



CHAP. cxlviii.

An Act to incorporate a Company for constructing Docks, Warehouses, and other Works in the parish of Holyhead in the county of Anglesea ; and for other purposes. A.D. 1869.

[2d August 1869.]

WHEREAS the construction of docks, warehouses, and other works in the parish of Holyhead in the county of Anglesea would be of great public and local advantage :

And whereas plans and sections of the intended works showing the lines, situations, and levels thereof respectively, and the lands which may be required to be taken for the purposes thereof, and a book of reference to such plans, have been deposited with the clerk of the peace for the county of Anglesea :

And whereas the persons herein-after named, with others, are willing at their own expense to carry such undertaking into execution, but the same cannot be effected without the authority of Parliament :

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

1. This Act may be cited for all purposes as "The Holyhead Docks and Warehouses Act, 1869." Short title.

2. "The Companies Clauses Consolidation Act, 1845," Part I., relating to cancellation and surrender of shares, and Part III. 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, and Part III., relating to working agreements, of "The Railways Clauses Act, 1863," (provided that in construing sections 13, 18, and 19 of that Act the

General
Acts herein
named in-
corporated.

A.D. 1869. words "work" and "railway" shall be taken to mean the docks, quays, and other works authorized by this Act,) and "The Harbours, Docks, and Piers Clauses Act, 1847," so far as the provisions of those Acts are applicable to the purposes of and are not expressly varied by or repugnant to any of the provisions of this Act, are incorporated with and form part of this Act: Provided nevertheless, that the provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to keeping a tide or weather gauge, shall not be in force for the purposes of this Act, except only so far as from time to time the Board of Trade, by notice in writing to the Company, may require.

Interpreta-
tion of terms.

3. The following words and expressions shall have in this Act the meanings hereby assigned to them respectively, unless there be something in the subject or context repugnant to such construction; (that is to say,)

The expression "the Company" shall mean the Company incorporated by this Act;

The expressions "the dock," "the docks," shall mean the docks, piers, navigable channels, and the works of the Company to be constructed under the powers of this Act in connexion with the said docks; 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 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.

Subscribers
incorporated.

4. Charles Heneage, Major-General Thomas Edmund Monk Mason, the Honourable James Tobin, Lieutenant-Colonel Louis Hamilton, Robert Gadsden, Thomas Harradine, 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, are united into a Company for the purpose of making and maintaining the docks, piers, navigable channels, and other works by this Act authorized, and for all other the purposes of this Act, and for those purposes are by this Act incorporated by the name of "The Holyhead Docks and Warehouses Company," and by that name shall be a body corporate, with perpetual succession and a common seal, and shall have power to purchase, take, hold, and dispose of lands for the purposes of the undertaking within the restrictions herein and in the said Acts contained.

5. Subject to the provisions and powers of deviation in this Act and the Acts incorporated herewith contained, the Company may make and maintain the docks, piers, navigable channels, warehouses, tramways, or sidings, and other works in the lines, situations, and levels delineated on the deposited plans and sections, 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 the purpose; and may make, maintain, and use a junction or junctions of the said intended tramways and sidings with the line of the London and North-western Railway Company at Holyhead, and may for the purpose of such docks acquire, improve, convert, preserve, and maintain, and dredge, light, and buoy so much of the old and inner harbour of Holyhead and lands adjacent as lies within the space bounded by a line commencing on the north-west from the fence or boundary of the property of the London and North-western Railway Company, and ranging for one thousand five hundred feet, or thereabouts, measured in a north-easterly direction from such fence or boundary in line with the north-eastern corner of the Holyhead station of the said railway company at the one end, and with a point distant four hundred feet clear of the said railway company's warehouse quay at the termination of such one thousand five hundred feet; from thence bearing more easterly or in a direction parallel to and always at a width of not less than four hundred feet clear of the said warehouse quay until the said line of deviation intersects the ordinary low-water line of the present channel, and thence still more easterly and following such low-water line until it impinges upon the north-eastern extremity of the "old quay" wall at such level, and thence easterly in a direct or nearly direct line at the same level to the extremity of the outer side of Holyhead old harbour south pier, from thence running around and immediately outside of such south pier, and following the outer boundary of the wall of the premises known as the Government Dockyard, to its junction with the Turkey-shore Road, and thence running along the south-eastern boundary of such road to a point four hundred feet or thereabouts east of its junction with Penrhos Road, and thence crossing in a south-westerly direction to a point upon the said Penrhos Road, two hundred feet or thereabouts south-east of the said junction of Turkey-shore Road and Penrhos Road, and thence extending in a north-westerly direction along the northern side of the said Penrhos Road to the said junction, and then along the said Turkey-shore Road (at that part sometimes called Blackbridge), in the direction of the said railway station at Holyhead of the London and North-western Railway Company herein-before described, to a point upon the said

A.D. 1869.

Power to
make docks,
&c.

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fence or boundary of the property of the London and North-western Railway Company, distant three hundred feet or thereabouts south of the point at which the said imaginary line commenced as herein-before described, together with a pier, embankment, or sea wall within a part or portion of the proposed docks, commencing at the said fence or boundary of the London and North-western Railway Company herein-before described, at or near a point about one hundred feet south of the spot where the herein-before described imaginary line commenced, and running out into the said Holyhead inner harbour for a distance of about one thousand five hundred feet in a north-easterly direction; and may make, maintain, and use all entrances, locks, basins, gates, sluices, bridges, roads, approaches, quays, wharves, jetties, walls, shipping places, slips, gridirons, staiths, channels, cuts, sewers, culverts, embankments, stages, drops, stairs, tramways, sidings, cranes, sheds, offices, houses, custom houses, warehouses, buildings, and machinery for loading and unloading ships and vessels, and storing merchandise or otherwise, landing places, timber ponds, stations, and such other works and conveniences connected with and as may be required for the purposes of the aforesaid docks, piers, navigable channels, warehouses, tramways, or sidings, and other works.

Capital.

6. The capital of the Company is four hundred and fifty thousand pounds in forty-five thousand shares of ten pounds.

Shares not
to issue
until one
fifth 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 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 any one call which the Company may make on the shareholders, and two months at the least shall be the interval between successive calls, and two thirds of the amount of a share shall be the greatest aggregate amount of calls in any one year.

Power to
divide
shares.

9. Subject to the provisions of this Act, the Company, with the authority of three fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose, may from time to time divide any share in their capital into half shares, of which one shall be called "preferred half share" and the other shall be called "deferred half share:" Provided always, that the Company shall not divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up; and upon every such division fifty per centum upon the entire share shall be carried to

the credit of the deferred half share (being the whole amount payable thereon), and the residue to the credit of the preferred half share. A.D. 1869.

10. The dividend which would from time to time be payable on any divided share if the share had continued an entire share shall be applied in payment of dividends on the two half shares in manner following; (that is to say,) first, in payment of dividend after such rate, not exceeding six pounds per centum per annum, as shall be determined at a general meeting of the Company specially convened for the purpose, on the amount for the time being paid upon the preferred half share, and the remainder, if any, in payment of dividend on the deferred half share; and the Company shall not pay any greater amount of dividend on the two half shares than would have from time to time been payable on the entire share if the same had not been divided. Dividends on half shares.

11. Each preferred half share shall be entitled out of the profits of each year to the dividend which may have been attached to it by the Company as aforesaid in priority to the deferred half share bearing the same number; but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half share for that year, no part of the deficiency shall be made good out of the profits of any subsequent year or out of any other funds of the Company. Dividend on preferred shares to be paid out of the profits of the year only.

12. Forthwith after the creation of any half shares the same shall be registered by the directors, and each half share shall bear the same number as the number of the entire share certificate in respect of which it was issued, and the directors shall issue certificates of the half shares accordingly, and shall cause an entry to be made in the register of the entire shares of the conversion thereof: Provided always, that the directors shall not be bound to issue a certificate of any half share until the certificate of the existing share be delivered to them to be cancelled, unless it be shown to their satisfaction that the certificate is destroyed or lost, and on any certificate being so delivered up the directors shall cancel it. Half shares to be registered and certificates issued.

13. The terms and conditions on which any preferred half share or deferred half share created under this Act is issued shall be stated on the certificate of each such half share. Terms of issue to be stated in certificates.

14. The provisions of the "Companies Clauses Act, 1845," with respect to the forfeiture of shares for nonpayment of calls, shall apply to all preferred half shares to be created under the authority of this Act, and every such preferred half share shall for that purpose be considered a whole share distinct from the corresponding Forfeiture of preferred shares.

A.D. 1869. — deferred half share: Provided always, that until any forfeited preferred half share shall be sold by the directors of the Company, all dividends which would be payable thereon if the same had not been forfeited shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof, and of the arrears of calls for the time being due thereon, with interest.

Preferred shares not to be cancelled, &c.

Half shares to be half shares in capital.

15. No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company.

16. The several half shares under this Act shall be half shares in the capital of the Company, and every two preferred or deferred half shares held by the same person shall confer such right of voting at meetings of the Company, and (subject to the provisions herein-before contained) shall confer and have all such other rights, qualifications, privileges, liabilities, and incidents as attach and are incident to an entire share.

Power to borrow on mortgage.

17. The Company may from time to time borrow on mortgage any sum not exceeding in the whole one hundred and fifty thousand pounds, but no part thereof shall be borrowed until the whole of the said capital of four hundred and fifty thousand pounds shall have been subscribed for, issued, and accepted, and one half thereof shall have been actually paid up, and until the Company shall 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 said 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 in such capital has been paid on account 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 shall be sufficient evidence thereof.

Arrears may be enforced by the appointment of a receiver.

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

Debenture stock.

19. The Company may create and issue debenture stock.

- 20.** All monies raised under the powers of this Act, either by shares, debenture stock, or by borrowing, shall be applied in carrying out the purposes of this Act only. A.D. 1869.
Application of monies.
- 21.** The first ordinary meeting of the Company shall be held within twelve months after the passing of this Act. First ordinary meeting.
- 22.** The number of directors shall be nine, but the Company may from time to time reduce the number, provided that the number be not less than six. Number of directors.
- 23.** The qualification of a director shall be the possession in his own right of not less than thirty shares. Qualification of directors.
- 24.** The quorum of a meeting of directors shall be five where nine, and where six, three. Quorum.
- 25.** The directors may from time to time prescribe the number of directors constituting the quorum of any committee appointed by them, provided that it is a majority of such committee. Quorum of committees.
- 26.** Charles Heneage, Major-General Edmund Monk Mason, the Honourable James Tobin, and Lieutenant-Colonel Louis Hamilton 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 in person or by proxy may either continue 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 may appoint additional directors, but not so as to exceed the number hereby prescribed; and at the first ordinary meeting to be held every year after the first ordinary meeting the shareholders present in person or by proxy shall (subject to the power hereinbefore 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 Consolidation 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. Election of directors.
- 27.** The newspaper in which advertisements relating to the affairs of the Company are to be inserted shall be some newspaper published in the counties of Anglesea or Carnarvon. Newspaper for advertisements.
- 28.** If any money be payable to any shareholder being a minor, idiot, lunatic, or non compos mentis, the receipt of the guardian of As to money payable to persons

A.D. 1869. such minor, or of the committee of such idiot, lunatic, or person
under dis- non compos mentis, shall be a sufficient discharge to the Company
ability. for the same.

Limits of
deviation.

29. Subject to the provisions of this Act, and particularly to the line of deviation as modified by clause five, the Company may deviate laterally in the execution of the works by this Act authorized from the lines thereof delineated on the deposited plans to any extent within the limits of deviation shown on those plans, and may deviate from the levels of the said works shown on the deposited sections to any extent not exceeding five feet.

Lands for
extraordi-
nary pur-
poses.

30. The Company may from time to time by agreement purchase or take for the extraordinary purposes of their undertaking any buildings or lands not exceeding five acres.

Powers for
compulsory
purchases
limited.

31. The powers of the Company for the compulsory purchase of houses, lands, tenements, and hereditaments shall not be exercised after the expiration of three years after the passing of this Act.

Notice to be
given of
taking
houses of
labouring
classes.

32. The Company shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that the Company have made known their intention to take the same in manner herein-before required.

Provisions
for user by
London and
North-west-
ern Railway
Company
and Com-
pany of
tramways,
sidings, and
junctions.

33. The Company and the London and North-western Railway Company, and each of them respectively, as they respectively shall from time to time agree, may use the intended tramways and sidings, and the intended junction or junctions thereof, with the line at Holyhead of the said London and North-western Railway Company by this Act authorized for such periods and on such terms and conditions, pecuniary and otherwise, and in such manner and subject to such regulations in all respects, as are from time to time so agreed on, and every agreement for the purpose between the two Companies shall be a working agreement within Part III., relating to working agreements, of "The Railways Clauses Act, 1863," incorporated with this Act.

Power to
dredge parts
of Holyhead
old and

34. The Company shall have full power and authority from time to time to enter on, dredge, and cleanse the bed and shore of the Holyhead old harbour and Holyhead inner harbour at or near to

the said docks, and forming a means of access thereto, as may be necessary or convenient for the purpose of facilitating and improving the access to the said docks: Provided always, that the Company shall not at any time use the water impounded in their dock for the purpose of sluicing or scouring the harbour. A.D. 1869.
inner har-
bour.

35. That the said Queen's harbour-master and other officer or officers appointed by the Board of Trade or the Admiralty, under the provisions of the said Act 17 and 18 Vict. cap. 44., and any officer or officers appointed by the said Queen's harbour-master, shall at all times, whenever the public service requires, have full power and authority to land on and a right of way through and over the docks, quays, and premises of the Company; and the power and authority of the said Queen's harbour-master shall be supreme over the whole of the old and inner harbours of Holyhead, and further, whenever it shall be considered necessary by the said Queen's harbour-master, he shall have power to prevent vessels from entering or leaving the docks of the Company. Power for
Queen's
harbour-
master to
enter Com-
pany's pre-
mises, &c.

36. That before any of the works by this Act authorized shall be commenced the Company shall at their own expense cause a survey of the old harbour and inner harbour of Holyhead to be made by some officer to be previously approved of by the Board of Trade, and such survey when made shall be and be taken to be hereafter as a standard of reference to test the effect of the future operations of the Company in regard thereto; and further, if at any time the Board of Trade shall deem it expedient to order a local survey and examination of any works of the Company below high-water mark, or of the intended site thereof, the Company shall defray the cost of every such local survey and examination, and the amount thereof shall be a debt due to Her Majesty from the Company, and if not paid upon demand may be recovered as a debt due to the Crown, with costs of suit, or may be recovered, with costs, as a penalty is or may be recoverable from the Company. Survey by
Company of
old and
inner har-
bour.

37. That if it shall appear to the Board of Trade that through the operations of the Company any accumulation of silt or other material shall have been created which may be an impediment to the free navigation of the inner harbour, the Company shall, at the request of the Board of Trade, dredge the said inner harbour and restore the same to the depth indicated by the survey which shall previously have been made by them as herein-before mentioned; and if the Company on such request refuse or fail to do so, the Board of Trade may themselves dredge and restore the said inner harbour to its former condition, and may recover from the Company the expense to which they may have been put by such dredging and restoration. Company to
dredge har-
bour if silt
accumu-
lated.

A.D. 1869.

Unautho-
rized devia-
tions may be
abated.

38. If any deviation which requires the previous consent of the Board of Trade be made without such consent, it shall be lawful for the said Board of Trade to abate every such deviation or any part thereof, and the cost of every such abatement shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs of suit, or may be recovered, with costs, as a penalty is or may be recoverable from the Company.

Company to
repair Tur-
key-shore
Road.

39. The Company shall maintain and keep in repair the road called the Turkey-shore Road, or any diversion thereof.

Provisions
for requiring
lights to be
exhibited
during and
after con-
struction of
works ac-
cording to
directions of
Board of
Trade.

40. During the construction of the docks and works connected therewith the Company shall exhibit every night, from sunset to sunrise, a light or lights, to be kept burning by and at the expense of the Company, for the guidance of vessels, which lights shall be from time to time altered by the Company in such manner and be of such description and be so used and placed as the Board of Trade, by writing under the hand of a secretary or assistant secretary of the board, directs or approves; and in case the Company shall neglect to exhibit and keep any such light burning as aforesaid, they shall for every such neglect be liable to a penalty not exceeding ten pounds.

Company
may deviate
to extent
marked on
plan.

41. Subject to the provisions of "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Pier Clauses Act, 1847," and of this Act, the Company may, in constructing the docks and works connected therewith by this Act authorized, deviate to the extent of the limits of deviation respectively marked on the plan.

Power to
Company
to cross
streams,
sewers, &c.

42. It shall be lawful for the Company and they are hereby authorized to cross, alter, or divert any rivers, streams, sewers, reens, creeks, channels, watercourses, drains, cuts, roads, ways, tramways, or railways within the dock limits which they may deem it necessary or convenient so to cross, alter, or divert in or for the constructing of the said docks and other works connected therewith, or any part thereof, or for any of the purposes of this Act.

Roads and
other ways
may be
stopped up
for tem-
porary pur-
poses.

43. The Company for the purpose of and during the construction of the said works may at any time temporarily stop up any roads, reens, lanes, ways, and passages delineated on the said plans or any part thereof within the dock limits which it may be necessary to stop up for the purpose of executing the works by this Act authorized.

Officers of
customs to
have free
access to
docks.

44. It shall be lawful for all officers of customs, being in the execution of their duty, to have free ingress and egress into and out of the said docks and premises, and through the gates and entrances

of the same, and also freely to pass with their vessels and boats through the locks and water communications of the said docks and premises at all times (provided the state of the tide and water communications of the said docks and premises will admit of such passing).

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45. On the expiration of five years from the passing of this Act the powers by this Act and the Acts and parts of Acts incorporated herewith given to the Company for constructing the docks and other works herein-before particularly described shall cease to be exercised, except as to so much of the said docks and works as shall then be completed.

Period for
completion
of works.

46. If the works by this Act authorized shall not be completed within the period thereby limited, all and any the lands which are now the property of and belonging to the Queen's most Excellent Majesty in right of Her Crown, under the management of the Board of Trade, and which may have been taken and entered upon by the Company with the consent of the Board of Trade as previously mentioned, shall revert to and be again at the disposition and under the management of the Board of Trade, if the said board shall so think fit and expedient, or otherwise as they may determine.

Land to
revert to
Government
if work not
executed
within speci-
fied time.

47. It shall be lawful for the Company to demand and receive for every vessel entering the docks any sum for every ton register measurement of such vessel not exceeding the rates mentioned in schedule A. to this Act annexed.

Tonnage
rates on
vessels en-
tering the
docks.

48. It shall be lawful for the Company to demand and receive in respect of every vessel which shall have entered the docks from any place other than foreign parts, whether in ballast or otherwise, and which shall subsequently leave such docks with cargo for foreign parts, the same rate per ton register measurement on leaving such docks (after deducting the sum paid by such vessel on entering such docks) as such vessel would have been liable to pay in case she had originally entered the docks from the foreign parts for which such vessel shall be destined.

As to ton-
nage rates
on coasting
ships enter-
ing docks,
and leaving
with a cargo
for foreign
parts.

49. It shall be lawful for the Company to demand and receive for every steam or other vessel which shall not enter the docks, but shall receive or deliver passengers, animals, goods, or minerals at or upon or otherwise use any of the works or premises of the Company, any sum for every ton register measurement of such vessel not exceeding twopence.

Tonnage
rate on
vessels using
works of
Company,
but not en-
tering docks.

50. All tonnage rates by this Act authorized to be levied shall be payable by the master of the vessel liable thereto.

Tonnage rates
to be payable
by the master
of the vessel.

A.D. 1869.

Rates on
goods.

51. It shall be lawful for the Company to demand and take on all goods imported from parts beyond the sea or coastwise which shall be brought into the docks or landed at or deposited upon or carried over any of the works or premises of the Company, or exported to parts beyond the seas or coastwise from the said docks or any of the works or premises of the Company, any sums not exceeding the several sums set forth in the schedule B. to this Act annexed, so far as such goods are particularized in the said schedule, and in so far as such goods are not particularized in the said schedule such reasonable rates as the Company may think fit, and every such rate shall be payable by the owner of such goods.

As to charge
on goods
brought
coastwise or
imported
from foreign
parts and
being subse-
quently
exported.

52. In case any goods which shall have been imported into the docks coastwise shall afterwards be exported from the docks to parts beyond the seas, it shall not be lawful for the Company to demand or receive in the whole in respect of the same goods a greater sum than the full amount of the rates payable thereon upon such goods being exported to parts beyond the seas; and in the case of any goods which shall have been imported into the docks from parts beyond the seas, and shall afterwards be exported either coastwise or to parts beyond the seas, no further rate or charge shall be payable to the Company in respect of the same goods upon such exportation.

Rates for
landing, &c.

53. It shall be lawful for the Company to demand and take for every passenger embarking or disembarking in or from any vessel within the docks, or at or upon any pier, jetty, or other work constructed under the provisions of this Act, any sum not exceeding sixpence.

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

54. It shall be lawful for the Company to demand for the use of their stores, sheds, cranes, drops, staiths, shipping machines, machinery, and weighing and measuring machines, and also for the use of the wharves of the Company (when the same shall be occupied for a longer period than forty-eight hours), and also for the landing, shipping, or moving by the Company or their servants of any goods, articles, or things of and from the owner or person having the charge of any goods, articles, or things, deposited in such stores or sheds, or loaded or unloaded, weighed or measured by means of such cranes, drops, staiths, shipping machines, machinery, and weighing and measuring machines, or using or occupying the wharves of the Company, or shipped by the Company or their servants, such reasonable rates as the Company may from time to time appoint: Provided always, that for the shipping by the Company of coal, culm, or coke by means of drops, staiths, shipping

machines, or machinery, the Company shall not demand or take A.D. 1869.
more than twopence per ton.

55. It shall be lawful for the Company to make such reasonable charge as they think fit for work and labour done by them for shipping, unshipping, landing, relanding, loading, weighing, and depositing in warehouses or stores on the dock limits all or any of the goods, wares, and merchandise whatsoever which shall be shipped or landed at the docks or shall be warehoused or stored upon the premises of the Company, and may recover such charges in the same manner and by the same means as other rates, tolls, and duties by this Act imposed are or shall be recoverable.

Power to charge for disembarking, shipping, and warehousing of goods.

56. The Company from time to time may provide on any lands belonging to them, or may take on lease elsewhere, such dwelling houses and offices for any of their officers, workmen, or servants as they think fit, and may permit the same to be occupied accordingly, with or without the payment of any rent for the same, and on such terms and conditions as the Company think fit.

Power to Company to make dwellings for officers.

57. If the owner or person in charge of any tar, pitch, resin, hemp, flax, faggots, furze, brandy or other spirituous liquors, turpentine, oil, hay, straw, tallow, grease, shavings of wood, petroleum, or any other combustible matter or thing whatsoever, permit or suffer the same or any part thereof to be and remain on the quays and wharves of the Company, or any of them, or any part thereof, or upon the deck of any ship, lighter, barge, boat, or any other vessel in the docks, basins, locks, cuts, or entrances of the Company, or any of them, above the space of two hours after he is required by the dock-master, by notice in writing, to take away the same therefrom, every person so offending shall for every such offence forfeit not exceeding forty shillings for every hour the combustible matter or thing, or any part thereof, remains in that place or situation after the expiration of the two hours computed from the time of the requisition.

For removing combustibles.

58. In every such case the owner or person in charge of the combustible matter or thing, if the same respectively be on the quays or wharves, or any of them, or the master of the ship, lighter, barge, boat, or other vessel on the deck of which the same is, shall at their own expense respectively maintain a sufficient number of careful and sober persons, to be in that behalf appointed by the dock-master, to guard and watch over the combustible matter or things from or after the making of the requisition until the same respectively be removed; and in case any such owner or master fail to pay the expense on demand, the expense shall be ascertained by any

For watching combustibles.

A.D. 1869. justice, and be recovered in like manner as any penalty is recoverable under this Act.

No gun-
powder or
loaded gun
to be
brought
into the
premises.
Penalty.

59. No gunpowder or loaded gun or other loaded fire-arms of any description shall be brought into any of the docks, basins, locks, cuts, entrances, or other works, or be suffered to remain on board of any ship or vessel therein, and the master or owner or person having the charge of any ship or vessel in which any gunpowder or loaded gun or other fire-arms shall be found shall for every such offence forfeit not exceeding ten pounds.

Goods of a
dangerous
nature sent
or brought
to the docks
or ware-
houses to be
marked.

60. For better preventing accidents which arise in the docks, basins, warehouses, or other premises of the Company, from the unsafe or improper shipment, depositing of, keeping of goods and merchandise within the same, every person who sends or causes to be sent or brings or causes to be brought to the docks, warehouses, or premises of the Company for shipment or deposit any aquafortis, oil of vitriol, or other goods, wares, or merchandise of dangerous quality shall distinctly mark or state the nature of the goods, wares, or merchandise on the outside of the box, case, cask, bale, or package containing the same, or shall otherwise give notice in writing thereof to the superintendent of the docks or warehouses of the Company at the time of sending or bringing the goods, wares, or merchandise to the docks, warehouses, or premises of the Company, and for every default therein every person so offending shall forfeit not exceeding twenty pounds, and the Company may detain the goods, wares, or merchandise until the penalty be paid.

Penalty.

Penalty for
casting bal-
last within
certain
limits.

61. If any person, under any pretence whatsoever, and without the authority or direction of the Company (save in the execution of works properly authorized, and save also so far as is proper for the execution of such works), shall cast or unload any ballast or rubbish within the dock limits, every person so offending shall for every such offence forfeit any sum not exceeding twenty pounds.

Power to
make bye-
laws as to
ballast.

62. The Company from time to time may make, alter, and repeal such byelaws as they think fit for regulating the removal and disposal of all ballast brought by any vessel, and for regulating the supply of ballast to vessels.

Ballast to be
brought to
sides of
vessels, and
thrown in
immediately.

63. All ballast supplied to any vessel, unless such vessel be lying at any wharf or quay, shall be brought in a proper and sufficient ballast lighter to the side of such vessel and thence immediately thrown into such vessel by the crew or other persons, and every person offending against this enactment shall for every such offence forfeit any sum not exceeding five pounds.

64. The limits within which the powers of the dock-master for the regulation of the docks and the approaches thereto shall be exercised shall be the docks, works, and premises of the Company, and the dock limits as aforesaid as defined in this Act, and a distance of one hundred yards measured in all directions from the outer gates of the docks.

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Limits of
the powers
of the dock-
master.

65. It shall be lawful for the Company to appoint and license a sufficient number of persons to be meters and weighers within the docks.

Power to
appoint
weighers and
measurers.

66. The Company on the one hand, and the London and North-western Railway Company on the other hand, from time to time may enter into and carry into effect all such contracts or agreements with respect to any of the purposes herein-after specified as they think fit, and all matters incident and accessory thereto, and all such contracts and agreements may be for such period, and on such terms and conditions whatsoever, as they think fit; and the purposes for which such contracts or agreements may be entered into comprise the following; (that is to say,)

Power to
Company
and London
and North-
western
Railway
Company to
enter into
contracts.
Defining
subject mat-
ter of such
contracts.

The letting on lease or otherwise, and appropriation by the Company to the other contracting party, on lease or otherwise, of any of the wharves, warehouses, piers, sea walls, embankments, slips, works, lands, wharfage-ground, staiths, tramways, sidings, approaches, cranes, and other conveniences of the Company, and the consideration for the same, whether by a sum in gross or by a yearly payment or otherwise, and the other terms and conditions of such letting:

The user, management, and enjoyment by the other contracting party of the premises so let, and the terms and conditions of the user, management, and enjoyment thereof:

The construction, maintenance, use, and working by the other contracting party of wharves, piers, landing places, stairs, tramways, sidings, accommodation works, warehouses, sea walls, embankments, buildings, and conveniences in connexion with such premises and the docks and works of the Company, and the user and appropriation thereof:

The collection, regulation, management, interchange, protection, transmission, delivery, division, and apportionment by either of the contracting parties of the whole or any part of the traffic destined for or coming from the docks or works, or other of them:

The fixing and collection of the tolls, rates, dues, duties, and charges to be levied or taken in respect of the traffic aforesaid, and the division, appropriation, and distribution of such tolls, rates, dues, duties, and charges:

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The rent, payments, drawbacks, contributions, compensations, rebates, and allowances, periodical or otherwise, to be paid or allowed by or to either of the contracting parties to or by the other of them, and the appropriation thereof: Provided that if any difference of opinion shall arise between either of the contracting parties in respect of any of the matters herein-before immediately mentioned or referred to, such difference shall, on the application of either of such contracting parties, be from time to time determined by some person to be appointed in that behalf by the Board of Trade.

For protec-
tion of
London and
North-
western
Railway
Company.

No work to
be nearer
than 400 feet
to quay wall
of that
Company.

As to Black-
bridge
stream.

As to sewers
constructed
by London
and North-
western
Railway
Company.

Not to use
public
channel.

67. The following provisions shall apply for the protection and benefit of the London and North-western Railway Company :

1. The Company shall not, without the consent of that Company under their common seal first obtained, construct or lay down any pier or other permanent work within a distance of four hundred feet from the face of that portion of the quay wall built by that Company, of which they have the exclusive use, (being the portion marked Y to Z in the plan annexed to the lease from the Crown to that Company, bearing date the first day of May one thousand eight hundred and sixty-three,) and measured at right angles from such quay wall.
2. The Company shall, by a sufficient culvert, cut, drain, or channel, to be constructed by them during the progress of their authorized works, when thereunto required in writing by the principal engineer for the time being of the London and North-western Railway Company, and to be for ever thereafter maintained by the Company, carry the water running from Blackbridge so that it shall not be liable to be backed up or its running impeded, and flood that Company's premises at or near their Holyhead passenger station.
3. The Company shall during the progress of their said authorized works, when thereunto required in writing by such engineer of the London and North-western Railway Company, extend the sewer culvert constructed by that Company, and maintain such extension thereof to the satisfaction of the engineers for the time being of the Board of Trade and of that Company, as well as to the satisfaction for the time being of the sewer authority of the town of Holyhead, and shall so deal with such sewer as that it shall be of the same efficiency as at present.
4. The Company shall not use, or permit or suffer to be used, the public channel between the western quay of the Company and the quay built by the London and North-western Railway Company, or the channel leading thereto, at Holyhead, for

their traffic, or for any purposes other than those enjoyed by the public at large. A.D. 1869.

5. If at any time hereafter the Company or their contractors, or their respective agents, workmen, or servants, shall do, permit, or suffer, or omit to do, any act, matter, or thing whereby the passage of the steam or other vessels for the working of or in connexion with the traffic of the London and North-western Railway Company or the public traffic shall be impeded, obstructed, or prejudicially affected, the Company shall pay the London and North-western Railway Company, or the Board of Trade on behalf of the public, as the case may be, as liquidated damages, a penalty of fifty pounds for every hour, and so in proportion for any less period than one hour, during which the passage of such steam or other vessels or such traffic shall be so impeded, obstructed, or affected, and the Company shall immediately on any such impediment or obstruction happening remove the same; or the London and North-western Railway Company and the Board of Trade, as the case may be, may, if they shall so think fit, themselves, but at the expense in all things of the Company, remove any such impediment or obstruction, and if necessary for such purpose enter on the lands, property, and works of the Company, and may recover all such penalties and expenses to which they may be put in respect of the matters last aforesaid from the Company, with full costs, in any court of competent jurisdiction.
6. Notwithstanding anything in this Act contained, the limits within which the powers of the dock-master shall be exercised shall not include any part of the public channel or waterway more particularly described in paragraph four of this enactment, or to the other premises belonging to or occupied by the London and North-western Railway Company at Holyhead.
7. Except only for the purposes of constructing and maintaining the works authorized by the present enactment, the Company shall not enter upon or interfere with the Chester and Holyhead Railway of the London and North-western Railway Company, or any of the lands, accommodations, or works of or used by that Company, or execute any works whatever over or affecting the same, nor for such last-mentioned purposes, until the Company shall have delivered to that Company plans, drawings, and specifications of such intended works, and such plans, drawings, and specifications shall have been reasonably approved in writing by such engineer of that Company, or, in the event of his failing for one calendar month after the delivery of the plans, drawings, and speci-

Penalty for causing obstruction in waterway or channel.

Jurisdiction of dock-master not to extend to London and North-western Railway Company's premises.

Not to interfere with property of London and North-western Railway Company save for purposes of this Act.

A.D. 1869.

Company to
maintain
works.Power to
purchase
easements
only in pro-
perty of
London and
North-
western
Railway
Company.Saving
rights of
London and
North-
western
Railway
Company.
Reserving
sole use of
certain part
of western
side of Com-
pany's pier
to London
and North-
western
Railway
Company.As to rates
and charges
to be levied.

fications to express his approval or disapproval thereof, until the same shall have been approved by an engineer to be appointed by the Board of Trade upon the application of either Company, and all such works shall be executed by the Company at their sole expense in all things according to such approved plans, drawings, and specifications, and under the superintendence and to the reasonable satisfaction of such engineer of that Company.

8. All such works shall be maintained by the Company in good order and condition at their sole cost in all things, and under the superintendence and to the reasonable satisfaction of such engineer of the London and North-western Railway Company.
9. With respect to any lands of the London and North-western Railway Company which the Company are by this Act from time to time authorized to use, enter upon, or interfere with, the Company shall not purchase and take the same, but the Company may purchase and take, and that Company shall sell and grant accordingly, an easement or right of using the same for the purposes for which but for this restriction the Company might otherwise purchase and take the same.
10. Except only as by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the powers, rights, privileges, and authorities of the London and North-western Railway Company.
11. It shall be lawful for the London and North-western Railway Company, subject to their repairing and maintaining the same, to have the sole and free use for their traffic purposes, free of any tolls, rates, or charges whatsoever, of so much of the western side of the intended pier or quay of the Company as is situated opposite or in face of the herein-before mentioned quay wall built by that Company, of which they have the sole use under a lease held from the Board of Trade (and herein-before more particularly described in paragraph one of this enactment), and all its conveniences, together with (but not for warehousing) so much of the corresponding length of the surface of the said pier or quay as is situated on the outward or western side of the proposed site for the Company's warehouses as shown on the deposited plan (being twenty-five feet in width or thereabouts), as also access thereto on and over the tramways of the Company.
12. The rates and charges to be levied for the use by the railway company of the docks, quays, and conveniences of the Company shall not be in excess of the rates and charges now in force of the Alexandra (Newport) Docks or the Garston Docks of the London and North-western Railway Company.

68. Notwithstanding anything in this Act or in any Act incorporated herewith, unless within three years from the passing of this Act the whole of the share capital of the Company shall be bonâ fide subscribed and at least one half thereof paid up, and the Company shall have duly proceeded with the construction of the works by this Act authorized, the London and North-western Railway Company shall be at liberty at any time thereafter to apply to Parliament for power to construct and provide such docks, quays, warehouses, and other accommodation at Holyhead as they may think fit, and this Act shall be no bar to any such application.

A.D. 1869.
If works not duly proceeded with North-western Company to be free to apply to Parliament for powers to construct docks, &c. at Holyhead.

69. Nothing in this Act contained shall exempt the docks and the works connected therewith by this Act authorized, or the Company, from the provisions of "The Merchant Shipping Law Amendment Act, 1853," "The Merchant Shipping Act, 1854," or any general Act relating to docks or dues on shipping, or on goods carried in ships, now in force or which shall be passed during the present or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the dock rates or duties by this Act authorized.

Reservation of Merchant Shipping Acts and general Acts.

70. Notwithstanding the passing of this Act or anything therein contained, all rules, byelaws, and regulations made or ordained, or to be made or ordained, by the Board of Trade under the powers in that behalf contained in the Act of the seventeenth and eighteenth years of the reign of Her present Majesty Queen Victoria, chapter 44, shall be of as full force and validity as if the docks and works by this Act authorized had been constructed and executed before the passing of the last-mentioned Act; and the powers of any harbour-master, dock-master, or pier-master to be appointed by the Company shall, so far as the same affect the navigation of Holyhead Harbour, be exercised by him subject to the order, jurisdiction, and control of the Queen's harbour-master or other officer or officers appointed by the Board of Trade or the Admiralty under the provisions of the said recited Act, and the powers and authorities of the said Queen's harbour-master and such other officer or officers so appointed by the Board of Trade or the Admiralty shall not be in anywise prejudiced, affected, or diminished by this Act or anything herein contained.

Byelaws of Board of Trade to be valid.

71. Nothing in this Act contained shall extend to affect, prejudice, derogate from, or diminish any of the rights and privileges of the Board of Trade in any way whatsoever.

Reserving rights of Board of Trade.

72. Nothing in this Act contained shall be construed to exempt any vessel which shall go into, enter, or use the docks of the Company from the rates and duties which the Board of Trade are entitled to

Saving powers of Board of Trade to

A.D. 1869.
—
take certain
rates, &c.

levy and receive under their said Act 17 and 18 Victoria, chapter 44, in respect of every vessel going into, entering, or using the port or harbour of Holyhead; and the Board of Trade may have, use, and exercise all such and the same powers and remedies for ascertaining the tonnage of all such vessels, and for demanding, receiving, and recovering the rates by that Act made payable to them in respect of vessels entering or using the docks, or otherwise in relation thereto, as are by the said Act granted in respect of such rates and duties to the said Board of Trade; and for such purpose the said docks shall be deemed and taken to be part and parcel of the port and harbour of Holyhead.

For deter-
mination of
differences
between the
Company
and the
Board of
Trade.

73. If at any time hereafter any difference shall arise between the Company and the Board of Trade with respect to any of the provisions of this Act or any matter or thing therein contained, such difference shall be referred to the decision of an arbitrator to be agreed upon between the Company and the said Board of Trade, or if they cannot agree, then by an arbitrator to be appointed by the Secretary of State for the Home Department upon the application of either party; and the cost of the arbitration shall be in the discretion of the arbitrator, and his awards or decisions shall be binding and conclusive against both parties.

Saving
rights of
Commis-
sioners of
Sewers.

74. Except as by this Act is expressly provided, nothing herein contained shall in any manner alienate, prejudice, alter, interfere with, or impede the exercise of any of the rights, privileges, or authorities whatsoever now exercised by or vested in the Commissioners of Sewers, and such Commissioners shall continue to have and enjoy all such rights, powers, and authorities as aforesaid as if this Act had not been passed.

Settlement
of disputes
between
Commis-
sioners of
Sewers and
Company.

75. If any difference shall arise between the Company and the Commissioners of Sewers in relation to any of the works to be executed or matters or things to be observed or done by the Company under this Act to the satisfaction of the said Commissioners, the question in dispute shall be settled by arbitration in manner provided by "The Railways Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration.

Not to take
any property
of the Go-
vernment
without
consent.

76. Notwithstanding anything in this Act contained, the Company shall not enter upon, take, use, or in any way interfere with any lands, works, or property belonging to the Queen's most Excellent Majesty in right of Her Crown, or any other property belonging to or under the management of the Board of Trade, without the previous consent in writing of the said Board of Trade, under the hand of one of their secretaries or assistant secretaries, on behalf of

Her Majesty, first had and obtained for that purpose (which consent such secretaries or assistant secretaries are hereby respectively authorized to give), neither shall anything herein contained divest, take away, prejudice, diminish, or alter any estate, right, privilege, power, or authority vested in or enjoyed or exercisable by the Queen's Majesty, Her heirs or successors. A.D. 1869.

77. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorize the said Company to take, use, or in any manner interfere with any portion of the shore or bed of the sea, or of any river, channel, creek, bay, or estuary, or any right in respect thereof, belonging to the Queen's most Excellent Majesty in right of Her Crown, without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give), neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exercisable by the Queen's Majesty, Her heirs or successors. Saving rights of the Crown in the foreshore.

78. Nothing contained in this Act, or any of the Acts herein referred to, shall authorize the said Company to take, use, or in any manner interfere with any land, soil, tenements, or hereditaments, or any rights of whatsoever nature, belonging to or enjoyed or exercisable by the Queen's most Excellent Majesty in right of Her Crown, and under the management of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, without the consent in writing of such Commissioners, 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 divest, take away, prejudice, diminish, or alter any estate, right, privilege, power, or authority vested in or enjoyed or exercisable by the Queen's Majesty, Her heirs or successors. Saving rights of the Crown.

79. All penalties imposed by this Act may be recovered before two justices of the peace, and for that purpose the provisions of the Act of the 11th and 12th years of Her present Majesty, chapter 43, shall extend and apply to this Act and to all proceedings in relation thereto, and it shall not in any such proceedings be necessary to allege or prove the ground or other place where an offence is committed to be the property of or occupied by the Company or any person: Provided always, that the convicting justices may, if they shall think fit, award to the informer or prosecutor (not being a police constable or peace officer) in any such proceedings any portion Recovery of penalties.

Informer (not being a constable) entitled to moiety of penalty.

A.D. 1869. — not exceeding one moiety of any penalty recovered under this and the lastly-mentioned Act.

Interest not
to be paid
on calls
paid up.

80. The Company shall not, out of any money by this Act authorized to be raised by calls in respect of shares or by borrowing, pay interest or dividend to any shareholder on the amount of calls made in respect of the shares held by him: Provided always, that nothing herein contained shall be deemed to prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of calls actually made as shall be in conformity with the provisions in "The Companies Clauses Consolidation Act, 1845," in that behalf contained.

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

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

Expenses
of Act.

82. All costs, charges, and expenses of and incidental to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be borne and paid by the Company out of the first monies coming to their hands.

A.D. 1869.

SCHEDULES referred to in the foregoing Act.SCHEDULE A.

s. d.

CLASS 1.—On all sailing or steam vessels entering with cargoes and departing with cargoes for any port in the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney, or Sark, the following rates, videlicet:

Under 100 tons, per ton	-	-	-	-	-	0	1½
100 tons and upwards	-	-	-	-	-	0	2

CLASS 2.—On all sailing or steam vessels entering with cargoes from or departing with cargoes for any port of Europe, except places within the Straits of Gibraltar, per ton

0 5

On all sailing or steam vessels entering in ballast and departing with cargo, or entering with cargo and departing with ballast, the following rates, videlicet:

Under 100 tons, per ton	-	-	-	-	-	0	3
100 tons and under 150, per ton	-	-	-	-	-	0	4
150 tons and upwards	-	-	-	-	-	0	5

CLASS 3.—On all sailing or steam vessels entering with cargoes from or departing with cargoes for any port or place in Europe round the North Cape, or any port or place within the Straits of Gibraltar, whether in Europe, Asia, or Africa, per ton

0 7

On all sailing or steam vessels entering in ballast and departing with cargo, or entering with cargo and departing with ballast, the following rates, videlicet:

Under 100 tons registered, per ton	-	-	-	-	-	0	5
100 tons and under 150	-	-	-	-	-	0	6
150 tons and upwards	-	-	-	-	-	0	7

CLASS 4.—On all sailing or steam vessels entering with cargoes from or departing with cargoes for all other foreign ports, per ton

0 9

CLASS 5.—On all sailing or steam vessels entering and departing in ballast, per ton

0 3

On every sailing or steam vessel which shall enter the docks laden, and depart without breaking bulk, or which shall discharge and reload and depart with the same cargo, per ton

0 6

On every ship or vessel which shall have departed from the said docks with a cargo or any part of such cargo laden therein, and shall re-enter the said docks with the same cargo or part of such cargo, per ton

0 3

A.D. 1869.

s. d.

Vessels entering in ballast to be loaded coastwise or foreign may remain in the docks without any additional charge for the periods after stated, videlicet:

A vessel not exceeding 200 tons	-	-	2 weeks.
„ above 200 tons and under 400	-	-	3 „
„ above 400 tons and under 700	-	-	4 „
„ 700 tons and upwards	-	-	5 „

Vessels entering with cargo and intending to depart with cargo may remain in the docks without any additional charge for the period after stated, videlicet:

A vessel not exceeding 400 tons	-	-	4 weeks.
„ above 400 tons and under 700	-	-	5 „
„ above 700 tons	-	-	6 „

If any steam vessel or sailing vessel remain in the docks or basins for a longer period than is above mentioned, the Company, in addition to the rates or tolls payable by such vessel on entry, may charge the master of the vessel for such protracted stay the under-mentioned rents or rates, videlicet:

For the first week or any part thereof, per registered ton	-	0	0 $\frac{1}{2}$
„ second week or any part thereof	-	0	0 $\frac{3}{4}$
„ third week or any part thereof	-	0	1 $\frac{1}{4}$
„ fourth and every subsequent week or part of any incomplete week	-	0	1 $\frac{1}{2}$

If any vessel shall have discharged her cargo for the purpose of laying up for repairs or otherwise, the Company shall have power to make any reasonable charge for her stay in the docks for such purposes.

SCHEDULE B.

RATES ON GOODS.

				s.	d.
Ale, beer, or cider	-	-	per butt	0	4
„	-	-	per hogshead	0	2
„	-	-	per barrel	0	1
„	-	-	per 3 dozen hampers	0	2
„	-	-	per kilderkin	0	0 $\frac{1}{2}$
Alum	-	-	per ton	0	8
Apples	-	-	„	0	8
„	-	-	per sack	0	1
Arsenic	-	-	per ton	1	0
Ashes	-	-	„	0	8
Bags (empty)	-	-	under 56 lbs. per bundle	0	1

		s.	d.	A.D. 1869.
Bales and chests (drapery)	large	0	3	
"	small	0	2	
Bark, oak	per ton	1	0	
Baskets (empty)	per bundle	0	1	
Bedsteads	each	0	2	
Bellows, large	"	0	3	
" small	per bundle	0	1	
Biscuits	per bag	0	1	
Bottles (empty)	per hamper	0	1	
Bran	per ton	0	8	
Brass wire	"	1	0	
Bricks or tiles, common	per 1,000	0	6	
" fire	"	0	9	
" scouring	"	2	0	
Bricks, paving, and malt-kiln tiles	per 100	0	6	
Brimstone	per ton	0	4	
Brooms	per dozen	0	0 $\frac{1}{2}$	
Butter	per firkin	0	0 $\frac{1}{2}$	
Candles	per box	0	1	
Canvas	per ton	1	0	
"	per bale	0	1	
Carriages, 4 wheels	each	1	6	
" 2 wheels and phaetons	"	1	0	
" waggon	"	1	6	
" cart	"	1	0	
" harrows or ploughs	"	0	6	
" thrashing machines	"	2	6	
" other machines	"	0	6	
Cattle, horses	"	1	0	
" oxen and cows	"	0	6	
" yearlings, ponies, mules, and asses	"	0	3	
" calves	"	0	1	
" lambs and sheep	"	0	1	
" pigs	"	0	1	
Cement or plaster of Paris	per barrel	0	1	
" "	per $\frac{1}{2}$ ditto	0	1	
" "	per $\frac{1}{4}$ ditto	0	0 $\frac{1}{2}$	
" = Roman earth	per ton	0	3	
Chairs	per dozen	0	4	
Cheese	per ton	0	8	
Clay, china or pipe	"	0	3	
Coal, coke, culm, or stone coal	"	0	2	
Coffee	"	1	0	
"	per bag	0	1	
Copper ore	per ton	0	8	
" and brass or battery	"	1	0	
Corkwood	"	1	0	

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						s.	d.
Corks	-	-	-	-	per cwt.	0	1
Corn, wheat, barley, oats, peas, beans, Indian corn, and other cereals	-	-	-	-	per ton	0	5
"	"	"	"	"	per sack	0	1
Cotton	-	-	-	-	per bale	0	6
"	-	-	-	-	per bag	0	3
Dogs	-	-	-	-	each	0	1
Drugs (hamper or box)	-	-	-	-	"	0	2
" (under 1 cwt.)	-	-	-	-	"	0	1
Earthenware (large)	-	-	-	-	per crate	0	4
" (small)	-	-	-	-	"	0	2
Eggs	-	-	-	-	per chest	0	2
Engines, locomotive	-	-	-	-	each	20	0
Feathers	-	-	-	-	per cwt.	0	3
Fibre (Spanish)	-	-	-	-	per ton	0	4
Fish	-	-	-	-	"	0	8
"	-	-	-	-	per barrel	0	1
Flax	-	-	-	-	per ton	0	9
Flour	-	-	-	-	"	0	8
"	-	-	-	-	per sack	0	1
" (or meal)	-	-	-	-	per barrel	0	1
Fowls	-	-	-	-	per crate	0	1
Fruit, above 15 cwt.	-	-	-	-	per butt	0	9
" 7 cwt. and under 15 cwt.	-	-	-	-	"	0	6
" under 7 cwt.	-	-	-	-	"	0	3
" under 2 cwt.	-	-	-	-	per bag or box	0	1
Furniture or goods, large	-	-	-	-	per package	0	4
" middle	-	-	-	-	"	0	2
" small	-	-	-	-	"	0	1
Glass or china	-	-	-	-	per hogshead	0	9
"	-	-	-	-	per tierce	0	4
"	-	-	-	-	per crate	0	3
Window glass	-	-	-	-	per side	0	2
Glue	-	-	-	-	per cwt.	0	1
Grates or stoves, large	-	-	-	-	each	0	6
" middle	-	-	-	-	"	0	4
" small	-	-	-	-	"	0	2
Gravel	-	-	-	-	per ton	0	2
Greaves	-	-	-	-	"	0	4
Grindstones	-	-	-	-	per foot diameter	0	1
Guano	-	-	-	-	per ton	0	9
Hair	-	-	-	-	"	1	0
" large	-	-	-	-	per bag	0	2
" small	-	-	-	-	"	0	1
Hampers, empty	-	-	-	-	per dozen	0	1
Hardware	-	-	-	-	per hamper	0	2
Hats, large	-	-	-	-	per crate	0	2

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Hats, small	-	-	-	per crate	-	0 1	—
Hay	-	-	-	per ton	-	0 8	
Hemp	-	-	-	"	-	1 0	
"	-	-	-	per bundle	-	0 1	
Hides	-	-	-	per ton	-	0 10	
Hoops (wood)	-	-	-	per bundle	-	0 1	
Hops	-	-	-	per bag	-	0 2	
Indigo	-	-	-	per chest	-	1 0	
"	-	-	-	per seron	-	0 4	
Iron machinery	-	-	-	per ton	-	1 0	
„ rails, bar, bolt, wrought or iron wire	-	-	-	"	-	0 6	
„ cast guns, gun carriages, shot, or boilers	-	-	-	"	-	0 9	
„ broken, bushel, or ballast	-	-	-	"	-	0 6	
„ pig	-	-	-	"	-	0 3	
„ cinders	-	-	-	"	-	0 2	
„ ore	-	-	-	"	-	0 2	
Ironmongery	-	-	-	per hogshead	-	0 6	
"	-	-	-	per tierce	-	0 4	
"	-	-	-	per barrel	-	0 2	
"	-	-	-	box or keg	-	0 1	
Lead, pig or sheet, or lead shot	-	-	-	per ton	-	1 0	
„ white or red	-	-	-	"	-	1 0	
„ ore	-	-	-	"	-	0 6	
Leather	-	-	-	"	-	0 8	
Lime	-	-	-	"	-	0 3	
„ superphosphate of	-	-	-	"	-	0 6	
Limestone	-	-	-	"	-	0 2	
Loam	-	-	-	"	-	0 3	
Logwood	-	-	-	"	-	1 6	
Malt	-	-	-	per quarter	-	0 2	
Manure	-	-	-	per ton	-	0 1	
Marble	-	-	-	"	-	0 8	
Mast yard or bowsprit:							
„ 6 inches and under 8 inches	-	-	-	each	-	0 3	
„ 8 inches and under 12 inches	-	-	-	"	-	0 6	
„ 12 inches and upwards	-	-	-	"	-	1 0	
Molasses juice or syrup	-	-	-	per ton	-	0 8	
"	-	-	-	per hogshead	-	0 4	
Muntz's metal	-	-	-	per ton	-	0 8	
Mustard	-	-	-	per keg	-	0 0 $\frac{1}{2}$	
Musical instruments, large	-	-	-	per case	-	1 0	
„ small	-	-	-	"	-	0 6	
Nails, copper or brass	-	-	-	per ton	-	1 8	
„ iron	-	-	-	per bag	-	0 1	
Oakum	-	-	-	per ton	-	0 8	
Oil	-	-	-	per tun	-	1 0	
"	-	-	-	per pipe	-	0 6	

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Oil	-	-	-	-	per hogshead	0	3
"	-	-	-	-	per barrel	0	2
"	-	-	-	-	per can	0	1
Oilcake	-	-	-	-	per ton	0	8
Onions	-	-	-	-	"	0	8
Ox bows	-	-	-	-	per dozen	0	1
Paper	-	-	-	-	per package	0	1
Parcels, large	-	-	-	-	each	0	2
" small	-	-	-	-	"	0	1
Pepper	-	-	-	-	per bag	0	2
Pipes, sewer	-	-	-	-	per ton	2	6
" drain, to 12 inches diameter	-	-	-	-	"	1	0
Plants or trees, large	-	-	-	-	per bundle	0	3
" "	-	-	-	-	per package	0	1
Provisions	-	-	-	-	per ton	0	8
"	-	-	-	-	per tierce	0	2
"	-	-	-	-	bale or barrel	0	1
"	-	-	-	-	per half barrel	0	0 $\frac{1}{2}$
Potatoes	-	-	-	-	per ton	0	4
Rabbits	-	-	-	-	per score	0	1
Rags or junk	-	-	-	-	per ton	0	8
Rice	-	-	-	-	"	0	9
"	-	-	-	-	per bag	0	1
Rope	-	-	-	-	per ton	1	0
Salt	-	-	-	-	"	0	2
Saltpetre	-	-	-	-	"	1	0
" refined	-	-	-	-	per keg	0	1
Sand	-	-	-	-	per ton	0	2
Seeds	-	-	-	-	per sack	0	2
Shoes	-	-	-	-	per hamper	0	2
Shumac	-	-	-	-	per bag	0	2
Slates	-	-	-	-	per ton	0	6
Soap	-	-	-	-	per chest	0	2
"	-	-	-	-	per box	0	1
Soda	-	-	-	-	per ton	0	8
"	-	-	-	-	per cask	0	2
Spades and shovels	-	-	-	-	per bundle	0	1
Starch	-	-	-	-	per chest	0	2
"	-	-	-	-	per box	0	1
Steel	-	-	-	-	per ton	1	0
Stone, Bath or block	-	-	-	-	"	0	6
" paving	-	-	-	-	"	0	4
Straw	-	-	-	-	"	0	8
Sugar	-	-	-	-	"	0	8
"	-	-	-	-	per hogshead	0	6
"	-	-	-	-	per tierce	0	4
Tallow	-	-	-	-	per ton	1	0

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Tallow	-	-	-	-	per cask	0	3
Tar, turpentine, resin	-	-	-	-	per barrel	0	1
Tea	-	-	-	-	per chest (112 lbs.)	0	3
"	-	-	-	-	per half chest	0	2
"	-	-	-	-	per quarter chest	0	1
Tin	-	-	-	-	per ton	0	9
"	-	-	-	-	per barrel or block	1	3
Tin plates	-	-	-	-	"	0	8
"	-	-	-	-	per box	1	0
Tobacco	-	-	-	-	per hogshead	0	8
"	-	-	-	-	per chest	0	2
"	-	-	-	-	under 56 lbs.	0	1
Vegetables, per crate, sack, or hamper	-	-	-	-	each	0	1
Vinegar	-	-	-	-	per pipe	0	6
"	-	-	-	-	per hogshead	0	3
"	-	-	-	-	per barrel	0	2
Vitriol	-	-	-	-	per carboy	0	2
Whiting	-	-	-	-	per hogshead	0	6
"	-	-	-	-	per tierce	0	3
"	-	-	-	-	per barrel	0	2
"	-	-	-	-	per firkin	0	1
Wine or spirits	-	-	-	-	per pipe	1	0
"	-	-	-	-	per puncheon	0	9
"	-	-	-	-	per hogshead	0	6
"	-	-	-	-	per quarter pipe	0	3
Wine cases or hampers	-	-	-	-	each	0	2
Wood:							
Deals	-	-	-	-	per 120	1	0
Oak, ash, elm, or other timber and spars	-	-	-	-	per load of 50 feet	0	6
Staves, per Custom House standard	-	-	-	-	per 100	0	3
Lathwood	-	-	-	-	per fathom	0	4
Mahogany and other fine woods	-	-	-	-	per ton	1	0
Battens	-	-	-	-	per 120	0	6
Batten ends	-	-	-	-	"	0	3
Deal ends	-	-	-	-	"	0	4
Sleepers, pitwood poles, or fencing	-	-	-	-	per ton	0	4
Oak quarter	-	-	-	-	100 feet in length	0	6
"	-	-	-	-	ash, elm, and fir plank	0	6
"	-	-	-	-	knees, large	0	2
"	-	-	-	-	"	0	1
"	-	-	-	-	small	0	1
Wool, millpuff, and yarn	-	-	-	-	per ton	1	0
"	-	-	-	-	per pack	0	2
Zinc	-	-	-	-	per ton	0	8

And so on in proportion for any greater or less quantities.

