ANNO DECIMO SEXTO

VICTORIÆ REGINÆ.

Cap. xli.

An Act for making a Railway from *Chichester* to *Bognor*. [14th *June* 1853.]

WHEREAS the making of a Railway from *Chichester* to *Bognor* would in many respects be a Work of great public Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to construct such Railway, but they cannot do so without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

I. That in citing this Act for any Purpose it shall be sufficient to use the Expression "The *Bognor* Railway Act, 1853."

8 & 9 Vict. cc. 16. 18. & 20. incorporated with this Act.

II. That "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

Subscribers incorporated

III. That *Henry Aher*, *Joseph Bishop*, *Edward Loder*, *Edmund Nash Norcott*, and *Edward Gamaliel Winthrop*, and all Persons and Corporations

Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway by this Act authorized, and such Company shall be incorporated by the Name of "The *Bognor* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions in this Act and in the said Acts contained.

Capital.

IV. And whereas the estimated Cost of the Railway is Twenty-seven thousand Pounds: The Capital of the Company shall be Thirty thousand Pounds.

Shares.

V. That the Number of Shares into which the Capital shall be divided shall be Three thousand, and the Amount of each Share shall be Ten Pounds.

Calls.

VI. That Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall be the Interval between successive Calls.

Power to borrow Money on Mortgage.

VII. That the Company may borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of Nine thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Thirty thousand Pounds shall have been subscribed for, and One Half thereof shall have been paid up.

Application of Capital.

VIII. That the Monies by this Act authorized to be raised, whether by Shares, Mortgage, or Bond, shall be applied only in carrying into execution the Objects and Purposes of this Act.

Arrears may be enforced by Appointment of a Receiver.

IX. That the Mortgagees of the Company may enforce the Payment of the Arrears of Principal and Interest due on any Mortgage by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Principal Monies due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Three thousand Pounds in the whole.

Number and Qualification of Directors.

X. That (subject to the Provision in this Act contained for varying the Number of the Directors) the Number of Directors shall be Five, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares in the Undertaking.

XI. That

Power to vary the Number of Directors.

XI. That it shall be lawful for the Company from Time to Time to vary the Number of Directors, provided that the Number be not reduced to less than Three.

Such Directors to continue in Office until First Meeting after passing of this Act.

XII. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the First Ordinary Meeting to be held in every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in the Companies Clauses Consolidation Act, 1845, and in this Act, contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the Companies Clauses Consolidation Act, 1845, and by this Act, or either of them.

First Directors of Company.

XIII. That *Henry Aher*, *Joseph Bishop*, *Edward Loder*, *Edmund Nash Norcott*, and *Edward Gamaliel Winthrop* shall be the First Directors of the Company.

Quorum.

XIV. That a Quorum of a Meeting of Directors shall be Two.

First Ordinary Meeting.

XV. That the First Ordinary Meeting of the Company shall be held within Nine Months after the passing of this Act.

Power to make Railway according to deposited Plans.

XVI. And whereas Plans and Sections of the Railway showing the Line and Levels thereof, with Books of Reference to those Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and the Occupiers of the Lands through which the Railway will pass, have been deposited with the Clerk of the Peace for the County of *Sussex*: Be it enacted, That it shall be lawful for the Company, subject to the Provisions in this and the incorporated Acts contained, to make and maintain the Railway, with all proper Works, Approaches, and Stations, in the Line and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels described on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

XVII. That

Line of Railway.

XVII. That the Railway shall commence by a Junction with the *London, Brighton, and South Coast* Railway at or near the *Canal Basin Road* in or near the City of *Chichester* in the County of *Sussex*, passing thence through or into the several Parishes following, or some of them, (that is to say,) *Saint Peter the Great* otherwise *Subdeanry* and *Saint Pancras* in the said City and Borough of *Chichester*, the County Parts of *Saint Peter the Great* otherwise *Subdeanry* and *Saint Pancras* respectively, partly within and partly without the Walls of the said City and Borough of *Chichester*, *Rumboldswhyke*, *North Mundham*, *Merston*, *Pagham*, and *South Bersted*, all in the County of *Sussex*, and terminating in or near certain Garden Allotments called or known by the Name of *Bognor Garden Fields* in the said Parish of *South Bersted*.

Power to cross certain Roads on a Level.

XVIII. That the following public Roads described in the deposited Plans by the Numbers herein-after mentioned may be crossed on the Level; (that is to say,)

Number on Plan.	Parish.
23 - - -	Rumboldswhyke.
18, 20, 24 - -	North Mundham.
12 - - -	Pagham.
13 and 41 - -	South Bersted.

Company to erect Foot Bridges where required at level Crossings.

XIX. That where the Railway shall cross any public Highway on the Level the Company shall construct, if required so to do by the Order of any Two Justices of the Peace, a good and convenient Footway Bridge over such public Highway as shall in the said Order be mentioned, for the safe and uninterrupted Passage of Foot Passengers across the Railway; and the Application to such Justices for their Order as aforesaid may be made by the Surveyors of Highways of the respective Parishes wherein such Highways shall be crossed on the Level as aforesaid.

Company to erect Station or Lodge where Roads crossed on the Level.

XX. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the before-mentioned Roads shall be crossed on a Level; and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Board of Trade; and if the Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person

son to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Erection of Bridges instead of level Crossings.

XXI. That it shall be lawful for the Board of Trade, if it shall appear to them necessary for the Public Safety, at any Time, either before or after the Railway hereby authorized to be made shall have been completed and opened for Public Traffic, to require the Company, within such Time as the said Board of Trade shall direct, at the Expense of such Company, to carry any or either of the herein-before mentioned Roads either under or over the Railway by means of a Bridge or Arch, instead of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from any such level Crossing.

Regulations as to Communications with London, Brighton, and South Coast Railway.

XXII. That the Railway hereby authorized to communicate with the *London, Brighton, and South Coast* Railway shall communicate therewith at the Point where, according to the Plans deposited as in this Act mentioned, such Railway appears to communicate therewith, and at no other Point, without the Consent in Writing of the said *London, Brighton, and South Coast* Railway Company under their Common Seal, and that all Communications between the said Railway hereby authorized and the said *London, Brighton, and South Coast* Railway shall be effected in a substantial and workmanlike Manner by means of Connexion Rails and Points of the Construction and laid in the Manner approved of from Time to Time, and to the entire Satisfaction of the Engineer for the Time being of the said *London, Brighton, and South Coast* Railway Company.

Expenses of Communications to be borne by Bognor Railway Company.

XXIII. That the Expense of the Communications hereby authorized with the *London, Brighton, and South Coast* Railway, and of all necessary Openings in the Rails thereof, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining such Rails and Points, and of regulating and adjusting the same, shall be borne and paid by the *Bognor* Railway Company; and all such Communications, Openings, and Works shall not only be in the first instance made and done, but shall also from Time to Time, at the Expense of the *Bognor* Railway Company, be altered, amended, repaired, and maintained, to the Satisfaction of the Engineer for the Time being of the said *London, Brighton, and South Coast* Railway Company, on each Occasion, and in such Manner and Form, and by such Ways and Means as shall not in anywise

prejudice or injure the said *London, Brighton, and South Coast* Railway, or impede, obstruct, or interfere with the free, uninterrupted, and safe passing along the same.

Nothing to authorize Company to interfere with Land, &c. of London, Brighton, &c. Railway.

XXIV. That, notwithstanding anything in this Act contained, it shall not be lawful for the *Bognor* Railway Company, or for any other Company, or for any Person, under or in execution of this Act, or for any other Purpose, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the said *London, Brighton, and South Coast* Railway Company, or which they have Power to take under any of their Acts of Parliament, or to construct any Railways or Branch Railways across the same, either on the Level or otherwise, or in any Manner to alter, vary, or interfere with the said *London, Brighton, and South Coast* Railway, or any of the Works appertaining thereto, save only for the Purpose of effecting the Junction hereby authorized in manner aforesaid.

Nothing to prejudice Rights of London, Brighton, &c. Railway Company.

XXV. That nothing in this Act contained shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the said *London, Brighton, and South Coast* Railway Company, but all their Rights, Privileges, Powers, and Authorities under their several Acts of Parliament and otherwise are hereby expressly saved and reserved as against and with respect to the said *Bognor* Railway Company.

Company not to take certain Property without Consent.

XXVI. Provided always, That it shall not be lawful for the Company to enter upon, take, or use any Part of certain Hereditaments in the Parish of *South Bersted* numbered 54 in the said Plans, and described in the said Books of Reference as "Gas Manufactory, Buildings, and Yard," and of which in such Books of Reference *Matthew Snooke, John Cottrell, William Woodroffe Dendy Bennett Adames, James Loader, John Pratt* the younger, *William Ballard, Charles Hayllar*, and *James Powell* are described to be the Owners or reputed Owners, without the Consent in Writing of the Owner for the Time being of such Property, or, without the like Consent, to construct the Railway, or any Work connected therewith, upon or over, or to divert, alter, change, or interfere with a certain Occupation Road in the said Parish of *South Bersted* numbered 71 on the said Plans, and of which in the said Books of Reference the said last-named Persons and *William Ardwick* are described to be the Owners or reputed Owners, or upon, over, or with any other Road which now leads or forms a Way or Approach to the said Gas Manufactory, Buildings, and Yard.

Lands for extraordinary Purposes.

XXVII. That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Ten Acres.

XXVIII. That

Power for compulsory Purchase of Lands limited.

XXVIII. That the Powers of the Company for the compulsory Purchase or taking of Lands for the Purposes of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Period for Completion of Works.

XXIX. That the Railway shall be completed within Three Years from the passing of this Act; and on the Expiration of such Period the Powers by this and the said incorporated Acts granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Passengers Luggage.

XXX. That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Maximum Charges for Conveyance of Passengers.

XXXI. That it shall not be lawful for the Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the Railway than Twopence and Two Fifth Parts of a Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a First-class Carriage, One Penny and Four Fifths of a Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a Second-class Carriage, and One Penny and One Fifth Part of a Penny *per* Passenger *per* Mile in respect of any Passenger travelling in a Third-class Carriage, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance.

Rates for Conveyance of Goods and Cattle.

XXXII. That it shall not be lawful for the Company to charge, in respect of the several Articles, Matters, and Things, and of the several Descriptions of Animals, herein-after mentioned, conveyed on the Railway, any greater Sum, including the Charges for the Use of Carriages, Waggons, or Trucks, and for locomotive Power, and all other Charges incident to such Conveyance, except a reasonable Charge for the Expense of loading and unloading where such Service is performed by the Company, than the several Sums herein-after mentioned; (that is to say,)

For First-class Goods described in the Schedule hereunto annexed, *per* Ton *per* Mile Twopence:

For Second-class Goods described in such Schedule, *per* Ton *per* Mile Threepence:

For Third-class Goods described in such Schedule, *per* Ton *per* Mile Fourpence:

For

For Fourth-class Goods described in such Schedule, *per* Ton *per* Mile Fivepence:

For Fifth-class Goods described in such Schedule, *per* Ton *per* Mile Sixpence;

For every Carriage, of whatever Description, having more than Two Wheels, and not being a Carriage adapted and used for travelling on a Railway, *per* Mile Fivepence Farthing; and if having only Two Wheels, *per* Mile Fourpence Farthing:

For every Horse, Mule, or Ass, *per* Mile Fivepence:

For every Ox, Cow, Bull, or Neat Cattle, *per* Mile One Penny Halfpenny:

For every Calf or Pig, *per* Mile One Penny:

For every Sheep, Lamb, or other small Animal, *per* Mile One Farthing.

Tolls for separate Trucks for Cattle, &c.

XXXIII. Provided always, That if any Person shall desire to hire and retain a separate Waggon or Truck for the Conveyance of Cattle or Sheep belonging to him, it shall not be lawful for the Company to charge any greater Sum, including all the Charges aforesaid, than Ninepence *per* Mile for every Waggon or Truck capable of containing conveniently Six Beasts of an ordinary Size, or Thirty Sheep.

Restrictions as to Charges not to apply to Special Trains.

XXXIV. Provided always, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special Train which may be required to run upon the Railway, but shall apply to all other Trains which shall be appointed to run on the said Railway.

Company may take increased Charges by Agreement.

XXXV. Provided always, That nothing in this Act contained shall be held to prevent the Company from taking any increased Charges, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Interest not to be paid on Calls paid up.

XXXVI. That it shall not be lawful for the Company, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

XXXVII. That

Deposit for future Bills not to be paid out of the Company's Capital.

XXXVII. That it shall not be lawful for the Company, out of any Money by this Act authorized to be raised for the Purposes of this Act, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining any Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Railways to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., & 14 & 15 Vict. c. 64.

XXXVIII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway;* and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways;* and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops;* and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways;* and an Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled *An Act for regulating the Gauge of Railways;* and another Act was passed in the Session of Parliament held in the Fourteenth and Fifteenth Years of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways:* Be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto.

Railway not exempt from Provisions of future General Acts.

XXXIX. That nothing in this Act contained shall be deemed or construed to exempt the Railway from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act, or the Rates for small Parcels.

Nothing to authorize the Transfer of 2,025*l.* de-

XL. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Two thousand and twenty-five Pounds, being

posited pursuant to 9 & 10 Vict. c. 20., except with Consent of Board of Trade.

being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England*, in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of Two thousand and twenty-five Pounds shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, 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, unless the said Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up One Half of the Amount of the Capital by this Act authorized 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 said Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*; provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Two thousand and twenty-five Pounds shall have been executed by the said Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Two thousand and twenty-five Pounds, if the said Company shall not, within the Time limited for the Completion of the said Railway, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the said Company have paid up One Half of the Amount of the said Capital by this Act authorized 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 such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money,

Money, and the Interest or Dividends thereof, shall 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, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding, and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Expenses of Act.

XLI. That all the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the Company.

SCHEDULE referred to in this Act.

FIRST CLASS.

Alkali.
Alum.
Bark.
Bricks.
Bones for Manure.
Brooms and Broom-handles.
Bran.
Chalk.
Coals.
Coke.
Compost.
Cement.
Dung.
Eggs.
Flint.
Flour.
Fire Clay.
Fullers Earth.
Guano.
Grain.
Gas or Water Pipes.
Iron and Wood not otherwise enumerated.
Lime.
Lead.
Malt.
Meal.
Nitrate of Soda.
Oil Cake in Casks.
Potatoes.
Pollard.
Salt for Manure.
Sand.
Stone, paving or building.
Slates.
Spelter.
Tiles.

SECOND CLASS.

Ale and Porter in Casks.
Bacon.
Butter in Casks.
Cyder.
Charcoal.
Copper.
Hair.
Hemp.
Hides.
Hops.
Hoofs.
Hoops.
Hop-poles.
Iron, Hoop, Sheet, or small Rod.
Lard.
Lead, White or Red.
Marble in Blocks.
Molasses.

Molasses.	Salt.	Sulphur.
Nails.	Saltpetre.	Tallow.
Paints.	Seed.	Tar.
Pitch.	Soap.	Tin Tubing.
Plaster.	Soda.	Vinegar.
Rags.	Steel.	Whiting.
Rice.	Sugar, raw.	Wool.
Resin.		

THIRD CLASS.

Canvas.	Iron Castings liable to Damage.	Paper.
Cordage.	Herrings, dried.	Ropes.
Carpeting.	Leather.	Snuff.
Earthenware.	Machinery.	Spirits and Wines in Wood.
Flax.	Mats.	Stationery.
Floorcloth.	Mineral Waters.	Tow.
Fruit.	Oil in Casks.	Turpentine.
Groceries.	Oil Cakes, loose.	Varnish.
Hay.		Veneers.
Hardware.		

FOURTH CLASS.

Agricultural Implements.	Drugs.	Woollens.
Bottled Liquor.	Fish.	Luggage.
Books.	Haberdashery.	Poultry, dead.
Butter, fresh.	Hosiery.	Tinned Ware.
Cork.	Joiners Work.	Wearing Apparel.
China.	Silks.	Meat.
Drapery.	Linens.	Sugar, refined.

FIFTH CLASS.

Bonnets.	Hats.	Oil in Jars.
Carboys.	Musical Instruments.	Pictures and light Articles, generally per Agreement.
Furniture.	Pianos.	
Feathers.	Harps.	Poultry, alive.
Glass.		

All Goods not enumerated to be charged in the Class to which they are analagous.

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