



CHAPTER cxvii.

An Act to authorise the Hundred of Hoo Railway Company to extend their Railway by the making of a further Line of Railway, and also a jetty, pier, or landing-place, in the county of Kent, to raise further Money; and for other purposes. A.D. 1880.
[2nd August 1880.]

WHEREAS by the Hundred of Hoo Railway Act, 1879, the Hundred of Hoo Railway Company (herein-after called the Company) were incorporated and were empowered to make and maintain a railway from the North Kent line of railway of the South-eastern Railway Company, in the parish of Shorne, in the county of Kent, to Stoke, in the said county: 42 & 43 Vict.
c. cxxvi.

And whereas it would be of public and local advantage if the railway of the Company were extended by the making of a further line of railway to the River Medway wall, and also a jetty, pier, or landing-place into or over the shore and bed of the River Medway, in the county of Kent, with all necessary and proper conveniences for landing and embarking traffic thereat:

And whereas it is expedient that the Company on the one hand, and the South-eastern Railway Company (herein-after called the South-eastern Company) on the other hand, should be empowered to enter into and carry into effect working and other agreements as herein-after provided:

And whereas it is expedient that the Company be authorised to raise further capital:

And whereas plans and sections showing the lines and levels of the railway and jetty, pier, or landing-place 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

A.D. 1880. for the county of Kent, and are herein-after respectively referred to as the deposited plans, sections, and books 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 :

Short title.

1. This Act may be cited as the Hundred of Hoo Railway (Extension) Act, 1880.

Incorporation of general Acts.

8 & 9 Vict. c. 18.
23 & 24 Vict. c. 106.
32 & 33 Vict. c. 18.
8 & 9 Vict. c. 20.
26 & 27 Vict. c. 92.
8 & 9 Vict. c. 16.

2. 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, the provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters ; (namely,)

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for nonpayment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money by the Company on mortgage or bond ;

The conversion of the borrowed money into capital ;

The consolidation of the shares into stock ;

The making of dividends ;

The giving of notices ; and

The provisions to be made for affording access to the special Act by all parties interested ;

26 & 27 Vict.
c. 118.
10 & 11 Vict.
c. 27.

Part I. (relating to cancellation and surrender of shares), Part II. (relating to additional capital), Part III. (relating to debenture stock) of the Companies Clauses Act, 1863, and the Harbours Docks and Piers Clauses Act, 1847, except the provisions thereof "with respect to lifeboats" and "with respect to keeping a tide and weather gauge," are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

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 some-

thing in the subject or context repugnant to such construction, 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 simple contract debt, and not a debt or demand created by statute.

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4. 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 railway and jetty, pier, or landing-place herein-after described, with all necessary and convenient bridges, viaducts, rails, sidings, turntables, stations, approaches, roads, junctions, buildings, yards, shipping places, sheds, staiths, stages, slips, cranes, buoys, moorings, mooring chains, and other 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 said railway and jetty, pier, or landing-place will be wholly situate in the county of Kent and on the bed and shore of the River Medway :

Power to make railway and pier according to deposited plans.

A railway, 3 miles 5 furlongs and 0·46 chains in length, commencing in the parish of Stoke by a junction with the railway of the Company authorised by the Hundred of Hoo Railway Act, 1879, at a point eight miles five furlongs and five chains or thereabouts, measuring along that railway from the commencement of the said authorised railway, and terminating in the parish of St. James' Isle of Grain on the top of the embankment or Medway river wall at the centre of the southern side of a brick-built shed called the Bitter House ;

A jetty, pier, or landing-place commencing at or near the point of termination of the railway by this Act authorised, and extending thence into or over the shore and bed of the River Medway in a south-east by south direction or thereabouts for the distance of two hundred yards or thereabouts, and then proceeding in an easterly direction for a distance of two hundred yards or thereabouts into or over the bed of the said river.

5. With respect to tolls and charges, and for all other purposes whatever, the railway shall be part of the Company's undertaking.

Tolls, &c.

6. The prescribed limits of the jetty, pier, or landing-place shall be three hundred feet from every part of the jetty, pier, or landing-place.

Limits of jetty, pier, or landing-place.

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Lands for
extraordi-
nary pur-
poses.

7. 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, and for the erection of sheds or buildings, cranes, and other works and conveniences in connexion with the said jetty, pier, or landing-place, the Company may by agreement take additional land not exceeding eighteen acres.

Power to
cross certain
roads on the
level.

8. 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 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.
21	Stoke - - -	Public Road.
6	St. James' Isle of Grain -	Public Road.

Lights on
works.

9. The Company shall on or near the works below high-water mark hereby authorised during the whole time of the constructing, altering, or extending exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) as the Board of Trade from time to time require or approve, and (notwithstanding the enactments for the time being in force respecting lighthouses) shall also on or near the work when completed always maintain, exhibit, and keep burning at their own expense every night from sunset to sunrise such lights (if any) for the guidance of ships as the Board of Trade from time to time require or approve. If the company fail to comply in any respect with the provisions of the present section, they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

Works below
high-water
mark.

10. The Company shall not construct any works on any part of the shore of the River Medway where and so far up the same as the tide flows and reflows without the previous consent of the Board of Trade, to be signified in writing, and then only according to such plan and under such restrictions and regulations as the said Board approve of, such approval being signified as last aforesaid; and where any such work shall have been constructed with such consent as aforesaid, the Company shall not at any time alter or extend the

same without obtaining previously to making any such alteration or extension the like consents or approvals, and if any such work shall be commenced or completed without such consent and approval the said Board of Trade may abate and remove the same, and restore the site thereof to its former condition at the costs of the Company, and the amount of such costs shall be a debt due to the Crown, and recoverable against the Company accordingly.

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11. If at any time the Board of Trade deems it expedient for the purposes of this Act to order a survey and examination of a work constructed by the Company on, in, over, through, or across tidal lands or tidal water, or of the intended site of any such work, the Company shall defray the expense of the survey and examination, and the amount thereof shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs, or the same may be recovered with costs as a penalty is recoverable from the Company.

Survey of
works by
Board of
Trade.

12. If a work constructed by the Company on, in, over, through, or across tidal lands or a tidal water is abandoned or suffered to fall into decay, the Board of Trade may abate and remove the work, or any part of it, and restore the site thereof to its former condition at the expense of the Company, and the amount of such expense shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs, or the same may be recovered with costs as a penalty is recoverable from the Company.

Abatement
of work
abandoned
or decayed.

13. 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 Acts 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.

Power to
take ease-
ments, &c.
by agree-
ment.

14. 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 one thousand eight hundred and forty-seven pounds eleven shillings and sixpence consolidated three per centum annuities, being equal to five per centum upon the amount of the estimate in respect of the railway, and a sum of six thousand one hundred and thirty-eight pounds two

Deposit
money not
to be repaid
except so
far as rail-
way is
opened.

A.D. 1880. shillings consolidated three per centum annuities, being equal to four per centum upon the amount of the estimate in respect of the jetty, pier, or landing-place, has been deposited with the Chancery Division of the High Court of Justice in England in respect of the application to Parliament for this Act, which sum is referred to in this Act as the deposit fund. Be it enacted that, notwithstanding anything contained in the said Act, so much of the said deposit fund as is equal to five per centum upon the amount of the estimate in respect of the said railway, which last-mentioned sum is hereinafter referred to as the "railway deposit money," shall not be paid or 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, which persons, survivors or survivor, are or is in this Act referred to as the depositors, unless the Company shall previously to the expiration of the period limited by this Act for completion of the railway open the same for the public conveyance of passengers: Provided that if within such period as aforesaid the Company open any portion of the railway for the public conveyance of passengers, then, on the production of a certificate of the Board of Trade specifying the length of the portion of the railway opened as aforesaid and the portion of the railway deposit money which bears to the whole of the railway deposit money the same proportion as the length of the railway so opened bears to the entire length of the railway, the Chancery Division shall, on the application of the depositors, order the portion of the railway deposit money specified in the certificate to be paid or transferred to them as they shall direct, and the certificate of the Board of Trade shall be sufficient evidence of the facts therein 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.

15. If the Company do not previously to the expiration of the period limited for the completion of the railway complete the same and open it for the public conveyance of passengers, then and in every such case the railway deposit money, or so much thereof as shall not have been paid to the depositors, shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway or any portion thereof, or who 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

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compensation, or inadequate compensation, has been paid, and shall be distributed in satisfaction of such compensation as aforesaid, in such manner and in such proportions as to the Chancery Division of the High Court of Justice in England may seem fit, and if no such compensation is payable, or if a portion of the railway deposit money has been found sufficient to satisfy all just claims in respect of such compensation, then the railway deposit money, 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 Chancery Division 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 Chancery Division, 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 railway deposit money 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 depositors.

16. On the application of the depositors by petition in a summary way at any time after the passing of this Act, the Chancery Division may and shall order that the said sum of six thousand one hundred and thirty-eight pounds two shillings consolidated three per centum annuities, part of the said deposit fund, and the interest and dividends thereof respectively, shall be paid to the depositors.

Release of
balance of
deposit fund.

17. The railway and jetty, pier, or landing-place shall be completed within five years from the passing of this Act, and if the railway and jetty, pier, or landing-place shall not be completed within that period, then on the expiration thereof the powers by this Act granted to the Company for making and completing the railway and jetty, pier, or landing-place, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Period for
completion
of railway
and jetty,
pier, or land-
ing-place.

18. The powers of the Company for the compulsory purchase of lands authorised by this Act to be taken shall not be exercised after the expiration of three years from the passing of this Act.

Period for
compulsory
purchase of
lands.

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Power to
apply cor-
porate funds
to purposes
of Act.

19. The Company may apply to the purposes of this Act any of the moneys which they have raised, or which they have power to raise by virtue of the Hundred of Hoo Railway Act, 1879, and which may not be required for the purposes to which they are by that Act made specially applicable.

Power to
raise addi-
tional capital.

20. The Company may, subject to the provisions of Part II. of the Companies Clauses Act, 1863, raise any additional capital not exceeding in the whole two hundred thousand pounds, by the issue at their option of new ordinary shares or stock or new preference shares or stock, or wholly or partially by any one or more of those modes respectively, but the Company shall not issue any one share of less nominal value than ten pounds, nor shall any share vest in the person or corporation accepting the same unless and until a sum not being less than one fifth of the amount of the share has been paid in respect hereof.

Limits of
amount and
number of
calls.

21. The amount of any one call to be made upon the shares created under this Act shall not exceed one fourth of the amount of such shares, and there shall be an interval of two months at least between every two successive calls, and not more than three fourths of the amount of each share shall be called up in any one year.

New shares
or stock to
be subject
to same
incidents as
existing
shares or
stock.

22. Except as by this Act otherwise provided the capital in new shares or stock created by the Company under this Act, and the new shares or stock therein, and the holders thereof respectively, shall be subject and entitled to the same powers, provisions, liabilities, rights, privileges, and incidents whatsoever in all respects as if that capital were part of the now existing capital of the Company of the same class or description, and the new shares or stock were shares or stock in that capital.

Power to
borrow on
mortgage.

23. The Company may, in respect of the additional capital of two hundred thousand pounds which they are by this Act authorised to raise, from time to time borrow on mortgage any sum not exceeding in the whole sixty-five thousand pounds, but no part thereof shall be borrowed until the shares for so much of the said additional capital as is to be raised by means of shares are 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 shares for the whole of such capital have 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

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the time of the issue or acceptance thereof, and until stock for one half of so much of the said additional capital as is to be raised by means of stock is fully paid up, and the Company have proved to such justice as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and also if the said capital is raised by shares 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 certificate shall be sufficient evidence thereof.

24. The principal moneys secured by all mortgages granted by the Company in pursuance of the powers of the Hundred of Hoo Railway Act, 1879, and subsisting at the passing hereof, shall, during the continuance of such mortgages, have priority over the principal moneys secured by any mortgages granted by virtue of this Act.

Existing mortgages to have priority.

25. The Company's mortgagees 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 principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Arrears may be enforced by appointment of a receiver.

26. All moneys raised under this Act, whether by shares, stock, debenture stock, or borrowing shall be applied to the purposes of this Act and to the general purposes of the Company.

Application of moneys.

27. 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.

Power to create debenture stock.

28. The Company may demand and take in respect of the use of the jetty, pier, or landing-place, and of any approaches, landing-places, stages, sheds, buildings, cranes, or other works or conveniences which they may from time to time construct or supply

Charges for use of pier or landing-place and warehouses, &c.

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for the comfort and security of passengers, and for the safe landing, deposit, and delivery of goods, animals, and minerals any sums of money not exceeding the rates specified in the schedule to this Act.

Power to
appoint pier
masters, &c.

29. The Company may from time to time appoint pier masters, meters, weighers, and other officers and servants within the limits of the jetty, pier, or landing-place, or other places or buildings as aforesaid.

Company
may appro-
priate parts
of jetty, pier,
or landing-
place for
particular
traffic.

30. If and when the Company think fit they may for such time, or from time to time appropriate and set apart any part or parts of the jetty, pier, or landing-place by this Act authorised for the purposes of any particular class or classes of traffic, and the part or parts of the said jetty, pier, or landing-place so from time to time appropriated shall be used during that time for the purposes of the particular class or classes of traffic accordingly: Provided that no preference shall be shown by the Company to the particular traffic of any corporation, body, or person over that of any other corporation, body, or person, except in the case of any particular traffic received at such jetty, pier, or landing-place, or forwarded therefrom to or on behalf of the Lord High Admiral of the United Kingdom for the time being, or the Commissioners for the time being for executing the office of Lord High Admiral and Her Majesty's War Department or either of them.

Power to
enter into
working
agreements
with South-
eastern
Company.
36 & 37 Vict.
c. 73.

31. The Company on the one hand, and the South-eastern Company on the other hand, may, subject to the provisions of Part III. of the Railways Clauses Act, 1863, as amended or varied by the Regulation of Railways Act, 1873, from time to time enter into and carry into effect and rescind agreements with respect to the following purposes or any of them; that is to say,

The working, use, management, and maintenance of their respective railways, stations, jetties, piers, or landing-places, and works, or any part or parts thereof respectively;

The supply and maintenance under any agreement for the respective railways being worked and used by the working company of engines, stock, and plant, and the employment of officers and servants for the conduct of traffic on the respective railways, stations, jetties, piers, or landing-places, or any part or parts thereof necessary for the purposes of such agreement;

The payments to be made and the conditions to be performed with respect to the matters aforesaid;

The management, regulation, interchange, collection, transmission, and delivery of traffic upon or coming from or destined for

the railways, stations, and works aforesaid of the contracting companies or either of them ;

The fixing, collection, payment, appropriation, apportionment, and distribution between the said companies of the tolls, rates, income, and profits arising from the respective railways, jetties, piers, or landing-places and works of the Company aforesaid, and works of the contracting companies, or either of them, or any part thereof.

32. During the continuance of any agreement to be entered into under the provisions of this Act between the Company and the South-eastern Company the railways of the Company and of the South-eastern Company shall for the purposes of 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 railways of the South-eastern Company for a less distance than three miles, tolls and charges may only be charged as for three miles ; and in respect of passengers, for every mile or fraction of a mile beyond three 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 three 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 railways of the South-eastern Company.

Tolls on traffic conveyed partly on the railway and partly on the South-eastern Railway.

33. 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, twenty-one, and twenty-two of the Crown Lands Act, 1866, and belonging to or exerciseable on behalf of Her Majesty, her heirs or successors.

Saving rights of Crown under 29 & 30 Vict. c. 62.

34. 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 the Crown in the fore-shore.

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Saving
rights of
Corporation
of Rochester.

35. Nothing in the next preceding section contained shall extend or be construed to extend to take away, lessen, prejudice, alter, damage, or affect any estate, right, title, or interest of the mayor, aldermen, and citizens of the city of Rochester of, in, or to the bed, soil, banks, and shores of the River Medway, and of, in, or to all or any arms, creeks, streams, and indraughts thereof, or otherwise, or of, in, or to any tolls, dues, duties, rents, issues, franchises, profits, powers, or authorities, customs, immunities, rights, or privileges of or belonging to the said mayor, aldermen, and citizens of the city of Rochester, other than and except as regards such portions of the bed, soil, banks, and shores of the said river, arms, creeks, streams, and indraughts, and such rights and privileges as the Company are authorised to purchase or acquire under the provisions of this Act.

Protection
of Rochester
Oyster
Fisheries.

36. The Chamberlain and Jury and Court of Admiralty of the Rochester Oyster and Floating Fisheries upon the said River Medway shall be entitled to compensation for or in respect of the injury (if any) done or caused to the said fisheries or either of them by the execution of any of the works by this Act authorised, and for the purpose of this section the word "lands" in the Lands Clauses Consolidation Act, 1845, shall be taken to include the estate, right, title, and interest of the said Chamberlain and Jury and Court of Admiralty in the said fisheries respectively.

Interest not
to be paid on
calls paid up.

37. 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.

Deposits for
future bills
not to be
paid out of
capital.

38. 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.

Provisions as
to general
Railway
Acts.

39. Nothing in this Act contained shall exempt the Company or the railway from the provisions of any general Act relating to railways, or the better or more impartial audit of the accounts of railway companies, now in force or which may hereafter pass

during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels, authorised by this Act. A.D. 1880.

40. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company. Expenses
of Act.

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SCHEDULE referred to in the foregoing Act.

I.—RATES ON VESSELS USING THE JETTY, PIER, OR LANDING-PLACE.

		s.	d.
For every vessel of the burden of 15 tons or under	- - per ton	0	4
For every vessel of the burden of 15 tons and under 50 tons	„	0	6
For every vessel of the burden of 50 tons and under 100 tons	„	0	8
For every vessel of the burden of 100 tons and under 150 tons	„	0	10
For every vessel of the burden of 150 tons and upwards	- „	1	0
For every vessel which shall remain at such jetty, pier, or landing-place for a longer period than two days, any additional sum not exceeding per ton 4d. for each day such vessel shall so remain after the first two days:			
All lighters for each trip	- - - - - per ton	0	2
All boats entirely open landing or taking on board goods	- - each	0	6

II.—RATES ON GOODS SHIPPED OR UNSHIPED AT THE JETTY, PIER, OR LANDING-PLACE.

		s.	d.
Ale, beer, and porter	- - - - - per 55 gallons	0	6
Ale bottled	- - - - - per dozen bottles	0	1
Anchors	- - - - - per cwt.	0	9
Anchor stock	- - - - - per foot run	0	2
Bark	- - - - - per ton	2	0
Bedding	- - - - - per cwt.	0	6
Beef or pork	- - - - - per cwt.	0	3
Biscuits or bread	- - - - - per cwt.	0	3
Blubber	- - - - - per 252 galls.	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 cwt.	0	6
Cables, iron, or hempen	- - - - - per ton	3	0
Canvas	- - - - - per cwt.	0	6
Carriages:			
Chaises and other four-wheeled carriages	- each	7	6
Gigs, carts, and other two-wheeled carriages	- „	5	3
Hand-carts and perambulators	- „	1	0
Casks (empty), not being returned packages	- per cask	0	3

				s.	d.	A.D. 1880.
Cattle :						
Bulls, cows, and oxen	-	-	-	each	-	3 0
Calves	-	-	-	"	-	1 0
Horses	-	-	-	"	-	4 0
Pigs	-	-	-	"	-	0 6
Sheep	-	-	-	"	-	0 6
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	ex-		
ceeding	-	-	-	1 cwt.	-	0 6
Coals	-	-	-	per ton	-	1 0
Copper or brass	-	-	-	per ton	-	3 0
Cordage	-	-	-	per cwt.	-	0 3
Corks	-	-	-	per cwt.	-	0 6
Crystal in packages	-	-	-	per foot	-	0 2
Dogs	-	-	-	each	-	0 6
Drugs (in casks, hampers, or boxes)	-	-	-	per foot	-	0 2
Earthenware (in crates)	-	-	-	per foot	-	0 1
Eggs	-	-	-	per cwt.	-	2 6
Fish (dried and salted)	-	-	-	per cwt.	-	0 3
Fish (fresh) not enumerated	-	-	-	per cwt.	-	0 2
Flax	-	-	-	per ton	-	2 0
Flour and meal	-	-	-	per cwt.	-	0 4
Furniture (household)	-	-	-	per 5 cubic feet	-	0 4
Fruit	-	-	-	per bushel	-	0 4
Glass in packages	-	-	-	per foot	-	0 2
Grains and seeds	-	-	-	per ton	-	4 0
Groceries not enumerated	-	-	-	per cwt.	-	0 6
Guano	-	-	-	per ton	-	1 0
Gunpowder	-	-	-	per 56 lbs.	-	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
Hemp	-	-	-	per ton	-	2 0
Herrings (fresh)	-	-	-	per 1,000	-	0 3
Ditto (cured)	-	-	-	per cwt.	-	0 3
Hides :						
Ox, cow, or horse (wet or dry)	-	-	-	each	-	0 2
Iron :						
Bar, bolt, rod, and shots	-	-	-	per ton	-	1 6
Pig and old iron	-	-	-	per ton	-	1 0
Manufactured	-	-	-	per ton	-	2 6
Kelp	-	-	-	per ton	-	2 0
Lead	-	-	-	per ton	-	2 6
Leather (tanned and dressed)	-	-	-	per cwt.	-	0 4

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	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, ten inches in diameter and upwards	-	-	-	-	each	4 6
	Ditto under ten inches	-	-	-	-	each	3 0
	Meat (fresh)	-	-	-	-	per cwt.	0 6
	Milk	-	-	-	-	per gallon	0 0 $\frac{1}{2}$
	Musical instruments	-	-	-	-	per cubic foot	0 1
	Nets	-	-	-	-	per 5 cubic feet	0 4
	Oakum	-	-	-	-	per cwt.	0 2
	Oils	-	-	-	-	per 252 gallons	2 0
	Oilcake	-	-	-	-	per ton	2 0
	Oranges and lemons	-	-	-	-	per cwt.	0 6
	Ores	-	-	-	-	per ton	1 0
	Oysters	-	-	-	-	per bushel	0 3
	Paint	-	-	-	-	per cwt.	0 4
	Pitch and tar	-	-	-	-	per cwt.	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 24 cubic feet	2 0
	Spirits	-	-	-	-	per 52 $\frac{1}{2}$ gallons	1 0
	Ditto	-	-	-	-	per gallon	0 1
	Stones	-	-	-	-	per 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 126 lbs.	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 cwt.	0 6
	Turtles	-	-	-	-	each	2 6
	Vegetables (not enumerated)	-	-	-	-	per cwt.	0 4
	Vinegar	-	-	-	-	per 54 gallons	0 6
	Vitriol	-	-	-	-	per 5 gallons	0 1
	Wine	-	-	-	-	per 52 $\frac{1}{2}$ gallons	1 0
	Ditto (bottled)	-	-	-	-	per dozen bottles	0 2

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Wood :					
Fir pine and other descriptions not enumerated	per 50 feet	-	1	6	
Oak or wainscot	per 50 feet	-	2	0	
Firewood	per 216 cubic feet	-	1	6	
Laths and lathwood	per 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	
Ditto treenails	per 1,000	-	2	6	
Ditto 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 IN THE ABOVE
TABLE.

			s.	d.
Light goods	per cubic foot	-	0	1
Heavy goods	per ton	-	2	0

In charging the rates on goods, the gross weight or measurement on 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.

RATES FOR USE OF CRANES, WEIGHING MACHINES, AND SHEDS.

Cranes.

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

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Weighing Machine.

For goods weighed for each ton or part of a ton	-	-	-	s.	d.
				0	2

Sheds.

For each 40 cubic feet or for each ton of goods of 20 cwt. which shall remain in the sheds or on other works of the pier for a longer time than 48 hours	-	-	-	-	-	0	3
For each day during which such goods shall remain after the first 48 hours	-	-	-	-	-	0	1½
For any portmanteau, trunk, parcel, or other article of passengers' luggage, for each day or part of a day	-	-	-	-	-	0	2

RATES OF PASSENGERS LANDING ON OR EMBARKING FROM THE PIER.

						s.	d.
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 and every time	-	-	-	-	-	0	6
For every person who shall use the said pier for the purpose of walking for exercise, pleasure, or any other purpose, except for embarking or disembarking, for each and every time	-	-	-	-	-	0	2
For every bath or sedan chair taken on the pier for each and every time, any sum not exceeding	-	-	-	-	-	0	6
For every perambulator	-	-	-	-	-	0	2
For every master of any vessel 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

RATES ON PASSENGER'S LUGGAGE LANDED OR SHIPPED.

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