

## WASTE.

See DEBTOR AND CREDITOR, 14.

## WHARF AND WHARFAGE.

1. The city collector of wharfage may be directed to keep a separate account of the wharfage for the use of certain wharves until the right to them can be determined. *Wharf Case*, 362.
2. The nature of a public port. *Ib.*
3. In all public ports there are rights affecting commerce, internal government, and private property, by which the title to, and use of a wharf therein must be controlled. *Ib.*
4. No wharfage can be allowed and collected which contravenes any congressional regulation of commerce, or the free intercourse, and equal rights secured by the Federal Constitution. *Ib.*
5. Anchorage or wharfage may be charged for the use of any place held as mere private property to which vessels may come. *Ib.*
6. A wharf in a public port is a kind of highway, for the use of which, after it has been once dedicated to the use of the public, no toll can be charged, unless expressly allowed by the General Assembly. *Ib.*
7. Wharfage where allowed must be reasonable: and when once fixed, cannot be enhanced. *Ib.*
8. The Court can pronounce no decree prejudicial to any public right appearing upon the record. Where each of the litigating parties claims a right to demand wharfage for the use of a public wharf, for the use of which no toll can be legally demanded, they must, both of them, be perpetually enjoined, for the benefit of the public, from collecting wharfage. *Ib.*

## WILLS.

See REGISTER OF WILLS, 1.