclaimed from the sea not included in any parish shall from and after the completion of the said harbour works be included for all purposes in the parish of Weymouth.

Inclination of roads.

11. In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively (that is to say) :—

Number on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
	RAILWAY NO. 2.		
43	Somerton -	Public -	1 in 15 on north-west side
36	Long Sutton -	Public -	1 in 12 on north side

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12. The Company may make the arches of the bridges for carrying the railways over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say):—

Height and
span of
bridges.

Number on deposited Plan.	Parish.	Description of Road.	Height.	Span.
RAILWAY No. 2.				
12	Lovington - - -	Public - - -	14 feet	20 feet
6	Wheathill - - -	Public - - -	14 feet	20 feet
18	East Lydford - - -	Public - - -	14 feet	20 feet
17	Keinton Mandeville - - -	Public - - -	14 feet	20 feet
79	Charlton Mackrell - - -	} Public - - -	14 feet	20 feet
1A	Keinton Mandeville - - -			
48	Charlton Mackrell - - -	Public - - -	14 feet	20 feet
4	Charlton Mackrell - - -	Public - - -	14 feet	20 feet
24	Charlton Mackrell - - -	Public - - -	14 feet	20 feet
163	Somerton - - -	Public - - -	15 feet	15 feet
159	Somerton - - -	Public - - -	15 feet	15 feet
36	Long Sutton - - -	Public - - -	14 feet	15 feet
32	Long Sutton - - -	Public - - -	14 feet	15 feet
17	High Ham - - -	Public - - -	14 feet	20 feet
RAILWAY No. 3.				
14	Wiston - - -	Public - - -	14 feet	20 feet
77	Spittal - - -	Public - - -	15 feet	20 feet
95	St. Dogwells - - -	Public - - -	14 feet	20 feet
59	Letterston - - -	Public - - -	14 feet	20 feet
RAILWAY No. 4.				
12	Borough of Weymouth and Melcombe Regis.	Public - - -	15 feet	20 feet

13. The Company may make the roadway over the bridges by which the following roads will be carried over the railways of such width between the fences thereof as the Company think fit not being less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say):—

Widths of
certain
roadways.

Number on deposited Plan.	Parish.	Description of Roadway.	Width of Roadway.
WIDENING OF RAILWAY.			
4 and 5	Chepping Wyeombe (Rural).	Public - - -	20 feet
10 and 12	Wooburn - - -	Public - - -	20 feet
25 and 27	Wooburn - - -	Public - - -	20 feet

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Number on deposited Plan.	Parish.	Description of Roadway.	Width of Roadway.
RAILWAY NO. 2.			
22	Keinton Mandeville -	Public - -	12 feet
71	Charlton Mackrell -	Public - -	20 feet
43	Somerton - -	Public - -	20 feet
28	Somerton - -	Public - -	20 feet
12	Long Sutton -	Public - -	20 feet
9	Long Sutton -	Public - -	12 feet
2	Long Sutton -	Public - -	20 feet
35	Huish Episcopi -		
6	Huish Episcopi -	Public - -	20 feet
RAILWAY NO. 3.			
12	Spittal - -	Public - -	20 feet
14	Rudbaxton - -		
52	Spittal - -	Public - -	20 feet
65	Spittal - -	Public - -	20 feet
63	Letterston - -	Public - -	20 feet
RAILWAY NO. 4.			
12	Borough of Weymouth and Melcombe Regis.	Public - -	20 feet

Power to divert roads as shown on deposited plans.

14. The Company may divert the public highways referred to in the next following table in the manner shown upon the deposited plans and sections and when and as in each case the new portion of any road is made to the satisfaction of two justices and is open for public use may stop up and cause to be discontinued as a road so much of the existing road as will be rendered unnecessary by the new portion of road (that is to say) :—

Railway.	Parish.	No. of Road on deposited Plan.
Widening of Railway - -	Chepping Wycombe (Rural)	4
		5
Widening of Railway - -	Wcoburn - -	10
		12
Widening of Railway - -	Wooburn - -	25
		27
Widening of Railway - -	Wooburn - -	64
Widening of Railway - -	Wooburn - -	66
Railway No. 2 - -	Ansford - -	9
Railway No. 2 - -	Wheathill - -	6
Railway No. 2 - -	East Lydford - -	15
Railway No. 2 - -	Charlton Mackrell - -	24
Railway No. 2 - -	Charlton Mackrell - -	57

And when and so soon as each of the said roads is so stopped up all rights of way over the same shall cease and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway appropriate and use for the purposes of their undertaking the site of the road stopped up as far as the same is bounded on both sides by lands of the Company. A.D. 1898.

15. Notwithstanding anything contained in section 46 of the Railways Clauses Consolidation Act 1845 the Company shall not be liable to maintain the surface of any road or public highway which shall be carried over the railways by a bridge or bridges or the immediate approaches thereto except so far as the level of such road highway or approaches is permanently altered. Company not liable to repair surface of road level of which is not permanently altered.

16. Notwithstanding anything contained in this Act or shown on the deposited plans and sections the Company shall in connexion with the widening of their railway from Loudwater to Great Marlow by this Act authorised construct the bridge by which the road numbered on the said plans 57 and 64 in the parish of Wooburn will be carried over the said railway near Bourne End Station in such a manner that the said bridge and approaches shall have a gradient not steeper than 1 in 30 in any part and shall be of a clear width throughout between the parapets or fences as the case may be of not less than 30 feet measured on the square. Provisions as to bridge near Bourne End Station.

17. Notwithstanding anything in this Act contained or shown on the deposited plans of Railway No. 2 by this Act authorised the following provisions shall unless otherwise agreed apply and have effect for the protection of the Somersetshire County Council (in this section referred to as "the council") (that is to say):— For protection of Somersetshire County Council.

- (1) The Company shall divert the road numbered on the deposited plans 9 in the parish of Ansford in the line shown on the plan signed by William John Willcox on behalf of the council and James Charles Inglis on behalf of the Company and shall either erect a close boarded fence 6 feet high between the road when diverted and the railway or properly plant the slope to the road with trees and shrubs so as to reasonably screen the railway from the road. Provided that if in carrying out the work the Company desire to alter the line of the road as shown on the said plan they shall submit a plan thereof to the council for approval which shall not be unreasonably withheld:

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(2) The Company shall construct the bridges carrying Railway No. 2 over the roads next herein-after described of a width of not less than 30 feet and with a headway of not less than 16 feet measured from the finished level of the roadway beneath such roads being numbered as follows:—

No. 6 in the parish of Castle Cary;

No. 11 in the parish of West Lydford;

Nos. 154 and 168 in the parish of Somerton:

Provided that in constructing the bridge over the road numbered on the deposited plans 6 in the parish of Castle Cary the Company may lower the road under the bridge to such an extent as may be approved by the council provided that the Company shall not make the gradient of the road where altered steeper than that which at present exists and that if such altered gradient imposes a steeper or worse gradient on the north-east side of the bridge the Company will at their own expense alter the gradient of such road for such a length and in such a manner as may be required by the council:

(3) If in the construction of the said railway the Company desire to alter or interfere with the bridge known as Chabwick Bridge which carries the road numbered 168 on the deposited plans in the parish of Somerton over the stream numbered 174 thereon they shall before so doing submit plans and sections showing the manner in which it is proposed to alter or interfere with the said bridge to the surveyor of the council:

(4) The Company shall not commence nor execute any such works unless and until they shall have first delivered to the clerk of the council plans and sections of such works and the said plans and sections shall have been approved by the council in writing. Provided always that if the council shall fail to disapprove of such plans for three calendar months after the same have been delivered to their clerk the council shall be deemed to have approved of the same but if within that period the council shall signify to the Company their disapproval of the said plans then the Company shall not commence nor execute any such works unless and until the plans thereof shall have been examined and approved of by an engineer to be agreed upon or failing agreement to be appointed by the Board of Trade on the application of the Company:

(5) The bridges carrying the roads numbered on the deposited plans 86A in the parish of Somerton and 20 in the parish of Huish Episcopi shall be so constructed that the parapets

thereof shall conform with the line of frontage so as to leave the full width of the said roads and paths and the parapets shall not be less than five feet in height respectively measured from the finished level of such paths :

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- (6) If it is necessary to alter the gradient of the main roads from Huish Episcopi to Kelway's Nursery Langport no part of such altered road or path shall be of a greater gradient than 1 in 50 :
- (7) If any dispute shall arise between the council and the Company respecting the matters and provisions aforesaid or any of them or the mode of giving effect thereto such dispute shall be settled by an arbitrator to be agreed upon between the parties or in case of difference to be appointed on the application of either party by the President of the Institution of Civil Engineers.

18. For the protection of the Somersetshire Drainage Commissioners constituted under the Somersetshire Drainage Act 1877 having jurisdiction for drainage purposes over lands in the county of Somerset including amongst others lands in the valleys of the Rivers Parrett Isle Yeo and Cary (herein-after referred to as "the commissioners") and of the said lands the following provisions shall unless otherwise agreed between the commissioners and the Company have effect (that is to say) :—

For protec-
tion of
Somerset-
shire
Drainage
Commis-
sioners.

- (1) The Company shall construct a towpath on the western bank of the River Parrett 4 feet 6 inches in width and on the same level as the existing towpath beneath the bridge carrying Railway No. 2 over that river in the parish of Curry Rivell and shall make up and properly connect it with the existing towpath on either side of the railway :
- (2) The Company shall in constructing Railway No. 2 by this Act authorised over the River Parrett and the catchwater in the parish of Huish Episcopi carry the path on the eastern bank of the River Parrett and on both banks of the catchwater under the railway by means of arches 4 feet wide and 7 feet high and shall erect gates across the said paths at the boundary of the Company's property on each side of the railway :
- (3) When any of the intended works to be done under or by virtue of this Act shall or may pass over under or so as to interfere with any river sewer drain watercourse sea wall defence or work under the jurisdiction or control of the commissioners the Company shall not commence such works until they shall have given to the commissioners one month's

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notice in writing of their intention to commence the same by leaving such notice at the office of the clerk of the commissioners with plans elevations and sections of the said works and the commissioners shall have signified their approval of the same or on their failure to do so within one month after the service of the said notice and delivery of the said plans and sections until the said plans elevations and sections shall have been approved by an arbitrator to be appointed as hereinafter provided and all such works shall be executed by the Company according to such approved plans elevations and sections :

(4) The Company shall comply with and conform to all reasonable directions and regulations of the commissioners in the execution of the said works and where any of the intended works shall or may be reasonably apprehended to injure or impede any river sewer drain watercourse sea wall defence or other work under the jurisdiction or control of the commissioners the Company shall provide such new altered or substituted works and in such manner as the commissioners may reasonably deem necessary for preventing any such injury or impediment and the Company shall be liable to make good to the commissioners any damage that may be occasioned to them through or by any act or default of the Company in the execution of the said works :

(5) All such works shall be done under the superintendence and to the reasonable satisfaction of the engineer of the commissioners and all reasonable costs charges and expenses which the commissioners may be put to during and by reason of the construction of the said works shall be paid to the commissioners by the Company and when any new altered or substituted work as aforesaid or any works connected therewith shall be completed by or at the costs charges or expenses of the Company under the provisions of this Act the said works shall for ever afterwards remain under the jurisdiction and control of the commissioners and shall be maintained cleansed and kept in repair by and at the expense of the Company unless the same shall have been constructed by the Company in lieu of and in substitution for other works previously existing under the jurisdiction of the commissioners or by addition to or enlargement of such works in which cases in the event of difference between the commissioners and the Company it shall be determined by an arbitrator to be appointed by the Board of Trade on the application of either

party in what manner and proportions having regard to previous liabilities such substituted works shall be maintained cleansed and kept in repair : A.D. 1898.

(6) If any dispute shall arise as to the plans or designs or the necessity for or the mode of executing any such works as aforesaid such matter or difference shall be referred to an arbitrator to be appointed by the Board of Trade :

(7) Except as is by this Act otherwise provided nothing in this Act shall extend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the commissioners or any or either of them or of their successors but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed.

19. Notwithstanding anything in this Act contained or shown upon the deposited plans of Railway No. 2 by this Act authorised the Company shall in constructing the said railway deviate the centre line of the same to the north-west of the property numbered on the said plans 133 in the parish of Somerton and the Company shall not take or enter upon any portion of that property without the previous consent in writing of the owners thereof. For protection of Eleanor Strong and Emily Frances Parsons.

20. Nothing in this Act contained shall empower the Company to take or acquire any part of the property numbered on the deposited plans of Railway No. 4 32 in the parish of Wyke Regis. For protection of Weymouth Waterworks Company.

21. For the protection of the mayor aldermen and burgesses of the borough of Weymouth and Melcombe Regis (in this section called "the corporation") the following provisions shall have effect unless otherwise agreed between the corporation and the Company with respect to the works in the said borough by this Act authorised (that is to say) :— For protection of Corporation of Weymouth.

(1) The Company shall grant to the corporation a free wayleave for the construction of a sewer and right of access thereto for the purposes of examination repairs and making connexions therewith from Nothe Point outfall sewer along so much as may be acquired by the Company of the land on the foreshore up to the existing Weymouth and Portland Railway and on the western side of the Weymouth and Portland Railway along Railway No. 4 by this Act authorised to a point of convenient access from Wyke Regis Road immediately to the north of the southern end of the Wyke Regis road tunnel on that railway Such sewer and connexions shall be constructed under the superintendence and to the reasonable satisfaction of the Company's engineer and in such position as he shall

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—

reasonably require and the sewer pipes through the tunnel shall be of cast iron laid in cement concrete :

- (2) The corporation shall repay to the Company the reasonable cost of any temporary works which may be necessary for maintaining or protecting their railways sidings and works during the execution of any works to be carried out by the corporation under this section and shall also repay to the Company the reasonable expense of the employment by them during the execution of any such works by the corporation of a sufficient number of signalmen or watchmen for watching the said railways sidings and works and the traffic thereon and for preventing obstruction or accident and the corporation shall on the completion by them of any such works reinstate the lands and property of the Company to the reasonable satisfaction of the Company's engineer :
- (3) In order that a continuous footpath fifteen feet in width may be maintained from the Look Out to Old Castle Road the Company shall divert so much of the existing footpath between those places as lies between the point where the existing footpath reaches the Cliff and a point opposite or near to the junction of Railway No. 4 with Railway No. 6 The new or diverted portion of the said footpath shall be 15 feet in width where practicable without construction of works for its support or destruction of house property and at the last-mentioned point the Company shall construct in continuation of such path a footbridge 7 feet in clear width over the railway with steps from such footbridge and from the bottom of such steps shall construct a further path 15 feet wide on the Portland Harbour side of the Railway No. 4 by this Act authorised along the foreshore side of the railway to join the existing road at a point near to where the said railway passes under such road with steps and landing 7 feet wide from the pathway to the said road The surface of the bridges and steps landings and paths shall be maintained by the corporation and the Company shall maintain such footpaths against inroads by the sea The level of such paths in any part shall not be below the level of the formation level of the Company's railway and the Company shall fence the footpaths from the railway :
- (4) The Company shall construct a bridge 7 feet in width over the new road by this Act authorised and connect such bridge with the footways adjacent The surface of such bridge and steps shall be maintained by the corporation :

- (5) The bridges for carrying Spa Road and Cross Lane over Railway No. 4 and Dorchester Road over Railway No. 5 shall be respectively constructed with a clear width between the parapets of not less than 36 feet and the width of the bridge for carrying the Roman Road over Railway No. 5 shall be not less than 40 feet: A.D. 1898.
- (6) The Company shall construct the new road by this Act authorised of a width of 36 feet throughout including footpaths with kerbing and channelling and shall metal the same and gravel the footpaths to the satisfaction of the surveyor of the corporation and the corporation shall widen the approach from the northern end of such new road to Hope Square and shall thereafter maintain the whole of the new road and the Company shall contribute the sum of £1,000 towards the expense so incurred by the corporation:
- (7) If the corporation at any time hereafter in consequence of the works of the Company be called upon or have to extend or otherwise alter the outlet sewer at the Nothe Point or breakwater at that place the Company shall bear the expense of so much of any such extension or alteration as is rendered necessary by the works of the Company and shall indemnify and keep indemnified the corporation therefrom and if the works of the Company at any time cause any injury to the breakwater at the Nothe or affect the run or silting up of the entrance of the harbour the Company shall execute such works as may be necessary to remedy the same and should any dispute at any time arise under this subsection the same shall be referred to the decision of the President of the Institution of Civil Engineers or his nominee Provided that before determining what expense if any ought to be borne or what works if any ought to be carried out by the Company under the provisions of this subsection due regard shall be had to the effect of any works now or hereafter constructed by the Admiralty and to any increased use of the said sewer beyond the scheme already approved by the Local Government Board and the existing tendency (if any) of the channel to silt up:
- (8) From and after the date of the cesser of the use of the existing harbour the harbour works shall be liable to assessment to poor rates as made in the parish of Weymouth Provided that in respect of any general district rate or any rate levied for purposes to which that rate is applicable the harbour works outside the existing parish boundaries shall be assessed at

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one fourth part only of their net annual value and in respect of the beneficial occupation of the said property the Company shall make to the corporation a minimum payment of £2,000 in respect of all rates for the whole of the works outside the existing parish boundaries from such date.

Provision as
to certain
common
lands.

22. Notwithstanding anything contained in this Act or shown on the deposited plans the Company shall not purchase or acquire any greater quantities of the common lands next herein-after mentioned than the quantities herein-after specified in connexion therewith respectively (that is to say) :—

Name of Common Land.	Parish.	Quantity.
North Street Moor and Langport Little Moor.	RAILWAY No. 2. Langport - - -	7 acres
Spittal Common - -	RAILWAY No. 3. Spittal - - -	2 roods

And the Company shall before entering upon the said lands in the parish of Langport in lieu of paying compensation therefor add to North Street Moor and Langport Little Moor adjoining lands belonging to the Company or acquired by them for that purpose of equal area with the portions of the said common land so required to be taken by them as aforesaid and such lands shall be thrown into and form part of the common lands from which such portions were taken and shall be subject to the common and other rights now enjoyed over or in respect of the portions of common lands so taken in exchange by the Company and the Company shall provide communication between the portions of North Street Moor and Langport Little Moor severed by the railway by means of a bridge with a span of not less than twelve feet and a headway of thirteen feet For the purpose of providing lands to be added to the said common lands under this section the Company may subject to the provisions of this Act enter upon take and use any of the lands delineated on the deposited plans and described in the deposited book of reference.

Power to
dredge.

23. The Company may with the consent in writing of the Admiralty dredge scour cleanse deepen and remove any rocks banks sand mud or shingle within or adjoining the harbour works or the approaches thereto.

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24. Except as by this Act otherwise provided the Company may in constructing the harbour works deviate laterally to any extent within the limits of lateral deviation shown on the deposited plans and may deviate vertically from the levels shown on the deposited sections to any extent not exceeding five feet above or below the levels so shown Provided that no deviation either lateral or vertical below high-water mark shall be made without the consent in writing of the Admiralty.

Limits of lateral and vertical deviation for harbour works.

25. The Company shall on or near the works below high water mark hereby authorised during the whole time of the constructing altering or extending the same exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) as the Admiralty from time to time require or approve If the Company fail to comply in any respect with the provisions of this section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

Lights on works during construction.

26. The Company shall at the outer extremity of their works below high water exhibit and keep burning from sunset to sunrise such lights (if any) as the Corporation of Trinity House Deptford Strond shall from time to time direct If the Company fail to comply in any respect with the provisions of the present section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

Company to exhibit lights.

27. In case of injury to or destruction or decay of the harbour works or any part thereof the Company shall lay down such buoys exhibit such lights or take such other means for preventing so far as may be danger to navigation as shall from time to time be directed by the Admiralty and shall apply to the Admiralty for directions as to the means to be taken and the Company shall be liable to a penalty not exceeding ten pounds for every month during which they omit so to apply or refuse or neglect to obey any direction given in reference to the means to be taken.

Provision against danger to navigation.

28. The Company shall not under the powers of this Act construct on the shore of the sea or of any creek bay arm of the sea or navigable river communicating therewith where and so far up the same as the tide flows and reflows any work without the previous consent of the Board of Trade to be signified in writing under the hand of one of the secretaries or assistant secretaries of the Board of Trade and then only according to such plan and under such restrictions and regulations as the Board of Trade may approve of such approval being signified as last aforesaid and where any

Works below high-water mark not to be commenced without consent of Board of Trade.

A.D. 1898. — such work may have been constructed the Company shall not at any time alter or extend the same without obtaining previously to making any such alteration or extension the like consents or approvals. If any such work be commenced or completed contrary to the provisions of this Act the Board of Trade may abate and remove the same and restore the site thereof to its former condition at the costs and charges of the Company and the amount of such costs and charges shall be a debt due from the Company to the Crown and shall be recoverable as a Crown debt or summarily.

Period for
completion
of works.

29. If Railways Nos. 2 3 and 3A be not completed within five years from the passing of this Act or if the harbour works and Railways Nos. 4 5 and 6 be not completed within ten years from the passing of this Act then on the expiration of those periods respectively the powers by this Act granted to the Company for making and completing the railways and harbour works or otherwise in relation thereto shall cease except as to so much thereof as is then completed.

Imposing
penalty
unless rail-
ways opened
within time
limited.

30. If the Company fail within the period limited by this Act to complete the railways the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railways are completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of the uncompleted railway or railways :

The said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 :

Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster-General for and on behalf of the Supreme Court in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided :

But no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening the railways by unforeseen accident or circumstances beyond their control. Provided that want of sufficient funds shall not be held to be a circumstance beyond their control.

31. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation shall have been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit :

Application
of penalty.

If no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railways have been abandoned be paid to such receiver or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company.

32. The powers of this Act for the compulsory purchase of lands for the purposes of the harbour works and Railways Nos. 4 5 and 6 shall cease after the expiration of five years from the passing of this Act and for the other purposes of this Act after the expiration of three years from the passing of this Act.

Period for
compulsory
purchase of
lands.

33. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which persons other than the parties to the agreement have an interest) required for the purposes or under the powers of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Power to
owners to
grant
easements
&c.

34. And whereas in the construction of the railways and works by this Act authorised or otherwise in the exercise by the Company of the powers of this Act it may happen that portions

Owners may
be required
to sell parts
only of

A.D. 1898.
—
certain
properties.

only of certain properties shown or partly shown on the deposited plans will be sufficient for the purposes of the Company and that such portions or some other greater or less portion thereof can be severed from the remainder of the said properties without material detriment thereto Therefore the following provisions shall have effect :—

- (1) The owner of and persons interested in any of the properties whereof the whole or part is described in the First Schedule to this Act and whereof a portion only is required for the purposes of the Company or each or any of them are herein-after included in the term "the owner" and the said properties are herein-after referred to as "the scheduled properties" :
- (2) If for twenty-one days after the service of notice to treat in respect of a specified portion of any of the scheduled properties the owner shall fail to notify in writing to the Company that he alleges that such portion cannot be severed from the remainder of the property without material detriment thereto he may be required to sell and convey to the Company such portion only without the Company being obliged or compellable to purchase the whole the Company paying for the portion so taken and making compensation for any damage sustained by the owner by severance or otherwise :
- (3) If within such twenty-one days the owner shall by notice in writing to the Company allege that such portion cannot be so severed the jury arbitrator or other authority to whom the question of disputed compensation shall be submitted (herein-after referred to as "the tribunal") shall in addition to the other questions required to be determined by it determine whether the portion of the scheduled property specified in the notice to treat can be severed from the remainder without material detriment thereto and if not whether any and what other greater or less portion thereof (but not exceeding the portion over which the Company have compulsory powers of purchase) can be so severed :
- (4) If the tribunal determine that the portion of the scheduled property specified in the notice to treat or any such other portion as aforesaid can be severed from the remainder without material detriment thereto the owner may be required to sell and convey to the Company the portion which the tribunal shall have determined to be so severable

without the Company being obliged or compellable to purchase the whole the Company paying such sum for the portion taken by them including compensation for any damage sustained by the owner by severance or otherwise as shall be awarded by the tribunal :

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- (5) If the tribunal determine that the portion of the scheduled property specified in the notice to treat can notwithstanding the allegation of the owner be severed from the remainder without material detriment thereto the tribunal may in its absolute discretion determine and order that the costs charges and expenses incurred by the owner incident to the arbitration or inquiry shall be borne and paid by the owner :
- (6) If the tribunal determine that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment thereto (and whether or not they shall determine that any other portion can be so severed) the Company may withdraw their notice to treat and thereupon they shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice :
- (7) If the tribunal determine that the portion of the scheduled property specified in the notice to treat cannot be severed from the remainder without material detriment thereto but that any such other portion as aforesaid can be so severed the Company in case they shall not withdraw the notice to treat shall pay to the owner all costs charges and expenses reasonably and properly incurred by him in consequence of such notice or such portion thereof as the tribunal shall having regard to the circumstances of the case and their final determination think fit :

The provisions of this section shall be in force notwithstanding anything in the Lands Clauses Consolidation Act 1845 contained and nothing contained in or done under this section shall be held as determining or as being or implying an admission that any of the scheduled properties or any part thereof is or is not or but for this section would or would not be subject to the provisions of section 92 of the Lands Clauses Consolidation Act 1845 :

The provisions of this section shall be stated in every notice given thereunder to sell and convey any premises.

35. And whereas the Railways Nos. 2 and 4 are shown on the deposited plans and sections as intended to be constructed in tunnel through or under the properties referred to in the

Power to
acquire
easements for
constructing
tunnels.

A.D. 1898. Second Schedule to this Act at a depth of forty feet and upwards between the crown of the tunnel and the surface of the ground. Therefore the Company may purchase and acquire an easement or right of constructing and using those railways through or under those properties without being obliged to purchase the land over such railways or any houses buildings manufactories or premises thereon respectively unless the jury or the arbitrators or their umpire to whom the question of disputed compensation shall be submitted shall determine that such right or easement cannot be acquired or used by the Company without material detriment to such properties. Provided that nothing in this section contained shall apply to any of the said properties the surface of which is at a less height than 40 feet above the crown of the said tunnel as the same shall be constructed. Provided also that nothing in this section contained nor any dealing with any of the said properties in pursuance thereof shall relieve the Company from liability to compensation under section 68 of the Lands Clauses Consolidation Act 1845 in respect of any properties through or under which the Company may purchase or acquire an easement or right of constructing and using such tunnel.

Restrictions
on displacing
persons of
labouring
class.

36.—(1.) The Company shall not under the powers of this Act purchase or acquire in any city borough or urban district or any parish or part of a parish not being within an urban district ten or more houses which on the fifteenth day of December last were or at any time since that day have been or hereafter shall be occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until the Company—

(a) Shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case : and

(b) Shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme.

(2.) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally

and after the Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3.) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced :

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions if any as they may see fit.

(4.) Any provisions of any scheme under this section or any conditions subject to which the Local Government Board may have approved of any scheme or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the Local Government Board out of the High Court.

(5.) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom :

Provided that the Court may if it think fit reduce such penalty.

(6.) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7.) The Company may on any lands belonging to them or purchased or acquired under this section or any Provisional Order issued in pursuance of this section erect such dwellings for persons

A.D. 1898. of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking :

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the date of the scheme be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment :

Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this subsection subject to such conditions if any as they may see fit.

(8.) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9.) The Local Government Board may direct any inquiries to be held by their inspectors which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and the inspectors of the Local Government Board shall for the purposes of any such inquiry have all such powers as they have for the purposes of inquiries directed by that Board under the Public Health Act 1875.

(10.) The Company shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any Provisional Order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11.) Any houses on any of the lands shown on the deposited plans occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act which have been acquired by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Local Government Board under the powers of any previous Act relating to the

A.D. 1898.

Company shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition. Provided that if the said Secretary of State or the Local Government Board (as the case may be) is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the said Secretary of State or the Local Government Board (as the case may be) they might have been sufficient to accommodate.

(12.) For the purposes of this section the expression "labouring class" means and includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any of such persons who may be residing with them.

37. The Company shall abandon the construction of Railway No. 7 authorised by the Great Western Railway Act 1883.

Abandonment
of Railway
No. 7 autho-
rised by Act
of 1883.

38. The abandonment by the Company under the authority of this Act of the said railway shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company on such land for the purpose of surveying and taking levels or probing or boring to ascertain the nature of the soil or setting out of the line of railway and shall not prejudice or affect the right of the owner or occupier of any land which has been temporarily occupied by the Company to receive compensation for such temporary occupation or for any loss damage or injury which has been sustained by such owner or occupier by reason thereof or of the exercise as regards such land of any of the powers contained in the Railways Clauses Consolidation Act 1845 or the Great Western Railway Act 1883.

Compensa-
tion for
damage to
land by entry
&c. for
purposes of
railway
abandoned.

39. Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to any portions of the railway or works authorised to be abandoned by this Act the Company shall be released from all liability to purchase or to complete the purchase of any such land but notwithstanding full compensation shall be made by the Company to the owners and

Compensa-
tion to be
made in
respect of
railway
abandoned.

A.D. 1898. — occupiers or other persons interested in such land 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 Acts for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Company
may provide
dredgers.

40. The Company may build purchase hire provide and use vessels to be worked by steam or otherwise at their discretion for dredging scouring cleansing and deepening the bed of the harbour and the entrance to the harbour.

Company
may provide
and license
steam tugs.

41. The Company may build purchase contract for or hire and may maintain use and let steam tugs or other power for the use and accommodation of vessels frequenting the harbour and may also from time to time license such number of steam tugs or other power belonging to any person for such period and on such terms and conditions as they may think fit.

Charges for
steam tugs.

42. The Company may fix such rates or charges as appear to them reasonable for or in respect of the use of such steam tugs or other power maintained used and let or licensed by them not exceeding those mentioned in the Third Schedule to this Act and such rates or charges shall be paid by the owner agent master consignee or other person having charge of the vessel obtaining the assistance of such steam tug or other power to the Company or to their lessee or to the person with whom they may contract or to the owner of such steam tug or other power if licensed by the Company as the case may be and such rates and charges shall be due and payable whether such steam tug or other power shall be actually employed or not provided the assistance thereof shall have been required and shall in consequence of such requisition have been tendered by the master or other person having the command of such steam tug or other power.

Penalty for
using or
employing
steam tugs
without
licence of
Company.

43. Every company or person who without the licence of the Company first applied for and obtained shall use or employ any steam tug or other power for towing vessels within the harbour except such steam tugs or other power as shall be provided or employed by the Company or by their lessee contractor or other person having their authority except in cases of distress or urgency when a steam tug or other power so provided or employed is not available and except any steam tug or other power which is being employed in towing a vessel from any other harbour to or beyond the harbour shall for every such offence be liable to a penalty not exceeding five pounds.

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44. All ballast to be discharged or removed from or put into any vessel within the harbour or at the harbour works and all services in relation to the stowing and trimming thereof shall if and when the Company so determine be discharged or removed or performed by the Company and the Company may fix such reasonable rates as they may think proper not exceeding those mentioned in the Third Schedule to this Act to be paid for the supply and removal of ballast from and into vessels and such ballast rates shall be payable by the master or owner of every vessel which discharges or loads any ballast within the limits of this Act to the Company in respect of the vessels into or out of which such ballast is loaded or discharged and shall be recoverable by the Company as other rates in respect of vessels are by this Act recoverable and no persons other than the Company shall supply ballast unless with the permission of the Company.

Company
may fix
ballast rates.

45. In addition to the byelaws which the Company are authorised to make under the Harbours Docks and Piers Clauses Act 1847 the Company may subject to the provisions of the said Act make such byelaws as they think proper for regulating the removal and disposal within the harbour of all ballast brought by vessels entering the harbour and for regulating the supply of ballast to vessels in the harbour so as to prevent ballast being thrown or allowed to fall into the harbour and for the protection of the harbour and the regulation and management of the navigation thereof and may impose such reasonable penalties not exceeding five pounds for each breach of such byelaws as they shall think fit Provided that no byelaw under this Act or the incorporated provisions of the Harbours Docks and Piers Clauses Act 1847 shall be of any effect unless confirmed by the Admiralty.

Byelaws.

46. The Company may appoint and remove such harbour masters pier masters weighers meters and other officers and servants as the Company deem requisite for the execution of the several purposes of this Act relating to the harbour works and may determine their respective remuneration and duties.

Appoint-
ment of
harbour
masters and
other officers.

47. The limits within which the powers of the harbour master for the regulation of the harbour shall be exercised shall be the harbour works and so much of Portland Roads adjacent thereto as is within a radius of twenty-one chains from a point in the Pier or Breakwater No. 1 by this Act authorised four and a quarter chains from its termination herein-before described.

Limits of
harbour
master's
authority.

A.D. 1898.

Rates on
vessels as in
Fourth
Schedule.

48. The Company may subject to the provisions of this Act demand and take in respect of vessels using or entering the harbour and in respect of vessels remaining in the harbour any sums not exceeding the several rates and sums specified in that behalf in the Fourth Schedule to this Act and every such sum shall be paid by the master of the vessel and in the case of fishing boats steamers and other vessels trading to and from or frequently using the harbour the Company may agree to charge such annual or other sum as they may think reasonable by way of compounding for the rates or sums payable in respect of such vessel but so that no preference be in any case given to any person.

Rates on
goods &c. as
in Fifth
Schedule.

49. The Company may demand and take in respect of goods animals and things exported from or imported into the harbour or shipped or unshipped within the harbour any sums not exceeding the several rates on goods animals and things specified in the Fifth Schedule to this Act and every such rate shall be paid by the owner or consignee of the goods animals and things.

Porterage
&c. on
timber.

50. The Company may demand levy recover and receive of and from the owner consignee broker or other person in charge of any timber deals staves lathwood or other wood or timber landed in or exported from the harbour as and for storage rent crancage porterage chaining carrying watching receiving delivering drawing cessing marking and attending any sums not exceeding the sums specified in the Sixth Schedule to this Act.

Rates for
warehouses
and quays.

51. The Company may erect or provide such warehouses within the limits of this Act as they may think necessary for storing and preserving goods articles or things shipped or unshipped received or delivered within the said limits and may charge in respect of such storage and preservation the rates specified in the Seventh Schedule to this Act:

The Company may also demand levy and recover as and for quays of and from the master owner broker or consignee of every ship or vessel which may enter the harbour or use the present or future quays of the Company such reasonable sums as they think proper not exceeding those specified in the Seventh Schedule to this Act.

Rates for
cranes &c. as
in Eighth
Schedule.

52. The Company may levy for and in respect of the use of cranes at the harbour and for weighing and for the use of machinery and barges the rates respectively specified in the Eighth Schedule to this Act and all such rates shall be paid by the owners or persons in charge of the goods lifted or by the owner agent master or other person in charge of the vessels using the said

cranes machinery or barges or requiring the services specified in the said schedule. A.D. 1898.

53. In order to facilitate the transmission of traffic other than traffic brought into or consigned by steamers of the Great Western Company arising or terminating at the new harbour at Weymouth or on the proposed line and stations of the Company destined for or arriving at places upon the system of the London and South Western Railway or from or to any places beyond the Company and the London and South Western Railway Company shall afford to each other all proper reasonable and necessary facilities for the convenient working forwarding and conveyance of such traffic including among other things through booking through tickets and invoices through rates and fares and so far as reasonably may be through carriages and waggons the efficient working of trains at convenient times and as far as practicable in due connexion so as to satisfy the reasonable requirements of the public for the reception forwarding transmission conveyance and delivery of such traffic and the Company shall accommodate manage and forward such traffic and give such facilities as effectually regularly and expeditiously as if it were their own proper traffic and the rates and charges for such traffic and the payment of tolls rates and charges and the arrangement to be made in respect of such traffic shall be agreed on or failing agreement shall be determined by arbitration in manner provided by the Railway Companies Arbitration Act 1859 Provided that in respect of competitive traffic coming within the operation of this clause and carried by a reasonably direct route the through rates and charges shall be in no case higher than those charged by the Company either by themselves or in connexion with any other railway company by any competing route or routes And provided that the point of exchange of traffic between the Company and London and South Western Railway Company except in the case of traffic with Gillingham and stations west thereof which shall be exchanged at Yeovil Junction shall be Dorchester and the Company and the London and South Western Railway Company shall at joint expense provide all such sidings and accommodation as may be necessary for the convenient interchange thereof and the exact point of interchange at Dorchester and extent and nature of sidings and conveniences shall in case of difference be determined by the Railway Commissioners or any two of them.

Mutual facilities for traffic of Company and London and South Western Railway Company at new harbour.

54. The Company by the order of any general meeting of the Company may create and issue new shares or stock for such additional capital as they shall think necessary not exceeding six Power to raise additional capital.

A.D. 1898. — hundred thousand pounds exclusive of the other capital and other moneys which they are or may be authorised to create and issue or raise by this or any other Act or Acts of Parliament and the Company may create and issue such new shares or stock either wholly or partially as ordinary or wholly or partially as preferential shares or stock as they may think fit.

As to disposal of new shares or stock.

55. Notwithstanding anything contained in Part II. of the Companies Clauses Act 1863 the Company may in issuing any portion of the additional capital by this Act authorised dispose of all or any of the shares or stock representing the same at such times to such persons on such terms and conditions and in such manner as the directors think advantageous to the Company.

Power to cancel unissued shares or stock.

56. If the Company after having created any new shares or stock under the provisions of this Act or any other Act or Acts of Parliament relating to the Company or to any company amalgamated therewith determine not to issue the whole of the shares or stock created they may cancel the unissued shares or stock and may from time to time thereafter create and issue instead thereof other new shares or stock of an aggregate amount not exceeding the aggregate amount of the shares or stock so cancelled and in like manner the Company may create and issue new shares or stock in lieu of any new shares or stock which may have been issued and redeemed or in lieu of any certificate entitling the holder to be registered in respect of shares or stock.

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

57. The Company shall not issue any share of less nominal value than ten pounds 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.

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

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

Dividends on new shares or stock.

59. Every person who becomes entitled to new shares or stock of the Company under this Act shall in respect of the same be a holder of shares or stock in the Company subject to the conditions on which the same may be issued and shall be entitled

to a dividend with the other holders of shares or stock of the same class or description proportioned to the whole amount from time to time called and paid on such new shares or stock.

A.D. 1898.

60. Except as otherwise expressly provided by the resolution creating the same no person shall be entitled to vote in respect of any new shares or stock of the Company to which a preferential dividend shall be assigned.

Restriction as to votes in respect of preferential shares or stock.

61. Subject to the provisions of any Act already passed by which the Company are authorised to create new shares or stock not already issued and to the provisions of this Act and any other Act passed in the present session of Parliament whether before or after the passing of this Act by which the Company may be authorised to create and issue capital by new shares or stock the Company may if they think fit create and issue new shares or stock of one and the same class for all or any part of the aggregate capital which they are by such other Act and this Act respectively authorised to create and issue by the creation and issue of new shares or stock.

New shares or stock raised under this Act and any other Act of past or present sessions may be of same class.

62. The Company may in respect of the additional capital of six hundred thousand pounds which they are by this Act authorised to create and issue borrow on mortgage of their undertaking any sum not exceeding in the whole two hundred thousand pounds but no part thereof shall be borrowed until shares for so much of the said capital as is to be created by means of shares are issued and accepted and one half of such capital is 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 for the whole of that capital have been issued and accepted and that one half of that capital has been paid up and that not less than one-fifth part of the amount of each separate share in that capital has been paid on account thereof before or at the time of the issue or acceptance thereof or until stock for one half of so much of the said additional capital as is to be created by means of stock is fully paid up and the Company have proved to such justice as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted and to the extent aforesaid paid up bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and also so far as the said capital is raised by shares that such persons or corporations or their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the

Power to borrow.

A.D. 1898.

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 shall be sufficient evidence thereof.

Company
may issue
debenture
stock.

63. The Company may subject to the provisions of Part III. of the Companies Clauses Act 1863 create and issue debenture stock but notwithstanding anything therein contained the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company and shall have priority over all principal moneys secured by such mortgages.

Mortgages
already
granted by
Company to
have priority.

64. All mortgages or bonds granted before the passing of this Act by the Company or by or in the name of any company whose undertaking is under the powers of any Act of Parliament purchased by the Company or amalgamated with the undertaking of or vested in the Company shall during the continuance of such mortgages or bonds and subject to the provisions of the Acts under which such mortgages or bonds were respectively granted have priority over all mortgages granted after the passing of this Act by the Company. But nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Application
of moneys
raised by
Company.

65. All moneys raised by the Company under this Act whether by shares stock debenture stock or borrowing shall unless otherwise provided by this Act be applied only to the purposes of this Act to be carried into effect by the Company and to the general purposes of the undertaking of the Company being in every case purposes to which capital is properly applicable.

Power to
Company to
apply surplus
money to
purposes of
Act.

66. The Company may apply to all or any of the purposes of this Act to which capital is properly applicable any moneys from time to time raised by them and which are not by any of the Acts relating to the Company made applicable to any special purpose or which being so made applicable are not required for the special purpose. And the Company may from time to time for the purposes of this Act and for the general purposes of their undertaking and for the more efficient working of their traffic issue any shares or stocks which under the authority of any Act passed prior to the present session of Parliament the Company may have created or may hereafter create but which are not or may not be required for the special purposes for which such shares or stocks respectively were authorised to be created. Provided that all money raised by

the issue of such shares or stocks shall be applied only to purposes to which capital is properly applicable.

A.D. 1898.

67. No interest or dividend shall be paid out of any share or loan capital which the Company are by this or any other Act authorised to raise to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from 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.

Interest not to be paid on calls paid up.

68. The Company shall not out of any money by this Act authorised to be raised by them pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any railway or to execute any other work or undertaking.

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

69. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land or hereditaments or any rights of whatsoever description belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Commissioners of Woods without the consent in writing of the Commissioners of Woods on behalf of Her Majesty first had and obtained for that purpose (which consent such Commissioners are hereby authorised to give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty.

Saving rights of Crown.

70. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any portion of the shore or bed of the sea or of any river channel creek bay or estuary or any right in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Board of Trade without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty.

Saving rights of Crown in foreshore.

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

Provision as to general Railway Acts.

A.D. 1898. — 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 authorised to be taken by the Company.

Costs of Act. 72. 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.

SCHEDULES referred to in the foregoing Act.

A.D. 1898.

FIRST SCHEDULE.

PROPERTIES WHEREOF PORTIONS ONLY ARE REQUIRED
TO BE TAKEN.

Parish.	No. on deposited Plan.	Description of Property.
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WIDENING OF THE MAIDENHEAD AND WYCOMBE AND GREAT MARLOW
BRANCH RAILWAYS.

Chepping Wycombe -	3	Lawn and garden ground.
Wooburn -	23	Garden and shed.
	24	Garden and shed.
	35	Builders yard storehouses workshops offices and outbuildings.
	63	Garden.

RAILWAY No. 2.

Castle Cary -	13	Yard pond barn cowsheds and outbuildings.
	14	Rough ground.
	15	Orchard yard occupation road cowsheds hayricks and outbuildings.
Lovington -	16	House shop garden yard stables storehouse and outbuildings.
Wheathill -	5	Yard shrubberies pond and road.
	7	Stackyard.
	8	Orchard.
Charlton Mackrell -	52	Garden and outbuildings.
Somerton -	25	House garden quarry and outbuildings.
	87	Remains of old buildings.
	88	Garden shed and outbuildings.
	111	Yard occupation road and pit.
	112	Field occupation road and footpath.
	113	Yard stables and cartshed.
	117	Garden.
	118	Field yard cartshed and occupation road.
	119	Garden.
	120	Orchard.
	121	Yard and sheds.
	122	Wine and mineral water cellars and coach house.
123	Yard.	
124	Stables and chaff house.	
130	Orchard cartshed pigstyes and outbuildings.	

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Parish.	No. on deposited Plan.	Description of Property.
RAILWAY No. 2— <i>continued.</i>		
Somerton— <i>cont.</i>	131	Orchard.
	132	Field and hayrick.
	133	Garden greenhouses and sheds.
	139	Plantation and footpaths.
RAILWAY No. 3.		
Haycastle	5	House garden yard farm buildings and approach.
	6	Gardens and outbuildings.
	26	Farm buildings stores and yards.
	27	House farm buildings garden and yards.
	28	House farm buildings rickyard and stream.
HARBOUR WORKS AT WEYMOUTH.		
Borough of Weymouth and Melcombe Regis.	3	Gardens.
	8	Garden.
	9	Yard weighbridge sheds and occupation road.
	10	Yard garden ground and occupation road.
RAILWAY No. 4.		
Borough of Weymouth and Melcombe Regis.	56	Field shrubberies and occupation road.

SECOND SCHEDULE.

PROPERTIES UNDER WHICH EASEMENTS ONLY ARE REQUIRED
TO BE TAKEN.

Parish.	No. on deposited Plans.
RAILWAY No. 2.	
Somerton	1 2 3 4.
Long Sutton	38 40 41 42 43 44 45 46 47 48.
RAILWAY No. 4.	
Wyke Regis	18 19 20 21 22 23 24 25 26 27 28 29 31 32 33 34 35 37 38 39.
Borough of Weymouth and Melcombe Regis.	20 21 22 23 24 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 51 52.

THIRD SCHEDULE.

A.D. 1898.

BALLAST CHARGES.

	per ton	£	s.	d.
Stone ballast	- - - - -	0	3	0
Sand clay or other ballast including the shipping of same	- - - - -	0	2	0
For ballast put in or taken out of any vessel	- - - - -	0	2	0

TOWAGE RATES.

Vessels employing the steam tugs of the Company may be charged the following towage rates between the harbour and any portion of the area lying westward of an imaginary line extending from the north end of the Admiralty outer breakwater to Red Cliff Point and north of and outside the breakwater now in course of construction by the Admiralty :—

	Rates per Register Tonnage.	£	s.	d.
OVERSEA.				
All vessels arriving with a cargo	- - - - -	0	0	6
All vessels arriving with a cargo requiring the services of the tug boat for each time after first	- - - - -	0	0	2
All vessels having arrived with a cargo (which employed the tug boat inwards) and leaving in ballast	- - - - -	0	0	3
All vessels having arrived with a cargo (which did not employ the tug boat inwards) and leaving in ballast	- - - - -	0	0	4
All vessels arriving with a cargo (which did not employ the tug boat inwards) and leaving with cargo	- - - - -	0	0	6
All vessels arriving with a cargo (which employed the tug boat inwards) and leaving with cargo	- - - - -	0	0	4

COASTWISE.

All vessels arriving or leaving with cargo	- - - - -	0	0	4
All vessels arriving with a cargo requiring the services of the tug boat a second time	- - - - -	0	0	2
All vessels arriving with cargo and leaving in ballast	- - - - -	0	0	3

CHARGE FOR USE OF HAWSER.

All vessels under 100 tons register	- - - - -	0	5	0
All vessels of 100 tons and upwards and not exceeding 500 tons	- - - - -	0	10	0
All vessels of 500 tons and not exceeding 1,000 tons	- - - - -	1	0	0
All vessels of 1,000 tons and upwards	- - - - -	2	0	0

All services rendered by the tug boats not enumerated above to be paid for by special agreement with the Company.

A.D. 1898.

FOURTH SCHEDULE.

RATES ON VESSELS AND BOATS ENTERING OR DEPARTING FROM THE
HARBOUR.

I.—SHIPS.

	£	s.	d.
1. On all vessels entering the harbour from any port coastwise to load or unload per register ton - - - - -	0	0	4
2. All vessels to be permitted to enter the harbour for safety on payment of one half of the rates but if such vessels shall remain in the harbour beyond the space of twenty-one days or shall take goods on board (stores for their own use excepted) or break bulk they shall be liable in the full rates.			
3. All vessels remaining in the harbour to pay after one month threepence per register ton per month in advance.			
4. All vessels to or from any port oversea per register ton -	0	0	6
5. All vessels not included in the foregoing classes per register ton - - - - -	0	0	8
Each vessel entering the harbour shall pay for waterage money per register ton - - - - -	0	0	0½
And for the harbour lights per register ton - - - - -	0	0	0¼

II.—BOATS.

For waterage money - - - - -	0	2	6
For harbour lights - - - - -	0	1	0
All open boats loading or discharging fresh fish not engaged in fishing for the season shall each pay for every time they so load or discharge - - - - -	0	2	6
All open boats entering the harbour windbound or for shelter having no cargo on board to pay every time they enter the harbour - - - - -	0	2	6
All open boats entering the harbour windbound or for shelter having a cargo on board but not discharging to pay for every time - - - - -	0	2	6
All other boats loading or discharging - - - - -	0	2	6
Each fishing boat for season payable annually in advance :—			
If manned by not less than six hands - - - - -	1	0	0
If manned by less than six hands - - - - -	0	10	0
And for the harbour lights - - - - -	0	2	6
All boats when above 15 tons register to be charged as ships according to tonnage dues as in Part I. of this schedule.			
Provided that the charge for harbour lights shall be levied only so long as a light is duly exhibited.			

III.—TRAWLERS.

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For all vessels engaged in the trawl fishery the sum of six shillings on each occasion of any such vessel entering the harbour For any such vessel which shall have entered the harbour on more occasions than fifty in any one year from January to December inclusive no rates shall be paid on any additional entries made by it within such year.

EXEMPTIONS FROM RATES ON VESSELS.

1. All vessels arriving in the harbour in ballast and departing again in ballast shall be subject only in half rates but if such vessels after arriving in ballast shall take in cargoes or parts of cargoes before their departure they shall be liable in full rates.
2. Vessels which have sailed from the harbour and put back by stress of weather or from any other cause without having accomplished their voyage shall not be liable to additional rates on such return.

FIFTH SCHEDULE.

RATES ON GOODS ANIMALS AND THINGS SHIPPED UNSHIPPED OR
TRANSHIPPED WITHIN THE HARBOUR.

	Inwards.		Outwards.	
	s.	d.	s.	d.
Acorns - - - - - per quarter	0	3	0	3
Alabaster - - - - - per ton	2	0	2	0
Ale in casks - - - - - per 36 gallons	0	4	0	4
in bottles - - - - - per cwt.	0	1	0	1
Almonds - - - - - per cwt.	0	1	0	1
Alum (rock) - - - - - per ton	1	0	1	0
Ammonia or gas water - - - per ton	1	0	1	0
Animalised carbon for manure - - - per ton	1	0	1	0
Apples - - - - - per ton	2	0	2	0
Argol - - - - - per ton	2	0	2	0
Arrowroot - - - - - per cwt.	0	1	0	1
Ashes (pot or pearl) - - - per ton	1	0	1	0
(weed and wood) - - - per ton	1	0	1	0
(bones) - - - - - per ton	1	0	1	0
Asphalte and bitumen - - - per ton	1	0	1	0
Bacon or hams - - - - - per ton	1	0	1	0
Barilla - - - - - per ton	1	6	1	6
Bark (for dyers' or tanners' use) - - - per ton	1	0	1	0
(for medicinal purposes) - - - per ton	3	4	3	4
Barley (shelled or pearl) - - - per cwt.	0	1	0	1
Barrels (empty herring) - - - per dozen	0	6	0	6
Basket rods - - - - - per cwt.	0	1	0	1

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		Inwards.		Outwards.	
		s.	d.	s.	d.
Baskets viz. under 12 inches in diameter	- per dozen	0	1	0	1
above 12 inches in diameter	- per dozen	0	2	0	2
Beef or pork	- per ton	1	0	1	0
Beer (spruce)	- per 36 gallons	0	3	0	3
Berries (dried and preserved)	- per cwt.	0	1	0	1
Biscuit	- per ton	1	0	1	0
Blacking	- per cwt.	0	1	0	1
Bleaching powder	- per ton	1	6	1	6
Blubber	- per cwt.	0	1	0	1
Bones	- per ton	1	0	1	0
Bone dust	- per ton	1	0	1	0
Books	- per cwt.	0	1	0	1
Boots and shoes	- per ton	2	0	2	0
Bottles (of green or common glass) of not less than one pint	- per gross	0	3	0	3
If less than pints	- per gross	0	2	0	2
Bottles (broken)	- per ton	0	3	0	3
Boats (new) viz. :					
12 to 14 feet keel	- each	2	0	2	0
14 to 16 feet keel	- each	2	6	2	6
16 to 18 feet keel	- each	3	0	3	0
18 to 20 feet keel	- each	3	6	3	6
20 feet and above	- each	4	6	4	6
All other boats in proportion.					
Boxes and kits empty (if not returned)	- each	0	0½	0	0½
Brushes	- per cwt.	0	1½	0	1½
Brooms	- per cwt.	0	1½	0	1½
Broom and brush handles heads and stocks	- per cwt.	0	1	0	1
Bran	- per ton	1	0	1	0
Brass	- per cwt.	0	1½	0	1½
Brass (old)	- per cwt.	0	1	0	1
Bricks (common) common size	- per 1000	1	0	1	0
Fire (common size) and Bath	- per 1000	2	0	2	0
All above in proportion.					
Brimstone (refined)	- per ton	2	0	2	0
(rough)	- per ton	0	9	0	9
Bristles	- per cwt.	0	8	0	8
Bulrushes	- per cwt.	0	2	0	2
Butter	- per ton	1	0	1	0
Cake feeding and oil of all kinds	- per ton	1	0	1	0
Calves' velvies	- per cwt.	0	2	0	2
Candles	- per cwt.	0	1	0	1
Cane reeds	- per 1000	0	9	0	9
Casks (empty) not being returned packages	- each	0	2	0	2
Cattle &c. viz. :					
Bulls	- each	0	6	0	6
Cows and oxen	- each	0	6	0	6
Calves	- each	0	3	0	3
Horses	- each	1	0	1	0
Entire horses	- each	5	0	5	0

	Inwards.		Outwards.	
	s.	d.	s.	d.
Cattle &c.—cont.				
Pigs - - - - -	0	2	0	2
Sheep - - - - -	0	1	0	1
Lambs - - - - -	0	0½	0	0½
Asses and mules - - - - -	0	6	0	6
Caviare - - - - -	0	2	0	2
Carrots - - - - -	1	0	1	0
Cards tow and wool - - - - -	0	2	0	2
Candle wicks - - - - -	0	2	0	2
Carraway seeds - - - - -	0	1	0	1
Carriages viz.:				
Mail and stage coaches - - - - -	12	6	12	6
Four-wheeled carriage - - - - -	2	6	2	6
Two-wheeled do. - - - - -	1	6	1	6
Cart—farm or working - - - - -	0	9	0	9
Other carriages in proportion.				
Carriages (railway) passenger coaches and goods waggons - - - - -	2	0	2	0
Carriages (packed) - - - - -	0	3	0	3
Cement - - - - -	1	0	1	0
Chalk - - - - -	1	0	1	0
Charcoal (wood) - - - - -	1	3	1	3
Cheese - - - - -	1	8	1	8
Chestnuts - - - - -	0	1	0	1
Chimney cans (three feet high and above) - - - - -	0	1	0	1
China ware:				
Crates above 5 cwt. - - - - -	0	9	0	9
Crates under 5 cwt. - - - - -	0	6	0	6
Chrome ore - - - - -	1	0	1	0
Cider - - - - -	0	4	0	4
Cigars - - - - -	0	2	0	2
Cinders and coke - - - - -	0	4	0	4
Cinnamon - - - - -	0	1	0	1
Clay - - - - -	0	4	0	4
Clothiery - - - - -	3	4	1	8
Cloth (brown or bleached linens) - - - - -	3	4	1	8
Clothes (made) - - - - -	0	2	0	1
Cochineal - - - - -	0	3	0	3
Cocoa - - - - -	1	8	1	8
Coffee - - - - -	1	8	1	8
Cocoanuts - - - - -	0	3	0	1
Cocoanut fibre - - - - -	1	0	0	4
Copper - - - - -	3	4	3	4
Copper old - - - - -	2	6	2	6
Copper ore - - - - -	0	9	0	3
Copperas - - - - -	1	0	1	0
Coprolites - - - - -	1	0	1	0
Coral - - - - -	0	6	0	6
Cordage - - - - -	1	8	1	8
Corks - - - - -	0	1½	0	1½

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		Inwards.		Outwards.	
		s.	d.	s.	d.
Corkwood	- - - - per ton	2	6	1	8
Coals	- - - - per ton	0	4	0	4
Codilla	- - - - per ton	1	8	0	5
Cobles (new) viz.:					
12 to 14 feet long	- - - - each	2	0	2	0
14 to 16 feet long	- - - - each	2	6	2	6
16 to 18 feet long	- - - - each	3	0	3	0
18 to 20 feet long	- - - - each	3	6	3	6
All other cobles in proportion.					
Confections	- - - - per cwt.	0	1	0	1
Cotton wool	- - - - per ton	2	0	0	8
Crystals	- - - - per cwt.	0	2	0	2
Currants	- - - - per cwt.	0	1	0	1
Cutch	- - - - per ton	1	6	1	6
Divi Divi	- - - - per ton	1	6	1	6
Dogs	- - - - each	0	3	0	3
Druff	- - - - per quarter	0	0 $\frac{1}{2}$	0	0 $\frac{1}{2}$
Drugs and all merchandise for druggists	- - - - per cwt.	0	2	0	2
Dyewoods	- - - - per ton	1	6	1	6
Earthenware:					
Crates above 5 cwt.	- - - -	0	9	0	9
Crates under 5 cwt.	- - - -	0	6	0	6
Eggs	- - - - per cwt.	0	1	0	1
Elephants' teeth	- - - - per cwt.	0	6	0	6
Emery	- - - - per cwt.	0	1	0	1
Esparto	- - - - per ton	1	0	1	0
Feathers	- - - - per cwt.	0	6	0	6
Felt	- - - - per ton	1	8	1	8
Fish salted dry	- - - - per ton	1	3	1	3
Pickled or smoked	- - - - per ton	1	3	1	3
White (direct from sea) except herrings	- - - - per ton	1	8	1	8
Figs	- - - - per cwt.	0	1	0	1
Flint stones	- - - - per ton	0	4	0	4
Flower roots	- - - - per cwt.	0	1	0	1
Flax	- - - - per ton	1	8	0	6
Flour	- - - - per ton	1	0	1	0
Ditto (potato)	- - - - per ton	1	0	1	0
Furriers' waste	- - - - per ton	0	3	0	3
Gambia	- - - - per ton	1	6	1	6
Game	- - - - per cwt.	0	2	0	2
Ginger	- - - - per cwt.	0	1	0	1
Ditto (preserved)	- - - - per cwt.	0	1	0	1
Ginseng	- - - - per cwt.	0	6	0	6
Glass (window and plate)	- - - - per ton	3	4	3	4
Broken	- - - - per ton	0	4	0	4
Glue	- - - - per cwt.	0	1	0	1
Grapes	- - - - per cwt.	0	1	0	1
Grease	- - - - per ton	1	8	1	8
Groceries not otherwise rated	- - - - per cwt.	0	1	0	1
Guano	- - - - per ton	1	0	0	6

		Inwards.		Outwards.	
		s.	d.	s.	d.
Gunpowder	- - - per cwt.	0	3	0	3
Gypsum	- - - per ton	0	6	0	6
Grain viz.:					
Barley	- - - per quarter	0	1	0	1
Beans	- - - per ton	1	0	1	0
Indian corn	- - - per ton	1	0	1	0
Lentils	- - - per ton	1	0	1	0
Malt	- - - per ton	1	0	1	0
Oats	- - - per quarter	0	1	0	1
Peas	- - - per ton	1	0	1	0
Peas (split)	- - - per cwt.	0	1	0	1
Rye	- - - per quarter	0	1	0	1
Wheat	- - - per quarter	0	1	0	1
Granite (rough)	- - - per ton	1	0	1	0
Ditto (prepared or sculptured)	- - - per ton	2	6	2	6
Haberdashery (comprehending cotton silk and hosiery goods) - - - per cwt.					
Flannel	- - - per cwt.	0	2	0	2
Unbleached cotton	- - - per cwt.	0	2	0	2
Hair (cow ox or bull)	- - - per cwt.	0	2	0	2
Horse	- - - per cwt.	0	2	0	2
Goats' hair or wool	- - - per cwt.	0	2	0	2
Hair powder	- - - per cwt.	0	6	0	6
Hardware	- - - per cwt.	0	1	0	1
Hats	- - - per cwt.	0	2	0	2
Hay	- - - per ton	1	0	0	6
Hemp (rough)	- - - per ton	1	8	1	8
Hempseed cake	- - - per ton	1	0	1	0
Hemp jute	- - - per ton	1	8	0	10
Herrings (fresh)	- - - per cwt.	0	1	0	1
Ditto (cured)	- - - per ton	1	3	1	3
Hides	- - - per cwt.	0	1	0	1
Ditto (dried)	- - - per cwt.	0	1½	0	1½
Honey	- - - per cwt.	0	2	0	2
Hoops of wood exceeding 2 feet 6 inches in diameter - - - per 1,000					
	- - - per 1,000	1	0	1	0
Ditto under 2 feet 6 inches in diameter	- - - per 1,000	0	9	0	9
Ditto iron	- - - per ton	1	8	0	10
Hoopwood	- - - per 1,000	0	6	0	6
Hops	- - - per cwt.	0	2	0	2
Horns slugs tips and hoofs	- - - per ton	2	6	2	6
Household furniture (new)	- - - per cwt.	0	4	0	3
Old	- - - per cwt.	0	2	0	2
Husbandry utensils viz.:					
Waggons with four wheels	- - - each	1	0	1	0
Box carts	- - - each	0	9	0	9
Ploughs	- - - each	0	6	0	6
Harrows	- - - pair	0	6	0	6
Wheelbarrows	- - - each	0	2	0	2
Other husbandry implements	- - - per cwt.	0	2	0	2

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		Inwards.		Outwards.	
		s.	d.	s.	d.
Indigo	- - - - - per cwt.	0	3	0	3
Ink	- - - - - per cwt.	0	1	0	1
Iron viz.:					
Bar bolt and rod	- - - - - per ton	1	8	0	10
Railway bars and chairs	- - - - - per ton	1	0	1	0
Plate (sheet and forged)	- - - - - per ton	1	8	0	10
Ore	- - - - - per ton	0	3	0	3
Made work	- - - - - per ton	1	8	0	10
Old iron	- - - - - per ton	1	0	1	0
Cast-iron goods	- - - - - per ton	1	8	1	8
Ditto (commonly called ironmongery when in bulk)	- - - - - per ton	1	8	1	8
Old or broken cast iron	- - - - - per ton	1	0	1	0
Pig	- - - - - per ton	0	4	0	4
Ivory	- - - - - per cwt.	0	6	0	2
Junk old	- - - - - per ton	0	6	0	6
Kelp	- - - - - per ton	0	6	0	6
Kips	- - - - - per 100	1	6	1	6
Kips (dried)	- - - - - per ton	3	0	3	0
Kiln pavement	- - - - - per ton	0	4	0	4
Laths	- - - - - per 1,000	0	6	0	6
Lard	- - - - - per ton	1	8	1	8
Latten black	- - - - - per ton	2	0	2	0
Lead (pig)	- - - - - per ton	1	6	1	0
Black	- - - - - per ton	1	8	1	8
Ore	- - - - - per ton	0	9	0	9
Red and white	- - - - - per ton	1	8	1	8
Shot	- - - - - per ton	1	8	1	8
Pipes	- - - - - per ton	3	4	3	4
Leather (tanned)	- - - - - per ton	2	6	1	3
Dressed	- - - - - per ton	2	6	1	3
Other kinds not enumerated	- - - - - per ton	2	6	1	3
Lemons	- - - - - per cwt.	0	1	0	1
Limes	- - - - - per cwt.	0	1	0	1
Lime	- - - - - per ton	0	4	0	4
Linseed cakes and other oil cakes and feeding stuffs	- - - - - per ton	1	0	0	6
Loam	- - - - - per ton	0	1	0	1
Locust meal	- - - - - per ton	1	0	0	6
Machinery	- - - - - per ton	1	8	1	8
Madder	- - - - - per ton	2	6	0	10
Ditto roots	- - - - - per ton	2	0	0	8
Manganese	- - - - - per ton	1	0	0	4
Mangel wurzel	- - - - - per ton	0	4	0	4
Manna croop	- - - - - per cwt.	0	1	0	1
Marble (rough)	- - - - - per ton	1	0	1	0
Marble (prepared or sculptured)	- - - - - per ton	2	6	2	6
Matting	- - - - - per cwt.	0	1	0	1
Matches (lucifer)	- - - - - per cwt.	0	2	0	2
Mats (bass)	- - - - - per cwt.	0	1	0	1

		Inwards.		Outwards.		A.D. 1898.
		s.	d.	s.	d.	
Manure (street)	- - - - per ton	0	1	0	1	
Chemical	- - - - per ton	1	0	1	0	
Marmalade	- - - - per cwt.	0	1	0	1	
Meal	- - - - per ton	1	0	1	0	
Meat (fresh frozen and salted)	- - - - per ton	1	8	1	8	
Metal (patent)	- - - - per ton	3	0	3	0	
Mill waste	- - - - per ton	1	8	1	8	
Mine dust	- - - - per ton	0	4	0	4	
Mohair yarn	- - - - per cwt.	0	2	0	2	
Molasses	- - - - per ton	1	0	1	0	
Moss rock	- - - - per ton	1	6	1	6	
Musical instruments	- - - - per cwt.	0	4	0	4	
Mussels	- - - - per bushel	0	0 $\frac{1}{2}$	0	0 $\frac{1}{2}$	
Naphtha	- - - - per cwt.	0	2	0	2	
Nitrate of soda	- - - - per ton	1	0	1	0	
Nut cake	- - - - per ton	1	0	0	6	
Nuts	- - - - per cwt.	0	1	0	1	
Nutmegs	- - - - per cwt.	0	2	0	2	
Oakum	- - - - per ton	1	8	1	8	
Ochre	- - - - per ton	1	0	1	0	
Oils	- - - - per ton	1	8	1	8	
Onions	- - - - per cwt.	0	1	0	1	
Oranges	- - - - per cwt.	0	1	0	1	
Orchilla weed	- - - - per ton	2	0	2	0	
Oysters	- - - - per cwt.	0	1	0	1	
Paper viz.:						
Writing and printing	- - - - per cwt.	0	1	0	1	
Packing	- - - - per cwt.	0	1	0	1	
Paper pulp	- - - - per ton	1	0	1	0	
Passengers luggage if under 2 cwt. free—all						
above	- - - - per cwt.	0	2	0	2	
Ferry	- - - - per 36 gallons	0	4	0	4	
Peat	- - - - per ton	0	6	0	6	
Pepper	- - - - per cwt.	0	1	0	1	
Pigs' heads	- - - - per cwt.	0	1	0	1	
Pimento	- - - - per cwt.	0	1	0	1	
Pitch	- - - - per cwt.	0	1	0	1	
Plants of trees or shrubs	- - - - per cwt.	0	2	0	2	
Plums	- - - - per cwt.	0	1	0	1	
Plaster of Paris	- - - - per ton	1	0	1	0	
Porter (in casks)	- - - - per 36 gallons	0	4	0	4	
In bottles	- - - - per cwt.	0	1	0	1	
Potatoes	- - - - per ton	1	0	1	0	
Poultry	- - - - per dozen	0	2	0	2	
Preserved provisions	- - - - per cwt.	0	1	0	1	
Prunellos	- - - - per cwt.	0	2	0	2	
Prunes	- - - - per cwt.	0	2	0	2	
Pumice stones	- - - - per ton	1	8	0	10	
Quills (undressed)	- - - - per cwt.	0	1	0	1	
Rabbits	- - - - per cwt.	0	1	0	1	

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		Inwards.		Outwards.	
		s.	d.	s.	d.
Raisins	- - - - - per cwt.	0	1	0	1
Rags viz. :					
Linen	- - - - - per ton	1	0	1	0
Other rags and old leather	- - - - - per ton	1	0	1	0
Rape cakes	- - - - - per ton	1	0	0	6
Rape ground	- - - - - per ton	1	0	1	0
Rice	- - - - - per ton	1	8	1	0
Ropes old	- - - - - per ton	1	0	1	0
Rosin	- - - - - per ton	1	0	1	0
Rusks	- - - - - per cwt.	0	2	0	2
Salt	- - - - - per ton	0	6	0	3
Refined	- - - - - per ton	1	0	0	6
Rock in lump	- - - - - per ton	0	6	0	6
Saltpetre	- - - - - per ton	1	8	1	8
Salmon	- - - - - per cwt.	0	1	0	1
Sand for founders	- - - - - per ton	0	3	0	3
Builders plasterers &c.	- - - - - per ton	0	1	0	1
Saddlery not enumerated	- - - - - per cwt.	0	2	0	2
Seed viz. :					
Flax and rape	- - - - - per ton	1	0	1	0
Flax seed for crushing	- - - - - per ton	1	0	1	0
Clover	- - - - - per cwt.	0	1	0	1
Garden seeds	- - - - - per cwt.	0	1	0	1
Hemp and canary	- - - - - per cwt.	0	1	0	1
Timothy	- - - - - per cwt.	0	1	0	1
Turnip seed	- - - - - per cwt.	0	1	0	1
Rye grass	- - - - - per cwt.	0	1	0	1
Other seeds not otherwise enumerated	- - - - - per cwt.	0	1	0	1
Shakes of casks	- - - - - each	0	1	0	1
Shumac	- - - - - per ton	2	0	2	0
Skins (untanned) viz. :					
Calf	- - - - - per cwt.	0	1	0	1
Ditto dried	- - - - - per cwt.	0	1½	0	1½
Sheep	- - - - - per cwt.	0	1½	0	1½
Sheep (dressed)	- - - - - per cwt.	0	1½	0	1½
Deer	- - - - - per cwt.	0	1½	0	1½
Kid	- - - - - per cwt.	0	1½	0	1½
Lamb	- - - - - per cwt.	0	1½	0	1½
Seal	- - - - - per cwt.	0	1½	0	1½
Hare and rabbit	- - - - - per cwt.	0	1½	0	1½
Scrows	- - - - - per cwt.	0	1	0	1
All other skins	- - - - - per cwt.	0	1½	0	1½
Slates	- - - - - per 1,000	1	0	1	0
Slate pencil and slates	- - - - - per cwt.	0	1	0	1
Smaits	- - - - - per ton	2	6	2	6
Smelts	- - - - - per cwt.	0	2	0	2
Snuff	- - - - - per cwt.	0	1	0	1
Soap	- - - - - per ton	1	8	1	8
Soapers' waste	- - - - - per ton	0	3	0	3
Salts	- - - - - per ton	0	6	0	6

	Inwards.	Outwards.
	s. d.	s. d.
Soda crystals - - - - - per ton	1 8	1 8
Spermaceti - - - - - per ton	1 8	1 8
Spirits - - - - - per 6 gallons	0 2	0 2
Stones viz. :		
Rubble freestone - - - - - per ton	0 2	0 1
Hewn Ashlar freestone - - - - - per ton	0 3	0 2
Rough Ashlar freestone - - - - - per ton	0 2	0 1
Rubble causeway - - - - - per ton	0 2	0 1
Causeway stones dressed - - - - - per ton	0 2	0 1
Pavement { rough - - - - - per ton	0 1½	0 1½
{ sawn - - - - - per ton	0 3	0 3
Kerb - - - - - per ton	0 1½	0 1½
Gravestones - - - - - each	2 6	2 6
Scythe stones - - - - - per ton	1 0	1 0
Grindstones of 30 inches diameter and under each	0 1	0 1
And for every 6 inches above 30 - - - - -	0 1	0 1
Mill stones (common) - - - - - each	1 6	1 6
(burr) - - - - - each	2 6	2 6
Starch - - - - - per cwt.	0 1	0 1
Straw - - - - - per ton	0 10	0 10
Steel - - - - - per ton	1 8	1 8
Old - - - - - per ton	1 0	1 0
Stucco - - - - - per ton	1 0	1 0
Sugar (raw) - - - - - per ton	1 0	0 10
Refined - - - - - per ton	1 8	0 10
Moulds - - - - - per ton	1 8	0 10
Sumac - - - - - per ton	1 6	1 6
Tallow - - - - - per ton	1 8	1 8
Tamarinds - - - - - per cwt.	0 2	0 2
Tanners' waste - - - - - per ton	0 4	0 4
Tar - - - - - per cwt.	0 1	0 1
Tares - - - - - per cwt.	0 1	0 1
Tea - - - - - per cwt.	0 3	0 3
Thread - - - - - per cwt.	0 1	0 1
Tin of all kinds - - - - - per ton	1 8	1 8
Tiles (common size) - - - - - per 1000	1 0	1 0
Others in proportion.		
Tiles (drain) common size - - - - - per 1000	1 0	1 0
Tobacco - - - - - per cwt.	0 1	0 1
Tobacco pipes - - - - - per cwt.	0 1	0 1
Tongues (smoked) - - - - - per cwt.	0 1	0 1
Pickled - - - - - per cwt.	0 1	0 1
Tortoise-shell - - - - - per cwt.	0 6	0 6
Tow - - - - - per ton	1 8	0 10
Toys - - - - - per cwt.	0 2	0 2
Treenails - - - - - per 1000	0 6	0 6
Turmeric - - - - - per cwt.	0 1	0 1
Turnips - - - - - per ton	0 6	0 6
Twine line and twisted yarn - - - - - per ton	1 8	1 8
Valonia - - - - - per ton	2 0	2 0

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	Inwards.	Outwards.
	s. d.	s. d.
Vases - - - - - per cwt.	0 2	0 2
Varnish - - - - - per cwt.	0 1	0 1
Verdigris - - - - - per ton	2 0	2 0
Vermilion - - - - - per ton	1 0	1 0
Veneers of all kinds - - - per ton	1 8	1 8
Vinegar - - - - - per cwt.	0 1	0 1
Vitriol - - - - - per cwt.	0 1	0 1
Water (soda and seltzer) - - - per cwt.	0 1	0 1
Whalebone (dressed or undressed) - - - per ton	2 6	2 6
Whitening - - - - - per ton	0 6	0 6
Willow reeds - - - - - per cwt.	0 1	0 1
Wine (in casks) - - - - - per 6 gallons	0 2	0 2
In bottles - - - - - per cwt.	0 3	0 3
Windows (glazed) - - - - - per cwt.	0 2	0 2
Wood (calliper measure):		
Hardwood of all descriptions per ton or load of 40 cubic feet - - - - -	0 9	0 9
For timber of all other descriptions not otherwise enumerated per ton or load of 50 cubic feet -	0 6	0 6
Wool (white) - - - - - per cwt.	0 3	0 3
Dyed - - - - - per cwt.	0 2	0 2
Wreck materials to be charged one half per cent. on the value.		
Yarn viz.:		
Jute tow or hemp - - - - - per ton	1 8	1 8
Lint and cotton - - - - - per ton	1 8	1 8
Worsted - - - - - per cwt.	0 2	0 2
Yeast - - - - - per cwt.	0 1	0 1
Zinc - - - - - per ton	1 8	1 8

All unenumerated articles to pay on landing or shipping (if by weight) one shilling and eightpence per ton. If by measurement twopence per five cubic feet.

1. In weighing and measuring goods for ascertaining the rates payable the weight or measurement of the packing materials is to be included.
2. All materials or articles whatsoever brought into the harbour for the purposes of the harbour works shall be exempt from rates on goods but the vessels bringing all such materials shall be liable to rates.
3. Ship's outfit and stores of all kinds including provisions when taken direct on board of any vessel for her own use or landed for the purpose of being again reshipped for the use of the same vessel out of which they were so landed shall be exempted from payment of rates on goods but all such stores must first be entered at the harbour office and a permit obtained for such shipping and landing respectively.
4. Goods transferred from one vessel to another within the limits of the harbour without being landed on the quays to pay the same rates as if landed.

SIXTH SCHEDULE.

A.D. 1898.

TIMBER DUES.

RATES OF PORTERAGE &c.

- Timber—If afloat.—Receiving chaining watching and delivering—
 For pine timber 4*d.* per ton or 40 cubic feet.
 For hardwood 5*d.* per ton or 30 cubic feet.
 If landed.—Receiving watching and delivering—
 For pine timber 3*d.* per ton or 40 cubic feet.
 For hardwood 3*d.* per ton or 30 cubic feet.
 Landing drawing piling &c.—
 For pine timber 1*s.* 2*d.* per ton or 40 cubic feet.
 For hardwood 1*s.* 2*d.* per ton or 30 cubic feet.
- Deals—Cessing marking watching and delivering—
 Not exceeding 12 feet long 2*s.* 6*d.* per 120.
 Exceeding 12 feet long in proportion.
- Staves—Piling watching and delivering—
 For pipe double hogshead and heading 1*s.* 6*d.* per 120.
 For single hogshead 4*s.* 6*d.* per 1000.
 For barrel 3*s.* 4*d.* per 1000.
- Lathwood —Carrying to places for piling watching and delivering—
 In pieces not exceeding 4 feet long 2*s.* per fathom of 216
 cubic feet.
 Piling do. 1*s.* 6*d.* per do.
 In pieces exceeding 4 feet long 3*s.* 6*d.* per fathom of 216
 cubic feet.
 Piling do. 3*s.* per do.

CRANEAGE.

- Goods landing on quay :—
- | | | | | | | |
|------------------------------------|---|---|---|---------|---|---|
| Under 3 tons weight or measurement | - | - | - | per ton | 0 | 5 |
| 3 tons and upwards per agreement. | | | | | | |

STORAGE.

- To commence 21 days after receipt of first lot.
- Timber—If afloat $\frac{3}{4}$ *d.* per ton per week for pine 1*d.* per ton for hardwood.
 If landed $\frac{1}{2}$ *d.* per ton per week for pine $\frac{1}{3}$ *d.* per ton for hardwood.
- Deals—6*d.* per 120 per week.
 If piled in piles of not less than 600 3*d.* per 120 per week.
- Staves—6*d.* per 120 per week for pipe and double hogshead.
 1*d.* per 120 per week for single hogshead and barrel.
- Lathwood—4*d.* per fathom per week.

A.D. 1898.

SEVENTH SCHEDULE.

WAREHOUSES AND WHARFS.

	s.	d.
For every ton of goods which shall remain in any warehouse or shed or on any wharf not more than 2 days - - - - -	0	4
And for every part of a day after such 2 days - - - - -	0	1½
Or hire for warehouses &c. as may be agreed on.		

QUAYAGE ON SHIPS.

All vessels discharging shall be liable to a charge for quayage if from an oversea port of - - - - - per register ton	0	3
If coastwise - - - - - per register ton	0	1½

EIGHTH SCHEDULE.

I.—RATES FOR THE USE OF CRANES.

FOR CRANES LIFTING UNDER SIX TONS.

	For the first Lift.			For each succeeding Lift.		
	£	s.	d.	£	s.	d.
Under one ton - - - - -	0	2	6	0	0	4
One ton and under two tons - - - - -	0	3	0	0	0	6
Two tons and under three tons - - - - -	0	3	6	0	0	8
Three tons and under four tons - - - - -	0	4	0	0	0	10
Four tons and under five tons - - - - -	0	4	6	0	1	0
Five tons and under six tons - - - - -	0	5	0	0	1	2

FOR CRANES LIFTING UP TO TEN TONS.

	For the first Lift.			For each succeeding Lift.		
	£	s.	d.	£	s.	d.
Six tons and under seven tons - - - - -	0	10	0	0	5	0
Seven tons and under ten tons - - - - -	1	0	0	0	10	0

Ten tons and upwards any sum the Company think fit to demand.

The labour to be done by the parties requiring the use of the cranes.

In addition to the above rates for cranes sixpence per hour to be paid for wages to cranemen attending while the crane is in use.

[61 & 62 VICT.]

*Great Western Railway
(New Works) Act, 1898.*

[Ch. ccliv.]

II.—RATES FOR WEIGHING &C.

A.D. 1898.

For weighing coal shipped into and removed from vessels in the harbour not exceeding twopence per ton.

For use of machinery employed for shipping coal not exceeding threepence per ton.

For use of barges for any purpose as by agreement.

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