# CHAPTER clxxvii.

An Act for improving the Means of Communication between England and the Continent by way of Newhaven and Dieppe. [6th August 1872.]

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WHEREAS the establishment between the ports or harbours of Newhaven and Dieppe of a line of steam vessels of great power and burthen by means of which railway carriages and waggons may be transported without unloading or transhipment of goods and merchandise between the London, Brighton, and South Coast Railway and the railways connected therewith on the one hand, and the system of continental railways belonging to the Western of France Railway Company, having their terminus at Dieppe, on the other hand, and by which the conveyance of passengers between England and the Continent would be facilitated and improved, would be of great public advantage:

And whereas the persons named in that behalf in this Act, with others, are willing at their own expense to provide and maintain steam vessels for the purposes aforesaid if incorporated into a company with all necessary and proper powers in that behalf:

And whereas it is expedient that the Company so to be incorporated (in this Act referred to as "the Company") should be authorised to enlarge and improve the harbour of Newhaven, and to construct the works by this Act authorised for adapting the harbour to the use of such steam vessels and other vessels, and for connecting the London, Brighton, and South Coast Railway therewith:

And whereas it is expedient that part of the works herein-after authorised when constructed shall be vested in and maintained by the Trustees of Newhaven Harbour and Ouse Lower Navigation (in this Act called "the Harbour Trustees"):

And whereas it is expedient that the Company and the London, Brighton, and South Coast Railway Company (in this Act called

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"the Brighton Company") and the Western of France Railway Company (in this Act called "the French Company"), and the Harbour Trustees, or either of them, should be empowered to enter into contracts and agreements as in this Act provided:

And whereas it is expedient that the Company should be authorised to accept from the Government of France, and from any other foreign government, and also from any foreign municipality or company, guarantees and subsidies or contributions as in this Act mentioned, and to enter into agreements with the Government of France, and with any other foreign government, and with any foreign municipality, authority, or company, with respect to the improvement of foreign ports as herein-after mentioned:

And whereas plans and sections of the works showing the lines and levels thereof, with a book of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands in or through which the said works will be made or pass, have been deposited with the clerk of the peace for Sussex, and those plans, sections, and book of reference are in this Act referred to as the deposited plans, sections, and book of reference:

And whereas the objects 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 for all purposes as "The Continental Communication (Newhaven and Dieppe) Act, 1872."

Provisions of general Acts herein named incorporated.

**2.** "The Companies Clauses Consolidation Act, 1845," and Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863," "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 Harbours, Docks, and Piers Clauses Act, 1847," with the exception of the provisions "with respect to life boats" and "with respect to keeping a tide and weather gauge," unless the same are required by the Board of Trade, are 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 something in the subject or context repugnant to such construction:

The expressions "the undertaking" and "the railways" mean respectively the undertaking and railways 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 be read and have effect as if the debt or demand with respect to which the expression is used were a common simple contract debt, and not a debt or demand created by statute:

And in construing with this Act the provisions of Part I. herewith incorporated of "The Railways Clauses Act, 1863," the expressions "work" and "railway" shall respectively include all works below high-water mark by this Act authorised.

Company incorporated.

**4.** John Bourne and William Henry Northcott, and all other persons and corporations who have already subscribed or shall hereafter subscribe to the undertaking, and their executors, administrators, successors, and assigns respectively, shall be united into a company for the purpose of establishing steam vessels of great power and burthen to ply between Newhaven and Dieppe, and (subject to the provisions of this Act) of making the works herein-after described, and maintaining such of them as are herein-after mentioned, and for other the purposes of this Act, and for those purposes shall be incorporated by the name of "The Continental Communication (Newhaven and Dieppe) 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 execute works according to deposited plans.

**5.** Subject to the provisions of this Act, the Company may, in the line and according to the levels shown on the deposited plans and sections, alter the harbour, basins, and quays of the port of Newhaven, and widen, deepen, and improve the river Ouse, and make the piers and sea wall, and make and maintain the breakwater, quays, river walls, and railways, and execute the other works herein-after mentioned, with all proper stations, junctions, buildings, quays, wharves, viaducts, embankments, jetties, approaches, bridges, lifts, pontoons, machinery, appliances, apparatus, and conveniences connected with such works respectively, and (subject as aforesaid) 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 any of the said purposes.

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The works authorised by this Act are,—

(1.) The alteration of the harbour, basins, and quays of the port of Newhaven, and the works connected therewith, in manner following; that is to say, the removal and taking away of the portions herein-after mentioned of the embankment or bank of the harbour and river, and the quays, works, buildings, and appliances thereof or thereon; viz.,

(*a.*) The east bank of the river Ouse and the southern bank of Mill Creek, at its junction with the river Ouse, from a point about two hundred and seventy yards south of the south end of the steam-boat wharf of the Brighton Company, for a length of three hundred and sixty-five yards or thereabouts, measuring along the said banks of the river and creek aforesaid, and the ground behind or enclosed within the portions to be so removed of the said banks:

(*c.*) So much of the seaward end of the groyne or jetty on the western side of the pier at the mouth of the harbour as lies seaward of low-water mark of ordinary spring tides:

(*d.*) The pier at the east side of the mouth of the river Ouse and the ground behind the same:

(2.) The widening, deepening, and improving of the river Ouse from its mouth to a point about three hundred yards north of the south end of the railway steam-boat wharf herein-before mentioned:

(3.) A quay or river wall (No. 1) on the eastern side of the river Ouse, commencing at a point about one hundred and sixteen yards south-eastward of the south-western corner of the railway steam-boat wharf herein-before mentioned, and terminating at a point about five hundred yards south of the same steam-boat wharf:

(6.) The lengthening and extending of the existing pier at the west side of the mouth of the river Ouse for a distance of about eighty yards seaward:

(7.) A breakwater commencing on the seaward side of the cliff west of the mouth of the river Ouse at a point on the sea shore about three hundred yards west of the western pier at the mouth of the river, and terminating at a point about three hundred and forty yards south of the south end of the said western pier:

(8.) A sea wall or embankment commencing on the east side of the existing eastern pier at the mouth of the river Ouse, at a point about seventy-three yards north of the southern end of that pier, and terminating on the existing sea wall or embankment at a point about four hundred and eighty yards east of the point of commencement of the said intended sea wall or embankment:

(9.) A railway, No. 1 (3 furlongs and 3·40 chains in length), commencing by a junction with the London, Brighton, and South Coast Railway at a point about forty-eight yards south of the south end of the Railway Station Hotel, and terminating on the sea wall or embankment No. 8 by this Act authorised at a point about one hundred and sixty yards east of the commencement of that sea wall or embankment:

(10.) A railway, No. 2 (1 furlong and 1·52 chains in length), commencing by a junction with railway No. 1 at a point about one hundred and fifty yards north-westward of its termination, and terminating at a point on the quay or river wall No. 1 by this Act authorised, about three hundred and thirty yards south of the southern end of the railway steam-boat wharf herein-before mentioned.

Confirming agreement between Company and Harbour Trustees.

**6.** The agreement between the Company and the Harbour Trustees, a copy whereof is set forth in the First Schedule to this Act, is hereby confirmed and made binding on the Company and the parties thereto, and shall be carried into effect accordingly.

Works when executed to vest in Harbour Trustees.

**7.** When and so soon as the piers and sea wall by this Act authorised to be made shall be respectively completed by the Company, the same shall immediately vest in and become the absolute property of the Harbour Trustees without any further conveyance or assignment, and the same shall be maintained and kept in good repair by the Harbour Trustees, and the Company shall be absolved from all responsibility to maintain or repair or to see to the maintenance or repair thereof.

Present groyne or jetty on western side of pier not to be removed until breakwater completed.

**8.** The Company shall not, without the consent of the Harbour Trustees, to be signified by writing under the hand of their clerk, remove or take away any part of the groyne or jetty herein-before mentioned on the western side of the pier at the mouth of the harbour before and until the breakwater by this Act authorised to be made shall be erected and completed throughout.

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As to future deepening of harbour.

**9.** If at any time after the completion of the works by this Act authorised, and from time to time, it shall be necessary or expedient for the Company for the purposes of this Act to deepen or alter the bed of the harbour of Newhaven or the river Ouse, by means of dredging or otherwise, such works shall be effected by the Company at their own expense, and under the entire control and supervision of the harbour-master of the Harbour Trustees, or it shall be lawful for the Company to enter into any agreement or arrangement with the Harbour Trustees from time to time for the performance of such works by the said Trustees at the expense of the Company.

Power to construct, &c. and run steam vessels.

**10.** Subject to the provisions of this Act, the Company may from time to time construct, purchase, and hire steam and other vessels, and may run and work steam and other vessels between Newhaven and the port of Dieppe.

Capital.

**11.** The capital of the Company shall be six hundred thousand pounds, in sixty thousand shares of ten pounds each.

Shares not to issue until one fifth paid up.

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

Calls.

**13.** One fifth of the amount of a share shall be the greatest amount of a call, and three months at least shall be the interval between successive calls, and four fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Power to divide shares.

**14.** Subject to the provisions of this Act, the Company, with the authority of three fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose, may from time to time divide any share in their capital into half shares, of which one shall be called "preferred half share," and the other shall be called "deferred half share:" Provided always, that the Company shall not divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up, and upon every such division fifty per centum upon the entire share shall be carried to the credit of the deferred half share (being the whole amount payable thereon), and the residue to the credit of the preferred half share.

Dividends on half shares.

**15.** The dividend which would from time to time be payable on any divided share if the same had continued an entire share shall

be applied in payment of dividends on the two half shares in manner following; (that is to say,) first, in payment of dividend after such rate, not exceeding ten per centum per annum, as shall be once for all determined at a general meeting of the Company specially convened for the purpose, on the amount for the time being paid up on the preferred half share, and the remainder (if any) in payment of dividend on the deferred half share, and the Company shall not pay any greater amount of dividend on the two half shares than would have from time to time been payable on the entire share if the same had not been divided.

Dividend on preferred shares to be paid out of the profits of the year only.

**16.** Each preferred half share shall be entitled out of the profits of each year to the dividend which may have been attached to it by the Company as aforesaid, in priority to the deferred half share bearing the same number, but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half share for that year, no part of the deficiency shall be made good out of the profits of any subsequent year, or out of any other funds of the Company.

Half shares to be registered and certificates issued.

**17.** Forthwith after the creation of any half shares the same shall be registered by the directors, and each half share shall bear the same number as the number of the entire share certificate in respect of which it was issued, and the directors shall issue certificates of the half shares accordingly, and shall cause an entry to be made in the register of the entire shares of the conversion thereof: Provided always, that the directors shall not be bound to issue a certificate of any half share until the certificate of the existing share be delivered to them to be cancelled, unless it be shown to their satisfaction that the certificate is destroyed or lost, and on any certificate being so delivered up the directors shall cancel it.

Terms of issue to be stated in certificates.

**18.** The terms and conditions on which any preferred half share or deferred half share created under this Act is issued shall be stated in the certificate of each such half share.

Forfeiture of preferred shares.

**19.** The provisions of "The Companies Clauses Act, 1845," with respect to the forfeiture of shares for nonpayment of calls shall apply to all preferred half shares to be created under the authority of this Act, and every such preferred half share shall for the purpose be considered a whole share, distinct from the corresponding deferred half share: Provided always, that until any forfeited preferred half shares shall be sold by the directors of the Company, all dividends which would be payable thereon if the same had not been forfeited

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shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof, and of the arrears of calls for the time being due thereon, with interest.

Preferred shares not to be cancelled or surrendered.

**20.** No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company.

Half shares to be half shares in capital.

**21.** The several half shares under this Act shall be half shares in the capital of the Company, and every two half shares, whether preferred or deferred, or one of each, held by the same person, shall confer such right of voting at meetings of the Company, and (subject to the provisions herein-before contained) shall confer and have all such other rights, qualifications, privileges, liabilities, and incidents as attach and are incident to an entire share.

Power to borrow on mortgage.

**22.** The Company may from time to time borrow on mortgage any sum not exceeding in the whole one hundred and fifty thousand pounds, and of that sum they may from time to time borrow not exceeding seventy-five thousand pounds in respect of every three hundred thousand pounds of their capital, but no part of the said sum of one hundred and fifty thousand pounds shall be borrowed unless and until the Company shall have made such agreements and arrangement with the Government of France and all other necessary parties with respect to the improvement of the port of Dieppe, or the entrances or approaches thereto, as will enable the Company to carry the objects of this Act into execution, and of which the certificate of the Board of Trade shall be sufficient evidence, nor shall any part of any such sum of seventy-five thousand pounds be borrowed until the whole three hundred thousand pounds of capital in respect of which it is borrowed is subscribed for, 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 portion of capital has been subscribed for, 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 portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such portion of capital was issued bonâ fide and is held by the subscribers or their assigns, and that such subscribers or their 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.

For appointment of a receiver.

**23.** 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 one tenth part of the amount for the time being owing by the Company upon mortgages.

Debenture stock.

**24.** The Company may create and issue debenture stock.

Priority of mortgages and debenture stock over other debts, &c.

**25.** All moneys raised on mortgage by the Company under this Act, and the interest due thereon, and the interest due on debenture stock created and issued under this Act, shall have priority against the Company, and the property from time to time of the Company, over all other claims on account of debts to be incurred or engagements to be entered into by the Company, but this priority shall not affect any claim against the Company in respect of any rentcharge to be granted by them in pursuance of "The Lands Clauses Consolidation Act, 1845," or "The Lands Clauses Consolidation Acts Amendment Act, 1860," nor shall anything herein-before contained affect any claim for land to be taken, used, or occupied by the Company for the purposes of their works, or injuriously affected by the construction thereof, or by the exercise of any powers conferred on the Company.

Interest on mortgages and debenture stock to rank equally.

**26.** Notwithstanding anything in Part III. of "The Companies Clauses Act, 1863," 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.

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

First ordinary meeting.

**28.** The first ordinary meeting of the Company shall be held within twelve months after the passing of this Act.

Number of directors.

**29.** Subject as herein-after provided, the number of directors shall be six, but it shall be lawful for the Company from time to time to reduce the number, provided that the number be not less than three.

Qualification of directors.

**30.** The qualification of a director shall be the possession in his own right of not less than fifty shares.

Quorum.

**31.** The quorum of a meeting of directors shall be three, but if the number of directors be reduced to three the quorum shall be two.

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First directors.

**32.** John Bourne and William Henry Northcott, and such four other duly qualified persons as they shall nominate in that behalf, 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 personally or by proxy may either continue in office the directors appointed by this Act or nominated as aforesaid, 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 or nominated as aforesaid being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall (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 in "The Companies Clauses Consolidation Act, 1845," 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 same Act.

Lands for extraordinary purposes.

**33.** 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.

Period for compulsory purchase of lands.

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

Deposit money to be impounded as security for completion of the works.

**35.** 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 seven thousand five hundred and twenty-five pounds (made up of the sum of seven hundred and twenty-five pounds, being five per centum upon the amount of the estimate of the expense of the railways authorised by this Act, and of the sum of six thousand eight hundred pounds, being four per centum on the amount of the estimate of the expense of the works other than the railways by this Act authorised,) has been deposited with the Court of Chancery in England in respect of the application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the sum of seven hundred and twenty-five pounds, part of the said sum of seven thousand five hundred and twenty-five pounds so deposited as aforesaid in respect of the application for this Act, 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, unless the Company shall, previously to the expiration of the period limited by this Act for the completion of the railways hereby authorised to be made, either open the said railways 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 for the purposes of the said railways, and have expended for the same purposes 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 said railways for the public conveyance of passengers, or have given such proof as aforesaid to the satisfaction of the Board of Trade, the sum so deposited as aforesaid shall be applied in the manner hereinafter 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 said recited Act to the contrary notwithstanding.

Application of part of deposit in compensation to parties.

**36.** The said sum of seven hundred and twenty-five pounds, part of the sum of seven thousand five hundred and twenty-five pounds so deposited 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 said railways 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 adequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as the Court of Chancery in England may see fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, shall be paid to or on the application of the person or persons named in such warrant or order as aforesaid, or the survivor or survivors of them: Provided that until the said sum of money shall have been repaid to the depositors, or shall have 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

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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, or of the executors or administrators of the last survivor.

Release of balance of deposit.

**37.** 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, or of the executors or administrators of the last survivor, by petition in a summary way at any time after the passing of this Act, the High Court of Chancery may and shall order that the sum of six thousand eight hundred pounds (part of the sum of seven thousand five hundred and twenty-five pounds so deposited as aforesaid), and the interest and dividends thereof, shall be transferred and paid to the persons or person so applying, or to any other person or persons whom they or he may appoint in that behalf.

Time limited for completing works.

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

For protection of London, Brighton, and South Coast Railway Company.

**39.** The following provisions shall have effect with respect to the London, Brighton, and South Coast Railway, in which term are included the stations, buildings, sidings, works, approaches, and conveniences connected with the said railway:

(1.) All works authorised by this Act crossing or affecting the said railway shall be executed by the Brighton Company at the expense of the Company hereby incorporated, and to the reasonable satisfaction of the Company, and for the purpose of the execution of such works, and before the commencement thereof, there shall be deposited with the secretary to the Brighton Company the amount of money necessary to defray the cost of the said works, according to the reasonable estimate of such cost, to be made in writing by the engineer of the Brighton Company and delivered to the engineer or secretary of the Company, and any balance of money after the execution of the said works coming from or due to the Brighton Company shall be paid to or by the Company:

(2.) All the works of the Company crossing or affecting the Brighton Railway shall be at all times maintained, at the option of the Brighton Company, either by that Company

or by the Company, and in either case at the sole expense of the Company, and the said works shall be maintained and used so that the traffic upon the railway shall not be in anywise impeded or interfered with, and the same shall be freely used by the Brighton Company for all purposes of their traffic; and if by any neglect or default of the Company the works shall fall into such condition as to endanger or interfere with the traffic on or impede the use of the said railway, or to cause reasonable apprehension of those results, the Brighton Company may remove the said works, and the Brighton Company may from time to time recover on demand from the Company all costs and expenses from time to time incurred by the Brighton Company in or about such maintenance, repairs, or removal, or in or about watching the said works, and doing all other things which the engineer of that Company may think necessary for the protection of the traffic on the said railway, and the certificate of the engineer of the Brighton Company as to such several costs and expenses shall be conclusive evidence of the amount thereof:

(3.) The Company shall not purchase, take, or use any lands of the Brighton Company shown on the deposited plans, or any railway siding, station, building, or works of that Company, except with the consent in writing of that Company under their common seal, and upon such terms and conditions as shall be agreed with the same Company:

(4.) If by reason of the construction or maintenance or use of the works authorised by this Act the said railway shall be in any way impaired or the traffic thereon impeded, the Company shall compensate the Brighton Company for any loss or expense occasioned thereby, and they shall also save harmless and indemnify the Brighton Company from all damages and expenses to which they may be rendered liable by any interference with or delay of their traffic:

(5.) Any difference which may arise between the Company and the Brighton Company, or between their respective engineers, concerning the execution of any works by the Brighton Company for and instead of the Company for the purposes of this Act, or concerning the amount of money to be deposited as herein-before provided as the estimated cost of such works, shall be referred to the arbitration of an engineer to be agreed upon between the parties, or if they cannot agree, then to the arbitration of an engineer to be appointed by the Board of Trade

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on the application of either party; and the provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration shall apply, so far as they are applicable, to every such arbitration.

Company not to establish hotel, &c. without consent of Brighton Company.

**40.** The Company shall not, without the previous consent of the Brighton Company in writing under their common seal, establish or use for the purposes of their undertaking or acquire any interest in any hotel, inn, or refreshment room.

Plans of works to be approved by Board of Trade and Harbour Trustees and Brighton Company.

**41.** Previously to the commencement of any of the works by this Act authorised, the Company shall deposit at the offices of the Board of Trade, and of the Harbour Trustees, and of the Brighton Company respectively, plans and sections and working drawings of the same respectively for the approval of the said Board and Trustees and Brighton Company respectively, such approval to be signified in writing under the hand of the secretary of the said Board and the clerk of the said Trustees and of the secretary of the Brighton Company respectively, and the works shall be respectively constructed only in accordance with such approval; and when the same shall have been commenced or constructed it shall not be lawful at any time to alter or extend the same, or any of them, without obtaining previously to making any such alteration or extension the consent or approval of the Board of Trade; and after the completion of the works by this Act authorised, it shall not be lawful for the Harbour Trustees at any time to alter or extend such works as shall have become vested in them by this Act without obtaining, previously to making any such alteration or extension, the like consent or approval of the Board of Trade; and if the works, or any of them, shall be commenced or completed, or be altered, extended, or constructed, contrary to the provisions of this Act, it shall be lawful for the Board of Trade to abate, alter, and remove the same, and to restore the site thereof to its former condition, at the cost and charge of the Company or the Harbour Trustees, as the case may be, and the amount thereof shall be a debt due from the Company to the Crown or the Harbour Trustees, as the case may be, and be recoverable accordingly, with costs of suit.

Board of Trade may order local survey.

**42.** If at any time or times it shall be deemed expedient by the Board of Trade to order a local survey and examination of any of the works executed or undertaken by the Company within the harbour of Newhaven, the Company shall defray the cost of every such local survey and examination, and the amount thereof shall be a debt due to Her Majesty from the Company, and if not paid upon

demand may be recovered as a debt due to the Crown, with costs of suit, or may be recovered with costs as a penalty is or may be recoverable from the Company.

Board of Trade may abate abandoned works.

**43.** If any work to be constructed by the Company within the harbour of Newhaven shall be abandoned or suffered to fall into disuse or decay, it shall be lawful for the Board of Trade to abate and remove the same, or such part or parts thereof as they may at any time deem fit and proper, and to restore the site thereof to its former condition, at the cost and charge of the Harbour Trustees if such work shall have become vested in them under the provisions of this Act, or, in any other case, of the Company, and the amount thereof shall be a debt due from the Harbour Trustees or the Company to the Crown, and be recoverable accordingly, with costs of suit.

Company to pay costs of construction of certain fortifications.

**44.** The Company shall pay for or towards the costs of all such works of defence and fortifications, in extension of or in addition to the existing works and fortifications, as in the judgment of Her Majesty's Principal Secretary of State for War may be rendered necessary by reason of the execution of any of the works authorised by this Act: Provided always, that in no event shall the Company be bound to pay for or towards the construction of such works of defence and fortifications a sum exceeding in the whole five thousand pounds.

Company to exhibit lights, &c.

**45.** The Company shall, at the outer extremity or extremities of the works hereby authorised, exhibit and keep burning from sunset to sunrise such lights (if any) as the Elder Brethren of the Trinity House of Deptford Strond shall from time to time direct.

Limits of power of pier-master.

**46.** The powers of the pier-master of the Company shall be exercised upon the quays and breakwater of the Company only, and nothing in this Act contained shall prejudice or affect the powers now belonging to the harbour-master of the Harbour Trustees.

Company may appoint meters and weighers.

**47.** It shall be lawful for the Company to appoint and license a sufficient number of persons to be meters and weighers.

Byelaws to be approved by Harbour Trustees and Brighton Company.

**48.** No byelaws to be made by the Company for the regulation or management of any of their works within the harbour of Newhaven under or by virtue of the "Harbours, Docks, and Piers Clauses Act, 1847," or otherwise, and no repeal or alteration of any such byelaws for the time being in force, shall be of any force or effect without and until the same shall have been submitted to and received the approval of the Harbour Trustees and of the Brighton Company, to be signified by writing under the hand of the clerk of the said Trustees and of the secretary of the Brighton Company, and

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except so far as the same may be modified by any such byelaws so submitted and approved as aforesaid, the vessels, officers, and servants of the Company shall be subject to the byelaws for the time being in force in the said harbour.

Rates payable for using the quays or piers.

**49.** When and so soon as it shall from time to time be certified, under the hand of an officer to be appointed by the Board of Trade for that purpose, that the Company have constructed and so far completed any portion of works by this Act authorised as to afford convenient accommodation for the vessels of the Company, it shall be lawful for the Company, although the whole of the works by this Act authorised shall not then have been completed, from time to time, both before and after completion of the works, to demand for all passengers landing or embarking at or using any of the works or property of the Company, and for all animals and goods mentioned in the Second Schedule to this Act which shall be shipped or unshipped, received or delivered, therefrom, any sums not exceeding the several rates in the said schedule specified, and as to all such goods as shall not be specified in the said schedule the Company may demand a rate equal to the rate for the time being payable in respect of goods of a similar nature, package, and quality, and every such rate shall be payable by the owner, consignee, or other person, as the case may be, of the goods: Provided always, that nothing in this Act contained shall authorise the Company to demand and receive from any person whilst actually employed on Her Majesty's service any toll or charge for landing or embarking at or from any of the works of the Company.

Rates to be charged for the use of cranes and weighing machines.

**50.** It shall be lawful for the Company to demand for the use of their warehouses, cranes, weighing, measuring, and other machines, in respect of any goods, articles, or things deposited in such warehouses, or loaded or unloaded, weighed or measured, by means of such cranes, weighing, measuring, and other machines, such reasonable rates as the Company shall from time to time appoint.

The Company may charge for conveyance, warehousing, unloading, &c.

**51.** The Company may receive for the conveyance of goods, articles, and things in the steam vessels worked or employed by them between Newhaven and Dieppe, and for shipping, unshipping, landing, relanding, loading, and weighing any goods, wares, and merchandise whatsoever which shall be shipped or landed from or at any of the works or property of the Company into or from any vessels whatsoever, or otherwise, or for all or any of such acts and services, and for any other work or labour performed by the Company in respect of such goods, wares, and merchandise, articles and things, such reasonable rates and sums of money as the Company shall from time to time fix and determine.

Rates for passengers.

**52.** The Company may charge for the conveyance of passengers in the steam vessels worked or employed by them between Newhaven and Dieppe such reasonable rates as they think proper, not exceeding the following; that is to say,

First class, twenty shillings each:
Second class, fifteen shillings each:
Third class, ten shillings each.

Tolls for railways.

**53.** It shall be lawful for the Company and the Brighton Company, as may be agreed between the two Companies, to demand and take for all persons, animals, and things conveyed on the railways to or from the London, Brighton, and South Coast Railway, such tolls or charges as may for the time being be lawfully demanded and taken by the Brighton Company in respect of like matters conveyed for two miles over their railway.

Officers of Customs to have free access to quays and piers without payment of tolls.

**54.** It shall be lawful for all officers of the Customs, being in the execution of their duty to have free ingress and egress into, upon, and from the quays and breakwater hereby authorised, without payment of any toll or sum for so doing.

Harbour-master to have free ingress and egress.

**55.** It shall be lawful for the harbour-master of the Harbour Trustees and his assistants, in case of need and in execution of their duty, to have free ingress and egress into, upon, and from the breakwater, without payment of any toll or sum for so doing.

Rates to be paid to Harbour Trustees.

**56.** From and after the completion of the works by this Act authorised to be made and executed, or from and after such earlier time as the Harbour Trustees shall appoint, such appointment to be signified by writing under the hand of their clerk, the Company shall pay to the Harbour Trustees the rates and duties following; (that is to say,)

| | £ | s. | d. |
|---|---|---|---|
| For every voyage performed by any vessel of the Company, or any vessel employed by them - - - - - - | 2 | 10 | 0 |
| And for all animals and goods conveyed thereby, and shipped or unshipped, received or delivered, therefrom in the said harbour of Newhaven, per ton - - - - | 0 | 0 | 10 |

And in the construction of this clause the word "voyage" shall be taken to signify the journey performed by a vessel between the time of her leaving the harbour of Newhaven and returning thither: Provided always, that no toll shall be charged to the Company in respect of any coal or mineral shipped or unshipped, received or delivered, by them in the said harbour of Newhaven for the bonâ fide purposes of their traffic.

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Tolls for use of harbour before completion of works.

**57.** In the event of the Company using the said harbour for the purposes of traffic prior to the completion of the said works, the Company shall pay in respect of the vessels employed in such traffic, and of the passengers and goods conveyed thereby, the same tolls, rates, and duties as are now paid and payable by other persons or companies using the said harbour, but the Company shall not during the construction of the said works be liable to any tolls or dues in respect of any materials or goods brought into the said harbour for the purposes of the said works, or in respect of any vessels belonging to or employed by the Company solely in conveying the same.

As to future reduction of harbour rates.

**58.** In case the Harbour Trustees shall at any time reduce the rates or duties now paid and payable by persons or companies in respect of vessels using the said harbour, they shall forthwith make a proportionate reduction in the special rates directed to be paid by the Company by the last preceding clause; but the Harbour Trustees shall not be required to reduce the rates to be paid by the Company in consequence of any reduced rates which may be charged by them under any arrangement entered into with any person or company under the provisions of the 21st clause of "The "Newhaven Harbour and Ouse Lower Navigation Improvement "Act, 1863."

Company may accept subsidies, &c. from foreign governments, &c.

**59.** The Company may accept from the Government of France and from the French Company, or from any other foreign government, municipality, or company, guarantees and subsidies, or contributions towards their capital, either for the general purposes of their undertaking or for specific purposes connected therewith.

Company may make agreements with foreign governments, &c.

**60.** Subject to the provisions herein-after contained, the Company may from time to time enter into agreements with the Government of France, and with foreign municipal and other authorities, and with the French Company, or with any other foreign government, body, authority, or company, with respect to,—

The improvement of the port of Dieppe and of the entrances and approaches thereto:

The construction and maintenance, working, use, and management of piers, harbours, quays, railways, and works, for the purpose of effecting the objects of the Company:

The payments to be made and the conditions to be performed with respect to such construction, maintenance, working, use, and management:

The interchange, accommodation, and conveyance of foreign traffic, and the division and appropriation between the contracting parties of the revenue arising from or in respect of such traffic:

Provided always, that the provisions of Part III. of "The Railways Clauses Act, 1863," shall apply, mutatis mutandis, to the Company, in relation to any agreement to be entered into by virtue of this enactment, as if such agreement had been a working agreement within the meaning of that Act.

Company may make agreements with Brighton Railway Company and Harbour Trustees.

**61.** Subject to the provisions of Part III. of "The Railways Clauses Act, 1863," the Company on the one hand, and the Brighton Company, and the French Company, and the Harbour Trustees, or either of them, on the other hand, may from time to time enter into and carry into effect agreements with respect to the following purposes, or any of them; (that is to say,)

The use and management of their respective works and property, or of any part or parts thereof:

The payments to be made and the conditions to be performed with respect to such use and management:

The interchange, accommodation, and conveyance of traffic coming from or destined for the undertakings of the contracting parties, and the division and appropriation between the said parties of the receipts arising from such traffic.

Steamers of Brighton and French companies to be purchased.

**62.** Before the Company shall establish steam vessels to ply between the ports of Newhaven and Dieppe they shall, if so required by the Brighton Company and the French Company, purchase from those companies any steam vessels belonging to them used in the transport of persons and merchandise between those ports, and the price to be paid for such steam vessels shall be the full and fair value thereof, without including therein any allowance for goodwill, or past or future profits, and the said price shall, if not agreed upon between the companies, be settled by an arbitrator, to be appointed (if the parties cannot agree upon an arbitrator) by the Board of Trade, upon the application of either party.

Saving rights under Crown Lands Act.

**63.** 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 20, 21, and 22 of "The Crown Lands Act, 1866."

Interest not to be paid on calls paid up.

**64.** The Company shall not, out of any money by this Act authorised to be raised by calls, debenture stock, or borrowing, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him: Provided always, that this Act shall not prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount

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of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

**65.** 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.

Railways not exempt from provisions of present and future general Acts.

**66.** Nothing herein contained shall be deemed or construed to exempt the railways by this Act authorised to be made from the provisions of any general Act relating to railways, or the better and more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the maximum rates of fares or charges, or of the rates for small parcels, authorised by this Act.

Provision for Merchant Shipping Acts and general Acts.

**67.** Nothing in this Act contained shall exempt the works hereby authorised or the Company from the provisions of "The Merchant Shipping Act, 1854," or any Act amending the same, or any general Act relating to works or dues on shipping, or on goods carried in ships, now in force or which shall be passed during the present or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the dock rates or duties by this Act authorised.

Saving rights of Harbour Trustees.

**68.** Nothing in this Act contained shall affect the existing rights of the Harbour Trustees, and the same shall be and they are hereby specifically reserved to them.

Expenses of Act.

**69.** 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.

## SCHEDULES to which this Act refers.

### THE FIRST SCHEDULE.

An Agreement made this eighteenth day of June one thousand eight hundred and seventy-two, between John Bourne, of 66, Mark Lane in the city of London, Esquire, and William Henry Northcott, of Cambridge Gardens, Notting Hill, in the county of Middlesex, Esquire, being the Promoters of the Continental Communication (Newhaven and Dieppe) Bill, and herein-after called the Promoters, of the one part, and the Trustees of Newhaven Harbour and Ouse Lower Navigation, herein-after called the Harbour Trustees, of the other part.

Whereas it is proposed by the said Continental Communication (Newhaven and Dieppe) Bill to incorporate the Promoters into a company for the purpose of establishing steam vessels of great power and burthen to ply between Newhaven and Dieppe, and of making the works therein-after described: And whereas the Harbour Trustees have petitioned against the said Bill in the House of Commons, but have agreed to withdraw their petition on the Promoters entering into the following agreement: Now it is hereby agreed as follows; (that is to say,)

1. The works to be executed by the Company in and about the harbour of Newhaven (except the railways Nos. 1 and 2, herein-after referred to, and except as herein-after mentioned,) shall be in accordance with and as shown upon the plan hereunto annexed, and signed by John Murray, the engineer acting for the Promoters, and William Brown, the engineer acting for the Harbour Trustees, or as near thereto as possible.

2. The Promoters will make and execute in the line and according to the levels shown on the said Plan (1) a pier on the eastern side of the harbour, similar in construction and extent seaward to the pier on the western side, which the Company are empowered under sub-section 6 of clause 5 of their Bill to extend, and situate seventeen yards or thereabouts east of and parallel to the existing pier on the eastern side, and extending from the seaward or southern point two hundred and seventy yards northward; and will remove all the chalk and other materials now on the eastern side of the existing eastern pier, and deposit the same on the eastern side of the pier so to be constructed on the eastern side of the harbour as aforesaid, in order to protect the same in the same manner as it now protects the existing eastern pier; and shall also

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construct, in continuation of the line of direction of the said new pier, but commencing at a point about one hundred and thirteen yards to the north of the northern extremity of the said new pier, a river wall, quay, or embankment, as shown on the said Plan (2), a river wall, quay, or embankment running in a north-easterly direction from the north end of the said new pier for a distance of eighty yards or thereabouts.

3. The Promoters shall, if so required by the Harbour Trustees, in any future session apply to Parliament to abandon the construction of the works herein-after described, or some part or parts thereof, and which the Company are empowered under sub-sections 8, 9, and 10 of clause 5 of their Bill to construct, and which works are shown by the blue lines on the said plan hereunto annexed; namely, "(8.) A sea wall or embankment, commencing on the "east side of the existing eastern pier at the mouth of the river Ouse at a point "about seventy-three yards north of the southern end of that pier, and terminating "on the existing sea wall or embankment at a point about four hundred and "eighty yards east of the point of commencement of the said intended sea wall "or embankment. (9 and 10.) So much of railways Nos. 1 and 2 as lies between "the southern extremity of the quay or river wall No. 1 described in sub-"section 3, section 5 of the said Bill, and the termination thereof on the sea "wall or embankment (No. 8)."

4. The Promoters shall, in the event of such application to abandon the works herein-before lastly described, also simultaneously apply to Parliament for power to make a deviated or substituted line of railway from the southern extremity of the said quay or river wall (No. 1) for a distance of two hundred and eighty-five yards or thereabouts, and running parallel to and adjoining the said new pier, as shown upon the said plan by the lines coloured red.

5. The Promoters will construct so much of the said railways as lies between the southern extremity of the said quay or river wall (No. 1) and the northern end of the said new pier upon open pile work which shall admit the free passage of the sea.

6. The Harbour Trustees hereby agree not to offer any opposition to any application the Promoters or the Company, or their successors, may make to Parliament for the purpose of carrying out the objects herein-before specified.

7. The said Promoters undertake, within three calendar months from the passing of the said Bill into an Act, to cause the corporate seal of the Company to be incorporated thereby to be affixed to an agreement binding the said Company in the terms and conditions of this agreement.

The common seal of the Harbour Trustees was affixed in the presence of

L.S.

JOHN LEWIS,
Clerk to the Trustees.

## THE SECOND SCHEDULE.

### Rates payable for using the Quays, Piers, etc.

| | | s. | d. |
|---|---|---|---|
| For every adult person who shall land or embark at the piers or quays, or breakwater, or use the same as a promenade | | 0 | 3 |
| For every child under 10 years of age | | 0 | 1 |
| For every perambulator or velocipede | | 0 | 3 |
| Ale | per hogshead | 0 | 6 |
| Ale, bottled | per barrel bulk | 0 | 3 |
| Anchors | per cwt. | 0 | 3 |
| Bark | per ton | 1 | 0 |
| Beef or pork | per ton | 1 | 8 |
| Beef or pork | per barrel | 0 | 4 |
| Bone dust | per ton | 1 | 0 |
| Bones of cattle | per ton | 1 | 6 |
| Bottles | per gross | 1 | 6 |
| Bricks | per thousand | 0 | 8 |
| Casks or barrels, empty | each | 0 | 6 |
| Cattle | per head | 1 | 0 |
| Calves | each | 0 | 3 |
| Horses or mules | each | 2 | 0 |
| Pigs, sheep, and lambs | each | 0 | 10 |
| Chalk | per ton | 1 | 0 |
| Chimney pots | per score | 1 | 6 |
| Clay, fire, manufactured | per ton | 0 | 8 |
| Cloth, haberdashery, &c. | per package | 0 | 2 |
| Coaches, chaises, and other four-wheeled carriages | each | 3 | 0 |
| Gigs, carts, and other two-wheeled carriages | each | 1 | 6 |
| Coals, Scotch, English, smithy, and Calne | per ton | 0 | 6 |
| Copper | per ton | 1 | 8 |
| Corks | per barrel bulk | 0 | 3 |
| Wheat and malt | per quarter | 0 | 3 |
| Barley, beans, pease, tares, oats, rye, buckwheat, and Indian corn, | per quarter | 0 | 2 |
| Dissolved bones and other artificial manures | per ton | 0 | 8 |
| Dogs | each | 0 | 2 |
| Drugs | per barrel bulk | 0 | 6 |
| Earthenware | per crate | 0 | 8 |
| Eggs | per package | 0 | 6 |
| Fish, dried and salted | per ton | 1 | 4 |
| Haddocks, cod, salmon, and all fresh fish not enumerated, | per barrel bulk | 0 | 6 |
| Flax | per ton | 1 | 8 |
| Flour | per sack | 0 | 2 |
| Flour | per barrel | 0 | 3 |

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| | | s. | d. |
|---|---|---|---|
| Fruit | per bushel | 0 | 1 |
| Glass ware | per crate | 0 | 6 |
| Window glass | per crate | 0 | 4 |
| Groceries; namely, almonds, figs, cinnamon, currants, pepper, pimento, plums, prunes, raisins, and the like | per box | 0 | 1 |
| Guano | per ton | 0 | 9 |
| Gunpowder | per barrel | 0 | 6 |
| Hardware | per package or piece | 0 | 6 |
| Hares or rabbits | per dozen | 1 | 0 |
| Hay | per ton | 0 | 8 |
| Hemp | per ton | 1 | 8 |
| Herrings, fresh | per cran | 0 | 2 |
| Herrings, cured | per barrel | 0 | 3 |
| Hides, ox, horse, or cow, salted or dried | each | 0 | 1 |
| Calf, sheep, and lamb skins | per dozen | 0 | 3 |
| Hoops of wood | per bundle | 0 | 1 |
| Household furniture, small | per article | 0 | 1 |
| Household furniture, large | per article | 0 | 3 |
| Husbandry utensils | per ton | 1 | 8 |
| Iron, bar, bolt, and rod | per ton | 1 | 8 |
| Iron, pig or old | per ton | 0 | 8 |
| Kelp | per ton | 0 | 8 |
| Lead, all kinds | per ton | 1 | 8 |
| Leather, tanned or dressed | per cwt. | 0 | 4 |
| Lime | per chaldron of 100 barrels | 1 | 8 |
| Limestone | per ton | 0 | 4 |
| Loom or moulding sand | per ton | 0 | 6 |
| Machinery | per ton | 1 | 8 |
| Sewing machines | each | 1 | 0 |
| Manure | in bags, per ton | 0 | 6 |
| Meal | per bag of 280 lbs. | 0 | 2 |
| Milk | per can | 0 | 2 |
| Musical instruments | large | 2 | 6 |
| Musical instruments | small | 0 | 6 |
| Oils | per can or cask | 1 | 0 |
| Oils | in bottle, per case or barrel | 0 | 3 |
| Ores, copper, iron, lead, and others | per ton | 0 | 8 |
| Passengers luggage | not exceeding 1 cwt. | Free. | |
| Passengers luggage, all above 1 cwt. | per cwt. | 0 | 4 |
| Pitch | per barrel | 0 | 3 |
| Porter | per barrel | 0 | 6 |
| Porter, bottled | per barrel bulk | 0 | 4 |
| Potatoes | per ton | 1 | 0 |
| Potatoes | per barrel or sack | 0 | 2 |
| Poultry, including pigeons, game, &c. | per dozen | 0 | 6 |
| Rags, linen | per ton | 1 | 8 |
| Other rags, old ropes, and the like | per ton | 0 | 10 |
| Rape cakes | per ton | 1 | 8 |

| | | s. | d. |
|---|---|---|---|
| Salt | per ton | 1 | 8 |
| Seeds, flax and rape | per hogshead | 0 | 6 |
| „ clover | per ton | 1 | 8 |
| „ garden | per ton | 1 | 8 |
| „ hemp and canary | per ton | 1 | 8 |
| „ rye grass | per 8 bushels | 0 | 2 |
| Seeds, in barrels or sacks | each | 0 | 6 |
| Skins, seal | each | 0 | 1 |
| Slates, under size | per thousand | 0 | 6 |
| Slates, sizeable | per thousand | 0 | 10 |
| Slates, over size | per thousand | 1 | 8 |
| Spirits, Foreign and British | at the rate of per 56 gallons | 0 | 8 |
| Spirits, in bottles | per dozen | 0 | 2 |
| Stones, rubble | per ton of 16 cubic feet | 0 | 3 |
| „ hewn ashlar freestone | per ton of 16 cubic feet | 0 | 6 |
| „ rough ashlar freestone | per ton of 16 cubic feet | 0 | 4 |
| „ pavement, not exceeding 3 inches thick | per 70 feet | 0 | 6 |
| „ pavement, above 3 inches thick | per 16 cubic feet | 0 | 6 |
| „ scythe stones | per dozen | 0 | 1 |
| „ mill stones | each | 0 | 8 |
| Steel | per ton | 1 | 8 |
| Sugar | per ton | 1 | 8 |
| Tallow | per ton | 1 | 8 |
| Tar | per barrel | 0 | 2 |
| Tea | per chest | 0 | 8 |
| Tiles, roofing | per thousand | 0 | 9 |
| Tin of all kinds | per ton | 1 | 8 |
| Tiles or pipes for draining | per thousand | 0 | 8 |
| Trenails under 2 feet long | per thousand | 0 | 6 |
| Trenails exceeding 2 feet in length | per thousand | 1 | 0 |
| Turnips | per ton | 0 | 8 |
| Turpentine | per hogshead | 0 | 8 |
| Vegetables | per basket | 0 | 2 |
| Vinegar | per hogshead | 0 | 6 |
| Vitriol | per carboy | 0 | 6 |
| Whalebone | per ton | 0 | 8 |
| Wine | per gallon | 0 | 0½ |
| Wine, bottled | per dozen | 0 | 2 |
| Wood, fire, pine, and other not enumerated | per load of 50 feet | 0 | 10 |
| „ oak or wainscot | per load of 50 feet | 1 | 0 |
| „ firewood | per fathom | 0 | 6 |
| „ laths and lathwood | per fathom of 216 cubic feet | 2 | 6 |
| „ handspokes | per dozen | 0 | 1 |
| „ oars | per dozen | 0 | 6 |
| „ spars under 22 feet in length, above 2½ and under 4 inches in diameter | per dozen | 1 | 0 |
| „ spars 2½ inches in diameter and under | | 0 | 10 |

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| | | | s. | d. |
|---|---|---|---|---|
| Wood, spars 22 feet in length and upwards, and not exceeding 4 inches in diameter | - | per dozen | 3 | 0 |
| „ spars all lengths, above 4 and under 6 inches in diameter, | | per dozen | 6 | 0 |
| „ spokes of wheels, not exceeding 2 feet in length | - | per dozen | 0 | 1 |
| „ „ exceeding 2 feet in length | - | per dozen | 0 | 2 |
| „ wedges | - | per thousand | 2 | 0 |
| „ pipe staves and others in proportion | - | per standard hundred | 1 | 0 |
| „ lignum vitæ, fustic, rosewood, lopwood, and mahogany | | per ton | 1 | 8 |
| Wool, yarn or cotton | - | per cwt. | 0 | 4 |
| Zinc | - | per ton | 1 | 8 |

All other goods not particularly mentioned in the above Table:

| | | | | |
|---|---|---|---|---|
| Light goods, per package | - | per package | 0 | 1 |
| Heavy goods | - | per ton | 1 | 8 |

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

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