



### CHAPTER xlvii.

An Act to authorise the construction of a Railway between Portsmouth and Hayling Island with a Bridge available for road traffic over the southern entrance to Langstone Harbour and other works and for other purposes. A.D. 1886.

[25th September 1886.]

**W**HEREAS the construction of the railway between Portsmouth and Hayling Island herein-after described with a quay in Langstone Harbour in connexion therewith would be of public and local advantage:

And whereas the said railway will have to be carried over the southern entrance to Langstone Harbour (known as Langstone Channel) by a bridge and it would be of public and local advantage if the said bridge were adapted and made available for purposes of road traffic as well as of railway traffic:

And whereas the persons in this Act named with others are willing at their own expense to make and maintain the said railway and are desirous of being incorporated into a company for the purpose:

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

And whereas it is expedient that the Company by this Act incorporated on the one hand and the London Brighton and South Coast Railway Company on the other hand should be authorised to enter into agreements as by this Act provided:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

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

Short title.

1. This Act may be cited as the Portsmouth and Hayling Railway Act 1886.

Incorporation of general Acts.

2. The Companies Clauses Consolidation Act 1845 Part I. (cancellation and surrender of shares) and Part III. (debenture stock) of the Companies Clauses Act 1863 as amended by the Railway Companies Act 1867 the Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883 the Railways Clauses Consolidation Act 1845 and Part I. (construction of a railway) and Part III. (working agreements) of the Railways Clauses Act 1863 and the Harbours Docks and Piers Clauses Act 1847 are (except where expressly varied by this Act) incorporated with and form part of this Act Provided always that for the purposes of this Act the expression "the harbour dock or pier" in the Harbours Docks and Piers Clauses Act 1847 shall extend to and include the quay or wharf by this Act authorised and the provisions of that Act with respect to life boats and with respect to keeping a tide and weather gauge shall not be in force 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 and for the purposes of this Act the expression "the Company" or "the undertakers" means the Company incorporated by this Act the expressions "the railway" and "the undertaking" mean respectively the railway and the undertaking by this Act authorised the expression "the bridge" means the bridge or viaduct across the south entrance to Langstone Harbour by this Act authorised the expression "the road bridge" means that part of the bridge intended to be used otherwise than for the purposes of the railway the expression "the roads" means the approach roads by this Act authorised the expression "the two Companies" means the London and South-western and London Brighton and South Coast Railway Companies and the expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall for the purposes of this Act be read and have effect

as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

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4. John Cornelius Park Cornelius John Park John Gourdain Powers and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking and their executors administrators successors and assigns respectively shall be and are hereby united into a company for the purpose of making and maintaining the railway and other works by this Act authorised and for other the purposes of this Act and for those purposes shall be incorporated by the name of "The Portsmouth and Hayling Railway Company" and by that name shall be a body corporate with perpetual succession and a common seal and with power to purchase take hold and dispose of lands and other property for the purposes of this Act.

Company  
incorporated.

5. 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 railway and other works herein-after described with all proper stations sidings approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose The railway and other works herein-before referred to and authorised by this Act are all situate in the parishes of South Hayling and Portsea in the county of Southampton and are—

Power to  
make railway  
and works.

A railway (three miles four furlongs and three chains in length) commencing in Hayling Island in the parish of South Hayling in the county of Hants by a junction with the Hayling Branch of the London Brighton and South Coast Railway and to be carried over the south entrance to Langstone Harbour by means of a swing or opening bridge to be adapted to the purposes of a road bridge as well as a railway bridge and terminating at Fratton in the parish of Portsea by a junction with the Branch Railway from Fratton to Southsea :

A quay or wharf in the parish of South Hayling on the foreshore of Langstone Harbour or Sinah Lake and on the north side of the said railway and to be connected by sidings with the said railway :

An approach road (No. 1) commencing in the parish of South Hayling by a junction with the road leading from the Hayling post office to the Sinah Ferry and terminating by a junction with the road bridge at the Hayling end thereof :

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An approach road (No. 2) commencing by a junction with the road bridge at the Portsea end thereof and terminating in the parish of Portsea by a junction with the road leading from Southsea to the Sinah Ferry:

Provided always that no deviation of any work shall be made from the lines thereof as marked on the deposited plans even within the limits of deviation shown on such plans in such manner as to diminish the navigable space of Langstone Harbour without the consent of the Board of Trade or otherwise than in such manner as is expressly authorised by the Board of Trade.

Capital.

6. The capital of the Company shall be eighty-four thousand pounds in eight thousand four hundred shares of ten pounds each.

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

7. The Company shall not issue any share created under the authority of this Act nor shall any share vest in the person accepting the same unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Calls.

8. One fifth of the amount of a share shall be the greatest amount of a call and two months at least shall be the interval between successive calls and four fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Receipt in case of persons not sui juris.

9. If any money is payable to a shareholder being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Power to borrow.

10. The Company may from time to time borrow on mortgage of the undertaking any sum not exceeding in the whole twenty-eight thousand pounds but no part of such sum of twenty-eight thousand pounds shall be borrowed until the whole capital of eighty-four thousand pounds is issued and accepted and one half thereof 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 the whole of such capital of eighty-four thousand pounds has been issued and accepted and that one half thereof has been paid up and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof and that such capital was issued bonâ fide and is held by the persons or corporations to whom the same was issued or their executors administrators successors or assigns and that such persons or corporations their executors

administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which shall be sufficient evidence thereof.

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11. The mortgagees of the Company may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than three thousand pounds in the whole.

For appointment of a receiver.

12. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 but notwithstanding anything therein contained the interest of all debenture stock and of all mortgages at any time created and issued by the Company under this Act or any subsequent Act shall subject to the provisions of any subsequent Act rank *pari passu* (without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock and mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages.

Power to create debenture stock.

13. All moneys raised under this Act whether by shares debenture stock or borrowing shall be applied only to the purposes of this Act to which capital is properly applicable.

Application of moneys.

14. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

First ordinary meeting.

15. The number of directors shall be five but the Company may from time to time reduce the number provided that the number be not less than three.

Number of directors.

16. The qualification of a director shall be the possession in his own right of not less than twenty-five shares.

Qualification of directors.

17. The quorum of a meeting of directors shall be three unless the number of directors is reduced to three in which case the quorum of a meeting shall be two.

Quorum.

18. John Cornelius Park Cornelius John Park John Gourdain Powers and two persons to be nominated by them and consenting to such nomination shall be the first directors of the Company and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present personally or by proxy may either continue in office the directors appointed by this Act or nominated as aforesaid or any of them or

First directors.

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Land for  
extra-  
ordinary  
purposes.

**19.** The quantity of land to be taken by the Company for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed three acres.

Period for  
compulsory  
purchase of  
lands.

**20.** The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Restriction  
on taking  
houses of  
labouring  
class.

**21.** The Company shall not under the powers of this Act without the consent of the Local Government Board purchase or acquire in any city borough or other urban sanitary district or in any parish or part of a parish not being within an urban sanitary district ten or more houses which at any time after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or in part by persons belonging to the labouring class For the purposes of this section the expression "labouring class" includes mechanics artisans 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 such persons who may be residing with them.

Power to  
owners to  
grant ease-  
ments.

**22.** Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release lands may if they think fit subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act 1860 and of this Act grant to the Company any easement (not being an easement of water) right or privilege required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges as far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

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**23.** The Company shall construct and complete for public use concurrently with the opening of the railway and thereafter maintain a station for passengers and goods with all usual and convenient approaches sidings and accommodation on the Hayling side of the bridge or viaduct over the Langstone Channel.

Company to provide station on the Hayling side of the channel.

**24.** And whereas George Staunton Lynch Staunton is or claims to be tenant for life and beneficial owner of certain lands in the parish of South Hayling devised by and subject to the uses and trusts of the will of Sir George Thomas Staunton which lands will or may be benefited or improved in value by or derive facilities or accommodation from the construction or working of the undertaking or some part thereof Therefore the said George Staunton Lynch Staunton or other the tenant for life or beneficial owner of the said lands for the time being (herein-after referred to as "the owner") may with the approval of the trustees of the said will (which approval they are hereby authorised to give) grant and convey to the Company any lands required for the construction of the undertaking or any part thereof either without payment or other consideration or for such consideration pecuniary or otherwise and upon such terms and conditions as have been or may be agreed upon between the owner with the approval of the said trustees (which approval they are also hereby authorised to give) and the Company.

Special powers to persons having limited interest in lands under the will of the late Sir George Thomas Staunton.

**25.** For the protection of the owner as defined in the last preceding section of this Act the following provisions shall have effect (that is to say) :—

For the protection of the devisees under the will of Sir George Thomas Staunton.

(1.) Notwithstanding anything shown on the deposited plans no part of the railway between the commencement thereof and the western boundary of the field numbered on the said plans 9 in the parish of South Hayling shall without the consent of the owner be constructed so as to be within the distance of three chains from the road situate on the south side of and adjoining the fields numbered on the said plans 8 and 9 in the said parish :

(2.) Before the railway shall be opened for traffic the Company shall at their own expense construct two good and sufficient bridges over the railway with approaches at or near the distances on the deposited plans one furlong four chains and three furlongs six chains respectively from the commencement of the railway and the stone iron or other structure of the said bridges and the wing walls thereof shall be maintained by and at the expense of the Company :

(3.) The roadway over each of the said bridges shall be of the clear width of thirty-six feet between the parapets and the

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inclination of the approaches to the said bridges shall be not steeper than 1 in 25.

Application of provisions of Improvement of Land Act 1864.

**26.** The provisions in the Improvement of Land Act 1864 with regard to charging lands with money subscribed for the construction of railways shall be applicable and shall be read with reference to the road bridge and roads as well as to the railway by this Act authorised as if such road bridge and roads were part of the said railway and as if the lands of any landowner which may be improved or benefited by the said road bridge and roads were lands which might be improved or benefited by a railway within the meaning of the said Improvement of Land Act.

Power to deviate in construction of roads.

**27.** The Company may in constructing the roads by this Act authorised deviate from the lines thereof to the extent of the limits of deviation marked on the deposited plans and may deviate from the levels of the said roads as shown on the deposited sections to any extent not exceeding five feet but not so as to increase the rate of inclination thereof as shown on the said sections.

Incidental works.

**28.** For the purposes of this Act the Company from time to time with the consent of the Board of Trade in writing but not otherwise may within the limits of deviation shown on the deposited plans and subject to the provisions of this Act place and maintain abutments and dig and make foundations in the Langstone Channel and on the lands on each side thereof and make dams and drive piles in the channel during the execution of the works and occupy and take the bed of the channel for those purposes and may from time to time dredge and deepen the bed and foreshore of Langstone Harbour or Sinah Lake alongside and in front of the intended quay or wharf and execute all the works necessary or convenient for executing the works by this Act authorised.

Company to exhibit lights.

**29.** The Company shall on their works below high-water mark exhibit and keep burning from sunset to sunrise such lights (if any) as the Corporation of Trinity House of 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.

Saving Admiralty rights in Langstone Harbour.

**30.** The powers conferred upon the Company by this Act shall be subject and without prejudice to all Admiralty rights over Langstone Harbour except so far as such rights may be necessarily interfered with in the construction and maintenance of the bridge or viaduct by which the railway will be carried across the south entrance to Langstone Harbour and of the quay or wharf and as



compensation for such interference the Company shall pay annually to the Admiralty the sum of five shillings and the first of such annual payments shall become due at the expiration of twelve months after the Company shall have taken possession of any part of the foreshore for the purposes of this Act.

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**31.** The bridge or viaduct shall be so constructed as to have an opening span of not less than one hundred and twenty-five feet in length of clear opening (which opening span of the bridge or viaduct is herein-after referred to as the swing bridge) and the swing bridge shall be placed over the deepest part of the channel and the plans of the bridge or viaduct and the swing bridge and every alteration in such plans shall be submitted to and be subject to the approval of the Admiralty and the bridge or viaduct and the swing bridge shall be constructed only in accordance with the plans so approved of and of such strength as in the opinion of the Admiralty will be sufficient to secure them from damage by collisions from passing vessels.

Bridge to be constructed according to plans to be approved of by Admiralty.

**32.** The Company shall provide and place and for ever after keep and maintain moorings on each bank below the swing bridge for vessels to ride at in case of any accident to the moving gear of the swing bridge under stress of weather also eight two-ton mooring blocks with sinkers and pennants for vessels to hang on to whilst the swing bridge is being opened. Four of the said mooring blocks shall be placed at a distance of fifty yards or thereabouts from the bridge whereof two shall be above the bridge one on each side of the channel and the other two shall be below the bridge one on each side of the channel and the other four mooring blocks shall be placed at a distance of one hundred yards or thereabouts from the bridge whereof two shall be above the bridge one on each side of the channel and the other two below the bridge one on each side of the channel.

Moorings and mooring buoys to be provided.

**33.** The Company shall on or near the works below high-water mark by this Act authorised during the whole time of the constructing altering or extending exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) as the Admiralty may from time to time require or approve and (notwithstanding the enactments for the time being in force respecting lighthouses) shall also on and near the swing bridge when completed always maintain exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) for the guidance of vessels as the Admiralty may 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 every night in

Lights on works.

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Company to dredge channel.

**34.** The Company shall from and after the commencement of the bridge or viaduct for ever thereafter when necessary at their own expense well and effectually dredge the channel under and for a distance of four hundred yards on each side of the bridge or viaduct so that the same shall always have a sectional area and inclination equal to its present sectional area and inclination as shown by the Admiralty charts :

Two copies of the Admiralty chart relating to that part of the channel which is to be dredged by the Company shall be made and when authenticated by the signature of the Hydrographer of the Admiralty shall be delivered to the Company and the Company shall keep one of the said copies and shall deposit the other copy with the clerk of the peace for the county of Southampton and each or either of the said two copies shall be received in all courts of justice and elsewhere as evidence of the contents thereof :

The clerk of the peace for the county of Southampton shall receive the copy of the said chart to be so deposited with him and such deposit shall be deemed to have been made in pursuance of an Act passed in the first year of the reign of Her present Majesty intituled "An Act to compel clerks of the peace for counties and other persons to take the custody of such documents as shall be directed to be deposited with them under the Standing Orders of either House of Parliament" and the several provisions of that Act (except so far as the same shall be inconsistent with this Act) shall form part of this Act.

In default of Company dredging the Admiralty may dredge at the cost of the Company.

**35.** If at any time after the passing of this Act the part of the said channel which is to be dredged as herein-before provided shall have a less sectional area or inclination than the sectional area or inclination shown on the said copies of the said chart and the Company shall not within one week after service on them of notice in writing by the Admiralty proceed forthwith to dredge that part of the said channel until the same shall be of the sectional area and inclination shown on the said copies of the said chart the Admiralty may dredge the same at the expense of the Company and recover the cost and expense thereof from the Company as a debt due to them from the Company.

Providing for periodical inspection and repair of swing bridge.

**36.** The Company shall at their own expense on such days and times of the day as may from time to time be fixed by the Admiral Superintendent of Portsmouth Dockyard (but there shall always be an interval of not less than three months between any two such days save as herein-after provided) and in the presence of an officer

appointed for that purpose by the Admiralty open the swing bridge for the inspection of such officer and permit him to inspect the same and give him every reasonable facility to make a proper inspection thereof and if the Company fail to open the swing bridge on the day and at the time appointed or in any way prevent or obstruct the proper inspection thereof by such officer or fail to give him such reasonable facility as aforesaid they shall be liable to a penalty of not exceeding ten pounds. If upon any such inspection the said officer shall find the swing bridge to be out of repair or in any way inefficient he shall notify the same to the Company and the Company shall within a reasonable time to be fixed by such officer repair or put the same in proper working order and condition and prove to the reasonable satisfaction of such officer that they have so done and if they make default the Admiralty may enter upon the bridge and property of the Company and cause the necessary repairs and work to be done and the cost of such repairs and work and all incidental expenses shall be recoverable by the Admiralty with full costs of suit in any court of competent jurisdiction: Provided that if through the default of the Company no inspection of the swing bridge be made on any day fixed for that purpose the Company shall permit an inspection to be made on any subsequent day not later than one week after any such default to be fixed by the Admiral Superintendent of Portsmouth Dockyard and shall be liable to a penalty of not exceeding ten pounds per day for every day which shall elapse between the day originally fixed for the inspection and the day on which the inspection shall take place.

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**37.** The following provisions shall have effect with respect to the opening and shutting of the swing bridge:

As to opening and shutting the swing bridge.

(A) The swing bridge may be kept closed at all times except when required to be opened either by the Company for their own purposes or in accordance with the provisions of this section:

(B) The Company shall at their own expense provide and at all times maintain in good working order proper and sufficient machinery for enabling the swing bridge to be opened in a period of not more than three minutes and also sufficient men for watching for signals and for working such machinery and such men shall be on constant duty during such time as the Admiralty may from time to time prescribe (herein-after referred to as the prescribed period):

(C) The swing bridge shall always (except as provided for in the following sub-section) be opened in a period of not more than three minutes after application for that purpose being

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made by signal or otherwise at or near the bridge by the captain commanding officer or master of any vessel requiring to pass the bridge whether such vessel belongs to or is employed in the service of Her Majesty or belongs to any of Her Majesty's subjects or to the subject of any country at peace with Her Majesty :

- (D) It shall not be lawful for the Company or any person or persons acting under them to detain any vessel barge or boat navigating the Langstone Channel during the prescribed period for a longer space of time than may be sufficient for allowing any train which has already left the nearest railway station on either side of the said channel to cross the said channel and for opening the swing bridge so as to admit such vessel barge or boat to pass and in case the Company or any person or persons acting under them shall detain any such vessel barge or boat contrary to the provisions of this section the Company or every person so offending shall in every such case forfeit and pay the sum of ten pounds but nothing in this Act shall prevent any remedy for damages which any party may sustain in respect of any such detention as aforesaid :
- (E) The Admiralty may from time to time make regulations with respect to the opening and shutting of the swing bridge and for securing the safe passage of vessels through the same without unnecessary delay and for the signalling or other arrangements to be employed for that purpose and the Company shall comply with all such regulations :
- (F) If in breach of any of the provisions of this section or of any regulation of the Admiralty thereunder any vessel entitled to pass the swing bridge shall be detained for an unreasonable time circumstances considered the Company shall be liable to a penalty of not exceeding ten pounds and a further penalty of not exceeding five pounds for every half hour after the first half hour during which such detention shall occur to be recoverable with full costs of suit by the captain commanding officer master or owner of such vessel or by the Admiralty in any court of competent jurisdiction :
- (G) It shall not be lawful for the Company to open the bridge for public traffic until they have made arrangements to the satisfaction of the Admiralty with respect to the machinery and all things necessary for the opening and shutting of the swing bridge and if they shall notwithstanding open the bridge for public traffic without such approval they shall be liable to a penalty not exceeding twenty pounds for every day during which the bridge shall be so open to be recoverable

by the Admiralty with full costs in any court of competent jurisdiction. A.D. 1886.

**38.** If at any time after the commencement of the swing bridge or of any work in any part of Langstone Channel for or incidental to the construction of the swing bridge the same shall be abandoned or left unfinished or if at any time after the completion of the swing bridge the same or any part of it is allowed to fall into a state of disrepair so as to be dangerous to navigation or the swing bridge is incapable of being opened it shall be lawful for the Admiralty to remove the same or any part thereof and to recover the cost of such removal and all incidental expenses with full costs of suit in any court of competent jurisdiction.

Works abandoned or become ruinous may be removed by the Admiralty.

**39.** For the protection of the mayor aldermen and burgesses of the borough of Portsmouth (in this section referred to as the Corporation) the following provisions shall have effect:—

For protection of the Corporation of Portsmouth.

(1) The Company shall carry the road numbered 23 and 24 on the deposited plans in the parish of Portsea over the railway by a bridge in substitution for the existing bridge at that point and such substituted bridge shall be so constructed by the Company that the roadway shall be of the clear width of thirty-six feet at the least between the parapets and the level of that road shall not be raised more than six feet five inches and the inclination of the approaches to such substituted bridge shall be made as flat as possible within the limits of deviation but in no case shall the inclination be steeper than one in twenty-five:

(2) The Company shall carry the road numbered 30 on the deposited plans in the parish of Portsea over the railway by a bridge in substitution for the existing bridge at that point and such substituted bridge shall be so constructed by the Company that the roadway shall be of the clear width of forty feet at the least between the parapets and the level of that road shall not be raised more than four feet and the inclination of the approaches to such substituted bridge shall not be steeper than one in thirty:

(3) The Company shall carry the road numbered 35 and 39 on the deposited plans in the parish of Portsea over the railway by a bridge in substitution for the existing bridge at that point and such substituted bridge shall be so constructed by the Company that the roadway shall be of the clear width of thirty-six feet at the least between the parapets and the level of that road shall not be raised more than six feet and the inclination of the approaches to such substituted bridge shall not be steeper than 1 in 30:

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- (4) The several bridges carrying the said several roads numbered respectively 23 and 24 30 and 35 and 39 in the parish of Portsea over the railway and the approaches thereto respectively shall be kerbed and channelled to the satisfaction of the Corporation and footpaths of seven feet in width in the case of the bridge carrying the said road numbered 30 on the deposited plans in the said parish of Portsea and of six feet in width in the case of the respective bridges carrying the said roads respectively numbered 23 and 24 and 35 and 39 on the deposited plans in the said parish of Portsea shall be formed on each side of those bridges and approaches within three calendar months after the completion of the respective bridges and the Company shall pave those footpaths when called upon by the Corporation to do so in the case of numbers 23 and 24 at any time after ten years in the case of number 30 at any time after three years and in the case of numbers 35 and 39 at any time after five years from the completion of the respective bridges :
- (5) The Company shall alter so much of the following existing footpaths and carriage road as may be necessary to bring them up to and connect them with the before-mentioned roads over the railway respectively when raised under the provisions of this section at inclinations not steeper than those of the roads with which they are respectively connected (that is to say) :—
- The footpath along the north side of the Portsmouth and Arundel Canal and the carriage road along the south side of the said canal leading respectively in both directions from the said road numbered 23 and 24 :
- The footpath along the north side of the said canal leading in both directions and the footpath along the south side of the said canal leading in an easterly direction from the said road numbered 30 and the footpath along the north side of the said canal leading in both directions from the said road numbered 35 and 39 on the said plan :
- (6) The said several bridges and approaches shall be constructed and the works mentioned in sub-section 5 of this section done in all respects in accordance with the byelaws for the time being in force within the borough relating to the construction of new streets and (except the stone iron or other structure of the bridges and the wing walls thereof which structure and wing walls shall be repaired and maintained by and at the expense of the Company) shall when constructed as aforesaid but subject to the stipulations contained in sub-section 4 of this section be from time to time repaired and maintained by and at the expense of the Corporation :

(7) The Company shall at any time after the expiration of ten years after the opening of the railway if required by the Corporation so to do for the accommodation of the public construct and maintain a footbridge over the railway at or near the distance on the deposited plans two miles and one furlong from the commencement of the railway :

(8) The Company shall be at liberty at any time after the commencement of the railway to use the existing sewer of the Corporation in the Milton Road for any purpose they may deem necessary but shall not make any connexion therewith until after ten days' notice to the town clerk and any such connexion shall be made in a manner approved by and under the superintendence and control of the borough engineer for the time being and until the completion of the railway the Company shall provide construct and maintain a penstock at the connexion with the sewer of the Corporation in order that such connexion may at any time until the completion of the railway (but not afterwards) be cut off if the borough engineer shall consider it desirable that the connexion shall be suspended or discontinued and he shall have full authority until the completion of the railway (but not afterwards) to close such penstock whenever he may think fit :

(9) The Company may upon any part of the approach road No. 2 by this Act authorised construct and maintain a toll-house provided the same do not in any manner interfere with or obstruct the traffic along any existing road :

(10) Any difference arising between the Company and the Corporation respecting any of the matters referred to in this section shall be determined by a single arbitrator to be agreed upon between the Corporation and the Company or failing agreement to be appointed upon the request of either party by the President for the time being of the Institution of Civil Engineers and the cost of the reference shall be in the discretion of the arbitrator.

**40.** For the protection of the two Companies the following provisions shall have effect (that is to say) :—

(1) The junction of the railway with the branch railway from Fratton to Southsea (herein - after called " the Southsea Branch ") shall except with the consent of the two Companies only be effected to the southward of the southern face of the bridge carrying the road by the side of the old military canal and numbered on the deposited plans 40 in the parish of Portsea over the Southsea Branch :

For the protection of the two Companies. Junction of railway with Southsea Branch.

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As to communication with Southsea Branch.

(2) All openings in the rails of the Southsea Branch shall be made only at such points thereon respectively as an engineer appointed by the two Companies may approve and all such openings and the works at or in connexion with such openings or any of them and the junction by this Act authorised with the Southsea Branch whether on the land of the Company or on the lands of the two Companies or either of them shall be made by the two Companies at the sole and reasonable expense of the Company and except only so far as the Company and the two Companies otherwise agree or according to the terms and conditions from time to time agreed on between them the same shall for ever thereafter be maintained and kept in good repair by the two Companies at the reasonable expense of the Company and all such openings and works shall be made and maintained in such manner and by such means only as shall not in any way injure unduly interfere with or prejudice the Southsea Branch or the works and property of the two Companies or either of them or interfere with the traffic of the Southsea Branch or the free and uninterrupted use thereof by the two Companies respectively :

The two Companies may erect signals &c.

(3) The two Companies may from time to time erect such signals and conveniences incident thereto and appoint and remove such watchmen switchmen or other persons as those Companies deem necessary for the prevention of danger to or interference with the traffic at and near the junction between the railway and the Southsea Branch and the working and management of the junction and of such signals and conveniences whether on land of the two Companies or on land of the Company shall be under the exclusive management and regulation of the two Companies and all the expenses of making and maintaining the junction and such signals and conveniences and the wages of such watchmen switchmen and other persons and all incidental current expenses shall be repaid by the Company to the two Companies as regards the expense of erection at the end of the current half year in which the same is incurred and as regards all such other expenses and wages at the end of every half year and in default of such repayment the amount of such expenses and wages may be recovered from the Company by the two Companies in any court of competent jurisdiction :

Land of two Companies not to be taken without consent.

(4) No lands now belonging to the two Companies or forming part of the Southsea Branch shall be taken by the Company without the consent in writing of the two Companies under their common seals first had and obtained Provided always that the Company may purchase and take from the two



Companies and those Companies shall if so required by the Company grant in perpetuity to the Company an easement or right of using for the purposes of the junction of the railway with the Southsea Branch and for the purposes of the works and conveniences necessary in connexion with such junction such parts of the lands aforesaid as are necessary for those purposes.

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41. Whereas pursuant to the Standing Orders of both Houses of Parliament and to an Act of the ninth year of the reign of Her present Majesty chapter twenty there has been deposited with the Paymaster-General for and on behalf of the Supreme Court of Judicature in England in respect of the application to Parliament for this Act a sum of four thousand three hundred and sixty-nine pounds equal to five per centum on the amount of the estimate of the total expense of the undertaking part of which namely three thousand nine hundred and twenty-four pounds represents five per centum on the amount of the estimate of the railway and is in this Act referred to as "the railway deposit fund" and the balance of four hundred and forty-five pounds (in this Act referred to as "the road deposit fund") represents five per centum on the amount of the works by this Act authorised other than the railway Be it enacted that notwithstanding anything contained in the said Act the railway deposit fund shall not be paid or transferred to or on the application of the person named in the warrant or order issued in pursuance of the said Act or the executors or administrators of such person (which person executors or administrators is or are in this Act referred to as the depositor) unless the Company shall previously to the expiration of the period limited by this Act for the completion of the railway open the same for the public conveyance of passengers Provided that if within such period as aforesaid the Company open any portion of the railway for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the railway opened as aforesaid and the portion of the railway deposit fund which bears to the whole of the railway deposit fund the same proportion as the length of the railway so opened bears to the entire length of the railway the Chancery Division of the High Court of Justice in England shall on the application of the depositor his executors or administrators order the portion of the railway deposit fund specified in the certificate to be paid or transferred to him or them or as he or they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Railway deposit money not to be repaid except so far as railway is opened.

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Application  
of deposit.

42. If the Company do not previously to the expiration of the period limited by this Act for the completion of the railway complete the same and open it for the public conveyance of passengers then and in every such case the railway deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway or any portion thereof or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice in England may seem fit and if no such compensation is payable or if a portion of the railway deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the railway deposit fund or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Chancery Division thinks fit to order on the application of the Solicitor to Her Majesty's Treasury and shall be carried to and form part of the Consolidated Fund of the United Kingdom or in the discretion of the Chancery Division if the Company is insolvent and has been ordered to be wound up or a receiver has been appointed shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof Provided that until the railway deposit fund has been repaid to the depositors or has become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositor his executors or administrators.

Provision  
for release of  
road deposit  
fund.

43. On the application of the depositor his executors or administrators in a summary manner at any time after the passing of this Act the Chancery Division of the High Court of Justice may and shall order that the road deposit fund and any interest thereon shall be repaid to the depositor his executors or administrators or to any other person or persons whom he or they may appoint on his or their behalf.

Period for  
completion  
of works.

44. If the railway is not completed within five years from the passing of this Act then on the expiration of that period the powers

by this Act granted to the Company for executing the railway or otherwise in relation thereto shall cease to be exercised except as to so much thereof as shall then be completed. A.D. 1886.

45. The prescribed limits referred to in section 52 of the Harbours Docks and Piers Clauses Act 1847 shall be the quay or wharf by this Act authorised and a distance of one hundred yards from any and every part thereof. Prescribed limits for quay or wharf.

46. The Company may demand and take in respect of the use of the railway any tolls not exceeding the following (that is to say) :— Tolls.

In respect of passengers and animals conveyed on the railway :— For passengers.

Class 1. For any person conveyed in a first-class carriage per mile twopence and if conveyed in carriages provided by the Company an additional sum per mile of one penny :

Class 2. For every person conveyed in a second-class carriage per mile one penny halfpenny and if conveyed in carriages provided by the Company an additional sum per mile of three farthings :

Class 3. For every person conveyed in a third-class carriage per mile one penny and if conveyed in carriages provided by the Company an additional sum per mile of one halfpenny :

Class 4. For every horse per mile fourpence and for every mule ass or other beast of draught or burden per mile threepence and in each case if conveyed in carriages provided by the Company an additional sum per mile of one penny : For animals.

Class 5. For every ox cow bull or head of neat cattle per mile twopence and if conveyed in carriages provided by the Company an additional sum per mile of one penny :

Class 6. For every calf pig sheep lamb or other small animal per mile one penny and if conveyed in carriages provided by the Company an additional sum per mile of one penny :

In respect of goods conveyed on the railway : For goods.

Class 7. For all lime limestone salt dung compost and all sorts of manure and all undressed materials for the repair of highways coals slack cannel coke culm and cinders per ton per mile one penny and if conveyed in carriages provided by the Company an additional sum per ton per mile of one halfpenny :

Class 8. For all stones for building pitching and paving bricks tiles slates clay sand chalk marl iron ironstone and iron ore copper tin lead and other ores pig iron bar iron rod iron hoop iron sheet iron and all other similar descriptions of wrought

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iron and iron castings not manufactured into utensils or other articles of merchandise per ton per mile one penny halfpenny and if conveyed in carriages provided by the Company an additional sum per ton per mile of one halfpenny :

Class 9. For all sugar grain corn flour hides dye-woods Manchester packs earthenware timber staves and deals metals (except iron) tinned plates nails anvils vices and chains per ton per mile two-pence and if conveyed in carriages provided by the Company an additional sum per ton per mile of three farthings :

Class 10. For cotton and all other wools drugs or manufactured goods and all other wares merchandise fish articles matters or things per ton per mile threepence and if conveyed in carriages provided by the Company an additional sum per ton per mile of one penny ;

With respect to the conveyance of carriages :

Class 11. For every carriage of whatever description not being a carriage adapted and used for travelling on a railway and not weighing more than one ton carried or conveyed on a truck or platform if having more than two wheels per mile fourpence and if having only two wheels per mile threepence and for every additional quarter of a ton which any such carriage weighs one penny per mile in addition.

Tolls for propelling power.

47. The toll which the Company may demand for the use of engines for propelling carriages on the railway shall not exceed one penny per mile for each passenger or animal or for each ton of goods in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations as to tolls.

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

For all passengers animals or goods conveyed on the railway for a less distance than three miles the Company may demand tolls and charges as for three miles :

For a fraction of a mile beyond three miles or beyond any greater number of miles the Company may demand tolls and charges on animals and goods for such fraction in proportion to the number of quarters of a mile contained therein and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile :

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction and if there

be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton: A.D. 1886.

With respect to all articles except stone and timber the weight shall be determined according to the imperial avoirdupois weight:

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

49. With respect to small parcels not exceeding five hundred pounds in weight and single articles of great weight notwithstanding anything in this Act the Company may demand and take any tolls not exceeding the following (that is to say):— Tolls for small parcels and single articles of great weight.

For the carriage of small parcels on the railway as follows:—

For any parcel not exceeding seven pounds in weight three-pence;

If exceeding seven and not exceeding fourteen pounds in weight fivepence;

If exceeding fourteen and not exceeding twenty-eight pounds in weight sevenpence;

If exceeding twenty-eight and not exceeding fifty-six pounds in weight ninepence;

If exceeding fifty-six and not exceeding one hundred and twelve pounds in weight one shilling;

If exceeding one hundred and twelve and not exceeding two hundred and twenty-four pounds in weight two shillings;

And for parcels exceeding two hundred and twenty-four pounds but not exceeding five hundred pounds in weight the Company may demand any sum which they may think fit:

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

For the carriage of single articles of great weight on the railway as follows:—

For the carriage of any one boiler cylinder or single piece of machinery or single piece of timber or stone or other single article the weight of which including the truck or platform shall exceed four tons but shall not exceed eight tons the Company may demand and take such sum as they think fit not exceeding eightpence per ton per mile:

For the carriage of any one boiler cylinder or single piece of timber stone machinery or other single article the weight of which with the carriage shall exceed eight tons the Company may demand and take such sum as they think fit.

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Maximum  
rates for  
passengers.

50. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway including the tolls for the use of the railway and for carriages and locomotive power and every other expense incidental to such conveyance shall not exceed the following (that is to say) :—

For every passenger conveyed in a first-class carriage the sum of threepence per mile ;

For every passenger conveyed in a second-class carriage the sum of twopence per mile ;

For every passenger conveyed in a third-class carriage the sum of one penny per mile.

Maximum  
rates for  
animals and  
goods.

51. The maximum rate of charge to be made by the Company for the conveyance of animals minerals and goods on the railway including the tolls for the use of the railway and for waggons or trucks and locomotive power and for every other expense incidental to the conveyance (except a reasonable charge for loading and unloading goods at any terminal station in respect of such goods and for delivery and collection and any other service incidental to the duty or business of a carrier where any such service is performed by the Company) shall not exceed the following sums (that is to say) :—

Class 4. For each animal fourpence per mile :

Class 5. For each animal threepence per mile :

Class 6. For every calf or pig one penny halfpenny per mile and for every other small animal three farthings per mile :

Class 7. One penny halfpenny per ton per mile :

Class 8. Twopence per ton per mile :

Class 9. Threepence per ton per mile :

Class 10. Fourpence per ton per mile :

Class 11. If having more than two wheels fivepence per ton per mile and one penny halfpenny per mile for every additional quarter of a ton and if having only two wheels fourpence per ton per mile and one penny per mile for every additional quarter of a ton :

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

Passengers'  
luggage.

52. Every passenger travelling upon the railway may take with him his ordinary or personal luggage not exceeding one hundred and twenty pounds in weight for first-class passengers one hundred

pounds in weight for second-class passengers and sixty pounds in weight for third-class passengers without any charge being made for the carriage thereof.

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

Terminal station.

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

Foregoing charges not to apply to special trains.

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

Company may take increased charges by agreement.

**56.** Whereas the expense of the bridge or viaduct by which the railway will be carried across the south entrance to Langstone Harbour will be so great that a mere mileage toll for the use thereof will not be remunerative to the Company Therefore for the purpose of estimating the tolls rates and charges demandable by the Company for or in respect of the passage or carriage as the case may be of passengers animals and goods on the railway over the said bridge or viaduct the length of the said bridge or viaduct which is in fact eight hundred and eighty feet shall be deemed and taken to be two miles and the Company may demand and take tolls rates and charges in respect of such passage or carriage accordingly.

Special bridge toll on railway.

**57.** The Company may demand levy and recover in respect of every ship vessel steamboat sailing or other craft using the quay or wharf by this Act authorised and of all passengers goods merchandise fish animals and other articles matters and things landed or loaded at the said quay or wharf any sums not exceeding the several rates or duties specified in Schedule A to this Act and as to all goods which shall not be specified in the said Schedule the Company may demand a rate or duty equal to the rate or duty for the time being payable in respect of goods of a similar nature package and quality and every such rate or duty shall be payable by the owner or consignee or person having charge of the goods.

Power to levy rates for use of quay or wharf.

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Rates to be charged for use of warehouses cranes and weighing machines.

Provisions of Railways Clauses Act 1863 extended to such rates.

For the protection of the owners of Sinah Ferry.

Power to erect toll-gates &c. and to take road tolls.

**58.** The Company may demand for the use of any of their warehouses sheds cranes and weighing machines at the said quay or wharf of and from the owner consignee or person having the charge of the goods deposited therein or loaded unloaded or weighed by means thereof such rates as the Company shall from time to time appoint not exceeding the several rates in Schedule B to this Act.

**59.** The sections of the Railways Clauses Consolidation Act 1845 numbered respectively 90 92 93 95 96 97 98 99 101 and 102 shall so far as applicable extend and apply to the rates and duties for the quay or wharf by this Act authorised as fully and effectually as to the tolls on the railway and for this purpose in construing those sections the word "toll" shall be deemed to include such rates and duties the expression "the railway" shall include the said quay or wharf the word "goods" shall include merchandise fish animals and other articles matters and things and the section numbered 101 shall extend to the owner or consignee of or person having the charge of any such goods.

**60.** Before opening the road bridge for public traffic the Company shall pay to the owner or owners for the time being of the ferry called or known as Sinah Ferry in respect of their rights of ferry and other rights connected therewith such compensation as may be agreed upon or as failing agreement shall be settled in the manner provided by the Lands Clauses Consolidation Act 1845 as amended by any subsequent Act for the settlement of questions of disputed compensation and on the opening of the said bridge the said ferry shall be discontinued and all rights of ferry and other rights connected therewith shall be and are hereby as from such opening extinguished. The amount of such compensation shall be set forth in a deed which shall be stamped with ad valorem conveyance duty and within three months from the opening of the road bridge for public traffic the Company shall produce the deed so stamped to the Commissioners of Inland Revenue and in default of such production the ad valorem stamp duty with interest thereon at the rate of five pounds per centum per annum from the date of the opening of the said bridge to the date of payment shall be recoverable from the Company with full costs of suit and all costs and charges attending the same.

**61.** The Company may cause to be erected and set up a toll-gate or toll-gates at or upon the road bridge or at or upon either or both of the roads by this Act authorised and from time to time may remove such toll-gate or toll-gates and erect and set up another or others in lieu thereof at any place or places upon any part of the road bridge or roads respectively and may from time to time erect



provide and maintain such toll-houses and other conveniences near or adjoining to any such toll-gate or toll-gates as the Company shall think proper and tolls for passing the road bridge herein-after referred to as road tolls not exceeding those herein-after authorised may be demanded and taken at any such toll-gate by such person or persons as the Company or any lessee of the tolls shall from time to time appoint of which appointment a certificate in writing signed by the Secretary of the Company or by such lessee as the case may require shall for all purposes be sufficient evidence.

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**62.** The road tolls which the Company from time to time may demand and take shall not exceed the following (that is to say):—

Maximum amount of road tolls.

For every foot passenger (except the person actually driving or accompanying any waggon wain cart or other such carriage not being a cart or carriage usually employed for the conveyance of passengers) the sum of threepence :

For every person who shall ride in or upon any waggon wain cart or other carriage not being a cart or carriage usually employed for the conveyance of passengers or who shall ride upon any horse or beast drawing any such waggon wain cart or carriage the sum of one penny :

For every horse or other beast drawing any coach stage coach omnibus van caravan sociable Berlin landau chariot vis-à-vis barouche phaeton calash curricule chair gig whisky hearse litter chaise waggon wain or other cart or carriage the sum of six-pence :

For every horse mule or ass laden or unladen and not drawing the sum of threepence :

For every head of oxen or neat cattle the sum of one penny :

For every calf pig sheep or lamb the sum of one halfpenny :

For every velocipede bicycle or thing of the like nature (whatever number of wheels it has) the sum of threepence :

And the said road tolls shall be paid before any such person or any such animal or any such carriage cart velocipede or other thing as aforesaid shall be entitled to pass through any such toll-gate and the said road tolls shall be and the same are hereby vested in the Company for the purposes of this Act.

**63.** No carriage or vehicle propelled or moved by the power of steam or machinery shall cross the road bridge excepting with the consent of the Company and on payment of such toll as they may demand.

Traction by steam or machinery prohibited.

**64.** The road tolls by this Act authorised to be taken shall be paid for every time of passing or repassing over the road bridge Provided that if the Company erect or set up more than one toll-

Road tolls to be paid each time of passing.

A.D. 1886. gate the payment of toll at any one of such gates shall free the other or others of such gates.

Table of road tolls to be put up.

**65.** When any toll-gate shall be erected by virtue of this Act the Company shall and they are hereby required to put up or cause to be put up and afterwards to be continued at such toll-gate a table painted in distinct and legible black letters on a board with a white ground containing a list distinguishing the several road tolls to be paid by virtue of this Act and to renew such board whenever any of the letters or figures thereof shall be worn out defaced or obliterated and it shall not be lawful for the Company to demand or take or cause to be demanded or taken any road tolls except for and during such time as the board so painted as aforesaid shall be continued at such toll-gate.

Locomotive Act 1861 to apply to bridge and roads.

**66.** The clauses and provisions of the Locomotive Act 1861 with respect to tolls and all other matters shall apply to the road bridge and roads and to the road tolls by this Act authorised but not so as to authorise the Company to demand or take toll for any locomotive or for any vehicle drawn or propelled thereby employed in the service of Her Majesty.

Exemptions from road toll.

**67.** Provided always that no road toll shall be demanded or taken—

- (1) For any horses or carriages attending Her Majesty or any of the Royal Family or returning after having so attended :
- (2) For any person horse beast carriage or cart of whatever description employed in conveying or guarding postal packets under the authority of Her Majesty's Postmaster-General either when employed in conveying fetching or guarding such postal packets or in returning from conveying or guarding the same or for any horse beast of burden traction engine or vehicle belonging to or for the time being employed in the service of Her Majesty The term "postal packet" in this section has the same meaning as in the Post Office (Protection) Act 1884 :
- (3) For any officer or soldier of Her Majesty's regular forces upon march or upon duty or any seaman under arms coast-guardman on duty or any Government official or employé of any kind whether in uniform or not when engaged in Her Majesty's Service and for all prisoners under military escort also for all carriages and horses belonging to or hired for or otherwise employed in conveying any such persons on duty or returning from conveying the same :
- (4) For any animal or carriage attending soldiers with their arms and baggage or returning after having been so employed :

- (5) For any cavalry or artillery horses or any guns or tumbrils or other artillery waggons or vehicles :
- (6) For any waggon wain cart or other carriage not exceeding with its contents ten tons in weight or any animal drawing the same which is employed in conveying any arms or munitions of war or ordnance or commissariat or other public stores of or belonging to Her Majesty or to or for the use of Her Majesty's forces or any materials or men for Government works :
- (7) For any officer or man of Her Majesty's auxiliary or reserve forces dressed in the uniforms of their respective corps upon their march or upon duty or in going to or returning from the place appointed for and on the days of exercise :
- (8) For any horse furnished by or for or belonging to any officer of Her Majesty's regular auxiliary or reserve forces or to any corps of yeomanry or volunteer cavalry and ridden by such officer on duty or by a member of such corps dressed in the uniform of the corps in going to or returning from the place appointed for and on the days of exercise :
- (9) For any officer of customs on duty or for any beast drawing any cart or carriage in charge of such officer hired or employed for or in the conveyance of any goods under seizure :
- (10) For any policeman on duty :
- (11) For any animal or carriage employed only in conveying any vagrant sent by a legal pass or any prisoner sent by a legal warrant or returning empty after being so employed :

Provided that the provisions of this section shall be in addition to and not in derogation of any exemption existing under the Army Act of 1881 or any other Act relating to Her Majesty's regular reserve or auxiliary forces or existing by virtue of Her Majesty's prerogative :

And if any person shall claim or take the benefit of any of the exemptions by this Act granted not being entitled to the same every such person for every such offence shall forfeit and pay to the Company any sum not exceeding forty shillings.

**68.** If any person subject to the payment of the road tolls hereby made payable or any of them shall after demand made thereof by any collector appointed to receive the same neglect or refuse to pay the same or any part thereof it shall be lawful for such collector by himself or taking such assistance as he shall think necessary to stop and prevent the passage of the person so neglecting or refusing or of the horse beast or cattle for or in respect of which such road tolls ought to be paid until full payment thereof or to seize and distrain any horse or other beast or cattle together with

Power to stop any person refusing to pay toll.

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their bridles saddles gear harness or accoutrements and any carriage drawn by such horse cattle or beast and if such road tolls and the reasonable charges of such seizure and distress shall not be paid within the space of fourteen days next after such seizure or distress shall have been made the person so seizing and distraining shall and may sell the horses cattle carriages goods chattels or things so seized and distrained or any part thereof returning the overplus (if any) and what shall remain unsold upon demand to the owner thereof after such road tolls and the reasonable charges occasioned by such seizure distress and sale shall be deducted.

Penalty for  
evading toll.

**69.** (1) If any person subject to payment of the road tolls hereby made payable shall fraudulently or forcibly pass over the road bridge or through any toll-gate without having paid the said road tolls or shall assault interrupt or obstruct any person employed in the collection of the said road tolls: or

(2) If any person subject as aforesaid shall with intent to evade the payment of any part of the said road tolls take off or cause to be taken off any horse or other beast from any carriage at or near to any toll-house or gate to be erected or set up by virtue of this Act and after having passed such toll-house or gate as aforesaid shall again harness or attach such horse or other beast to such carriage and thereby shall evade or endeavour to evade the payment of any part of the said road tolls or if any person shall forge counterfeit or alter or receive from or deliver to any other person or persons any note or ticket with intent to evade or to enable or assist any other person or persons to evade the payment of any part of the said road tolls:

Every person so offending shall for every such offence forfeit and pay a sum not exceeding forty shillings.

Power to  
vary road  
tolls.

**70.** It shall be lawful for the Company from time to time at any general or special meeting to lessen or reduce all or any of the road tolls hereby authorised for such time as they shall think proper and to raise again the road tolls so lessened or reduced or any part thereof so that the same do never exceed the road tolls herein-before authorised and the road tolls so lessened or reduced or raised again shall be collected and recovered in the same manner as the road tolls hereby authorised are authorised or directed to be collected and recovered.

Road tolls to  
be charged  
equally.

**71.** Subject to the provisions of this Act the road tolls to be taken by virtue of this Act shall at all times be charged equally and after the same respective rate upon all persons passing over or using the road bridge and in respect of all horses beasts cattle and carriages of whatsoever description and no reduction or

advance of the said road tolls shall either directly or indirectly be made partially or in favour of any particular person or party but every such reduction or advance of road tolls shall extend and take place in respect of the same description of beasts cattle and carriages and to all persons or parties whomsoever passing over or using the road bridge.

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72. The Company may compound and agree with any person or persons using the road bridge for the payment of any sum either daily or weekly monthly quarterly or yearly by way of exemption or composition in lieu of the road tolls by this Act payable for the use of such bridge Provided always that if the Company shall make any such composition by way of exemption with any person they shall be compellable to make the same composition by way of exemption with every other person desiring to compound for the payment of such road tolls for the like period and under similar circumstances.

Power to compound for road tolls.

73. Every toll collector shall and he is hereby required to place his Christian and surname painted on a board in legible characters on the front or on some other conspicuous part of the toll-house or toll-gate immediately on his coming on duty each of the letters of such name or names to be at least two inches in length and of a breadth in proportion and painted in black letters on a board with a white ground and shall continue the same so placed during the whole time he shall be on duty and if any toll-collector shall not place such board and keep the same there during the time he shall be such collector as aforesaid or shall demand or take a greater or less toll from any person than he shall be authorised to do by virtue of the powers of this Act or of the orders and resolutions of the Company made in pursuance thereof or shall demand and take a toll from any person who shall be exempted from the payment thereof and claim such exemption or shall refuse to permit or suffer or shall in anywise hinder any person from reading the inscriptions on the said board or upon the table of tolls by this Act required to be put up at any toll-gate of the Company or shall refuse to tell his Christian or surname to any person who shall demand the same on having paid the said road tolls or any of them or shall in answer to such demand give a false name or upon the legal toll being paid or tendered shall unnecessarily detain or wilfully obstruct hinder or prevent any passenger from passing through any toll-gate then and in every such case every such toll collector shall forfeit and pay such sum not exceeding ten pounds for every such offence as the justice or justices before whom the complaint shall be heard shall adjudge.

For preventing toll collectors taking undue road tolls or misbehaving.

A.D. 1886.

For settling  
disputes  
concerning  
road tolls.

74. In case any dispute shall happen about the amount of road toll due or the charges of keeping or selling any distress made for the non-payment of such toll it shall be lawful for the collector or the person distraining to retain such distress or the money arising from the sale thereof (as the case may be) until the amount of the toll due and the charges of the keeping and selling the distress be ascertained by a justice or justices for the county of Southampton who upon application made to him or them for that purpose shall have power to determine the amount of the toll due and other matters in dispute between the parties and may also award such costs to be paid by either party to the other as to such justice or justices shall seem just and reasonable.

Power to  
lease the  
road tolls.

75. It shall be lawful for the Company to lease or demise all or any of the said road tolls for any term of years not exceeding three years at any one time for such rent payable at such times and under such covenants and upon such conditions as they shall think fit.

Lessees to  
be deemed  
collectors.

76. During the continuance of any such lease the respective lessees named therein and also all persons appointed by them to collect the road tolls so let shall be deemed collectors of the road tolls so let and they shall have the same power to collect and recover such road tolls and be subject to the same rules duties and penalties in reference thereto as if they had been appointed for that purpose by the Company.

Lessees  
making  
default to  
be removed.

77. Upon the determination of any such lease any justice upon application made by the Company may order any constable with proper assistance to enter upon any toll-house dwelling-house office weighing machine or other building with the appurtenances thereto belonging to the Company and remove from the same the lessee or collector or other person found therein together with his goods and take possession of such toll-house dwelling-house office weighing machine or other building with the appurtenances thereto belonging and of the property found therein belonging to the Company and deliver the same to any person appointed by them to receive the same.

Directors or  
lessees may  
remove col-  
lectors and  
appoint  
temporary  
collectors.

78. When and so often as any collector or receiver of the road tolls shall die or neglect or refuse to perform or become incapable of performing his duty or shall abscond or absent himself it shall be lawful for the directors or the lessee of the road tolls as the case may be to discharge such collector or receiver so neglecting or refusing to perform or becoming incapable of performing his duty or absconding or absenting himself and to nominate and appoint some other fit and proper person to be a collector or

receiver of the said road tolls in the stead of such collector or receiver who shall so die or be discharged and such person so nominated and appointed shall be vested with the like power and authority and be answerable and accountable in like manner in all respects as the collector or receiver who shall so die or be discharged would have been and if any collector or receiver of the said road tolls who shall be discharged from his office by virtue of this Act or the widow or any of the children family or other representatives of any collector or receiver who shall die or be discharged or any other person who may have the possession of any toll-house or building or any appurtenances thereto to be erected set up or used by virtue of this Act shall neglect or refuse to deliver up the possession thereof for the space of seven days next after demand thereof made by notice in writing signed by the secretary or clerk of the Company or by such lessee for that purpose given to such collector or receiver or other person or persons or left at such toll-house building or premises then and in every of the said cases it shall be lawful for any one or more justice or justices for the county of Southampton by warrant under his or their hand and seal or hands and seals to order any constable or other peace officer for such county respectively with such assistance as may be necessary to enter into such toll-house or other building or premises in the daytime and to remove the persons who shall be found therein together with their goods out of the same and put the Company or the lessee or such newly appointed collector or receiver or such other person as they or he shall appoint as aforesaid into the possession thereof.

A.D. 1886.

If discharged collectors refuse to deliver up toll-houses any justice may grant warrant and constables enter and remove them.

**79.** If any person shall wilfully or negligently injure destroy or otherwise damage or shall ride or drive or lead any horse beast cattle or carriage over or upon any footpath or causeway on the side or sides of any part of the road bridge or roads or shall wilfully obstruct the passage thereof or if any driver of any waggon or other carriage shall wilfully or carelessly break or damage any of the posts or stones or of the iron or stone kerbs which may be erected for the security of the said footpaths or causeways or if any person shall scrape off any mud soil or other matter or thing which shall be or lie upon any part of the road bridge or roads so as to damage the road bridge or roads or any part thereof or if any person shall leave any waggon wain cart or other carriage or any plough harrow or other implement of husbandry without some reasonable cause to be allowed by the justice who shall hear any such complaint in upon or on the sides of the road bridge or roads either with or without any horse or beast harnessed or yoked thereto or shall lay any timber wood or bushes or any

For preventing nuisances on the bridge and roads.

A.D. 1886. stones bricks hay straw lime dung manure soil or rubbish whatsoever upon any part of the road bridge or roads or on the side or sides thereof to the prejudice thereof or to the annoyance of any person travelling thereon every person so offending shall for every such offence forfeit and pay any sum not exceeding two pounds.

Damages and charges in case of dispute to be settled by justices.

**80.** In all cases wherein damages or charges are by this Act directed or authorised to be paid and the manner of ascertaining the amount thereof is not specified or provided for such amount in case of non-payment thereof or any dispute respecting the same shall be ascertained and determined by one or more justice or justices for the county of Southampton.

Recovery and application of penalties &c.

**81.** All offences under this Act and all penalties and forfeitures damages charges tolls and costs inflicted imposed or ordered to be paid or payable under or by virtue of this Act may be taken cognisance of or recovered under the provisions of the Summary Jurisdiction Acts.

For securing offenders whose names and places of abode are unknown.

**82.** It shall be lawful for any constable or toll collector or any officer or agent of the Company and all such persons as he shall call to his assistance to seize and detain any person whose name and place of abode shall be unknown to or who shall refuse to furnish his name and place of abode to such constable and toll collector officer or agent who shall commit any offence against this Act and to convey him before a justice of the peace for the county of Southampton without any other warrant or authority than this Act and such justice may deal with such offender as if he had been duly summoned or brought by warrant before him.

The two Companies to afford facilities.

**83.** The two Companies shall from time to time afford all proper and sufficient facilities for the reception accommodation forwarding interchange and delivery of all traffic of whatsoever description passing or intended to pass to or from the railway from or to the said existing railway and the said stations and such companies respectively shall from time to time duly receive and transmit and deliver accordingly all such traffic and in all respects on an equality with their own proper traffic.

Nature and extent of traffic facilities.

**84.** The traffic facilities so to be afforded shall include such through booking through invoicing through waggons trucks and other arrangements and facilities as may be agreed upon or as failing agreement shall be determined by arbitration in manner provided by the Regulation of Railways Act 1873.

Terms &c. on which facilities shall be given.

**85.** The terms and conditions pecuniary and otherwise on which the said traffic facilities shall be afforded and the through rates for traffic shall be such as may from time to time be agreed upon or



failing such agreement as shall be settled by arbitration in manner provided by the Regulation of Railways Act 1873. A.D. 1886.

**86.** The Company on the one hand and the London Brighton and South Coast Railway Company on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Regulation of Railways Act 1873 from time to time enter into and carry into effect agreements with respect to the following purposes or any of them (that is to say):—

Arrange-  
ments with  
the London  
Brighton and  
South Coast  
Railway  
Company.

The maintenance working and using by the London Brighton and South Coast Railway Company of the railway and works of the Company or any part thereof;

The regulation management collection transmission and delivery of the traffic thereon or coming from or intended for the railways of the said Companies or either of them;

The construction maintenance user and appropriation of joint or separate stations by or for the benefit of either of the Companies and the acquisition of land for the same;

The payments to be made by each of the said parties to or for the other of them;

The fixing collection payment division appropriation and distribution of the tolls and other income and profits arising from the traffic railways stations and works comprised in any such agreement;

The supply of rolling stock during the continuance and for the purposes of any agreement for the working and use of the railway by the London Brighton and South Coast Railway Company the employment of officers and servants and the appointment of joint committees for the purposes of such agreements.

**87.** As regards all traffic conveyed partly on the railway and partly on any other railway the railway and such other railway shall for the purposes of tolls and charges but subject and without prejudice to the special bridge toll by this Act authorised to be taken be considered as one railway and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway and partly on such other railway for a less distance than three miles tolls and charges may subject as aforesaid only be charged as for three miles and in respect of passengers for every mile or fraction of a mile beyond three miles tolls and charges as for one mile only and in respect of animals and goods for every quarter of a mile beyond three miles tolls and charges as for a quarter of a mile only and no other short distance charge shall be made for the conveyance

Tolls on  
traffic con-  
veyed partly  
on railway  
of Company  
and partly  
on other  
railway.

[Ch. xlvii.] *Portsmouth and Hayling Railway Act, 1886.* [50 Vict.]

A.D. 1886. of passengers animals or goods partly on the railway and partly on such other railway.

Saving  
rights of  
the Crown.

**88.** Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any land 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 the said Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors.

Saving  
rights of  
the Crown  
in the fore-  
shore.

**89.** 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 Her heirs or successors.

Saving  
rights of Her  
Majesty's  
Principal  
Secretary of  
State for  
the War  
Department.

**90.** 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 Be it therefore enacted that nothing in this Act contained shall authorise the Company to enter upon use or interfere with any land soil or water or any right in respect thereof vested in or exercised by the said Principal Secretary for the time being or to take away lessen prejudice or alter any of the rights privileges or powers vested in or exercised by the said Principal Secretary for the time being without his previous consent signified in writing under his hand and which consent the said Principal Secretary for the time being is hereby authorised to give subject to such special or other conditions as he shall see fit to impose on the Company.

Power to  
Company to  
pay interest

**91.** Notwithstanding anything in the Companies Clauses Consolidation Act 1845 contained it shall be lawful for the Company out

of any moneys by this Act authorised to be raised to pay interest at such rate not exceeding four pounds per centum per annum as the directors may determine to any shareholder on the amount from time to time paid up on the shares held by him from the respective times of such payments until the expiration of the time limited by this Act for the completion of the railway and works by this Act authorised or such less period as the directors may determine subject always to the conditions herein-after stated (that is to say):—

A.D. 1886.  
—  
on capital  
during  
construction.

(A) No such interest shall begin to accrue until the Company shall have obtained a certificate from the Board of Trade that two thirds at least of the share capital in respect of which such interest may be paid has been actually issued and accepted and is held by shareholders who or whose executors administrators or assigns are legally liable for the same :

(B) No such interest shall accrue in favour of any shareholder for any time during which any call on any of his shares is in arrear :

(C) The aggregate amount so payable for interest shall not exceed eight thousand four hundred pounds and shall not be deemed to be capital within the meaning of section 10 of this Act and the amount by that section authorised to be borrowed shall be reduced by one third of the aggregate amount paid for interest :

(D) Notice that the Company have power to pay interest out of capital shall be given in every prospectus advertisement or other document of the Company inviting subscriptions for shares and in every certificate of shares :

(E) The half-yearly accounts of the Company shall show the amount of capital on which and the rate at which interest has been paid in pursuance of this section :

Save as herein-before set forth no interest or dividend shall be paid out of any share or loan capital which the Company are by this 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.

**92.** The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any Standing Order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the

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

[Ch. xlvii.] *Portsmouth and Hayling Railway Act, 1886.* [50 VICT.]

A.D. 1886. — Company to construct any other railway or to execute any other work or undertaking.

Provision  
as to general  
Railway  
Acts.

**93.** Nothing in this Act shall exempt any company in this Act mentioned or the railway of any such company from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised to be taken by any such company.

Costs of Act. **94.** All costs charges and expenses of and incident to the preparing and applying for and the 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. 1886.

SCHEDULE (A).

I.—TONNAGE DUTIES LEVIABLE AT THE QUAY OR WHARF.

	£	s.	d.
For all steam or other vessels to or from all ports or places in Great Britain or Ireland to load or unload - - - - - per register ton	0	0	6
For all such vessels wind-bound or otherwise and not loading or unloading - - - - - "	0	0	3
For all vessels to load or unload to or from oversea ports or places - - - - - "	0	0	8
For all such vessels wind-bound or otherwise and not loading or unloading - - - - - "	0	0	4
Each such vessel shall pay for waterage money - - - - - "	0	0	0½
And for lights - - - - - " each	0	1	0

But if the vessels of the owners of any steam or other vessel engaged in a regular trade with the quay or wharf shall collectively make in any one year from January to December inclusive fifty or more voyages to or from the quay or wharf one half of the above rates shall be leviabie on each of such vessels in respect of such year.

For vessels sailing from the quay or wharf and put back by stress of weather without having accomplished the voyage no additional rates shall be charged on such return.

II.—DUTIES FOR BOATS EXCLUSIVE OF THEIR CARGOES.

Every boat engaged in the herring fishery as a composition in full of tonnage duty for the period of the fishing season payable in advance -	1	5	0
Every boat loading or discharging herrings not paying the aforesaid composition shall on each occasion of landing at the quay or wharf pay -	each	0	2 6
And when wind-bound or otherwise and not loading or unloading - - - - -		0	1 3
Other boats loading or discharging - - - - -	each	0	3 0

[Ch. xlvii.] *Portsmouth and Hayling Railway Act, 1886.* [50 VICT.]

		£	s.	d.
A.D. 1886.	Other boats wind bound or otherwise and not loading or unloading	each	0	1 6
	Other boats when above 15 tons register to be charged according to tonnage duties for vessels as above.			
	Each white-fishing boat for season commencing 1st October and payable annually in advance:—			
	If manned by not less than four hands	"	0	15 0
	If manned by less than four hands	"	0	7 6
	Each boat engaged in the herring fishery shall pay for the period of the fishing season two shillings and sixpence in name of waterage money and one shilling for light money.			

III.—RATES ON GOODS &c.

Ale or beer	-	-	-	-	per 56 gallons	0	0	4
"	-	-	-	-	bottled per 2½ cwt.	0	0	2
Bacon	-	-	-	-	per ton	0	1	4
Bark	-	-	-	-	"	0	1	0
Beef or pork	-	-	-	-	"	0	1	4
"	-	-	-	-	per 224 lbs.	0	0	2
Biscuits	-	-	-	-	per ton	0	1	0
Blocks	-	-	-	-	under 10 inches per dozen	0	0	3
"	-	-	-	-	10 inches and above per dozen	0	0	6
Blubber	-	-	-	-	per 252 gallons	0	1	0
Boats	-	-	-	-	each	0	1	0
Bone dust	-	-	-	-	per ton	0	0	8
Bones	-	-	-	-	"	0	0	6
Bottles	-	-	-	-	per gross	0	0	2
Bricks	-	-	-	-	of all sorts per 1000	0	1	0
Brooms	-	-	-	-	per dozen	0	0	1
Butter	-	-	-	-	per 224 lbs.	0	0	3
Carriages, four wheels	-	-	-	-	each	0	1	0
" two "	-	-	-	-	"	0	0	10
Carts	-	-	-	-	"	0	0	6
Casks empty, not being returned packages	-	-	-	-	"	0	0	3
Cattle, viz. :—								
Bulls	-	-	-	-	"	0	1	0
Calves	-	-	-	-	"	0	0	4
Cows and Oxen	-	-	-	-	"	0	0	8
Horses	-	-	-	-	"	0	1	0
Pigs	-	-	-	-	"	0	0	4
Sheep	-	-	-	-	"	0	0	4
Lambs	-	-	-	-	"	0	0	2
Chalk	-	-	-	-	per ton	0	0	8
Cinders	-	-	-	-	"	0	1	0
Clay, fire manufactured	-	-	-	-	"	0	0	6
Clay, common	-	-	-	-	"	0	0	2

[50 VICT.] *Portsmouth and Hayling Railway Act, 1886.* [Ch. xlvii.]

		£	s.	d.	A.D. 1886.
Cloth, haberdashery, &c.	per 2½ cwt.	0	0	2	—
Clover seeds	per ton	0	2	0	
Coals	"	0	0	10	
Copper	per ton	0	1	4	
Corks	per 2½ cwt.	0	0	2	
Corn, viz. :—					
Wheat and malt	per 100 lbs.	0	0	1	
Barley bere beans peas tares oats rye buck- wheat and Indian corn	"	0	0	2	
Crystal	per 2½ cwt.	0	0	2	
Dissolved bones and other artificial manures	per ton	0	0	8	
Dogs	each	0	0	2	
Drugs	per 2½ cwt.	0	0	3	
Earthenware	"	0	0	2	
Eggs	"	0	0	2	
Empty barrels, not being returned	each	0	0	0½	
Feathers	per cwt.	0	0	2	
Fish, dried or salted	per ton	0	1	4	
" in pickle and undried	"	0	0	8	
" fresh brought for sale	for every shilling in value	0	0	0½	
Flax and tow	per ton	0	1	4	
Flour	per 280 lbs.	0	0	2	
"	per 100 lbs.	0	0	1½	
Geese, alive	each	0	0	0½	
Glass	per 2½ cwt.	0	0	3	
Grass seeds	per 100 lbs.	0	0	0½	
Groceries, viz. :—					
Almonds, figs, cinnamon, currants, pepper, pimento, plums, prunes, raisins, and the like	per 2½ cwt.	0	0	3	
Guano and other manures	per ton	0	0	8	
Gunpowder	per 100 lbs.	0	0	3	
Hardware	per 2½ cwt.	0	0	3	
Hares and rabbits	per dozen	0	0	2	
Any less quantity		0	0	1	
Harrows	per pair	0	0	2	
Hay	per ton	0	1	0	
Hemp	"	0	1	4	
Herrings, fresh	per 37 gallons	0	0	1	
" cured	per 26 "	0	0	3	
Hides :—					
Ox cow or horse salted or dried	per dozen	0	0	6	
Sheep lamb or calves skins	"	0	0	3	
Hooks, reaping	"	0	0	2	
Hoops of wood	{ bent Dutch per 24 } { straight per 120 }	0	0	0½	
Household furniture new	per 2½ cwt.	0	0	2	
" " { belonging to parties changing } " " { their residences only }	per 25 cwt.	0	0	6	

		£	s.	d.
A.D. 1886.	Husbandry utensils not enumerated	-	-	per ton 0 1 4
	" " "	-	-	per 2½ cwt. 0 0 2
	Iron:—Bolt bar rod or hoop	-	-	per ton 0 1 0
	Manufactured	-	-	" 0 1 4
	Old or pig	-	-	" 0 0 8
	Kelp	-	-	" 0 0 8
	Lead, all kinds	-	-	" 0 1 4
	Leather	-	-	" 0 1 4
	Lime	-	-	" 0 1 4
	Limestone	-	-	" 0 0 3
	Lobsters	-	-	per dozen 0 0 6
	Machinery	-	-	per ton 0 1 4
	"	-	-	per 2½ cwt. 0 0 3
	Manures	-	-	per ton 0 0 8
	Meal	-	-	per 280 lbs. 0 0 2
	Musical instruments	-	-	per 2½ cwt. 0 0 3
	Oakum	-	-	per ton 0 1 0
	Oilcake	-	-	" 0 1 0
	Oils (other than mineral)	-	-	per 252 gallons 0 1 0
	" " " "	-	-	per 36 gallons 0 0 3
	" (Mineral)	-	-	per gallon 0 0 1
	Ores:—Copper, iron lead, and other ores	-	-	per ton 0 0 8
	Paints	-	-	" 0 0 8
	Peats	-	-	" 0 0 3
	Pitch	-	-	per 36 gallons 0 0 3
	Ploughs	-	-	each 0 0 2
	Porter	-	-	per 56 gallons 0 0 4
	Porter, bottled	-	-	per 2½ cwt. 0 0 2
	Potatoes	-	-	per 187 lbs. 0 0 1
	"	-	-	per ton 0 1 0
	Pot barley	-	-	per 280 lbs. 0 0 2
	Pots, pans, kettles	-	-	per ton 0 1 4
	Poultry, including pigeons, game, &c.	-	-	per dozen 0 0 3
	Any less quantity	-	-	0 0 1
	Rags	-	-	per ton 0 1 4
	Rape cakes	-	-	" 0 0 8
	Ropes and cordage old	-	-	per ton 0 1 8
	" "	-	-	" 0 1 0
	Salt	-	-	" 0 0 10
	Scythes	-	-	per dozen 0 0 3
	Seeds flax and rape in bulk	-	-	per 100 lbs. 0 0 2½
	" garden	-	-	per ton 0 1 4
	Shellfish	-	-	per bushel 0 0 6
	Slates under size	-	-	per 1,000 0 0 6
	" sizeable	-	-	" 0 0 10
	" over size	-	-	" 0 1 4
	Snuff	-	-	per cwt. 0 0 4
	Soap	-	-	per ton 0 1 8



[50 VICT.] *Portsmouth and Hayling Railway Act, 1886.* [Ch. xlvii.]

					£	s.	d.			
Spades and shovels	-	-	-	-	per dozen	0	0	2	A.D. 1886.	
Spirits	-	-	-	-	per 56 gallons	0	1	0		
Stones, viz. :—										
Rubble	-	-	-	-	per 16 cubic feet	0	0	2		
Hewn ashlar freestone	-	-	-	-	" "	0	0	4		
Rough ashlar freestone	-	-	-	-	" "	0	0	3		
Pavement not exceeding 3 inches thick	-	-	-	-	per 70 feet	0	0	4		
Pavement above 3 inches	-	-	-	-	per 16 cubic feet	0	0	4		
Scythe stones	-	-	-	-	per score	0	0	1		
Millstones	-	-	-	-	each	0	0	8		
Steel	-	-	-	-	per ton	0	1	4		
Stucco	-	-	-	-	"	0	0	6		
Sugar	-	-	-	-	per cwt.	0	0	2		
"	-	-	-	-	per ton	0	1	4		
Tar	-	-	-	-	per 36 gals.	0	0	2		
Tea	-	-	-	-	per 80 lbs.	0	0	4		
Tiles, roofing	-	-	-	-	per 1,000	0	1	0		
Tiles or pipes for draining	-	-	-	-	"	0	1	0		
Tin of all kinds	-	-	-	-	per ton	0	1	3		
Tobacco	-	-	-	-	per cwt.	0	0	4		
Treenails under 2 feet in length	-	-	-	-	per 1,000	0	0	6		
" exceeding 2 feet in length	-	-	-	-	"	0	1	0		
Turnips	-	-	-	-	per ton	0	0	6		
Turpentine	-	-	-	-	per 36 gals.	0	0	3		
Vegetables	-	-	-	-	per 14 lbs.	0	0	2		
Vinegar	-	-	-	-	per 56 gals.	0	0	6		
Vitriol	-	-	-	-	per 36 gals.	0	0	2		
Whalebone	-	-	-	-	per ton	0	2	6		
Wheels	-	-	-	-	per pair	0	0	4		
Whitening	-	-	-	-	per ton	0	0	6		
Wine	-	-	-	-	per 56 gals.	0	1	0		
" bottled	-	-	-	-	per 2½ cwt.	0	0	4		
Wood of all kinds, for every pound sterling value (including invoice freight and duty when landed)							0	0	4	
Or in the option of the Company the rates following:—										
Fir pine and other descriptions not enumerated					per 50 feet	0	0	10		
Oak or wainscot	-	-	-	-	"	0	1	0		
Firewood	-	-	-	-	per 216 cubic feet	0	0	4		
Lath and lathwood	-	-	-	-	"	0	2	6		
Handspokes	-	-	-	-	per 120	0	0	10		
Oars	-	-	-	-	"	0	2	6		
Spars under 22 feet in length, above 2½ and under 4 inches in diameter					"	0	2	6		
Spars 2½ inches in diameter and under					"	0	1	4		
Spars 22 feet in length and upwards and not ex- ceeding 4 inches in diameter					"	0	6	6		
Spars of all lengths above 4 and under 6 inches in diameter					"	0	12	0		
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		£	s.	d.
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	Spokes of wheels exceeding 2 feet in length	„	0	0 6
	Wedges	per 1,000	0	1 0
	ipes, staves, and others in proportion	per 100	0	1 0
	Lignum-vitæ, fustic, logwood, mahogany, and rosewood	per ton	0	1 4
	Wool	per cwt.	0	0 2
	Yarn	per ton	0	1 4
	Zinc	„	0	1 4
	All other goods not particularly enumerated in the above table--			
	Light goods	per 2½ cwt.	0	0 2
	Heavy goods	per ton	0	1 4

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

IV.—PASSENGERS.

For each passenger landing from or embarking on any vessel	-	0	0	2
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SCHEDULE (B).

RATES AND DUTIES FOR USE OF WAREHOUSES, SHEDS, CRANES, AND WEIGHING MACHINES.

		£	s.	d.
1. Rates of craneage :—				
	All goods of packages not exceeding 1 ton	-	0	0 4
	Exceeding 1 ton and not exceeding 2 tons	-	0	0 6
	Exceeding 2 tons and not exceeding 3 tons	-	0	0 8
	Exceeding 3 tons and not exceeding 4 tons	-	0	0 10
	Exceeding 4 tons and not exceeding 5 tons	-	0	1 0
	Exceeding 5 tons and not exceeding 6 tons	-	0	1 2
	Exceeding 6 tons and not exceeding 7 tons	-	0	1 4
	Exceeding 7 tons and not exceeding 8 tons	-	0	1 6
	Exceeding 8 tons and not exceeding 9 tons	-	0	1 10
	Exceeding 9 tons and not exceeding 10 tons	-	0	2 4
	Exceeding 10 tons	-	0	3 6
2. Weighing machines :—				
	For goods weighed, for each ton or part of a ton	-	0	0 2

£ s. d.

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3. Shed duties :—

For each 40 cubic feet of goods, or for each ton of goods which shall remain in the warehouses or sheds or on the pier or other works for a longer time than 48 hours, the sum of 3*d.* and the sum of 1½*d.* per 40 cubic feet or per ton for each day during which such goods shall remain after the first 48 hours.

For any portmanteau, trunk, or other article of passengers' luggage, for each day or part of a day, after the first 24 hours

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EXEMPTIONS.

No rate or duty shall be charged for the following goods, namely :—Returned empty bottles, casks, bags, and packsheets, and goods returned to the original shippers in the original state.

The luggage of each passenger, not exceeding two and a half cwt., but for all above, the rate of two shillings per ton shall be paid by each passenger.

In weighing and measuring goods for ascertaining the shore duties payable, the weight or measurement of the packages is to be included.

