



ANNO VICESIMO NONO & TRICESIMO

VICTORIÆ REGINÆ.

Cap. ccxxix.

An Act to authorize the Construction of Docks on the West Side of the River *Medway* at *Rochester*, with a Railway to connect the same with the *London, Chatham, and Dover* Railway.

[16th July 1866.]

WHEREAS the Construction of Docks in the Parish of *Saint Nicholas, Rochester*, in the County of *Kent*, and of a Line of Railway to connect the said Docks with the *London, Chatham, and Dover* Railway, would be attended with great local and public Advantage, and the Persons herein-after named, with others, are willing to construct such Docks and other Works: And whereas Plans and Sections of the Docks and Railways showing the Lines, Situations, and Levels thereof, and the Limits within which the same are to be constructed, and the Lands required for the Undertaking, with a Book of Reference to the Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and 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 the County of *Kent*: And whereas the Purposes aforesaid cannot be accomplished without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted

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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 *Medway Docks Act, 1866.*"

8 & 9 Vict.
cc. 16., 18.,
& 20.,

10 & 11 Vict.
c. 27.,

23 & 24 Vict.
c. 106., and

26 & 27 Vict.
cc. 92. & 118.

incor-
porated.

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," and "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Harbours, Docks, and Piers Clauses Act, 1847" (except as herein-after provided), and "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to the Construction of a Railway) and Part III. (relating to Working Agreements) of "The Railways Clauses Act, 1863," (save so far as any of the Sections and Provisions of those Acts and Parts of Acts respectively are expressly excepted or varied by this Act,) are respectively incorporated with this Act: Provided nevertheless, that the Provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," "with respect to Lifeboats," and "with respect to keeping a Tide and Weather Gauge," shall not be in force for the Purposes of this Act, except so far as from Time to Time the same may be required by the Board of Trade; and provided also, that notwithstanding anything contained in the 12th Section of the same Act, it shall not be necessary for the Purposes of this Act to obtain the Consent of any Body or Persons, other than the Mayor, Aldermen, and Citizens of the City of *Rochester*, the Conservators of the River *Medway*.

Interpre-
tation of
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction :

The Expression "the Company" shall mean the Company incorporated by this Act :

The Expression "the Corporation" shall mean the Mayor, Aldermen, and Citizens of the City of *Rochester* :

The Expression "the Railway Company" shall mean the *London, Chatham, and Dover Railway Company* :

The Expression "the Docks" shall mean and include the Docks, Quays, Wharfs, Warehouses, Cranes, and other Works connected therewith by this Act authorized, or any Part thereof :

The Expression "the Railway" shall mean the Railway and the Works connected therewith by this Act authorized, or any Part thereof :

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The Expression "the Undertaking" shall mean the Docks and the Railway by this Act authorized, or any Part thereof:

The Expression "the Undertakers" or "the Promoters of the Undertaking" in any of the Acts incorporated herewith shall mean the Company incorporated by this Act:

The Expression "the Board of Trade" shall mean the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations:

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:

The Words "Shares" and "Shareholders" include, when requisite, "Stock" and "Stockholders":

The Expression "the Railway" in the Provisions "with respect to the temporary Occupation of Lands near the Railway during the Construction thereof," and "with respect to the Recovery of Damages not specially provided for, and Penalties, and to the Determination of any other Matter referred to Justices," of "The Railways Clauses Consolidation Act, 1845," incorporated with this Act, includes, for the Purpose of this Act, but within a Distance of Fifty Yards only from the Limits of Deviation shown on the deposited Plans, the Docks and other Works by this Act authorized; and the Word "Work" in Sections 13, 18, and 19 of Part One of "The Railways Clauses Act, 1863," includes, for the Purposes of this Act, the Docks and other Works by this Act authorized.

4. *John Boucher, Edward Robert Coles, George Smeed, William Bell, James Gouge Naylar,* 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 Purposes of the Undertaking, and for those Purposes shall be incorporated by the Name of "*the Medway Docks 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.

Company incorporated.

5. Subject to the Provisions of this Act, and of the Acts and Parts of Acts incorporated herewith, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Works herein-after described, with all proper Approaches, Works, and Conveniences connected therewith, and may

Power to make Works according to deposited Plans.

enter

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enter upon, take, and use such of the Lands delineated on the said Plans and described in the deposited Books of Reference as may be required for that Purpose. The Works herein-before referred to and authorized by this Act are,—

- (1.) The constructing and maintaining on the West Side of the River *Medway* One or more Dock or Docks and other Works on Land, or some Part thereof, in the Parish of *Saint Nicholas, Rochester*, bounded on the North and East by the River *Medway*, on the West partly by the Road known as *Gas House Road*, and partly by the *London, Chatham, and Dover* Railway, and on the South partly by the said Railway, and partly by a Creek running between the Premises in the Occupation of Messrs. *Frederick Furrell* and Son and a Piece of Marsh Land belonging to the Dean and Chapter of the Cathedral Church of *Rochester*, in the Occupation of *George Bassett*, and known as *Cow Marsh* :
- (2.) The making and maintaining of all such Walls, Embankments, Tidal Basins, Floating Docks, Dry Docks, Timber Ponds, Graving Docks, Gridirons, Saucers, Locks, Gates, Bridges, Arches, Landing Places, Quays, Jetties, Piers, Railways, Tramways, Approaches, Cuts, Roads, Wharves, Sheds, Depôts, Warehouses, Timber Yards, Reservoirs, Aqueducts, Sluices, Sewers, and other Works and Conveniences as the Company from Time to Time find convenient in the making and maintaining of the several Works authorized by this Act, or any or either of them :
- (3.) The making and maintaining of a Railway Two Furlongs or thereabouts in Length, wholly in the said Parish of *Saint Nicholas, Rochester*, commencing by a Junction with the *London, Chatham, and Dover* Railway at or near the Bridge carrying the said *London, Chatham, and Dover* Railway over the Road leading from the *High Street, Rochester*, to Premises in the Occupation of the said Messrs. *Frederick Furrell* and Son, and terminating in the said intended Docks :
- (4.) The diverting into and impounding in the Docks and other Works by this Act authorized the Waters of the River *Medway*.

Capital.

6. The Capital of the Company shall be Two hundred thousand Pounds, in Twenty thousand Shares of Ten Pounds each.

Shares not to issue until One Fifth paid up.

7. 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.

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8. One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Three Months at the least shall be the Interval between successive Calls, and Three Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share. Calls.

9. All Shares created under the Powers of this Act shall, in proportion to the aggregate nominal Value of such Shares held by the same Person at the same Time, confer the like Qualifications and Rights of voting as original Shares of the same aggregate nominal Value in the Capital of the Company would confer. Qualifications of new Shareholders.

10. If, after having created any new or original Shares in their Undertaking, the Company resolve not to issue the same or any Class or Part thereof, or if, having issued any such Shares, the Holders thereof shall consent to surrender the same, the Company may cancel the Shares to which such Resolution or Consent applies, and in lieu thereof may create and issue other Shares in One or more Classes, not exceeding the aggregate nominal Value of the Shares so cancelled. Unissued Shares and issued Shares, with Consent of Holder, may be cancelled.

11. The Company may from Time to Time borrow on Mortgage any Sums not exceeding in the whole Sixty-six thousand five hundred Pounds, but no Part thereof shall be borrowed until the whole Capital of Two hundred thousand Pounds is subscribed for, issued, and accepted, and One Half thereof is paid up, and until the Company have proved to the Justice who is to certify under the 40th Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of the Capital has been issued and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Capital was issued *bonâ fide*, and is held by the 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 Certificate shall be sufficient Evidence thereof. Power to borrow on Mortgage.

12. The Mortgagees of the Company may enforce Payment of Arrears of Principal and Interest due on their Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of a Receiver the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than Six thousand five hundred Pounds in the whole. Arrears may be enforced by Appointment of a Receiver.

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Debenture
Stock.

13. The Company may create and issue Debenture Stock.

Priority of
Mortgages
over other
Debts of
Company.

14. All Monies to be borrowed on Mortgage under this Act from the Time when the said Monies shall be advanced, and the Interest for the Time being due thereon, shall have Priority against the Company, and the Property from Time to Time of the Company, over all other Claims on account of any Debt incurred or to be incurred, or Engagements entered into or to be entered into, by them: Provided always, that such Priority shall not prejudice or affect any Claim, Right, or Remedy against the Company or their Property in respect of any Rentcharge to be granted by them in pursuance of the Provisions of the "Lands Clauses Consolidation Act, 1845," or the "Lands Clauses Consolidation Acts Amendment Act, 1860," nor shall anything herein-before contained prejudice or affect the Lien of any Vendor for the unpaid Purchase Money of any Land taken by the Company for the Purposes of the Undertaking.

Application
of Monies.

15. All Monies raised under this Act, whether by Shares or borrowing, shall be applied for the Purposes of this Act only.

First
Ordinary
Meeting.

16. The First Ordinary Meeting of the Company shall be held within Twelve Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held in the Months of *February* or *March* and *August* or *September* in every Year.

Quorum of
General
Meetings.

17. The Quorum of General Meetings of the Company shall be Ten Shareholders present personally or by proxy.

Number of
Share-
holders to
convene
Extraordi-
nary Meet-
ings.

18. The Number of Shareholders on whose Requisition an Extraordinary Meeting may be required to be convened shall be not less than Ten, and such Shareholders shall hold in the aggregate not less than One thousand Shares in the Capital of the Company.

Scale for
voting.

19. The Scale according to which Shareholders may vote in respect of their Shares shall be as follows; (that is to say,)

For One Share or more, and not exceeding Five, One Vote:

For more than Five Shares, but not exceeding Ten, Two Votes:

For more than Ten Shares, an additional Vote for every Five Shares.

Number of
Directors.

20. The Number of Directors shall not be more than Five nor less than Three.

Qualifica-
tion of
Directors.

21. The Qualification of a Director shall be the Possession in his own Right of not less than Twenty-five Shares.

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22. The Quorum of a Meeting of Directors when the Number of Directors is more than Three shall be Three, and if reduced to Three the Quorum shall be Two. Quorum.

23. *John Boucher, Edward Robert Coles, and George Smeed* shall be the First Directors of the Company, and shall continue in Office until the First Ordinary Meeting held after the passing of this Act; at that Meeting the Shareholders present in person or by proxy may either continue in Office the Directors appointed by this Act, or any of them, or may elect a new Body of Directors, or Directors to supply the Place of those not continued in Office, and may appoint additional Directors, the Directors appointed by this Act being, if qualified, eligible for Re-election; and at the First Ordinary Meeting to be held in every Year after the First Ordinary Meeting the Shareholders present in person or by proxy shall (subject to the Powers hereinbefore 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. First Directors.

24. The Quantity of Land to be taken by the Company for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed Five Acres. Lands for extraordinary Purposes.

25. 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: Provided nevertheless, that if the Company do not on or before the First Day of *June* One thousand eight hundred and sixty-seven purchase and pay for the Lands shown on their deposited Plans and specified in the deposited Books of Reference as Numbers 14, 15, 23, 25, 25A, 25B, 26, 26A, 27, 27A, and 28, of which *Thomas Sidden* is Owner, then and from thenceforth the Powers of this Act for the compulsory Purchase of such Lands shall cease, and it shall not be lawful for the Company to enter upon, take, or use such Lands or any Part thereof, or interfere with the Accesses thereto, unless with the Consent in Writing of the said *Thomas Sidden*, his Heirs or Assigns. Powers for compulsory Purchases limited.

26. The Works hereby authorized shall be completed within Seven Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for making such Works, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed. Period for Completion of Works.

27. Subject

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Company may deviate to Extent marked on Plans of Docks.

27. Subject to the Provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," the Company in constructing the Docks and Works may deviate to the Extent of the Limits of Deviation marked on the said Plan.

Purchase of Easements by Agreement.

28. For the Purposes of this Act the Company from Time to Time may purchase or otherwise acquire, but only by Agreement, any Easements, Rights, or Interests in, over, or affecting any Lands adjoining or near to any Lands which they are by this Act authorized to purchase, and which they deem it expedient for any of those Purposes to acquire and use.

Power of extinguishing existing Rights.

29. The Company may, with the Consent of the Corporation of *Rochester*, vary and extinguish the existing Rights and Privileges of the Corporation in and over the said River *Medway*, and the Bed and Foreshore of the same respectively.

Limit of Time for taking Land of John Foord, &c.

30. Provided that if the Company take any of the Lands shown on the deposited Plans and specified in the deposited Books of Reference of which *John Foord* is Owner, Lessee, or Occupier, they shall complete the Purchase thereof within Three Years after the passing of this Act, and on the Expiration of that Period their Powers of taking and holding any of those Lands shall cease, except only with respect to those Parts, if any, thereof the Purchase whereof is completed within that Period; and if the Company take any of those Lands they shall take the same subject to such Rights of Way, and of laying and relaying Gas Pipes and other Rights and Easements, if any, as shall have been agreed on by or on behalf of the *Rochester, Chatham, and Strood Gaslight Company* and *John Foord* respectively.

Deposit Money not to be repaid until Line opened, or Half the Estimate of the Railway paid up or expended, except on Execution of Bond, &c.

31. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Cap. 20, a Sum of Three hundred and two Pounds Eight Shillings, being Eight *per Centum* on Three thousand seven hundred and eighty Pounds, the Amount of the Estimate of the Expense of the Railway by this Act authorized, (being Part of a total Sum of Eight thousand one hundred and seventeen Pounds Four Shillings Sterling, the remaining Part of which Sum, amounting to Seven thousand eight hundred and fourteen Pounds Sixteen Shillings Sterling, being Four *per Centum* on the Estimate of Expense of the Docks by this Act authorized,) has been deposited in the Names of *John Boucher, Edward Robert Coles, and William Bell*, being Subscribers to the Undertaking, 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 said Sum so deposited as aforesaid, or the Interest or Dividends thereof, shall not, except

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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 Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway, either open the Railway for the public Conveyance of Passengers or Goods, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up so much of the Capital by this Act authorized to be raised by Shares as is equal to One Half of that Estimate, and have expended for the Purposes of the Railway a Sum equal in Amount to that One Half; and if the Period expire before the Company shall either have opened the Railway for the public Conveyance of Passengers or Goods, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the Sum so deposited 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 or 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 Sum so deposited shall have been executed by the Company, with One or more Surety or 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 Sum so deposited if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers or Goods, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of that Estimate, and have expended for the Purposes of the Railway a Sum equal in Amount to that One Half, and if the Bond shall have been deposited with the Solicitor to the said Lords Commissioners, then such Sum of 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 afore-

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said;

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said; 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 Fact so certified.

Rates payable on Vessels using the Docks as in 1st Schedule.

32. 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 the Docks and other Works connected therewith as to afford convenient Accommodation for Vessels, it shall be lawful for the Company, although the whole of the Docks shall not then have been completed, from Time to Time to take or receive for or in respect of every Vessel any Sums not exceeding the Rates on Shipping specified in the First Schedule of this Act annexed.

Rates payable on Goods as in Second Schedule.

33. It shall be lawful for the Company to demand for all Passengers landing and embarking at the Docks, and for all Animals and Goods mentioned in the Second Schedule to this Act which shall be shipped or unshipped, received or delivered, within the Docks, 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 of the Goods: Provided always, that nothing in this Act contained shall authorize the Company to demand and receive any Toll or Charge for landing or embarking at the Docks from any Person whilst actually employed on Her Majesty's Service.

Rates to be charged for the Use of Cranes and Weighing Machines.

34. It shall be lawful for the Company to demand for the Use of their Warehouses, Cranes, Weighing and Measuring Machines, of and from the Owner or Person having the Charge of any Goods, Articles, or Things deposited in such Warehouses, or loaded or unloaded, weighed or measured, by means of such Cranes, Weighing and Measuring Machines, such reasonable Rates as the Company shall from Time to Time appoint.

The Company may charge for the Trouble of Warehousing, unloading, &c.

35. The Company may receive for shipping, unshipping, landing, re-landing, loading, weighing, and warehousing any Goods, Wares, and Merchandise whatsoever which shall be shipped or landed at the Docks, or shall be warehoused upon the Premises of the Company, or for all or any of such Acts, and for any other Work or Labour performed by the Company in respect of such Goods, Wares, and Merchandise, such reasonable Rates and Sums of Money as the Company

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pany shall from Time to Time fix and determine, and which Rates or Sums of Money may be recovered or recoverable by the Company in the same Manner and by the same Means as the other Rates, Tolls, and Duties by this Act imposed are or shall be recoverable.

36. It shall be lawful for all Officers of Customs, being in the Execution of their Duty, to have free Ingress and Egress into and out of the Docks, and through the Gates and Entrances of the same, and also freely to pass with their Vessels and Boats through the Locks and Water Communications of the Docks at all Times, provided the State of the Tide and Water Communications of the Docks and Premises will admit of such passing, without Payment of any Toll or Sum for so doing.

Officers of Customs to have free Access to Docks without Payment of Toll.

37. Subject and without Prejudice to the Rights and Powers of the Corporation as exercised by their Water Bailiffs, the Limits within which the Powers of the Dock-master for the Regulation of the Docks and Works, and the Approaches or Entrances thereto, shall or may be exercised in the River *Medway*, shall be the Docks, Works, and Premises of the Company, and a Distance of a Hundred Yards measured in all Directions from the outer Gates of the Docks.

Limits of Powers of Dock-master.

38. In order to prevent Ballast from being thrown or allowed to fall overboard within the Limits of the Company, the Company may from Time to Time make, alter, and repeal such Byelaws as they think fit for regulating the Removal and Disposal within those Limits of all Ballast brought by Vessels entering those Limits, and for regulating the Mode of Supply of Ballast to Vessels within the said Limits, and the Provisions of "The Harbours, Docks, and Piers Clauses Act, 1847," with respect to Byelaws, shall extend and apply to any Byelaw which may be made under this Enactment. The Company from Time to Time may provide and use such Vessels, to be worked by Steam or otherwise, and other Vessels, Machinery, and Apparatus, as they think fit, for dredging, scouring, cleansing, and deepening the River *Medway* and the Entrance to the Docks respectively.

Byelaws as to Disposal of Ballast.

39. Subject and without Prejudice to the Rights and Privileges of the Corporation as exercised by their Meters, it shall be lawful for the Company to appoint and license a sufficient Number of Persons to be Meters and Weighers.

Company may appoint Meters and Weighers.

40. The Company from Time to Time, when they shall themselves work the Railway, may demand and take in respect of the Railway and the Traffic thereon the following Tolls, Fares, and Charges.

Tolls for Use of Railway.

41. The maximum Rates of Charges to be made by the Company for the Conveyance of Passengers upon the said Railway, including the

Maximum Tolls for Passengers.

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the Tolls for the Use of the Railway and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums :

For every Passenger conveyed in a First-class Carriage, the Sum of Threepence :

For every Passenger conveyed in a Second-class Carriage, the Sum of Twopence :

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny.

Maximum
Tolls for
Goods.

42. The maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the said Railway and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance :

For the Matters mentioned in Class 1 of Section 51 of the *East Kent Railway Act, 1853*, not exceeding One Penny Halfpenny *per Ton* :

For the Matters mentioned in Class 2 of the said Act, not exceeding Twopence *per Ton* :

For the Matters mentioned in Class 3 of the said Act, not exceeding Threepence *per Ton* :

For the Matters mentioned in Class 4 of the said Act, not exceeding Fourpence *per Ton* :

For any Carriage mentioned in Class 5 of the said Act not weighing more than One Ton, not exceeding Sixpence; and if weighing more than One Ton, not exceeding One Penny Halfpenny for every Quarter of a Ton above One Ton :

For every Animal mentioned in Class 6 of the said Act, not exceeding Fourpence :

For every Animal mentioned in Class 7 of the said Act, not exceeding Twopence :

For every Animal mentioned in Class 8 of the said Act, not exceeding Three Farthings :

For every Animal mentioned in Class 9 of the said Act, not exceeding One Halfpenny.

Tolls for
small Parcels
and single
Articles of
great
Weight.

43. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels the Company may demand for Parcels not exceeding Seven Pounds Weight any Sum not exceeding Threepence :

For Parcels exceeding Seven Pounds and not exceeding Fourteen Pounds, any Sum not exceeding Fourpence :

For Parcels exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds, any Sum not exceeding Sevenpence :

For

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For Parcels exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds, any Sum not exceeding Ninepence :

And for Parcels exceeding Fifty-six Pounds and less than Five hundred Pounds the Company may demand any Sum which they may think fit : Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels or separate Packages :

For the Carriage of any One Boiler, Cylinder, or other single Article, the Weight of which including the Carriage shall exceed Four Tons, but which shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *per* Ton ; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton not exceeding Fourpence :

For the Carriage of any Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber, Stone, or other single Article, the Weight of which with the Carriage shall exceed Eight Tons, the Company may demand such Sum as they shall think fit.

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

Passengers
Luggage.

45. The Junction between the Railway by this Act authorized and the *London, Chatham, and Dover* Railway Company's Railway shall be made and maintained at the Expense of the Company at such Points and in the Mode shown on a Plan signed by the Lord *Mont Eagle*, the Chairman of the Committee of the House of Lords to whom this Act was referred.

Provision as
to Junction
with London,
Chatham,
and Dover
Company's
Railway.

46. The Plan mentioned in the last preceding Section of this Act shall be deposited with the Clerk of the Peace for the County of *Kent*, and all the Provisions of the Public General Act of the First Year of the Reign of Her present Majesty, Chapter 83, shall extend and apply thereto.

Custody of
Plan.

47. The Company shall not acquire any Ownership of or in any Land or Property of the *London, Chatham, and Dover* Railway Company, but the Company shall acquire only an Easement or Right for making, maintaining, and using of the Railway and Works as by this Act authorized in or upon such Land or Property, and the Com-

For protect-
ing London,
Chatham,
and Dover
Railway
Company's
Land and
Works.

[*Local.*]

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pany

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pany shall not enter upon or in any Manner interfere with the *London, Chatham, and Dover* Railway Company's Railway, or any of the Lands or Works of that Company, or execute any Works whatsoever under, upon, or affecting the *London, Chatham, and Dover* Railway Company's Railway, Lands, or Works, until there shall have been delivered to the *London, Chatham, and Dover* Railway Company by the Company Plans, Drawings, and Specifications of the Works proposed to be executed under, upon, or affecting the *London, Chatham, and Dover* Railway Company's Railway, Land, and Works, such Plans, Drawings, and Specifications to describe the Manner of executing the intended Works, and the Materials to be used for the Purpose, nor until those Plans, Drawings, and Specifications have been examined and approved in Writing under his Hand by the Engineer of the *London, Chatham, and Dover* Railway Company, or, in the event of his failing to approve the same for One Calendar Month after the said Plans, Drawings, and Specifications have been delivered to the *London, Chatham, and Dover* Railway Company, until the same have been examined and approved in Writing under the Hand of an Engineer to be appointed by the Board of Trade; and the same Works shall be executed by the Company at their sole Expense, and shall be subsequently maintained by the Company in all things according to the approved Plans, Drawings, and Specifications under the Superintendence and to the reasonable Satisfaction of the Engineer of the *London, Chatham, and Dover* Railway Company.

Provision for
Drainage.

48. In the Construction of the Works by this Act authorized the Company shall make and they shall at all Times thereafter maintain adequate Culverts, Openings, or Drains through and under the said Works for freely carrying off the Drainage passing under the Railway and Works of the *London, Chatham, and Dover* Railway Company into the Lands to be acquired by the Company under this Act.

Penalty in
case of
Interruption
of Traffic on
the *London,
Chatham,
and Dover*
Railway.

49. If by reason of any Works or Proceedings of the Company there shall be any Flooding or Subsidence of, or Obstruction to, or Interference with the *London, Chatham, and Dover* Company's Railway, so as to prevent or impede the convenient Passage of Engines and Carriages along the same, the Company shall pay to the *London, Chatham, and Dover* Railway Company the Sum of Twenty Pounds by way of ascertained Damages for every Hour during which that Flooding, Subsidence, Obstruction, or Interference continues.

Company to
pay all
Damage sus-
tained by
*London,
Chatham,
and Dover*
Railway
Company.

50. The Company shall from Time to Time be responsible for and make good to the *London, Chatham, and Dover* Railway Company all Costs, Losses, Damages, and Expenses from Time to Time occasioned to the *London, Chatham, and Dover* Railway Company, or any of the Works or Property of that Company, or the Traffic on that

The Medway Docks Act, 1866.

that Company's Railway, or any Person or Persons using the same, or otherwise, from the Causes mentioned in the last preceding Section of this Act, or by reason of the Execution or Failure of any of the Works of or incidental to the Railway or Docks by this Act authorized, or either of them, or any Act or Omission of the Company or any of the Persons in their Employ, or their Contractors or others; and the Company shall effectually indemnify and hold harmless the *London, Chatham, and Dover* Railway Company from all Claims and Demands upon or against them by reason of any such Execution or Failure, and of any such Act or Omission.

51. The Company shall bear, and on Demand pay to the *London, Chatham, and Dover* Railway Company, the Expense of the Employment by them during the making of the Railways and Works by this Act respectively authorized under, upon, and adjacent to the Railway of the *London, Chatham, and Dover* Railway Company of a sufficient Number of Inspectors and Watchmen to be appointed by the *London, Chatham, and Dover* Railway Company for watching their Railway with reference to and during the Execution of the intended Works, and for preventing as far as may be all Interference, Obstruction, Danger, and Accident to arise from any of the Operations, or from the Acts, Omissions, or Defaults, of any Person or Persons in the Employ of or acting for the Company with reference thereto or otherwise.

Company to pay to *London, Chatham, and Dover* Railway Company Expense of Watchmen during Construction of Works.

52. The *London, Chatham, and Dover* Railway Company may from Time to Time erect, maintain, and alter such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Pointsmen, and other Servants, as that Company may deem necessary for the Prevention of Danger to or Interference with Traffic at or near the Junction between their Railway and the Railway hereby authorized; and the Working and Management of such Signals, Works, and Conveniences, and the Control and Direction of such Watchmen, Pointsmen, and other Servants, shall belong exclusively to the *London, Chatham, and Dover* Railway Company; and all the Costs and Expenses during each Half Year of erecting and maintaining and altering such Signals, Works, and Conveniences, and of employing and paying such Watchmen, Pointsmen, and other Servants, shall at the Expiration of such Half Year be repaid by the Company to the *London, Chatham, and Dover* Railway Company on Demand, and in default the Amount of such Costs and Expenses may be recovered from the Company in any Court of competent Jurisdiction.

Signals, &c. and Watchmen for preventing Danger at Junction.

53. The Company and the Railway Company may from Time to Time enter into any Agreement or Agreements with respect to the Maintenance, Working, and Use by the Railway Company of the said Docks, Works, and Railway by this Act authorized to be made and maintained,

Power to enter into Agreements with the *London, Chatham,*

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and Dover
Railway
Company.

maintained, or of any or either of them, or any Part thereof, and with respect to the Interchange, Transfer, and Transmission of Traffic to or from the respective Undertakings of the Company, and the fixing, Division, and Apportionment of Tolls and Receipts derived from such Traffic, and with respect to the Sale or Lease of Lands and Houses belonging to the Railway Company, and required for the Purposes of the Docks, Works, and Railway by this Act authorized to be made and maintained, or any or either of them, or otherwise in relation to the several Objects and Purposes of this Act, or any or either of them.

The Two
Railways to
be considered
as One Rail-
way during
Continuance
of Agree-
ment.

54. During the Continuance of any Agreement or Arrangement which may be entered into with the Railway Company for the working of the Railway, the Railway and the *London, Chatham, and Dover* Railway shall, for the Purposes of Tolls and Charges, be considered as One Railway.

Saving
Rights of the
Crown.

55. Nothing contained in this Act or in any of the Acts incorporated herewith shall authorize the Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, without the previous Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give), and nothing in the said Act or Acts contained shall divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority now or from Time to Time vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Saving
Rights of the
Corporation
of Rochester.

56. Nothing contained in this Act or in any Act or Acts incorporated herewith, or herein mentioned or referred to, shall divest, take away, prejudice, diminish, abridge, or alter any Estate, Right, Title, Privilege, Liberty, Power, or Authority of "the Corporation" or their Successors in, over, or upon the said River *Medway*, or the Bed or Foreshore of the said River.

Saving
Rights of
London,
Chatham,
and Dover
Railway
Company.

57. Except only as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Powers, Rights, or Privileges of the *London, Chatham, and Dover* Railway Company.

Interest not
to be paid on
Calls paid up.

58. The Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of
the

The Medway Docks Act, 1866.

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

59. The Company shall not, out of any Money by this Act authorized 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 authorizing the Company to construct any other Railway, or to execute any other Work or Undertaking.

Deposits for future Bills not to be paid out of Capital.

60. Nothing in this Act contained shall exempt the Docks or the Company from the Provisions of "The Merchant Shipping Act, 1854," or any General Act relating to Docks or Dues on Shipping, or on Goods carried in Ships, or to Lights, Buoys, or Beacons, or the Rights, Powers, and Privileges of the General Lighthouse Authorities, 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 authorized.

Docks, &c. not exempt from Provisions of Merchant Shipping Act, &c.

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

Railways not exempt from Provisions of present and future General Acts.

62. All Costs, Charges, and Expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

Expenses of Act.

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The SCHEDULES referred to in the foregoing Act.

FIRST SCHEDULE.**TONNAGE RATES ON SHIPPING.****FIRST CLASS.**

Vessels with Cargoes from any Port in the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney, &c., with Liberty to reload for any Port under Seventy Tons Register or Measurement, as the Case may be, per Register Ton	-	-	-	-	-	0	3
Seventy Tons and upwards, per Register Ton	-	-	-	-	-	0	4
Rent after Three Weeks from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1
If with Part of Cargo, for every Ton of Goods delivered	-	-	-	-	-	0	4
Rent after One Week from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1

SECOND CLASS.

Vessels with Cargoes from any Port in Europe between the North Cape and Ushant, with Liberty to reload for any Port, per Register Ton	-	-	-	-	-	0	5
Rent after Three Weeks from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1
If with Part of a Cargo, for every Ton of Goods delivered	-	-	-	-	-	0	5
Rent after One Week from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1

THIRD CLASS.

Vessels with Cargoes from any Port in Europe and the Mediterranean, with Liberty to reload for any Port, per Register Ton	-	-	-	-	-	0	7
Rent after Three Weeks from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1
If with Part of a Cargo, for every Ton of Goods delivered	-	-	-	-	-	0	7
Rent after One Week from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1

FOURTH CLASS.

Vessels with Cargoes from any Port or Place in Africa between the Straits of Gibraltar and the Cape of Good Hope, or from the Canaries, Cape de Verd Islands, or St. Helena, with Liberty to reload for any Port, per Register Ton	-	-	-	-	-	0	10
Rent after Four Weeks from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1
If with Part of a Cargo, for every Ton of Goods delivered	-	-	-	-	-	0	10
Rent after One Week from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1

FIFTH CLASS.

Vessels with Cargoes from all other Foreign Ports or Place whatsoever, with Liberty to reload for any Port or Place, per Register Ton	-	-	-	-	-	1	0
Rent after Five Weeks from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1
If with Part of a Cargo, for every Ton of Goods delivered	-	-	-	-	-	1	0
Rent after One Week from Date of Entrance, per Ton per Week	-	-	-	-	-	0	1

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SIXTH CLASS.

	s.	d.
Vessels entering the Basin or Dock, light or in Ballast, to lie up, per Register Ton - - - - -	0	6
Vessels entering the Basin or Dock with Cargoes or Parts of Cargoes, to lie up, per Register Ton - - - - -	0	10
Rent after Four Weeks from Date of Entrance, per Ton per Week -	0	1
New Ships fitting out, and Ships repairing, per Register Ton per Week	0	1
If afterwards loading out, to pay Rates according to their Ports of Destination.		

STEAM VESSELS.

Paddle Steam Vessels entering the Basin or Dock to be charged double the above Rates.
 Screw Steam Vessels so entering to be charged an Increase of Fifty per Cent. upon the above Rates.

Vessels entering to load, not having discharged their Cargoes in the Dock, to pay the same Tonnage Rates and Rent as Vessels entering with Cargoes from the Ports or Places to which they are destined.

Vessels loading only Part of a Cargo to pay on the Tonnage taken on board according to the Rates per Register Ton to the Ports to which they are destined.

Vessels which shall enter laden and depart without breaking Bulk, or which shall discharge and reload and depart with the same Cargo, per Register Ton or Measurement, as the Case may be - - - - -

Rent after Twenty-one Days from Date of Entrance, per Ton per Week

0 2
 For every Ship, Barge, Keel, Boat, Craft, Lighter, or other Vessel which shall enter the Basin or Dock for the Purpose of unloading from or discharging Goods, Wares, or other Merchandise on board of any Ship, Barge, Keel, Boat, Craft, Lighter, or other Vessel being within the said Dock or Basin, such and the like Rates and Duties upon the Goods so discharged or loaded as are taken for Wharfage Rates on Goods landed or loaded.

TIMBER.

When discharged into the Water, with Four Days Privilege, after which a Due per Load - - - - -

0 3
 And Rent per Load per Week - - - - -

LANDING CHARGES.

Timber landed for immediate Removal, including Craneage Dues and Labour, per Load - - - - -

1 0
 Ditto, and loaded into Waggons for Ditto, per Load - - - - -

1 3
 Ditto, to remain on the Quays, per Load - - - - -

1 6
 With Rent, at the Rate per Load per Week - - - - -

COALS.

Discharged from Ships, and deposited on the Company's Premises, Landing Rate, per Ton - - - - -

0 2
 And Rent, per Ton per Week - - - - -

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The Medway Docks Act, 1866.

SECOND SCHEDULE.

	s.	d.
For every Person who shall land or embark at the Docks	0	2
For every Horse or Mule	2	0
For Cattle, per Head	1	0
Sheep, Lambs, and Pigs, per Head	0	1
Calves, per Head	0	2
One-horse Carriages	1	6
Two-horse Carriages	4	0
For every Last of Wheat, Oats, Rye, Barley, Malt, Beans, Peas, Tares, Mustard Seed, Canary, and Seeds of every Denomination	0	6
Anchors, per Hundredweight	0	6
Ashes, per Barrel	0	1
Alum, per Hundredweight	0	1
Anchovies, per Barrel	0	1
Anchorstock, per Foot run	0	1
Apples and Pears, per Sack of Three Bushels	0	2
Asparagus, per Basket	0	2
Ale, Porter, Beer, Cider, or Perry, per Butt	0	4
Ditto, per Cask	0	1
Ditto, per Hogshead	0	3
Ditto, per Half Hogshead or other less Quantity	0	1
Ditto in Bottles, per Dozen	0	2
Bran or Pollard, per Ton	0	6
Beer, Table, per 9 Gallons	0	2
Beef or Pork contained in any Cask, per Hundredweight	0	2
Barrel Boards or Staves, per Thousand	0	9
And all other Staves in proportion.		
Butt Staves, per Hundred	1	0
Battens, Petersburg, per Hundred	0	6
Boards or Battens, close, per Hundred	0	4½
Billiard Table	2	6
Bricks, per Thousand	1	6
Bedstead, Mahogany	0	3
Bedstead, every other	0	2
Barilla, per Ton	1	0
Ditto, per Seron	0	2
Bolt of Canvas, per Bolt	0	3
Butt, Pipe, or Puncheon, entire or in Staves, each	0	1
Bottles, empty, per Dozen	0	1
Bale, every Box, Truss, Trunk, Case, Chest, Bundle, or Parcel con- taining Goods not enumerated in Schedule, per Cubic Foot	0	0½
Ditto, per Hundredweight	0	1
Baskets, per Dozen	0	4
Basket or Mound containing Goods not enumerated in Schedule	0	4
Ditto, smaller, each	0	3
Ditto, empty, per Dozen	0	1
Beef or Pork, per Tierce	0	4
Ditto, per Barrel	0	2
Butter, per Firkin	0	1
Ditto, Cheese, per Hundredweight	0	1

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	s.	d.
Biscuit, per Bag	0	1½
Bleaching Powder, per Hundredweight	0	1
Beans and Peas, per Sack	0	1
Bottles, full, in Hampers, per Dozen	0	2
Bottles, new, in Crates or Hampers	0	6
Brooms, Hair, and Mops, per Dozen	0	0½
Bobbins, per Bag	0	3
Bacon, per Box or Bale	0	3
Beef, per Hundredweight	0	1
Bedding, Seamen's	0	1
Currants or Raisins, per Hundredweight	0	1
Coffee, per Hundredweight	0	1
Copper or Brass, wrought or unwrought, per Hundredweight	0	1
Chalk Stanes, rough or hewn, per Ton	0	6
Cement, per Barrel	0	2
Cordage, per Hundredweight	0	1½
Clover Seed, per Sack	0	3
Calf Skins, per Dozen	0	4
Colours, per Firkin	0	3
Clog Soles, per Dozen	0	1
Carboys, each	0	2
Coals, Culm, Splint, Coke, or Cinder, per Ton	0	6
Chest of Drawers, double	0	8
Ditto, single	0	5
Chairs, per Dozen	0	6
Ditto, each	0	1
Chimney Pots, each	0	1
Cabbages, per Crate	0	3
Carrots and Vegetable Roots, per Hundredweight	0	1
Deals, per Load, containing Fifty Cubic Feet	0	9
Dogs, each	0	2
Earthenware, per large Crate	0	6
Ditto, per small Crate	0	3
Fish, per Pot, Prickle, or Pad	0	1
Ditto, per Ton	1	0
Ditto, per Trunk	0	1
Ditto, per Bushel or Sieve	0	1
Flax Seed, per Last	0	6
Ditto, per Barrel	0	2
Fruit, per Bushel	0	1
Flour, per Sack of Five Bushels	0	1
Faggots, per Hundred	0	6
Firewood, per Cord	0	3
Feathers, per Hundredweight	0	3
Farina, per Sack	0	2
Foxes, each	0	6
Fowls, and every other Sort of Poultry, per Crate	0	6
Flint Stones, per Ton	0	1
Furniture, large, per Article	0	3
Ditto, small, per Article	0	1

[Local.]

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	<i>s.</i>	<i>d.</i>
Glass Ware, per large Crate - - - - -	0	6
Ditto, per small Crate - - - - -	0	3
Glass, Window, per Crate - - - - -	0	4
Grindstones, per Ton - - - - -	0	6
Girders, Iron, per Ton - - - - -	0	6
Grate or Range, large - - - - -	0	6
Ditto, small - - - - -	0	3
Gunpowder, per Barrel - - - - -	0	6
Guano, per Ton - - - - -	0	9
Garden Stuff, per Bushel - - - - -	0	1
Hay, per Ton - - - - -	0	9
Hops, per Bag - - - - -	0	3
Ditto, per Pocket - - - - -	0	2
Hams, Bacons, or Tongues, per Hundredweight - - - - -	0	1
Herrings, Red, per Barrel - - - - -	0	2
Hogshead packed with Goods, not enumerated in Schedule - - - - -	0	6
Hoops, per Bundle - - - - -	0	1
Hurdles, per Hundred - - - - -	0	10
Hardware, per Cask or Box - - - - -	0	6
Harpsichord - - - - -	1	0
Harps, each - - - - -	0	8
Hemp, per Hundredweight - - - - -	0	1
Hares, Pheasants, and all other Game, per Head - - - - -	0	1
Hides, raw or tanned, per Ton - - - - -	0	6
Iron, per Hundredweight - - - - -	0	1
Kelp, per Ton - - - - -	0	6
Laths, per Hundred and twenty Bundles - - - - -	0	6
Lampblack, in Casks - - - - -	0	6
Lath Wood, Six Feet per Fathom - - - - -	1	0
Lath Wood, Five Foot per Fathom - - - - -	0	10
Ditto, Four Foot ditto - - - - -	0	8
Lead, per Hundredweight - - - - -	0	1
Lead, per Ton - - - - -	1	0
Lime, per Ton - - - - -	0	6
Leather, per Hundredweight - - - - -	0	4
Leeks, per Dozen Bundles - - - - -	0	1
Linseed Meal, per Bag - - - - -	0	2
Linen, per Bale or Case - - - - -	0	6
Lumber, and every other Article not before specified in this Table, per		
Foot Cube - - - - -	0	1
Ditto, Dosser Hundredweight - - - - -	1	0
Manure, in Bags, per Ton - - - - -	0	6
Meal, per Ton - - - - -	0	8
Mahogany, in Logs or Planks, per Foot Cube - - - - -	0	1
Masts, Ten Inches in Diameter or upwards, each - - - - -	2	0
Ditto, under Ten Inches, each - - - - -	0	9
Millstones, each - - - - -	1	10
Molasses, per Puncheon - - - - -	0	4
Mustard, per Thirty Pound Barrel - - - - -	0	1
Marble, per Ton - - - - -	1	0
Machinery, per Ton - - - - -	1	0

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	s.	d.
Machines, Sewing, Printing, or Working, each	1	0
Matches, in Casks or Cases	0	6
Nails, per Bag	0	1
Nuts, per Bag	0	1
Oil Cake, per Ton	0	9
Oranges or Lemons, per Chest	0	3
Ditto, ditto, per Half Chest	0	2
Oil, Train or Fish, per Pipe, and so in proportion for any greater or smaller Quantity	0	6
Oak or Elm Planks, per Load, containing Fifty Cubic Feet	0	9
Oakum, per Hundredweight	0	2
Oysters, per Bushel	0	1
Ditto, per Firkin or smaller Barrel	0	1
Ovens, each	0	3
Ordnance, Pieces of Brass or Iron, per Hundredweight	0	2
Onions, per Bushel	0	1
Oatmeal, per Sack	0	1
Oil, per Pipe	0	6
Ditto, per Hogshead	0	3
Ditto, for Half Hogshead	0	2
Ditto, per Jar	0	1
Ditto, per Chest or Half Chest	0	1
Potatoes, per Barrel	0	1
Ditto, per Ton	0	9
Ditto, per Sack of Three Bushels	0	1
Plumbs, per Box	0	1
Pails or Buckets, per Dozen	0	3
Posts and Rails, per Load of Fifty Cubic Feet	0	6
Peas and Rice, per Sack	0	1
Pewter, per Hundredweight	0	2
Pianofortes, each	2	0
Pitch and Tar, per Barrel	0	2
Paper, per Hundredweight	0	3
Straw, per Load	0	6
Sugar, Loaf, per Ton	2	0
Ditto, Raw, per Bag	0	1
Salt, per Hundredweight	0	1
Schumac, per Bag	0	2
Spars, per Score, according to Size	2	0
Solder, per Hundredweight	0	1
Sofas, each	0	6
Stone, per Ton	0	6
Paving, per Ton	0	6
Slate, per Ton	0	6
Stove, Register	0	4
Ditto, other	0	3
Sedan Chairs, each	0	6
Salmon, per Kip or Casket	0	2
Skins, Goats, Dog, Calf, Sheep, or Lamb, per Dozen	0	4
Soap, per Hundredweight	0	1
Starch, per Hundredweight	0	2
Soda or Soda Ash, per Ton	1	0

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	s.	d.
Staves, Pipe, per Hundredweight	0	9
Ditto, Hogshead, per Hundredweight	0	6
Ditto, Barrel, per Hundredweight	0	3
Ditto, Ends, per Hundredweight	0	2
Shoes or Boots, per Box or Hamper	0	6
Shot in Bags, per Ton	0	9
Salt Fish, per Hundredweight	0	1
Spades and Shovels, per Dozen	0	2
Shrimp Baskets, each	0	0½
Tallow, Soap, or Candles, per Hundredweight	0	1
Tea, per Quarter Chest	0	2
And so in proportion for any greater or less Quantity than Half a Chest.		
Tar, per Cask	0	2
Treacle, per Hundredweight	0	1
Timber, per Load, containing Fifty Cubic Feet	0	6
Tables, Dining, per Set	1	0
Ditto, others, Dining Tables, each	0	6
Ditto, Card or Pembroke, each	0	3
Ditto, every other, each	0	3
Tombstones, each	1	6
Ditto, Marble	2	6
Tiles, Plain, per Thousand	0	6
Ditto, Ridge or Pantiles, per Thousand	0	6
Ditto, Mathematical, per Thousand	0	9
Ditto, Paving, per Thousand	0	3
Thread, in Casks or Cases, each	0	6
Turtle, each	0	10
Tobacco and Snuff, per Hundredweight	0	1
Tin, per Box	0	2
Tallow, per Hundredweight	0	1
Tow and Waste, per Hundredweight	0	1
Trunk, Portmanteau, or Bundle, each	0	1
Vats packed with Goods not enumerated in Schedule, each, per Foot		
Cube	0	1
Vats, per Hundredweight	0	1
Violins, Bass Viols, or other stringed Instruments, except Harps, each	0	2
Vinegar, per Pipe	0	4
Wool, Yarn, or Cotton, per Hundredweight	0	4
Wine (not British), Sweet Oil, or Spirits, for every Gallon contained in		
any Butt, Pipe, Puncheon, or Piece, or any Cask whatsoever	0	1
Oil or Spirits in Bottles, per Dozen	0	2
Ditto, per Pipe	0	6
Ditto, per Hogshead	0	3
Ditto, per Half Hogshead or Cask	0	2

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