



## CHAPTER cxcv.

An Act for making an Embankment and Landing Quays at Brading Harbour, and a Railway in connexion therewith; and for other purposes. A.D. 1874.  
[7th August 1874.]

**W**HEREAS the making and maintaining the embankment, quays, railway, and works and conveniences connected therewith herein-after described would be a public and local advantage:

And whereas it is expedient that the Company to be hereby incorporated should be empowered to dredge and scour the bed of Brading Harbour within the limits herein defined:

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

And whereas the purposes of this Act 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; (that is to say,)

1. This Act may be cited for all purposes as "The Brading Harbour Improvement, Railway, and Works Act, 1874." Short title.

2. "The Companies Clauses Consolidation Act, 1845," Parts I. (relating to cancellation and surrender of shares) and III. (relating to debenture stock) of "The Companies Clauses Act, 1863," as amended by "The Companies Clauses Act, 1869," "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Railways

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874. — Clauses Consolidation Act, 1845," and Part I. (relating to construction of a railway) and Part III. (relating to working agreements) of "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpreta-  
tion of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" means the Company incorporated by this Act; the expressions "the embankment," "landing quays," "the railway," "the undertaking," and "the undertakers," mean respectively the embankment, the landing quays, the railway, and the undertaking by this Act authorised, and the Company; and for the purposes of this Act 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.

Company  
incorporated.

4. William Harris Saunders, William Axon Mansell, and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking, and their executors, administrators, successors, and assigns respectively, shall be and are hereby united into a company for the purpose of making and maintaining the railway, and for other the purposes of this Act, and for those purposes shall be and are hereby incorporated by the name of "The Brading Harbour Improvement and 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.

Power to  
make em-  
bankment  
and railway.

5. Subject to the provisions of this Act the Company may make and maintain, in the line and according to the levels shown on the deposited plans and sections, the embankment and railway in connexion therewith herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for that purpose. The works herein-before referred to and authorised by this Act are,—

(A) An embankment, with all necessary landing quays and conveniences for landing passengers, animals, and goods in

[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]  
Railway, and Works Act, 1874.*

Brading Harbour, commencing in the parish of Saint Helen's at a point near Saint Helen's Mill, and terminating in the parish of Brading at Bembridge, on the seashore, opposite to the road passing from the coastguard station to Bembridge :

A.D. 1874.

- (B) A railway, one mile seven furlongs and four chains in length, wholly in the parish of Brading, commencing at Bembridge on the seashore, immediately opposite to the north-east of the coastguard station, at a point forty feet or thereabouts therefrom, and terminating by a junction with the terminus of the goods line of the Isle of Wight Railway, on their quays or landing-places at Brading:

6. Subject to the rights and interests of any lessees or occupiers which have been granted by the owner of the lands which may be taken compulsorily under this Act which are claimed to belong to the trustees of the late Sir Henry Oglander, Baronet, deceased, the Company may only enter upon those lands on payment of the sum of eight thousand pounds to the owner of those lands for the time being.

As to lands of Sir Henry Oglander's trustees.

7. So much of the several embankments as are claimed to belong to or adjoin the estate of the late Sir Henry Oglander, Baronet, deceased, and form the sea defences or boundaries of the harbour, shall not be included in any sale to the Company, but shall for ever hereafter remain and be the property of the owner or owners for the time being of such estate (herein-after called "the owners"), but from and immediately after the entry by the Company on the lands authorised to be taken under the powers of this Act until the completion of the embankment, the present sea defences or boundaries shall be repaired and maintained by and at the expense of the Company, and in case the Company shall fail to keep the same in proper repair to the satisfaction of the owners, it shall be lawful for the owners to do such repairs thereto as may be necessary, and all moneys expended by them shall on demand be repaid by the Company, and in case of default in payment on demand may be recovered as and for liquidated damages: Provided nevertheless, that in case any damage shall be done to any person or persons by reason of any default of the Company, the same shall be made good by the Company.

Company to preserve sea boundaries.

8. The Company shall make and construct and at all times thereafter maintain the embankment of such materials and in such manner as at all times thereafter to render fit for cultivation the ground landwards of such embankment, and the said Company shall

Provisions as to reclaimed lands.

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874. at all times until the same are fit for cultivation keep the same as far  
as possible covered with water, so that the same shall not be a  
nuisance or injurious to health of persons residing near the same,  
or the occupier for the time being of Nunwell House or the adjoining  
village of Brading.

Power to  
dam up the  
River Yar in  
the parish of  
Brading.

9. The Company may in the construction of the embankment  
dam and stop up the River Yar in the parish of Brading, at or near  
Saint Helen's Mill.

Works to be  
constructed  
to the satis-  
faction of  
Commis-  
sioners of  
Sewers for  
the Isle of  
Wight.

10. The Company shall in the construction of the embankment,  
railway, and works by this Act authorised make and at all times  
thereafter maintain to the satisfaction of the Commissioners of  
Sewers for the Isle of Wight (herein-after called "the Commis-  
sioners") all proper and sufficient channels, drains, trenches, sewers,  
sluices, sluice-gates, hatches, and other works for the free and  
uninterrupted discharge of all fresh water, flood water, and tidal  
water through and from Brading Harbour and the lands which now  
drain through or into the same. And in the event of any such  
works being or becoming in the opinion of the Commissioners  
ineffectual for such purpose, it shall be lawful for them from time  
to time to make and execute all such works as they may consider  
necessary to effect such purpose, and the expense thereof shall be  
paid by the Company, and may be recovered by the Commissioners  
from the Company as and for liquidated damages in any court of  
competent jurisdiction.

Power to  
improve  
Brading  
Harbour.

11. The Company may for the purpose of deepening and im-  
proving Brading Harbour, and for affording facilities for accommoda-  
tion for vessels of greater draught than the harbour can now admit,  
deepen, cleanse, and scour so much of the bed of Brading Harbour  
as is included within the following limits, to wit,—The area included  
within the dotted lines shown on the deposited plans and marked  
"Limits of Harbour Power," and by the line of the embankment  
itself shown on those plans.

Capital.

12. The capital of the Company shall be forty thousand pounds,  
in four thousand shares of ten pounds each.

Shares not to  
issue until  
one fifth part  
paid up.

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

Calls.

14. 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

[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]  
Railway, and Works Act, 1874.*

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. A.D. 1874.

15. If any money is payable to a shareholder being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge of the Company. Receipts of persons under disability.

16. The Company may from time to time borrow on mortgage any sum not exceeding in the whole thirteen thousand three hundred pounds, but no part thereof shall be borrowed until the whole capital of forty thousand pounds is issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the 40th section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of such capital has been issued and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide and is held by the persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof. Power to borrow on mortgage.

17. 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 authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than two thousand pounds in the whole. Arrears may be enforced by appointment of a receiver.

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

19. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only. Application of moneys.

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874.

First ordinary meeting.

**20.** The first ordinary meeting of the Company shall be held within six months from the passing of this Act.

Number of directors.

**21.** The number of directors shall be three.

Qualification of directors.

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

Quorum.

**23.** The quorum of a meeting of directors shall be two.

First directors.

**24.** William Harris Saunders and William Axon Mansell, and one other person to be nominated by them and consenting to such nomination, shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act or nominated as aforesaid, or either of them, or may elect new directors to supply the place of those not continued in office, the directors appointed by this Act or nominated as aforesaid 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 in person or by proxy shall 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 died or resigned, shall continue to be directors until others are elected in their stead, in manner provided by the same Act.

Lands for extraordinary purposes.

**25.** The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed two acres.

Powers for compulsory purchase limited.

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

Deposit money not to be repaid until line opened or half the capital paid up and expended.

**27.** Whereas pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth year of the reign of Her present Majesty, chapter twenty, a sum of eight hundred and thirteen pounds three pounds per centum consolidated annuities Government stock, equal in value to five per centum upon fifteen thousand pounds, the amount of the estimate in respect of the railway undertaking, has been transferred to the account of Her Majesty's Paymaster General, on behalf of the Court of Chancery in England, in respect of the application to Parliament for this

A.D. 1874.

Act: Be it enacted, that, notwithstanding anything contained in the said Act, the said sum of stock so transferred as aforesaid in respect of the application for this Act shall not be transferred to or on the application of the person or persons, or the majority of the persons, named in the warrant or order issued in pursuance of the said Act, or the survivors or 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 same for the public conveyance of passengers, or prove to the satisfaction of the Board of Trade that the Company have paid up one half of the amount of the capital for the railway undertaking by this Act authorised 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 Board of Trade, the said sum of stock transferred as aforesaid shall be applied in the manner herein-after specified; and the certificate of the Board of Trade that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the facts so certified, 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.

**28.** The said sum of stock transferred as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of stock shall have been found sufficient to satisfy all just claims in respect to such compensation, then the said sum or stock, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer, in such manner as the Court of Chancery in England thinks fit to order on the application of the Solicitor of Her Majesty's Treasury,

Application  
of deposit.

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874. and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the Court, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver, or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof: Provided, that until the said sum of stock has been repaid to the depositors, or has become otherwise applicable as herein-before mentioned, any interest or dividends accruing thereon shall from time to time, and as often as the same shall become payable, be paid to or on the application of the person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them.

Period for completion of works.

**29.** If the works are not completed within five years from the passing of this Act, then on the expiration of that period the powers by this Act granted to the Company for making and completing the works, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Saving rights of the Crown under Crown Lands Act.

**30.** Nothing contained in this Act or to be done under the authority thereof shall in any manner affect the title to any of the subjects, or any rights, powers, or authorities mentioned in or reserved by sections twenty-one and twenty-two of "The Crown Lands Act, 1866," and which may belong to the Crown.

Tolls for use of embankment.

**31.** The Company may demand and take in respect of the use of the embankment and quays the tolls set forth in the schedule to this Act.

Tolls and charges.

**32.** The Company may demand and take for the use of the railway hereby authorised, or of any part thereof, tolls and charges not exceeding the following, and the said tolls and charges shall include the use of the railway and of carriages and of tractive power:

For every passenger conveyed in a first-class carriage, sixpence:

For every passenger conveyed in a second-class carriage, fourpence:

For every passenger conveyed in a third-class carriage, twopence.

And in respect of goods conveyed on the said railway, as follows:

Tolls for animals.

**33.** In respect of animals conveyed in carriages on the railway, as follows:

Class 1. For every horse, mule, ass, or other beast of draught or burden, eightpence:



[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]  
Railway, and Works Act, 1874.*

Class 2. For every ox, cow, bull, or neat cattle, sixpence : A.D. 1874.

Class 3. For every calf, pig, sheep, lamb, or other small animal, fourpence :

Class 4. For all coal, coke, culm, charcoal, and cinders, compost, dung, and all sorts of manure, lime and limestone, and all undressed materials for the repair of roads or highways, all stones for building, pitching, and paving, all bricks, tiles, slates, clay, and ironstone and iron ore, pig iron, bar iron, rod iron, hoop iron, and all other similar descriptions of wrought iron, and iron castings not manufactured into utensils or other articles of merchandise, threepence a ton : Tonnage for goods, &c.

Class 5. For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, deals, metals (except iron), nails, anvils, vices, and chains, sixpence a ton :

Class 6. For all cotton and other wools, drugs, manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, eightpence a ton :

Class 7. For every carriage of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, one shilling and sixpence :

And for every additional quarter of a ton above one ton which the carriage weighs, sixpence.

**34.** And with respect to small parcels and single articles of great weight, the Company shall not demand and take any greater sum for the conveyance thereof over the railway hereby authorised, or any parts thereof respectively, than the following : Tolls for small parcels and single articles of great weight.

For small parcels, as follows :

Not exceeding seven pounds in weight, threepence ; exceeding seven and not exceeding fourteen pounds in weight, fourpence ; exceeding fourteen and not exceeding twenty-eight pounds in weight, sixpence ; exceeding twenty-eight and not exceeding fifty-six pounds in weight, ninepence ; exceeding fifty-six pounds but not exceeding five hundredweight, any sum the Company think fit :

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

For any article the weight of which exceeds eight tons, any sum the Company think fit.

**35.** Every passenger travelling upon the railway may take with him his ordinary or personal luggage, not exceeding one hundred Passengers luggage.

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874. — 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.

Company may take increased charges by agreement.

**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 and goods (other than small parcels) by passenger trains.

Consent of Board of Admiralty to deviation of work.

**37.** No deviation of the work shall be made from the lines thereof as marked on the deposited plan, even within the limits of such deviation shown on such plan, in such manner as to diminish the navigable space, without the previous consent of the Lords Commissioners of the Admiralty, or otherwise than in such manner as is expressly authorised by the said Lords Commissioners.

Plans, &c. of embankment to be approved by Board of Admiralty.

**38.** Previously to commencing the embankment the Company shall deposit at the office of the Lords Commissioners of the Admiralty plans and sections and working drawings of the embankment for their approval, such approval to be signified in writing under the hand of the secretary of the said board; and such embankment shall be constructed only in accordance with such approval; and when such embankment shall have been commenced or constructed, it shall not be lawful for the Company at any time to alter or extend the same without obtaining previously to making any such alteration and extension the like consent and approval; and if the embankment shall be commenced or completed, or be altered, extended, or constructed contrary to the provisions of this Act, it shall be lawful for the said Lords Commissioners to abate, alter, and remove the same, and to restore the site thereof to its former condition, at the cost and charge of the Company, and the amount thereof shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs of suit.

Plans and sections of works to be approved by Commissioners.

**39.** Previously to commencing any works below the level of high-water mark at spring tides, or in any way affecting the rights of the Commissioners of Sewers for the Isle of Wight, herein-after called the Commissioners, the Company shall submit to the Commissioners for their approval (such approval to be signified by writing under the hand of their clerk) plans, sections, and working

[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]  
Railway, and Works Act, 1874.*

drawings of the works proposed to be commenced, and so much of such works as may affect the River Yar, or the free and uninterrupted discharge from or through Brading Harbour of fresh water, flood water, and tidal water, or as may affect the lands liable to inundation, or may in any way affect the rights of the Commissioners, shall be constructed only in accordance with such approval, and when the said works shall have been commenced or constructed it shall not be lawful for the Company at any time to alter or extend the same without previously obtaining the like consent and approval. A.D. 1874.

40. All works constructed by the Company affecting Brading Harbour, or any part thereof, shall for ever thereafter be maintained by and at the expense of the Company to the satisfaction of the Commissioners, and in default it shall be lawful for the Commissioners and their surveyors to enter upon the same, and to execute all such repairs and works as the Commissioners shall consider necessary for the protection of the lands liable to inundation by the sea, and the expense of all such repairs and works, and all damage occasioned to such lands by reason of any failure of the said works, shall be borne by the Company; and all such expenses and damages may from time to time be recovered by the Commissioners from the Company as and for liquidated damages in any court of competent jurisdiction. Works to be maintained by Company.

41. If any dispute or difference shall arise between the Commissioners and the Company touching or concerning the construction of the said embankment, railway, or works, or in reference to any other matter herein-before provided for, the matter in difference shall, at the expense of the Company, be referred to an engineer to be appointed by the Board of Trade on the application of either party, and the decision of such engineer shall be final and conclusive between the parties to all intents and purposes. Arbitration.

42. If at any time or times it shall be deemed expedient by the Lords Commissioners of the Admiralty to order a local survey and examination of the embankment, the Company shall defray the costs 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. Board of Admiralty may order local survey.

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874.

Board of Admiralty may abate abandoned works.

**43.** If any work to be constructed by the Company shall be abandoned or suffered to fall into disuse or decay, it shall be lawful for the Lords Commissioners of the Admiralty to abate and remove the same, or such part or parts thereof as they may at any time deem fit and proper, and to restore the site thereof to its former condition at the cost and charge of the Company, and the amount thereof shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs of suit.

Officers of Customs to have free access to pier without payment of rates.

**44.** All officers of Customs being in the execution of their duty shall at all times have free ingress, passage, and egress from, to, and over the embankment and works by land, and also with their vessels and boats by water, without payment of any rate.

Power to appoint meters and weighers.

**45.** The Company may appoint and license a sufficient number of persons to be meters and weighers.

Limits within which pier-master may exercise his authority.

**46.** The limits within which the powers of the superintendent or pier-master for the regulation of the embankment shall be exercised shall be the embankment, works, and premises of the Company, and a distance of one hundred yards from any part of the embankment.

Interest not to be paid on calls paid up.

**47.** The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him; but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

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

**49.** 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

[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]*  
*Railway, and Works Act, 1874.*

maximum rates of fares and charges, or of the rates for small parcels, authorised by this Act. A.D. 1874.

**50.** 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.

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874.

**SCHEDULE** to which the foregoing Act refers.

**I.—RATES ON VESSELS USING THE EMBANKMENT AND LANDING QUAYS.**

	<i>s.</i>	<i>d.</i>
For every vessel under the burden of 15 tons, per ton - -	0	4
For every vessel of the burden of 15 tons and under 50 tons, per ton - - - - -	0	6
For every vessel of the burden of 50 tons and under 100 tons, per ton - - - - -	0	8
For every vessel of the burden of 100 tons and under 150 tons, per ton - - - - -	0	10
For every vessel of the burden of 150 tons and upwards, per ton -	1	0
All lighters, for each trip, per ton - - - - -	0	6
All boats entirely open landing or taking on board goods, each -	0	6

**II.—RATES ON GOODS SHIPPED OR UNSHIPED AT THE EMBANKMENT AND LANDING QUAYS.**

	<i>s.</i>	<i>d.</i>
Ale, beer, and porter, per hogshead - - - - -	0	6
Ale (bottled), per barrel - - - - -	0	4
Ditto, per dozen bottles - - - - -	0	1
Anchors, per cwt. - - - - -	0	9
Anchor stock, per foot run - - - - -	0	2
Bark, per ton - - - - -	2	0
Bedding, per bundle - - - - -	0	3
Beef or pork, per cwt. - - - - -	0	3
Beef or pork, per barrel - - - - -	0	6
Biscuit or bread, per cwt. - - - - -	0	3
Blubber, per ton of 252 gallons - - - - -	3	0
Bones and bone dust, per ton - - - - -	1	6
Bottles, per gross - - - - -	0	9
Bricks, per 1,000 - - - - -	1	6
Butter and lard, per barrel - - - - -	0	6
Ditto, per firkin - - - - -	0	3
Cables, iron or hempen, per ton - - - - -	3	0
Canvas, per bolt - - - - -	0	1
Casks (empty), not being returned packages, per puncheon -	0	3
Other casks in proportion.		

[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]  
Railway, and Works Act, 1874.*

Cattle :	s.	d.	A.D. 1874.
Bulls, cows, and oxen, each	3	0	—
Calves, each	1	0	
Horses, each	4	0	
Pigs, each	0	6	
Sheep, each	1	0	
Chalk, per ton	1	0	
Cheese, per cwt.	0	4	
Chimney pots, each	0	3	
Clay, per ton	1	0	
Cloth, haberdashery, &c., per package not exceeding cwt.	0	6	
Carriages :			
Chaises or other four-wheeled carriages, each	7	6	
Gigs, carts, and other two-wheeled carriages, each	5	0	
Hand carts and perambulators, each	1	0	
Coals, per ton	1	0	
Copper, per ton	3	0	
Cordage, per cwt.	0	3	
Cork, per cwt.	0	6	
Crystal, per box or package	0	6	
Dogs, each	0	6	
Drugs (in casks, hampers, or boxes), per foot	0	2	
Earthenware (in casks, hampers, or boxes), per foot	0	2	
Earthenware (in crates), per foot	0	1	
Eggs, per box	0	3	
Fish (dried and salted), per cwt.	0	3	
Ditto, fresh (not enumerated), per cwt.	0	2	
Flax, per ton	2	0	
Flour and meal, per sack	0	4	
Ditto, per barrel	0	3	
Fruit, per bushel or sieve	0	4	
Furniture (household), per 5 cubic feet	0	4	
Glass, per large crate	1	5	
Ditto, per small crate or case	1	0	
Ditto, per box	0	6	
Grains and seeds, per quarter	0	6	
Groceries (not enumerated), per cwt.	0	6	
Guano, per ton	1	6	
Gunpowder, per barrel or keg	0	6	
Hams, bacon, or tongues, per cwt.	0	4	
Hardware, per ton	2	6	
Hares and rabbits, per dozen	0	4	
Hay, per ton	1	6	
Ditto, per truss	0	2	
Hemp, per ton	2	0	
Herrings (fresh), per 1,000	0	3	
Ditto (cured), per barrel	0	3	

[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874.		s.	d.
	Hides :		
	Ox, cow, or horse (wet or dry), each - - - - -	0	2
	Iron :		
	Bar, bolt, rod, and shots, per ton - - - - -	1	6
	Pig and old, per ton - - - - -	1	0
	Manufactured, per ton - - - - -	2	6
	Pots, each - - - - -	0	1
	Kelp, per ton - - - - -	2	0
	Lead, per ton - - - - -	2	6
	Leather (tanned and dressed), per cwt. - - - - -	0	3
	Lime, per 28 bushels - - - - -	1	4
	Limestone, per ton - - - - -	1	0
	Machinery, per ton - - - - -	2	6
	Manure (not enumerated), per ton - - - - -	1	0
	Masts and spars, 10 inches in diameter and upwards, each - - - - -	4	6
	Ditto, under 10 inches - - - - -	3	0
	Meat (fresh), per cwt. - - - - -	0	6
	Milk, per gallon - - - - -	0	0½
	Musical instruments, per cube foot - - - - -	0	1
	Nets, per 5 cubic feet - - - - -	0	4
	Oakum, per cwt. - - - - -	0	2
	Oils, per tun - - - - -	2	0
	Oilcake, per ton - - - - -	2	0
	Oranges and lemons, per box - - - - -	0	6
	Ores, per ton - - - - -	1	0
	Oysters, per bushel - - - - -	0	3
	Paint, per cwt. - - - - -	0	4
	Pitch and tar, per barrel - - - - -	0	6
	Potatoes, per cwt. - - - - -	0	2
	Poultry and game, per dozen - - - - -	0	4
	Rags and old rope, per ton - - - - -	2	0
	Sails, per cwt. - - - - -	0	6
	Salt, per cwt. - - - - -	0	1
	Sand, per ton - - - - -	1	0
	Shrimp baskets, each - - - - -	0	2
	Skins :		
	Calf, goat, sheep, lamb, or dog, per dozen - - - - -	0	6
	Slates, per ton of 24 cubic feet - - - - -	2	0
	Spirits, per hogshead - - - - -	1	0
	Ditto, per gallon - - - - -	0	1
	Stones, per ton of 16 cubic feet - - - - -	1	6
	Steel, per ton - - - - -	3	0
	Sugar, per cwt. - - - - -	0	3
	Tallow, soap, and candles, per cwt. - - - - -	0	3
	Tea, per chest - - - - -	1	0
	Tiles, per 1,000 - - - - -	1	6
	Tin and zinc, per ton - - - - -	3	0



[37 & 38 VICT.] *The Brading Harbour Improvement, [Ch. cxcv.]  
Railway, and Works Act, 1874.*

	s.	d.	A.D. 1874.
Tobacco, per cwt. - - - - -	1	6	—
Turbot, per score - - - - -	0	3	
Turnips, per ton - - - - -	0	6	
Turpentine and varnish, per barrel - - - - -	0	6	
Turtle, each - - - - -	2	6	
Vegetables (not enumerated), per cwt. - - - - -	0	4	
Vinegar, per hogshead - - - - -	0	6	
Vitriol, per carboy - - - - -	1	0	
Water, per cask - - - - -	0	3	
Wine, per hogshead - - - - -	1	0	
Ditto, bottled, per dozen bottles - - - - -	0	2	
Wood:			
Fir, pine, and other descriptions not enumerated, per load of 50 feet - - - - -	1	6	
Oak or wainscot, per load of 50 feet - - - - -	2	0	
Firewood, per 216 cubic feet fathom - - - - -	1	6	
Laths and lathwood, per fathom of 216 cubic feet - - - - -	2	6	
Handspikes, per 120 - - - - -	3	0	
Oars, per 120 - - - - -	5	0	
Spars, under 22 feet in length, above 2½ and under 4 inches in diameter, per 120 - - - - -	5	0	
Ditto, 2½ inches in diameter and under, per 120 - - - - -	4	0	
Ditto, 22 feet in length and upwards, and not exceeding 4 inches in diameter, per 120 - - - - -	9	0	
Ditto, above 4 and under 6 inches in diameter, per 120 - - - - -	14	0	
Spokes of wheels, not exceeding 2 feet in length, per 120 - - - - -	2	0	
Ditto, exceeding 2 feet in length, per 120 - - - - -	3	0	
Trenails, per 1,000 - - - - -	2	6	
Wedges, per 1,000 - - - - -	2	6	
Pipe staves and others in proportion, per 120 - - - - -	2	6	
Lignum vitæ, fustic, logwood, mahogany, and rosewood, per ton	2	0	
Wool, per cwt. - - - - -	0	4	
Yarn, per cwt. - - - - -	0	2	

*All other goods not particularly enumerated above :*

Light goods, per cube feet - - - - -	0	1
Heavy goods, per ton - - - - -	2	0

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

III.—RATES FOR USE OF WEIGHING MACHINES.

For goods weighed, for each ton or part of a ton - - - - -	0	2
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[Ch. cxcv.] *The Brading Harbour Improvement, [37 & 38 VICT.]  
Railway, and Works Act, 1874.*

A.D. 1874.

IV.—RATES ON PASSENGERS AND PROMENADERS USING THE PIER.

	<i>s.</i>	<i>d.</i>
For every passenger or other person who shall land on the pier from, or embark from it on board of, any ship, vessel, packet, or passage boat, for each time any sum not exceeding - - -	0	6
For every person who shall use the pier for the purpose of walking for exercise, pleasure, or any other purpose, except for embarking or disembarking, for each time any sum not exceeding -	0	4
For every Bath or sedan chair taken on the pier, for each time any sum not exceeding - - - - -	0	6
For every perambulator taken on the pier, for each time any sum not exceeding - - - - -	0	2
For every master of any vessel, boat, or wherry using the said pier for the purpose of going to or returning from his own vessel, boat, or wherry, an annual sum not exceeding - - -	20	0

V.—RATES ON PASSENGERS LUGGAGE.

For every trunk, portmanteau, box, parcel, or other package within the description of luggage, not exceeding 28 lbs. - -	0	2
Over 28 lbs. and not exceeding 84 lbs. - - - -	0	4
Over 84 lbs. and not exceeding 112 lbs. - - - -	0	5
Over 112 lbs. and not exceeding 140 lbs. - - - -	0	6
Over 140 lbs. and not exceeding 196 lbs. - - - -	0	7
Over 196 lbs. and not exceeding 2 cwt. - - - -	0	8
And for every cwt. beyond - - - - -	0	4
And for every 20 lbs. weight in addition - - - -	0	1

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