

their duties
and



CHAPTER cxlv.

An Act for making a Railway and Pier in the county of Suffolk, to be called "The Felixstowe Railway and Pier;" and for other purposes. [19th July 1875.] A.D. 1875.

WHEREAS the making of the railway and pier herein-after described would be attended with public and local advantage: And whereas the persons in this Act named, with others, are willing, at their own expense, to construct and maintain the said railway and pier, and it is expedient that powers should be conferred on them for that purpose:

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

And whereas it is expedient to authorise the traffic agreements herein-after mentioned:

And whereas by the Felixstowe and Fagborough Cliff (Walton) Tramway Order, 1873, and the Ipswich and Felixstowe Tramway Order, 1873, confirmed respectively by the Tramways Orders Confirmation Act, 1873, (which said Orders are herein-after respectively called "the Felixstowe Order" and "the Ipswich Order,") the promoters respectively were authorised to construct and maintain tramways from Felixstowe to Fagborough Cliff and from Ipswich to Felixstowe, both in the county of Suffolk (herein-after respectively called "the Felixstowe Tramway" and "the Ipswich Tramway"):

And whereas the promoters for the purposes of the Felixstowe Order were declared to be George Tomline, his heirs and assigns, (herein-after called "the promoters of the Felixstowe Order,") and

[Ch. cxlv.] *The Felixstowe Railway and*
Act, 1875.

A.D.

A.D. 1875.

for the purposes of the Ipswich Order the said George Tomlinson and John Weston, their heirs or assigns (herein-after called "the promoters of the Ipswich Order"):

And whereas none of the powers of the Felixstowe Order or the Ipswich Order, in relation to the construction of the Felixstowe Tramway or the Ipswich Tramway, have been or can now be exercised, and the public and local advantages proposed to be conferred by the construction thereof respectively will be conferred to the same or a greater extent by the construction of the tramways by this Act authorised, and it is expedient that the Felixstowe Tramway and the Ipswich Tramway should be abandoned:

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, with the advice and consent of the Lords Spiritual and Temporal and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited as "The Felixstowe Railway and Tramway Act, 1875."

Provisions of certain general Acts incorporated.

2. The following enactments (as far as they are applicable for the purposes of and are not expressly varied by this Act) are hereby incorporated with and shall be part of this Act; (that is to say, the Companies Clauses Consolidation Act, 1845, Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of the Companies Clauses Act, 1863, as amended by the Companies Clauses Act, 1869, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, 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, and the provisions of the Harbours, Docks, and Piers Act, 1847, with respect to the construction of the harbour, dock, pier, and with respect to the construction of works for the accommodation of the officers of Customs, and with respect to the construction of warehouses, wharfs, and other conveniences, and with respect to the rates to be taken by the undertakers, and with respect to the appointment of harbour-masters, dock-masters, and pier-masters, and their duties, and with respect to the discharging of vessels, the removal of goods, and with respect to the protection of the harbour, dock, and pier, and the vessels therein, from fire or injury, and with respect to the police of the harbour, dock, or pier, and with respect to the appointment of meters and weighers,

their duties, and with respect to the byelaws to be made by the undertakers, and with respect to the recovery of damages not specially provided for, and of penalties, and to the determination of any other matter referred to justices or the sheriff and with respect to life-boats, and with respect to keeping a tide and weather gauge, subject to the following provisions; (that is to say,) A.D. 1875.

1. In section seventeen of the Railways Clauses Consolidation Act, 1845, the words "work" and "railway" shall be taken to extend to and include the pier and works connected therewith by this Act authorised; and for the purposes of Part I. of the Railways Clauses Act, 1863, the pier shall be deemed to be "works" within the meaning of that statute:

2. For the purposes of this Act sections 16 to 19 of the Harbours, Docks, and Piers Clauses Act, 1847, with respect to life-boats, and to keeping a tide and weather gauge, shall not respectively have effect unless and until the Board of Trade so direct, and the pier and works connected therewith by this Act authorised shall be deemed to be the harbour, dock, or pier within that Act; and the expression "harbour-master" in the same Act shall mean the superintendent of the pier appointed by the Company, and the prescribed limits shall be fifty yards from any part of the pier; and that notwithstanding anything in the Harbours, Docks, and Piers Clauses Act, 1847, contained, the Company shall not be bound to give to any other person any use of the said pier which would unreasonably interfere or be inconsistent with the use of the same for their railway and the traffic thereon, or to keep the said pier open or to allow the same to be used upon any days on which passenger trains shall not be run on the railway:

Provided always, that the powers of any pier-master or superintendent of the pier to be appointed by the Company shall, so far as the same affect the navigation of Harwich Harbour, as defined by the Harwich Harbour Acts, be exercised by him subject to the order, jurisdiction, and control of the harbour-master, or other officer or officers appointed by the Harwich Harbour Conservancy Board, and the powers and authorities of the said harbour-master, and such other officer or officers so appointed by the Harbour Board, shall not be in anywise prejudiced, affected, or diminished by this Act or anything herein contained.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something

Interpretation of terms.

omline and
"the pro-
rder, or of
Felixstowe
now be
sed to be
conferred
the railway
Felixstowe
without
end;
b
em,
l by the
nd Pier
for the
hereby
y,) the
ting to
ting to
needed
solida-
idation
d Part
s
lar
ck, or
mmo-
struc-
spect
to the
sters,
s and
f the
other
pier,
and

A.D. 1875. in the subject or context repugnant to such construction; the expressions "the Company" and "the undertakers" mean the company incorporated by this Act; the expression "the railway" means and includes the railway and pier by this Act authorised; the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall for the purposes of this Act be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute; the expression "the special Act" means this Act; the expression "the undertaking" means the undertaking by this Act authorised; and the expression "the harbour, dock, or pier" means the pier by this Act authorised.

Company
incorporated.

4. George Tomline, John Watts the younger, Charles Eley, Frederick Henry Scott, and Henry Charles Moody, 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 pier, and for other the purposes of this Act, and for those purposes shall be and are hereby incorporated by the name of the "Felixstowe Railway and Pier 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 railway
and pier
according to
deposited
plans.

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

- (1.) A railway, situate wholly in the county of Suffolk, thirteen miles two furlongs and one chain in length, commencing in the parish of Felixstowe on Langer or Languard Common, and terminating in the parish of Westerfield by a junction with the Great Eastern Railway:
- (2.) A pier (situate wholly in the said county of Suffolk, and parish of Felixstowe), with connecting rails and sidings thereon, commencing by a junction with the said intended

38 & 39 Vict.] *The Felixstowe Railway and Pier Act, 1875.* [Ch. cxlv.]

A.D. 1875.

the expres
e company
means and
e expression
n," or any
or partially
Act be read
o which the
t a debt or
ocial Act"
means the
ession "the
orised.

Charles Eley,
id ther
to shall
their execu-

ly, shall be
of making
the purposes
hereby in-
y and Pier
e, with per-
o purchase,
the purposes

y may make
s shown on
herein-after
telegraphs,
ly may
on said
nce as may
erein-before

olk, thirteen
ommencing
e Languard
sterfield by

Suffolk, and
and sidings
aid intended

the railway, at or near the point of commencement of such railway, and proceeding from such point in a westerly direction for about thirty yards across Langer otherwise Languard Common to high-water mark, and thence projecting into Harwich Harbour, or the estuary or waters formed by the confluence of the rivers Orwell and Stour, or one of them, and the sea, in the same westerly direction, for the further distance of one hundred and seventy yards or thereabouts:

Provided always, that, notwithstanding anything in this Act or in the Harbours, Docks, and Piers Clauses Act, 1847, to the contrary, the Company shall not, in constructing the pier by this Act authorised, deviate from the line thereof as delineated on the deposited plans even within the limits of deviation shown on such plans.

6. In carrying the railway authorised by this Act across Walton Creek, and the tributary creek called Horseshoe Creek, the Company shall make and thereafter maintain in good order such works in the embankments of the railway by which the said creeks shall be crossed as shall be requisite for draining the land-water and soakage, if any, which may accumulate on the east and south sides respectively of the said embankments; and if, in the opinion of an arbitrator to be appointed within two months from the passing of this Act by the Board of Trade, the said works should be so made as to permit the tide to flow through the said embankments into and out from the said creeks, then the Company shall be bound to make, and thereafter at all times maintain in good order, the said works in such manner as the said arbitrator shall, in writing, direct for the purpose of effectuating the objects aforesaid; and all the said works shall be executed and maintained to the satisfaction of the Board of Trade; the costs, charges, and expenses of and incident to the arbitration to be paid, half by the Company and half by the Harwich Harbour Conservancy Board.

For pro-
tection of
Walton and
Horseshoe
Creeks.

7. The capital of the Company shall be one hundred and thirty thousand pounds in thirteen thousand shares of ten pounds each.

Capital.

8. 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 is paid in respect thereof.

Shares not
to issue until
one fifth
paid up.

9. One fifth of the amount of a share shall be the greatest amount of a call, and two months at least shall be the interval between successive calls, and three fifths of the amount of a share

Calls.

[Ch. cxlv.] *The Felixstowe Railway and Pier [38 & 39 Vict.] Act, 1875.*

A.D. 1875. shall be the utmost aggregate amount of the calls made in any year upon any share.

Receipt clause in case of persons not sui juris. Power to borrow on mortgage.

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

11. The Company may from time to time borrow on mortgage any sum not exceeding in the whole forty-three thousand three hundred pounds, but no part thereof shall be borrowed until the whole capital of one hundred and thirty thousand pounds is issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the fortieth section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of such capital 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.

Arrears may be enforced by appointment of a receiver.

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

Debenture stock.

13. 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.

Application of moneys.

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

in any year
ng a minor,
nittee of his

on mortgage
usand three
ed until the
ads is issued
e Company
the fortieth
Act, 1845,"
been issued
p, that
ate re in
at the time
was issued
whom the
cessors, or
executors,
the same;
Company,
t, he shall
ven, which

ayment of
mortgages
horise the
ncipal, the
ti for a
nd unds

ck, subject
uses Act,
e interest
d by the
mortgages
ority over

y shares,
purposes

15. The first ordinary meeting of the Company shall be held within twelve months after the passing of this Act, and the quorum for general meetings, whether ordinary or extraordinary, shall be seven shareholders, holding together not less than five thousand pounds in the capital of the Company.

A.D. 1875.
First ordinary meeting, and quorum.

CCA
1845
Act
LXXII
—
—
—

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

Number of directors.

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

Qualification of directors.

18. The quorum of a meeting of directors shall be four, unless the number of directors be reduced to three, and then the quorum shall be two.

Quorum.

19. George Tomline, Edward Packard, Josiah Wilkinson, John Watts the younger, Charles Eley, and Frederick Henry Scott 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 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, subject to the power herein-before contained for reducing the number of directors, elect persons to supply the places of the directors then retiring from office, agreeably to the provisions of "The Companies Clauses Consolidation Act, 1845," and the several persons elected at any such meeting, being neither removed nor disqualified, nor having resigned, shall continue to be directors until others are elected in their stead, in manner provided by the same Act.

First directors.

20. 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 five acres.

Lands for extraordinary purposes.

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

Powers for compulsory purchases limited.

22. Subject to the provisions in "The Railways Clauses Consolidation Act, 1845," and in Part I. (relating to the construction of a railway) of "The Railways Clauses Act, 1863," contained in

Power to cross certain roads on the level.

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 VICT.]
Act, 1875.

A.D. 1875.

reference to the crossing of roads on the level, the Company may in the construction of the railway carry the same with a single line only, whilst the railway shall consist of a single line, and afterwards with a double line only, across and on the level of the roads next hereinafter mentioned; (that is to say)

No. on deposited Plan.	Parish.	Description of Road.
6	Trimley St. Mary -	Public carriage road.
9	Trimley St. Mary -	Public carriage road.
11a	Trimley St. Mary -	Public carriage road.
8	Trimley St. Martin -	
6	Trimley St. Martin -	Public carriage road.
10a	Trimley St. Martin -	Public carriage road.
16	Trimley St. Mary -	
14	Trimley St. Mary -	Public carriage road.
2	Stratton Hall, Extra-parochial -	

Provisions as to junction with Great Eastern Railway.

23. The junction of the railway with the Great Eastern Railway shall be effected subject to and in accordance with the following provisions, and not otherwise; (that is to say,)

1. The junction shall be effected at such a point within the limits of deviation delineated on the deposited plans, and in all respects in such manner as shall previously have been approved of by the engineer for the time being to the Great Eastern Railway Company; and the junction and the works connected therewith shall be executed by them, and the cost thereof shall, upon demand, be repaid to them by the Company, and in default thereof may be recovered in any court of competent jurisdiction:
2. The Company shall not, except by agreement, use, enter upon, or interfere with, or acquire any right, title, or interest to or in any lands belonging to the Great Eastern Railway Company, except such as may be required for the purposes of effecting the said junction, nor shall the Company with respect to such lands of the Great Eastern Railway Company as may be so required purchase and take the same, but the Company may purchase and take, and the Great Eastern Railway Company may and shall sell and grant accordingly, an easement or right of using the same for the purposes of the said junction:
3. The Great Eastern Railway Company may from time to time erect such signals and conveniences incident to the junction, either on their own lands or on the lands of the Company,

Company may
a single line
d afterwards
o roads next

of Road.

ge road.

ge road.

ge road.

ge road.

ge road.

ge r

rn Railway
e following

within the
plans, and
r have been
o the Great
l the works
1, and the
hem by the
red in any

ent upon,
in st to
n a way
e purposes
pany with
r Company
re, but the
at Eastern
ordingly,
urposes of

ie to time
junction,
Company,

and may from time to time appoint and remove such watchmen, switchmen, or other persons as may be necessary for the prevention of danger to or interference with the traffic at and near the junction. The working and management of such signals and conveniences, wherever situate, shall be under the exclusive regulation of the Great Eastern Railway Company; and all the expenses of erecting and maintaining these signals and conveniences, and of employing those watchmen, switchmen, and other persons, and all incidental current expenses incurred by the Great Eastern Railway Company, shall at the end of every half year be repaid by the Company, and in default thereof may be recovered from the Company in any court of competent jurisdiction.

24. 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 they have so made known their intention.

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

26. Whereas, pursuant to the standing orders of both Houses of Parliament, and to an Act of the 9th year of the reign of Her present Majesty, chapter twenty, an amount of six thousand three hundred and eighteen pounds seven shillings and fourpence consolidated three per cent. annuities, being equal to five per cent. upon the amount of the estimate in respect of the railway, has been transferred into the Court of Chancery in England in respect to the application to Parliament for this Act: Be it enacted, that, notwithstanding anything contained in the said Act, the said stock so

A.D. 1875.

Notice to be given of taking houses of labouring classes.

Power to take easements, &c. by agreement.

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

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 VICT.]
Act, 1875.

A.D. 1875.

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 completion of the railway, either open the railway 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 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 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 fact so certified, and it shall not be necessary to produce any certificate of this Act having passed, anything in the above-mentioned Act to the contrary notwithstanding.

Application
of deposit.

27. The said 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 stock shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said stock, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be 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, 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

[38 & 39 VICT.]
be w
part
liqui
asset
vide
depo
tionc
as of
appl
nam
surv
2
from
the
om
shal
com
2
the
I

A.D. 1875.

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 stock has been re-transferred to the depositors, or has become otherwise applicable as herein-before mentioned, any 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.

28. If the railway and pier 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 railway and pier, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Period for completion of works.

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

Tolls for passengers and animals.

In respect of passengers and animals conveyed on the railway:

For every person twopence per mile, and if conveyed in or upon a carriage belonging to the Company an additional sum of one penny per mile:

Class 1. For every horse, mule, or other beast of draught or burden, threepence per mile, and if conveyed in or upon a carriage belonging to the Company an additional sum per mile not exceeding one penny:

Class 2. For every ox, cow, bull, or head of neat cattle, twopence per mile, and if conveyed in or upon a carriage belonging to the Company an additional sum per mile not exceeding one penny:

Class 3. For every calf, pig, sheep, lamb, and other small animal, three farthings per mile, and if conveyed in or upon a carriage belonging to the Company an additional sum per mile not exceeding one farthing.

In respect of goods conveyed upon the railway:

Tolls for goods.

Class 4. For all coal, culm, cinders, slack, cannel, iron-stone, iron-ore, limestone, chalk, sand, slag, and clay (except fire-clay), dung, compost, and all sorts of manure, and all undressed materials for the repair of public roads or highways, per ton per mile one penny, and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one halfpenny:

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 Vict.]
Act, 1875.

A.D. 1875.

Class 5. For all coke, charcoal, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, wrought iron, heavy iron castings, railway chairs, slabs, billets, and rolled iron, lime, bricks, tiles, slates, salt, fireclay, and stone, per ton per mile one penny halfpenny, and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one halfpenny:

Class 6. For all sugar, grain, corn, flour, malt, seeds, ale and beer in casks, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton per mile twopence, and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one penny:

Class 7. For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton per mile threepence, and if conveyed in a carriage belonging to the Company an additional sum per ton per mile of one penny:

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, conveyed on a truck or platform belonging to the Company, sixpence per mile, and a sum of one penny halfpenny per mile for every additional quarter of a ton or fractional part of a quarter of a ton which any such carriage may weigh.

Tolls for propelling power.

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

Regulations as to tolls.

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

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

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

A.D. 1875.

of a mile beyond an integral number of miles shall be deemed

in a mile :

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton :

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

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

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

For the carriage of small parcels on the railway :

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

For any parcel not exceeding fourteen pounds in weight, five-pence :

For any parcel not exceeding twenty-eight pounds in weight, sevenpence :

For any parcel not exceeding fifty-six pounds in weight, nine-pence :

And for any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight, the Company may demand any sum which they may think fit :

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

For the carriage of single articles of great weight on the railway :

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

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

Tolls for small parcels and single articles of great weight.

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 Vict.]
Act, 1875.

A.D. 1875.

Maximum
rates for
passengers.

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

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

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

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

Maximum
rates for
animals and
goods.

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

For every animal in Class 1, fourpence per mile:

For every animal in Class 2, threepence per mile:

For every animal in Class 3, one penny per mile:

For everything in Class 4, one penny halfpenny per ton per mile:

For everything in Class 5, twopence per ton per mile:

For everything in Class 6, threepence per ton per mile:

For everything in Class 7, fourpence per ton per mile:

And for every carriage, of whatever description, not being a carriage adapted and used for travelling on a railway, and weighing more than one ton, carried or conveyed on a truck or platform, per mile sixpence; and if weighing more than one ton, one penny halfpenny for every additional quarter of a ton or fractional part of a quarter of a ton which such carriage may weigh.

Passengers
luggage.

35. Every passenger travelling upon the railway may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight for first-class passengers, one hundred pounds in weight for second-class passengers, and sixty pounds in weight for third-class passengers, without any charge being made for the carriage thereof.

[38 & 39 Vict.]
30
to an
recei
deliv
3
shall
resp
thin
appo
of p
3
any
limi
by a
by
la
(oth
3
may
the
" R
effe
resp
T
T
T
un
Gr
of
the
an
tra
th

he Company including the locomotive conveyance,

, the sum of

ge, the sum

ge, the sum

ie Company

small parcels

the railway,

wa is or

e in ntal

ing and un-

goods, and

ental to the

performed

(that is to

er ton per

ot being a

il and

or ruck

more than

quarter of a

ch carriage .

7 take with

and twenty

l pounds in

weight for

or the car-

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

A.D. 1875.

Terminal station.

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

Restrictions as to charges not to apply to special trains.

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

Company may take increased charges by agreement.

39. The Company and the Great Eastern Railway Company may from time to time, subject to the provisions of Part III. of the "Railways Clauses Act, 1863," as amended or varied by the "Regulation of Railways Act, 1873," enter into and carry into effect all such agreements as they from time to time think fit with respect to—

Company and Great Eastern Railway Company may agree for certain purposes.

The use of the railway by this Act authorised, or any part thereof :

The arrangements for the conduct of the traffic of the railway :

The payments to be made and the conditions to be performed with respect to such use, and with respect to the transmission, forwarding, and delivery of traffic upon the railway and the railways of the Great Eastern Railway Company :

The tolls and charges or other payments for or in respect of such traffic :

The apportionment between and amongst the contracting Companies of tolls and charges received in respect of such traffic.

40. During the continuance of any agreement to be entered into under the provisions of this Act for the use of the railway by the Great Eastern Railway Company, the railway of the Company and of the Great Eastern Railway Company shall, for the purposes of the short-distance tolls and charges, be considered as one railway ; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway and partly on the railway of the Great Eastern Railway Company for a less distance than four

Tolls on traffic conveyed partly on the railway and partly on the Great Eastern Railway.

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 Vict.]
Act, 1875.

A.D. 1875. miles, tolls and charges may only be charged as for four miles; and in respect of passengers, for every mile or fraction of a mile beyond four miles, tolls and charges as for one mile only; and in respect of animals and goods, for every quarter of a mile or fraction of a quarter of a mile beyond four miles, tolls and charges as for a quarter of a mile only; and no other short-distance charge shall be made for the conveyance of passengers, animals, or goods partly on the railway and partly on the railway of the Great Eastern Railway Company.

Tolls on pier.

41. Subject to the provisions of this Act the Company may demand and take in respect of the vessels, persons, animals, goods, things, conveniences, and services described in the schedule to this Act such tolls or sums as they from time to time think fit, not exceeding those specified in that schedule: Provided that such tolls or sums may be from time to time reduced by the Board of Trade, should such Board see fit.

Commencement of taking of tolls at pier.

42. The Company may demand and take the tolls which they are authorised to take at the pier as soon as it is certified, under the hand of a competent person appointed for this purpose by the Board of Trade, that the Company have constructed and so far completed any portion of the pier as to afford convenient accommodation for vessels, although the whole thereof is not then completed.

Action for tonnage tolls.

43. If the master of a vessel fails to pay the tolls payable to the Company in respect thereof, the same may be recovered by the Company by proceedings against him and against the owner of the vessel, or either of them, in a court of competent jurisdiction.

Appointment of meters and weighers.

44. The Company shall have the appointment of meters and weighers on and in connexion with the pier.

Officers of Customs to have free access to quay without payment.

45. Officers of Customs, being in the execution of their duty, shall at all times have free ingress and egress into, upon, and from the pier by land or with their vessels or otherwise, without payment.

Company to exhibit lights.

46. The Company shall at the outer extremity of the pier hereby authorised exhibit and keep burning from sunset to sunrise such lights (if any) as the Corporation of Trinity House of Deptford Strond shall from time to time direct.

Making of tramways to be abandoned.

47. The promoters respectively of the Felixstowe Order and of the Ipswich Order may and shall abandon the construction of the Felixstowe Tramway and the Ipswich Tramway respectively, and

[38 & 39 Vict.] *The Felixstowe Railway and Pier* [Ch. cxlv.]
Act, 1875.

A.D. 1875.

miles; and
mile beyond
d in respect
raction of a
ges as for a
charge shall
goods partly
eat Eastern

ompany may
imals, goods,
chedule to this
think fit, not
ed such
the rd of

s which they
rtified, under
purpose by
ected and so
d convenient
of is not then

s payable to
covered by the
owner of the
fiction.

f meters and
of r duty,
o, upon, and
wise, without

of the pier
set to sunrise
se of Deptford

Order and of
uction of the
pectively, and

on and after the passing of this Act the said promoters respectively shall, except only as is by this Act otherwise expressly provided, be absolutely freed from all obligation with respect to the constructing and maintaining of the said respective tramways.

48. The abandonment by the said promoters respectively under the authority of this Act of the Felixstowe Tramway and of the Ipswich Tramway respectively shall not prejudice or affect the right of any road authority to be compensated for any damage or injury caused by the said promoters respectively to any road vested in or maintainable by such road authority.

49. The Court of Chancery may and shall, subject to the conditions prescribed by any rules made by the Board of Trade under the Tramways Act, 1870, at any time after the passing of this Act, on application by the person named in the warrant issued by the Board of Trade in respect of the Felixstowe Tramway, his executors, administrators, or assigns, by petition in a summary way, order that the sum of ninety-nine pounds and sixpence consolidated three per centum annuities, and the dividends thereon, standing in the name of Her Majesty's Paymaster-General on behalf of the said court, and to the credit of ex parte the Felixstowe and Fagborough Cliff (Walton) Tramway Order, 1873, may be paid or transferred to the person so applying, or to any other person or persons whom he may appoint in that behalf; and upon such order being made the said sum of ninety-nine pounds and sixpence consolidated three per centum annuities, and the dividends thereon, shall be paid or transferred to such person or persons accordingly.

50. The Court of Chancery may and shall, subject to the conditions prescribed by any rules made by the Board of Trade under the Tramways Act, 1870, at any time after the passing of this Act, on application by the persons named in the warrant issued by the Board of Trade in respect of the Ipswich Tramway, their executors, administrators, or assigns, by petition in a summary way, order that the sum of two thousand five hundred and fifty-four pounds ten shillings and sixpence consolidated three per centum annuities standing in the name of Her Majesty's Paymaster-General on behalf of the said court, and to the credit of ex parte the Ipswich and Felixstowe Tramways Order, 1873, and the dividends thereon, may be paid or transferred to the persons so applying, or to any other person or persons whom they may appoint in that behalf; and upon such order being made the said sum of two thousand five hundred and fifty-four pounds ten shillings and sixpence consolidated

Compensation for damage to roads by promoters of tramways abandoned.

Providing for release of Felixstowe Tramway deposit with the Court of Chancery.

Providing for release of the Ipswich Tramway deposit with the Court of Chancery.

A.D. 1875.

Saving rights of the Crown in the foreshore.

three per centum annuities, and the dividends thereon, shall be paid or transferred to such person or persons accordingly.

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

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

52. And whereas it is necessary that the lands, hereditaments, and works belonging to Her Majesty and vested in Her Majesty's Principal Secretary of State for the War Department for the public service should be preserved intact and free from all intrusion or obstruction: Be it therefore enacted, that nothing in this Act contained shall authorise the Company to enter upon, use, or interfere with any land, soil, or water, or any right in respect thereof, vested in or exercised by the said Principal Secretary for the time being, or to take away, lessen, prejudice, or alter any of the rights, privileges, or powers vested in or exercised by the said Principal Secretary for the time being, without his previous consent, signified in writing under his hand, and which consent the said Principal Secretary for the time being is hereby authorised to give, subject to such special or other conditions as he shall see fit to impose on the said Company.

Saving rights of George Tomline.

53. Nothing in this Act contained shall prejudice or affect any estate, right, interest, or privilege of the said George Tomline, his heirs or assigns, except so far as specially provided by this Act.

Saving rights of Harwich Harbour Conservancy Board.

54. Nothing in this Act contained shall prejudice or affect any estate, right, interest, or privilege of the Harwich Harbour Conservancy Board, except so far as especially provided by this Act.

Interest not to be paid on calls paid up.

55. 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 him beyond with "Th

56. The authorise standing force, ma to Parhar Company work or t

57. No from the the better companie

or a rates of f rised by t

58. A preparing relation t

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 Vict.]
Act, 1875.

A.D. 1875.

SCHEDULE.

I.—TOLLS FOR VESSELS USING THE PIER.

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	2
All boats, entirely open, landing or taking on board goods, each	0	6

The foregoing Tolls upon Vessels to be charged in each case upon the register tonnage.

II.—TOLLS FOR GOODS SHIPPED OR UNSHIPED AT THE PIER.

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
Ditto, 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.		
Cattle:		
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

		s.	d.		
	Chimney pots, each	0	3		
	Clay, per ton	1	0		
	Cloth, haberdashery, &c., per package, not exceeding 1 cwt.	0	6		
	Carriages:				
	Chaises and 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		
	Corpses, each	20	0		
	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	6		
	Ditto, per small ditto or case	1	0		
	Ditto, per box	0	6		
	Grains and seeds, per quarter	0	6		
	Groceries (not enumerated)	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		
	Hides:				
	Ox, cow, or horses (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		

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 Vict.]
Act, 1875.

A.D. 1875.

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
Tobacco, per cwt.	0 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

& 39 VICT.]

[38 & 39 VICT.] *The Felixstowe Railway and Pier* [Ch. cxlv.]
Act, 1875.

A.D. 1875.

s. d.
- 2 0
- 2 6
- 0 3
- 1 4
- 1 0
- 2 6
- 1 0
- 4 6
- 3 0
- 0 6
- 0 0½
- 0 1
- 4
- 2
- 0
- 2 0
- 0 6
- 1 0
- 0 3
- 0 4
- 0 6
- 0 2
- 0 4
- 2 0
- 0 6
- 0 1
- 1 0
- 0 2
- 0 6
- 2 0
- 1
- 0

Water, per cask	-	0	3
Wine, per hogshead	-	1	0
Ditto, bottled, per dozen bottles	-	0	2
Wood:			
Fir, pine, and other description 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
Treenails, 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 foot	-	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 proportion of the respective rates shall be charged.

III.—TOLLS FOR USE OF CRANES, WEIGHTING MACHINES, AND SHEDS ON OR IN CONNEXION WITH PIER.

1st, Cranes.

All goods or packages not exceeding 1 ton	-	0	4
Exceeding 1 ton and not exceeding 2 tons	-	0	6
" 2 tons " 3 tons	-	0	8
" 3 tons " 4 tons	-	0	10
" 4 tons " 5 tons	-	1	0
" 5 tons " 6 tons	-	1	2
" 6 tons " 7 tons	-	1	4
" 7 tons " 8 tons	-	1	6
" 8 tons " 9 tons	-	1	10
" 9 tons " 10 tons	-	2	4
" 10 tons	-	3	6

[Ch. cxlv.] *The Felixstowe Railway and Pier* [38 & 39 VICT.]
Act, 1875.

A.D. 1875.

2nd, *Weighing Machines.*

For goods weighed, for each ton or part of a ton 0 2

3rd, *Sheds.*

For each ton of goods of 40 cubic feet, or for each ton of goods of 20 cwt., which shall remain in the sheds or other works of the pier for a longer time than 48 hours, the sum of 3d., and the sum of 1½d. per ton for each day during which such goods shall remain after first 48 hours.

For any portmanteau, trunk, parcel, or other article of passengers luggage, for each day or part of a day, per package 0 2

IV.—TOLLS FOR SUPPLYING WATER ON PIER.

Water, per 1,000 gallons 10 0

V.—TOLLS ON PASSENGERS AND PROMENADERS USING THE PIER.

For every passenger landing on the pier from, or embarking from it on board of, any vessel or boat, for each time 0 6

For every person using the pier for the purpose of walking for exercise, pleasure, or any other purpose, except for embarking or disembarking, for each time 0 4

For every Bath or sedan chair taken on the pier, for each time 0 6

For every perambulator 0 2

For every master of any vessel, boat, or wherry, being an inhabitant of the parish of Felixstowe or Walton, and using the pier for the purpose of going to or returning from his own vessel, boat, or wherry, an annual sum of 20 0

VI.—TOLLS ON PASSENGERS LUGGAGE.

For every trunk, portmanteau, box, parcel, or other package, being passengers 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 so in proportion for any part of a cwt.

LONDON: Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1875.