



ANNO TRICESIMO & TRICESIMO PRIMO

# VICTORIÆ REGINÆ.

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## *Cap. clxvii.*

An Act for making a Railway from *Easton* in the  
*Isle of Portland* to *Church Hope Cove*, with a  
Pier in connexion therewith; and for other  
Purposes. [25th July 1867.]

WHEREAS the making and maintaining of the Railways,  
Pier, and Works herein-after described in the *Isle of Port-*  
*land* in the County of *Dorset* would be of public and  
local Advantage: And whereas the Persons in that Behalf in this  
Act named, with others, are willing at their own Expense to carry the  
Undertaking into execution, and it is expedient that they be incor-  
porated into a Company for that Purpose: And whereas Plans and  
Sections showing the Lines and Levels of the proposed Railways,  
Pier, and Works, and the Lands by this Act authorized to be acquired  
for the Purposes thereof, and a Book of Reference to those Plans con-  
taining the Names of the Owners or reputed Owners, Lessees or  
reputed Lessees, and Occupiers of those Lands, have been deposited  
with the Clerk of the Peace for the County of *Dorset*, and those  
Plans, Sections, and Book of Reference are in this Act referred to as  
the deposited Plans, Sections, and Book of Reference: And whereas

[*Local.*]

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the

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the Objects of this Act cannot be attained without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title. 1. This Act may be cited for all Purposes as "*The Easton and Church Hope Railway Act, 1867.*"

8 & 9 Vict. cc. 16., 18., & 20.,  
10 & 11 Vict. c. 27.,  
23 & 24 Vict. c. 106., and  
26 & 27 Vict. cc. 92. & 118.  
incorporated.

2. "The Companies Clauses Consolidation Act, 1845," Part I, (relating to Cancellation and Surrender of Shares) and Part III, (relating to Debenture Stock) of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," Part I. (relating to Construction of a Railway) of "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," save and except Sections 16, 17, 18, and 19 thereof, are (except where expressly varied by or inapplicable to or inconsistent with the Objects and Purposes of this Act) incorporated with and form Part of this Act.

Interpre-  
tation of  
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction; the Expression "the Company" shall mean the Company incorporated by this Act; the Expression "the Railway" shall mean the Railways and Tramway by this Act authorized; the Expression "the Pier" shall mean the Pier by this Act authorized and the Rails and Wharfs thereon; the Expression "the Works" or "the Undertaking" shall mean the Railways, Tramway, and Pier or Undertaking by this Act authorized; 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 be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute; and the Words "Shares" and "Shareholders" shall include when requisite Stock and Stockholders.

Company  
incorporated.

4. *Robert Amadeus Heath, Lachlan Mackintosh Rait, and Walter Amos Michael*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway, and for other the Purposes of this Act, and for those Purposes shall be incorporated by the Name of "*the Easton*

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*Easton and Church Hope 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.

5. Subject to the Provisions of this Act and of the Acts wholly or partially incorporated herewith, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Works herein-after described, with all proper Stations, 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 Book of Reference as may be required for that Purpose. The Works herein-before referred to and authorized by this Act are,—

Power to make Railway according to deposited Plans.

A Railway (No. 1.) in Length Six Furlongs Six Chains and Sixteen Links situate wholly in the Parish of *Portland*, otherwise *Saint George Portland*, in the County of *Dorset*, commencing in a Field numbered on the Tithe Commutation Map of that Parish 837, and terminating in the Piece of Land or Roadway numbered on that Map 2447;

A Tramway (No. 2.) in Length Three Furlongs One Chain and Forty Links situate wholly in the same Parish, commencing by a Junction with the Railway (No. 1.), and terminating on the Sea Beach South of the Ruins of the old Pier in *Church Hope Cove* known as *Master Thomas's Pier*; and

A Pier, with Rails and Wharfs thereon, commencing by a Junction with the Railway (No. 2.) at or near its Termination, and terminating on the Bed of the Sea at *Church Hope Cove*;

A Railway (No. 3.) in Length Three Furlongs and Thirty Links situate wholly in the said Parish, commencing by a Junction with the Railway (No. 1.), and terminating in a Field numbered on the said Tithe Commutation Map 544.

6. The Capital of the Company shall be Thirty thousand Pounds, in One thousand five hundred Shares of Twenty Pounds each.

Capital.

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.

Shares not to issue until One Fifth paid up.

8. One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Three Months at least shall be the Interval between successive Calls, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

Calls.

9. The

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Power to  
borrow on  
Mortgage.

9. The Company may from Time to Time borrow on Mortgage any Sum not exceeding in the whole Ten thousand Pounds, but no Part thereof shall be borrowed until the whole Capital of Thirty thousand Pounds is subscribed for, 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 the Capital has been subscribed for, 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 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 Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same; and upon Production to such Justice of the Books of the Company, and of such other Evidence as he shall think sufficient, he shall grant a Certificate that the Proof aforesaid has been given, which Certificate shall be sufficient Evidence thereof. For the Purposes of this Section the Sum deposited as herein-after mentioned shall be held to be Capital subscribed for, issued, accepted, and paid up.

Arrears may  
be enforced  
by Appoint-  
ment of a  
Receiver.

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

Debenture  
Stock.

11. The Company may create and issue Debenture Stock.

Money bor-  
rowed on  
Mortgage  
to have  
Priority.

12. All Monies borrowed on Mortgage under this Act from the Time when the same shall be advanced, and the Interest for the Time being due thereon, shall have Priority against the Company and the Property of the Company over all other Claims on account of any Debts incurred or to be incurred or Engagements entered into or to be entered into by them: Provided always, that such Priority shall not prejudice or affect any Claim against the Company or their Property in respect of any Rentcharge to be granted by them in pursuance of the Provisions of "The Lands Clauses Consolidation Act, 1845," or "The Lands Clauses Consolidation Acts Amendment Act, 1860," nor shall anything herein-before contained prejudice or affect any Claim or Lien in respect of any Land taken, used, or occupied by the Company for the Purposes of the Railway or Pier, or injuriously affected by the Construction thereof, or by the Exercise of any of the Powers by this Act conferred on the Company.

13. All

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- 13.** All Monies raised under this Act, whether by Shares, Deben-  
ture Stock, or borrowing, shall be applied for the Purposes of this Act  
only. Application  
of Monies.
- 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 it shall be lawful  
for the Company from Time to Time to 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 Ten Shares. Qualification  
of Directors.
- 17.** The Quorum of a Meeting of Directors shall be Three, but  
when the Number of Directors is not more than Four the Quorum  
shall be Two. Quorum.
- 18.** *Robert Amadeus Heath, Lachlan Mackintosh Rate, and Walter  
Amos Michael*, and Two other Persons duly qualified to be nominated  
in that Behalf by them or the Majority of them, 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 Meet-  
ing the Shareholders present personally or by proxy may either con-  
tinue in Office the Directors appointed by this Act, or any of them, or  
may elect a new Body of Directors, or Directors to supply the Place  
of those not continued in Office, the Directors appointed by this Act  
being, if qualified, eligible for Re-election; and at the First Ordinary  
Meeting to be held in every Year after the First Ordinary Meeting  
the Shareholders present personally or by proxy shall (subject to the  
Power herein-before contained for reducing the Number of Directors)  
elect Persons to supply the Places of the Directors then retiring from  
Office agreeably to the Provisions in "The Companies Clauses Con-  
solidation Act, 1845," contained; and the several Persons elected at  
any such Meeting, being neither removed nor disqualified nor having  
resigned, shall continue to be Directors until others are elected in their  
Stead in manner provided by the same Act. First  
Directors.  
  
Election of  
Directors.
- 19.** The Quantity of Land to be taken by the Company for the  
extraordinary Purposes mentioned in "The Railways Clauses Con-  
solidation Act, 1845," shall not exceed One Acre. Lands for  
extraor-  
dinary Pur-  
poses.
- 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. Powers for  
compulsory  
Purchases  
limited.

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Period for  
Completion  
of Works.

21. The Railway shall be completed within Five Years from the passing of this Act, and 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.

Power to  
cross certain  
Roads on the  
Level.

22. Subject to the Provisions in "The Railways Clauses Consolidation Act, 1845," and in Part I. (relating to Construction of a Railway) of "The Railways Clauses Act, 1863," contained in reference to the crossing of Roads on the Level, it shall be lawful for the Company in the Construction of the Railway to carry the same with a single Line of Railway only whilst the Railway shall consist of a single Line, and afterwards with a double Line of Railway only, across and on the Level of the public Carriage Roads numbered respectively on the deposited Plans 31 and 56a in the Parish of *Portland*.

Deposit  
Money not  
to be repaid  
until Line  
opened or  
Half the  
Capital paid  
up and ex-  
pended, &c.

23. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Two thousand two hundred and six Pounds Seventeen Shillings and Elevenpence Stock in the Three Pounds *per Centum* Bank Annuities representing Two thousand Pounds, being Eight *per Centum* on Twenty-five thousand Pounds, which exceeds the Amount of the Estimate of the Expense of the Railway by this Act authorized, has been transferred pursuant to the said Act to the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said Act of the Ninth Year of Her present Majesty, the said Sum so transferred as aforesaid, or the Dividends of such Sum of Stock, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be transferred to or on the Application of the Persons named in the Warrant or Order issued in pursuance of the said Act, or of the Survivor of them, unless the Company shall previously to the Expiration of the Period limited by this Act for the Completion of the Railway either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the Sum so transferred as aforesaid and the Dividends thereof shall immediately from and after the  
Expiration

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

24. The Railway may be made upon any Gauge or Gauges the Company think fit. As to Gauge of the Railway.

25. The Company may demand and take in respect of the Use of the Railway, or any Part thereof, any Tolls not exceeding the following; that is to say, Tolls for Passengers and Animals.

In respect of Passengers:

For any Person, Sixpence; and if conveyed in a Carriage belonging to the Company, an additional Sum of Twopence.

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In respect of Animals :

Class 1. For any Horse, Mule, or other Beast of Draught or Burden, Ninepence ; and if conveyed in a Carriage belonging to the Company, an additional Sum of Threepence :

Class 2. For any Ox, Cow, Bull, or Head of Neat Cattle, Sixpence ; and if conveyed in a Carriage belonging to the Company, an additional Sum of Threepence :

Class 3. For any Calf, Sheep, Pig, Lamb, or other small Animal, Fourpence ; and if conveyed in a Carriage belonging to the Company, an additional Sum of Twopence.

In respect of Goods :

Class 4. For all Dung, Compost, and all Sorts of Manure, and all undressed Materials for the Repair of public Roads or Highways, Culm, Cannel, Iron Ore, Lime, Chalk, Sand, Slag, Clay (except Fire-clay), for Cotton and other Wools, Drugs, and manufactured Goods, Fish, Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, and Metals (except Iron), Nails, Anvils, Vices, and Chains, light Iron Castings, and all other Wares, Merchandise, Articles, Matters, or Things not herein otherwise charged, *per* Ton One Shilling ; and if conveyed in a Carriage belonging to the Company, an additional Sum *per* Ton of Threepence :

Class 5. For all Coals, Cinders, Coke, Ironstone, Charcoal, Pig Iron, Bar Iron, Rod Iron, Sheet Iron, Hoop Iron, Plates of Iron, Wrought Iron, heavy Iron Castings, Railway Chairs, Slabs, Billets, and rolled Iron, Lime, Bricks, Tiles, Slates, Salt, Fire-clay, and Stone, *per* Ton Eightpence ; and if conveyed in a Carriage belonging to the Company, an additional Sum *per* Ton of Twopence :

Class 6. For every Carriage of whatever Description, not being a Carriage adapted and used for travelling on the Railway, and not weighing more than One Ton, conveyed on a Truck or Platform belonging to the Company, One Shilling and Fourpence.

Tolls for  
propelling  
Power.

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

Regulations  
as to Tolls.

27. The following Provisions and Regulations shall apply to the fixing of all Tolls and Charges payable under this Act ; (that is to say,)

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



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there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton :

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

With respect to *Portland* Stone Sixteen Cubic Feet, and with respect to other Stone Fourteen Cubic Feet, and with respect to Timber Forty Cubic Feet of Oak, 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.

28. With respect to small Parcels carried on the Railway not exceeding Five hundred Pounds in Weight, and single Articles of great Weight, notwithstanding the Rates prescribed by 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, as follows :

For any Parcel not exceeding Seven Pounds in Weight, Three-pence :

For any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Fourpence :

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Sixpence :

For any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, Ninepence :

For any Parcel exceeding Fifty-six Pounds 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 :

For the Carriage of any Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber, or other single Article, except *Portland* Stone, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Ten Tons, any Sum not exceeding Three Shillings *per* Ton :

For the Carriage of any Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which exceeds Ten Tons, any Sum the Company may think fit.

29. 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

Maximum Rates for Passengers.

[Local.]

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Power,

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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 Ninepence :

For every Passenger conveyed in a Second-class Carriage, the Sum of Sixpence :

For every Passenger conveyed in a Third-class Carriage, the Sum of Threepence.

Maximum Rates for Animals and Goods.

**30.** The maximum Rate of Charge to be made by the Company for the Conveyance of Animals 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, shall not exceed the following Sums ; (that is to say,)

For every Horse, Mule, or other Beast of Draught or Burden in Class 1, One Shilling and Sixpence :

For every Ox, Cow, Bull, or Head of Neat Cattle in Class 2, One Shilling :

For every Calf, Sheep, Pig, Lamb, or other small Animal in Class 3, Eightpence :

For Dung, Compost, and other Articles in Class 4 classed therewith, One Shilling and Sixpence *per* Ton :

For Coals, Cinders, Coke, Ironstone, and other Articles in Class 5 classed therewith, the Sum of One Shilling *per* Ton :

For every Carriage in Class 6, One Shilling and Sixpence.

Passengers Luggage.

**31.** Every Passenger travelling upon the Railway may take with him his ordinary 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.

Restrictions as to Charge not to apply to Special Trains.

**32.** 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.

Rates on Passengers Goods shipped or unshipped and on Vessels at the Pier.

**33.** The Company may demand and receive in respect of the Use of the Pier for every Person who shall land from or embark in any Vessel at or from the Pier in respect of every such Landing or Embarkation, and at every Time of entering or coming upon the Pier, and for all Animals, Articles, Goods, and Things, and for all Goods, Wares, and Merchandise, which shall be shipped or unshipped, received

or

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or delivered, from or upon the Pier, and for every Vessel using the Pier or coming within the Limits thereof, any Sum not exceeding the several Rates and Sums specified in the Schedule to this Act.

**34.** It shall be lawful for the Company to erect or provide such Cranes, Weighing and other Machines, Conveniences, Weights, and Measures upon the Pier as they think necessary for loading, unloading, measuring, and weighing any Goods, Articles, or Things shipped or unshipped, received or delivered, from the Pier, of which Cranes, Weighing and other Machines, any Person or Persons shall, subject to the Regulations established by the Company, be entitled to have the Use and Benefit, and the Company, in addition to the other Sums which they are by this Act empowered to demand, may demand, receive, and take for the Use thereof, including the Labourage of Persons provided by the Company for Services in that respect at the Pier, such reasonable Rates or Charges as the Company think fit, not exceeding One Shilling and Sixpence *per* Ton for all Goods, Articles, and Things so shipped or unshipped, received or delivered.

Cranes,  
Weighing  
Machines,  
&c.

**35.** The Tolls, Rates, and Charges to be taken upon or in respect of the Railway, and also the Rates and Charges to be taken upon or in respect of the Pier, shall be charged equally and after the same Rate to all Persons under the like Circumstances; and no Deduction or Advance in any of the Tolls, Rates, or Charges to be taken upon or in respect of the Railway shall be made in favour of or against any Passengers, Animals, or Goods by reason of their having used or not having used the Pier; and no Reduction or Advance in any Rates or Charges to be taken upon or in respect of the Pier shall be made in favour of or against any Passengers, Animals, or Goods by reason of their having used the Railway or not having used any Part thereof respectively.

Tolls and  
Rates to be  
charged  
equally.

**36.** 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.

**37.** Nothing contained in this Act, or in any of the Acts herein referred to, shall authorize the Company to take, use, or in any Manner interfere with any Land or Hereditaments, or any Rights of whatsoever Description, belonging to the Queen's most Excellent Majesty

Saving  
Rights of  
the Crown.

in

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in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give), neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Interest not to be paid on Calls paid up.

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

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

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

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

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

Not exempt from Provisions of General Acts relating to Docks, &c.

**41.** Nothing in this Act contained shall exempt the intended Pier or the Power to levy Rates thereat, or the Company, from the Provisions of the present and future General Acts relating to Piers or Landing Places, or to Shipping or Dues on Shipping or Goods carried in Ships, or to Lights, Buoys, and Beacons, or the Rights, Powers, and Privileges of the General Lighthouse Authorities, or to the future Revision and Alteration, under the Authority of Parliament, of the Rates or Charges in respect of the Landing Places or Wharves by this Act authorized.

**42.** All

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

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## The SCHEDULE to which this Act refers.

## RATES FOR VESSELS USING THE PIER.

	s.	d.
For every Vessel under the Burden of 15 Tons - - - per Ton	0	3
For every Vessel of the Burden of 15 Tons and under 50 Tons	0	6
For every Vessel of the Burden of 50 Tons and under 100 Tons	0	8
For every Vessel of the Burden of 100 Tons and upwards	1	0
All Lighters, for each Trip - - - - -	0	2
All Boats entirely open, landing or taking on board Goods - each	0	6

## PIER RATES FOR PASSENGERS, ANIMALS, AND GOODS.

For every Passenger, inclusive of his Luggage or Market Goods not exceeding One Cwt. - - - - -	0	6
For every Horse, Mule, or other Beast of Draught or Burden (except an Ass) - - - - -	1	6
For every Ass, Ox, Cow, Bull, or Head of Neat Cattle - - - - -	0	9
For every Calf, Sheep, Pig, Lamb, or small Animal - - - - -	0	3
For every Coach, Chariot, Phaeton, or other such like Carriage to be drawn by Two Horses - - - - -	2	0
For every Gig or Carriage to be drawn by One Horse - - - - -	1	0
For every Waggon, Cart, Van, or other Carriage intended for heavy Goods or Things - - - - -	2	0
For Corn, Flour, Grain, and Seeds in Sacks, per Sack - - - - -	0	3
The like Articles in bulk, per Last - - - - -	0	3
Meat, Fish, Fruit, and Vegetables, per Hamper or Sack - - - - -	0	3
Stone, Iron, and Timber, per Ton - - - - -	1	0
All other Goods, per Cwt. - - - - -	0	3

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