



ANNO VICESIMO SEXTO & VICESIMO SEPTIMO

# VICTORIÆ REGINÆ.

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## *Cap. ccxix.*

An Act for authorizing the Construction of a Dock  
and Railways and other Works upon or near  
*Neyland Pill* at *Milford Haven* in the County  
of *Pembroke*; and for other Purposes.

[28th *July* 1863.]

**W**HEREAS the Construction of a Dock at or near *Milford Haven*, and upon or near the Estuary or Pill called *Neyland Pill*, at its Junction with *Milford Haven* in the County of *Pembroke*, with Railways to connect the same with the *South Wales Railway*, would be of public and local Benefit: And whereas Plans and Sections of the intended Works showing the Lines, Situations, and Levels thereof respectively, and a Book of Reference to such Plans, have been deposited with the Clerk of the Peace for the County of *Pembroke*: And whereas the estimated Expense of constructing the intended Dock and the Works connected therewith is One hundred and ninety thousand Pounds, and the estimated Expense of constructing the intended Railways and other Works connected therewith by this Act authorized is Thirty thousand Pounds: And whereas the several Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution, but the same cannot be effected without the Authority of

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Parliament:

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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. In citing this Act for any Purpose whatsoever, it shall be sufficient to use the Expression "The *New Milford Docks Act, 1863.*"

**Interpreta-  
tion of  
Terms.**

2. The following Words and Expressions shall have in this Act the Meanings hereby assigned to them respectively, unless there be something in the Subject or Context repugnant to such Construction; (that is to say,)

The Expression "the Company" or "the said Company" shall mean the Company incorporated by this Act;

The Expressions "the Dock" and "the Limits of this Act" shall mean respectively the Dock and the Works of the Company to be constructed under the Powers of this Act in connexion with the said Dock; and

The Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act, or any Act 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.

8 & 9 Vict.  
cc. 16. 18.  
& 20.,  
10 & 11 Vict.  
c. 27., and  
23 & 24 Vict.  
c. 106. incor-  
porated.

3. The Provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," except as herein-after provided, are incorporated with and form Part of this Act: Provided nevertheless, that the Provisions with respect to Lifeboats, and with respect to keeping a Tide and Weather Gauge, of "The Harbours, Docks, and Piers Clauses Act, 1847," shall not be in force for the Purposes of this Act, except so far as from Time to Time the Board of Trade, by Notice in Writing to the Company, may require them to provide any Works or Conveniences according to those Provisions respectively.

**Subscribers  
incorporated.**

4. *George Thomas Braine, Alexander Thurburn, and Angus Jennings,* 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, are united into a Company for the Purpose of making and maintaining the Dock and Railways, and executing the several other Works by this Act authorized, according to the Provisions of this Act, and of the Acts incorporated herewith,

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herewith, and for other the Purposes herein and in the said Acts contained; and such Company shall be incorporated by the Name of "The *New Milford Docks Company*," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

5. The Capital of the Company is Two hundred and twenty thousand Pounds, and shall be applied solely to the Purposes of this Act. Capital.

6. The said Capital shall be divided into Twenty-two thousand Shares, and the Amount of each Share shall be Ten Pounds. Number and Amount of Shares.

7. Twenty-five *per Centum* on the Amount of each Share is the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall be the Interval between successive Calls, and Four Fifths of the Amount of a Share shall be the greatest aggregate Amount of Calls in any One Year. Calls.

8. The Company may borrow on Mortgage any Sums not exceeding Seventy-three thousand three hundred Pounds, and the whole of the Money so borrowed shall be applied to the Purposes of this Act, but no Part of such Sums shall be borrowed until the whole of the said Capital of Two hundred and twenty thousand Pounds shall have been subscribed for, and until the Company shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he certifies, that all such Capital has been subscribed for *bonâ fide*, and is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, and One Half thereof shall have been actually paid up. Power to borrow on Mortgage.

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

10. The Company shall not, out of any Money by this Act authorized to be raised for the Purposes of such Act, pay or deposit any Sum of Money which by any Standing Order of either House of Parliament now Deposits for future Bills not to be paid out of  
in

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Company's  
Capital.

in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining any Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Number and  
Qualification  
of Directors.

11. Subject to the Provision herein-after contained for altering the Number of Directors, the Number of Directors is Five, and the Qualification of a Director is the Possession in his own Right of Twenty-five Shares in the Undertaking.

Power to  
vary the  
Number of  
Directors.

12. The Company may from Time to Time vary the Number of Directors, provided that the Number be not less than Three nor more than Six.

First  
Directors.

13. The First Directors of the Company are *George Thomas Braine*, *Alexander Thurburn*, and *Angus Jennings*.

First  
Ordinary  
Meeting.

14. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act.

Election of  
Directors  
at First  
Ordinary  
Meeting.

15. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent  
Election of  
Directors.

16. At the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected, the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in Manner provided by "The Companies Clauses Consolidation Act, 1845."

Quorum.

17. The Quorum of a Meeting of Directors is Three when the Number of Directors is more than Three, and Two if the Number of Directors is only Three.

Quorum of  
Committees.

18. The Directors may from Time to Time prescribe the Number of Directors constituting the Quorum of any Committee appointed by them, provided that it is a Majority of such Committee.

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19. The Newspaper in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspaper published in the County of *Pembroke*. Newspaper for Advertisements.

20. If any Money be payable to any Shareholder being a Minor, Idiot, Lunatic, or *non compos mentis*, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person *non compos mentis*, shall be a sufficient Discharge to the Company for the same. As to Money payable to Persons under Disability.

21. Subject to the Provisions in this Act and the Acts incorporated herewith contained, the Company may make and maintain the Dock, Railways, and Works in the Lines, Situations, and Levels delineated on the Plans and Sections deposited as aforesaid, and may enter upon, take, and use all or any of the Lands delineated on the said Plans and described in the Book of Reference deposited therewith, and may from Time to Time appropriate them to the Purposes of this Act. Power to make Works according to deposited Plans.

22. The Works to be executed under the Authority of this Act are the following: Works to be executed.

A Dock at or near *Milford Haven* in the County of *Pembroke*, and upon or near the Estuary or Pill called *Neyland Pill* at its Junction with *Milford Haven*, near to the *South Wales* Railway Company's Station at *New Milford*, and Lands adjoining the same, in the Parish of *Burton* in the County of *Pembroke*:

A Railway to commence from and out of the *South Wales* Railway, and to terminate on the North Side of *Milford Haven*, at or near the Southern Extremity of the Eastern Shore of *Neyland Pill* aforesaid, in the Parishes of *Llanstadwell* and *Burton* in the County of *Pembroke*:

A Railway from and out of the first-mentioned intended Railway at or near a Point South of the Junction thereof with the *South Wales* Railway, and terminating on the Western Shore of *Neyland Pill* aforesaid in the Parish of *Llanstadwell* in the County of *Pembroke*:

All proper Piers, Walls, Locks, Gates, Bridges, Arches, Quays, Landing Places, Avenues, Approaches, Wharves, Depôts, Stations, Sidings, Warehouses, Buildings, and other Works and Conveniences connected with the aforesaid Dock, Railways, and other Works.

23. Subject and without Prejudice to the laying of such Rails on the Narrow Gauge as the Company may think fit, the Railway shall be constructed with Rails on the Broad Gauge so long as that Gauge is worked continuously on the *South Wales* Railway. Gauge of Railway.

24. Subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," Company may deviate to Extent  
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marked on  
Plan.

and of this Act, the Company may, in constructing the Docks and Works connected therewith by this Act authorized, deviate to the Extent of the Limits of Deviation respectively marked on the Plan.

Lights to be  
exhibited  
during and  
after Con-  
struction of  
Works ac-  
cording to  
Directions of  
Board of  
Trade.

**25.** During the Construction of the Entrance to the Dock and Works connected therewith, the Company shall exhibit every Night, from Sunset to Sunrise, a Light or Lights, to be kept burning by and at the Expense of the Company, for the Guidance of Vessels; and after the Completion of the Dock the Company shall, if so required by the Board of Trade, exhibit upon the Entrance to it every Night, from Sunset to Sunrise, a Light or Lights, to be kept burning by and at the Expense of the Company, for the Guidance of Vessels, which Lights shall be from Time to Time altered by the Company in such Manner, and be of such Description, and be so used and placed as the Board of Trade, by Writing under the Hand of a Secretary or Assistant Secretary of the Board, directs or approves; and in case the Company shall neglect to exhibit and keep any such Light burning as aforesaid, they shall for every such Neglect be liable to a Penalty not exceeding Ten Pounds.

Power to  
Board of  
Trade to  
order a local  
Survey at  
Expense of  
Company.

**26.** If at any Time it is deemed expedient by the Board of Trade to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal or navigable Water or River, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Works  
affecting  
tidal Waters  
abandoned  
may be  
removed by  
Board of  
Trade at  
Expense of  
Company.

**27.** If any Work to be constructed by the Company in, under, over, through, or across any tidal or navigable Water or River, or if any Portion of any Work which affects or may affect any such Water or River or Access thereto shall be abandoned or suffered to fall into Disuse or Decay, the Board of Trade may abate and remove the same or any Part thereof, and restore the Site thereof to its former Condition at the Expense of the Company, and the Amount of such Expense shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Lands for  
extra-  
ordinary  
Purposes.

**28.** In addition to the Lands authorized to be purchased as aforesaid, it shall be lawful for the Company to purchase by Agreement for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," any Quantity of Land adjoining or near to the Railways not exceeding Two Acres.

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- 29.** 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. Limiting Period for Purchase of Lands.
- 30.** The Dock and Railways shall be completed within Five Years from the passing of this Act, and after the Expiration of such Period all the Powers hereby granted to the Company for the Construction thereof respectively, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the same respectively as shall then be completed. Period for Completion of Works.
- 31.** Notwithstanding anything herein contained, no Vessel, Barge, or Boat about to enter or which may have left the Dock shall at any Time or Times remain at Anchor for more than One Tide within the following Limits; that is to say, on the West by a Line drawn from *Wear Point* to *East Pennar Point*, and on the East from *Neyland Point* at the End of the *South Wales* Railway Pier, across the Haven, to a Building placed half-way between *Pembroke* Ferry House and the Guard House. Prohibition against Vessels remaining at Anchor for more than One Tide within certain Limits.
- 32.** The Junction of the Railway in this Act secondly described with the *South Wales* Railway shall (except with the previous Consent of the *South Wales* Railway Company, in Writing, under their Common Seal) be effected only at such Point within the Limits of Deviation shown upon the Plans deposited as aforesaid as shall be approved of by the Engineer for the Time being of the *South Wales* Railway Company, and such Junction shall be effected in a substantial Manner by means of Connexion Rails and Points, of the Construction and laid in the Manner which the Engineer for the Time being of the *South Wales* Railway Company may from Time to Time approve and require, and shall be executed to his Satisfaction in all respects: Provided always, that in case of Difference between such Engineer and the Engineer of the Company with respect to the Point of Junction, or with respect to any Works for effecting such Junction, the same shall be determined by an Engineer to be appointed by the Board of Trade. Mode of effecting Communication with *South Wales* Railway.
- 33.** The Expense of effecting the Junction by this Act authorized with the *South Wales* Railway, and of all the necessary Openings in the Rails of that Railway, and of all other Works which may from Time to Time be requisite for effecting, altering, and amending such Communication, and for repairing and maintaining such Rails and Points, shall be borne and paid by the Company; and such Communication, Openings, and Works shall be in the first instance made, and afterwards from Time to Time altered, amended, repaired, and maintained under the Direction and Superintendence of the Engineer for the Time being of the *South Wales* Railway Company, and in such Manner and by such Ways and Means Expense of Communication to be borne by the Company.

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Means respectively as shall not injure the *South Wales* Railway, or impede or interfere with the free and uninterrupted and safe Passage thereon.

Signals, &c. at Point of Junction to be erected and maintained by the *South Wales* Company.

**34.** The *South Wales* Railway Company may from Time to Time as well on the Land of the Company as on their own Land, erect, maintain, and alter such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Pointsmen, and other Servants, as the *South Wales* Railway Company may deem necessary for the Prevention of Damage to, or Detention of, or Interference with Traffic by reason of the said Junction, 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 *South Wales* 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 each Half Year be repaid to that Company by the Company on Demand, and in default the Amount of such Costs and Expenses may be recovered by the *South Wales* Railway Company from the Company in any Court of competent Jurisdiction.

Not to take Lands of *South Wales* Railway Company without Consent.

**35.** Except so far as is necessary for the Purpose of constructing the Dock according to the continuous Black Line delineating the same upon the said Plans, and for the Purpose of effecting the Junction by this Act authorized of the Railway first described with the *South Wales* Railway the Company shall not enter upon, take, or use, either temporarily or permanently, any of the Works, Lands, or Property of the *South Wales* Railway Company, without the previous Consent of that Company in Writing under their Common Seal: Provided always, that the *South Wales* Railway Company shall afford to the Company all reasonable Facilities for the Purpose of enabling the Company, at their own Expense, to effect Communications by means of Shipping Places, Sidings, or otherwise, between the *South Wales* Railway and the West Side of the Dock; and it shall be lawful for the Company to exercise the Powers of this Act in respect of such Property of the *South Wales* Railway Company delineated on the said Plans and described in the said Books of Reference as shall be necessary for these Purposes; and if any Difference of Opinion shall arise between the Two Companies with respect to the Mode of effecting such Communications, or otherwise with respect to the Mode of giving Effect to this Enactment, such Difference shall be settled by Arbitration in the Manner provided by the "Railway Companies Arbitration Act, 1859."

Company to acquire only Easements

**36.** With respect to any Land of the *South Wales* Railway Company which the Company may, under the Authority of this Act, from Time to

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to Time use, enter upon, or interfere with, the Company shall not, except with such Consent as aforesaid of the *South Wales* Railway Company, purchase and take the same; but the Company may purchase and take, and the *South Wales* Railway Company may and shall sell and grant accordingly, an Easement or Right of using the same for the Purposes for which but for this Enactment the Company might purchase and take the same.

in Land of  
South Wales  
Company.

**37.** If and whenever the Company shall construct a Bridge or other Way across the Lock delineated on the Plans deposited as aforesaid, by which Bridge or other Way a Communication shall be effected between the East and the West Sides of *Neyland Pill*, then and thenceforth the Company shall permit the *South Wales* Railway Company, and their Officers, Servants, Workmen, and others, for all Purposes of the Traffic and Business of that Company connected with the Dock, and at all reasonable Times, (but subject, nevertheless, to the reasonable Byelaws, Rules, and Regulations of the Company,) to use and pass over such Bridge or Way without paying to the Company any Toll for or in respect thereof.

South Wales  
Company to  
have Access  
over Lock  
Bridge.

**38.** Notwithstanding anything in this Act it shall not be lawful for the Company, except with the previous Consent in Writing of the *South Wales* Railway Company, under their Common Seal, in constructing the Quay, Wall, Pier, Lock, Docks, and landing Pier by this Act authorized, to deviate or extend the same Southwards beyond the continuous Black Line showing the Southern Part of those Works as delineated upon the Plans deposited as aforesaid, or for any Purpose whatever (except with such Consent as aforesaid) to construct or establish any other Works, temporary or permanent, which may in any way prejudice or injuriously interfere with the Use of the pontoons, Landing Stages, and Coal Wharves of the *South Wales* Railway at *New Milford*, or the Navigation of the Waters of the *Neyland Pill* thereto and therefrom.

Company  
not to de-  
viate certain  
Works  
Southwards.

**39.** And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Two thousand four hundred Pounds, being Eight *per Centum* upon the Amount of the Estimate of the Expense of the Railways by this Act authorized, being Part of a total Sum of Ten thousand Pounds Sterling represented by a Sum of Ten thousand and seven hundred and sixty-eight Pounds Bank Three Pounds *per Centum* Annuities (the remaining Part thereof amounting to the Sum of Seven thousand six hundred Pounds Sterling, being Four *per Centum* on the Estimate of Expense of the Docks by this Act authorized) which has been transferred into the Name and with the Privity of the Accountant General of the Court of Chancery in *England* pursuant to the same Act, in respect of the Application to Parliament for this Act: Be it enacted, That,

Deposit  
Money not  
to be repaid  
unless with-  
in a limited  
Period  
Railways  
opened, or  
Half the  
Capital paid  
up and  
expended,  
except on  
Execution  
of Bond.

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notwithstanding

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notwithstanding anything contained in the said recited Act, so much of the said Sum of Ten thousand seven hundred and sixty-eight Pounds Bank Three Pounds *per Centum* Annuities as was at the Time of the Transfer aforesaid equal to the said Sum of Two thousand four hundred Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall previously to the Expiration of the Period limited by this Act for Completion of the Railways hereby authorized to be made either open the said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up, by means of the Capital in Shares by this Act authorized to be raised, the Sum of Fifteen thousand Pounds, being One Half of the estimated Expense of constructing the said Railways, and have expended for the Purposes of this Act in respect of the said Railways a Sum of Fifteen thousand Pounds; 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 Lords of the said Committee, the said Sum of Money 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 and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Two thousand four hundred Pounds shall have been executed by the Company with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Two thousand four hundred Pounds, if the Company shall not within the Time limited for the Completion of the said Railways either open the said Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up by means of the Capital in Shares by this Act authorized to be raised a Sum of Fifteen thousand Pounds, and have expended for the Purposes of this Act in respect of the said Railways a Sum of Fifteen thousand Pounds; and if such Bond shall have been deposited with the said 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

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

40. The Court of Chancery may at any Time after the passing of this Act order that so much of the said Sum of Ten thousand seven hundred and sixty-eight Pounds Bank Three Pounds *per Centum* Annuities as was at the Time of the said Transfer equal to the Sum of Seven thousand six hundred Pounds Sterling, and any Dividends thereon, may be transferred and paid to the Company, or to such Person or Persons as the Company may appoint in that Behalf; and upon such Order being made, such Portion of the said Sum of Ten thousand seven hundred and sixty-eight Pounds Bank Three Pounds *per Centum* Annuities as was at the Time of the said Transfer equal to the Sum of Seven thousand six hundred Pounds Sterling, and the Dividends thereon, shall be transferred and paid to the said Company, or to such Person or Persons as the said Company shall appoint.

Court of Chancery may order certain Monies to be transferred to the Company.

41. 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 Dock and other Works connected therewith, as to afford convenient Accommodation for Vessels, the Company may, although the whole of the Dock shall not then have been completed, demand for every Vessel entering the Dock, and for every Vessel leaving such Dock, and for every Vessel not entering such Dock but receiving or delivering Passengers or Goods at or upon any Wharf, Quay, or other Work of the like Nature constructed under the Authority of this Act, any Sum for every Ton Measurement of such Vessel not exceeding the Rates mentioned in the Schedule (A.) to this Act annexed, and every such Rate shall be payable by the Master of such Vessel.

Rates payable on Ships.

42. When and so soon as any such Certificate as aforesaid shall have been obtained the Company may demand for every Passenger, including his ordinary Luggage, not exceeding Fifty-six Pounds in Weight, embarking or disembarking within the Dock or at or upon or otherwise using any Wharf, Quay, or other Work of the like Nature, constructed

Rates on Passengers.

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structed under the Provisions of this Act, any Sum not exceeding the Sums following; (that is to say,)

Until the Expiration of Ten Years from the opening for public Use of any Wharf, Quay, or other Work or Portion of Dock (as the Case may be), the Sum of Two Shillings and Sixpence:

After the Expiration of that Period, the Sum of One Shilling:

And in respect of the ordinary Luggage of any such Passenger beyond Fifty-six Pounds in Weight, the Company may demand any further Sum of Money not exceeding the Rate of Threepence *per* Hundredweight.

Rates on  
Goods.

**43.** When and so soon as any such Certificate as aforesaid shall have been obtained the Company may demand for all Articles and Goods mentioned in the Schedule (B.) to this Act annexed, which shall be brought into or be shipped or unshipped, received or delivered, within the Dock, or at or upon any Wharf, Quay, or other like Work as aforesaid (except Lime and Limestone for Agricultural Purposes, and Manure), any Sums not exceeding the several Rates in the said Schedule (B.) specified with respect to such Articles and Goods respectively, and as to all such Goods respectively as shall not be mentioned 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 Articles or Goods.

Rates for  
the Use of  
Wharves,  
Cranes, &c.  
and for  
warehousing  
Goods.

**44.** When and so soon as any such Certificate as aforesaid shall have been obtained the Company (in addition to the other Sums which they are by this Act empowered to demand) may demand, receive, and take:

For the Shipment by the Company of Coals, Coke, or Culm, by means of Drops or Staiths, Shipping Machines, or other Machinery to be constructed or provided under the Authority of this Act, any Sum not exceeding Twopence *per* Ton:

For the weighing by the Company of Coals, Coke, or Culm, including the Use of the Weighing Machines to be constructed or provided under the Authority of this Act, any Sum not exceeding One Farthing *per* Ton:

For the Use of Staiths, Drops, Slips, Ways, Cranes, Weighing or Shipping Machines, or other Machinery, or Apparatus to be constructed or provided under the Authority of this Act, and also for the Use of the Wharves of the Company (where the same shall be occupied for a longer Period than Forty-eight Hours), and also for the landing, shipping, or moving by the Company of all Goods, Wares, Merchandise, or other Commodities except Coals, Coke, or Culm, and of Animals, Cattle, and other Things, and also for and in respect of the warehousing and safe Custody of any Goods, Wares, Merchandise,

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Merchandise, or other Commodities which shall be warehoused or deposited with or in Custody of the Company; and also for and in respect of any other Machinery, Accommodation, or Services provided or rendered by the Company, such Rates or Sums of Money as may from Time to Time be agreed upon or as may be usual and reasonable: Provided that such Rates or Sums of Money be at all Times charged equally to all Persons in respect of the same Description of Vessels, and the same Description of Goods, and the same Description of Machinery, Accommodation, or Services.

45. All Officers of Customs, being in the Execution of their Duty, shall have free Ingress and Egress into and out of the said Dock and Premises, and through the Gates and Entrances of the same, and may freely pass and repass with their Vessels and Boats through the Locks and Water Communications of the said Dock at all Times (provided the State of the Tide and Water Communications of the said Dock 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 Dock without Payment of Toll.

46. Nothing herein contained shall authorize the Company to demand or receive any Toll for or in respect of the Egress from *Neyland Pill* of Vessels not having fixed Masts, and of the Tonnage of Sixty Tons and under, or of any like Barge, Boat, or Raft carrying agricultural or other Produce of the Estates, subject to the Uses of the Will dated the Twenty-first Day of *January* One thousand eight hundred and twenty, of *Richard Baron Milford* in the Parish of *Llanstadwell*, and of the Estates in the Parish of *Rosemarket* in the County of *Pembroke* of *Charles Wheeler Townsend Webb Bowen* Esquire, or for the Ingress into *Neyland Pill* of any such Vessels, Boats, Barges, or Rafts carrying Coal, Limestone, Manures, Building or other Materials, for the Use and Improvement of the said Estates in the said Parishes, or for the Use of the Owners, Lessees, or Occupiers of those Estates for the Time being; and the Company shall, at such Times as the State of the Tide will admit of such Egress and Ingress, allow all such Vessels, Boats, Barges, and Rafts as aforesaid to pass and repass, and to land their Cargoes at some One convenient Landing Place upon the said *Pill*, on each of the said Estates, without any Charge or Payment whatever.

Exemption from Tolls.

47. Within Twelve Hours after the Arrival within the Limits of this Act of any Vessel of less than Three hundred Tons Burden liable to Rates, the Master of such Vessel shall report such Arrival to the Harbour-master, and if he fail to make such Report within the Time aforesaid he shall be liable to a Penalty not exceeding Ten Pounds.

Masters of small Vessels to report within Twelve Hours.

48. Subject to the Provisions of "The Merchant Shipping Act, 1854," relating to Lights, Buoys, and Beacons, the Company from Time  
[Local.] 38 Z to

Company may maintain Lights, &c.

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to Time may erect, provide, maintain, and discontinue Lights, Floating Lights, Beacons, Buoys, Mooring and other Land Marks, within the Limits of this Act.

Power to appoint Meters and Weighers.

**49.** The Company may appoint and license a sufficient Number of Persons to be Meters and Weighers within the Limits of this Act.

Appointment of Dock-master.

**50.** The Company may appoint such Person or Persons as they from Time to Time shall think fit to be and exercise the Duties of Dock-master, and may from Time to Time prescribe the Limits within which the Duties of such Officer shall be exercised, not exceeding the Limits of this Act.

Penalty for casting Ballast within certain Limits.

**51.** If any Officer of the Company, or any other Person, under any Pretence whatsoever, and without the Authority or Direction of the Company, save in the Execution of Works properly authorized, and save also so far as is proper for the Execution of such Works, shall cast or unload any Ballast or Rubbish within the Limits of this Act, every Person so offending shall for every such Offence forfeit any Sum not exceeding Ten Pounds.

Byelaws as to Disposal of Ballast.

**52.** The Company from Time to Time may make, alter, and repeal such Byelaws as they think fit for regulating the Removal and Disposal of all Ballast brought by Vessels entering the Limits of this Act, and for regulating the Supply of Ballast to Vessels within those Limits, so as to prevent Ballast being thrown or allowed to fall overboard within those Limits.

Ballast to be brought to Sides of Vessels and thrown in immediately.

**53.** All Ballast supplied to any Vessel lying within the Limits of this Act, unless such Vessel be lying at any Wharf or Quay, shall be brought in a proper and sufficient Ballast Lighter to the Side of such Vessel, and thence immediately thrown into such Vessel by the Crew or other Persons; and every Person offending against this Enactment shall for every such Offence forfeit any Sum not exceeding Five Pounds.

Penalty for delaying Ballast Lighters, Carts, &c.

**54.** If the Master or Crew of any Vessel neglect (so as to occasion any unnecessary or unreasonable Delay therein) to take in or cast out the Ballast or Rubbish of or for such Vessel from or to any Cart, Waggon, Truck, or other Apparatus or Ballast Lighter employed to receive or supply Ballast or Rubbish from or to such Vessel, the Master of such Vessel shall for every such Offence forfeit any Sum not exceeding Five Shillings for every Hour during which such Cart, Waggon, Truck, or other Apparatus or Ballast Lighter is, by or in consequence of such neglect, so delayed.

Penalty on Masters of

**55.** If within the Limits of this Act any Master of any Ballast Lighter employed to receive or take Ballast from any Vessel, or to remove or discharge

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discharge any Ballast, or to take up or dredge for Ballast in the Harbour, shall discharge, deposit, or take up any Ballast otherwise than as the Company from Time to Time lawfully direct, every such Master shall for every such Offence forfeit any Sum not exceeding Five Pounds.

Lighters improperly discharging or taking up Ballast.

56. If within the Limits of this Act any Person cast or unload into or out of any Vessel, or (having the Command of any Vessel) knowingly permit to be cast or unloaded into or out of the same any Ballast or Rubbish, and such Person have not a wooden Stage or Port Sail, sufficiently large and properly fastened, during the whole Time of such casting or unloading from the Vessel, into or out of which such Ballast or Rubbish is to be cast or unloaded, to the upper Edge or highest Part of the Wharf or Quay, or to the other Vessel into, from, or upon which such Ballast or Rubbish is to be cast or unloaded, and so as to prevent any such Ballast or Rubbish from falling into the Haven, every such Person so offending shall for every such Offence forfeit any Sum not exceeding Five Pounds.

Penalty for casting Ballast or Rubbish without a Port Sail.

57. If any Owner, Tenant, or Occupier of any Wharf or Quay adjoining the Limits of this Act permit any Ballast or Rubbish cast or placed thereon, after the same is cast or placed thereon, and the Apparatus used in casting or placing the same is removed, to be or remain on and within Five Yards of the Edge of such Wharf or Quay, every Person so offending shall for every such Offence forfeit any Sum not exceeding Forty Shillings; and if any such Owner, Tenant, or other Occupier of any such Wharf or Quay shall neglect to remove such Rubbish or Ballast from such Wharf or Quay within Twenty-four Hours after Notice in Writing from the Company to remove the same, the Company may remove all or any Part of such Ballast or Rubbish to such Places as the Company, with the Approval from Time to Time of the Board of Trade, shall think fit, and the Charges of removing the same shall, in addition to any Penalty by this Act imposed on such respective Owner, Tenant, or Occupier, be paid by him, and if not paid on Demand shall be recoverable as a Penalty.

Occupiers of Wharves not to allow Ballast to remain near Edge of Wharf.

Company may remove Ballast on default of Parties.

58. The Company may from Time to Time by Agreement purchase or take on Lease for the Deposit of Ballast any Lands and any Easements, Rights, and Interests in, over, and affecting the same.

Power to acquire Lands for Deposit of Ballast.

59. The Company may from Time to Time fix the Rates to be paid within the Limits of this Act for the Removal of Ballast from and into Vessels, and such Ballast Rates shall be payable by the Master or Owner of every Vessel which discharges or loads any Ballast within the Limits of this Act to the Company in respect of the Vessels into or out of which such Ballast is loaded or discharged, and shall be recoverable by the Company as other Rates in respect of Vessels are by this Act recoverable.

Company to fix Ballast Rates.

60. The

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Tolls for Use  
of Railways  
and Car-  
riages.

For Passen-  
gers.

**60.** The Company may demand and take for the Use of the Railways, and for the Supply of Carriages, Waggon, or Trucks, any Tolls not exceeding the following ; (that is to say,)

With respect to Passengers :

For every Person conveyed in or upon a Carriage upon the Railways or any Part thereof, not exceeding the Sum of Sixpence ;

And if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Twopence :

For Animals.

With respect to Animals :

Class 1. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon a Carriage upon the Railways or any Part thereof, not exceeding Ninepence ;

And if conveyed in or upon a Carriage belonging to the Company, an additional Sum not exceeding Twopence :

Class 2. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon a Carriage upon the Railways, or any Part thereof, not exceeding Sixpence ;

And if conveyed in or upon a Carriage belonging to the Company, an additional Sum not exceeding Twopence :

Class 3. For every Calf or Pig, Sheep, Lamb, or other small Animal conveyed in or upon a Carriage upon the Railways, or any Part thereof, not exceeding Twopence ;

And if conveyed in or upon a Carriage belonging to the Company, an additional Sum not exceeding One Penny.

For Goods.

With respect to Goods and other Things :

Class 4. For all Coals, Coke, Culm, Charcoal, Cinders, Compost, Dung, and all Sorts of Manure, Lime, Limestone, all undressed Materials for the Repair of Roads or Highways, all Stones for building, pitching, or paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone, Iron Ore, and Pig Iron, not exceeding Fourpence a Ton ;

And if conveyed in a Carriage belonging to the Company, an additional Sum not exceeding One Penny a Ton :

Class 5. For all Sugar, Grain, Corn, Flour, Fish, Hides, Dyewoods, Earthenware, Timber, Deals, Bar Iron, Rod Iron, Hoop Iron, Nails, Anvils, Vices, Chains, and all other Descriptions of Wrought Iron and Iron Castings, and other Metals, not exceeding Sixpence a Ton ;

And if conveyed in Carriages belonging to the Company, an additional Sum not exceeding One Penny a Ton :

Class 6. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things, not exceeding Eightpence a Ton ;

And if conveyed in Carriages belonging to the Company, an additional Sum not exceeding One Penny a Ton :

Class

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Class 7. For every Carriage of whatever Description, not being adapted and used for travelling on a Railway, and not weighing more than Two Tons, not exceeding One Shilling;

And if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Penny:

And for every Carriage of whatever Description (not being adapted and used for travelling on a Railway, and weighing more than Two Tons), a further Sum not exceeding Fourpence for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons.

61. The Company may demand and take for the Supply of Engines for drawing or propelling Carriages or Trucks on the Railways any Sum not exceeding One Penny for each Passenger, Animal, or Ton of Goods, or other Articles, Matters, or Things. Tolls for locomotive Power.

62. The maximum Rates of Charges to be made by the Company for the Conveyance of Passengers upon the Railways or any Part thereof, including the Tolls for the Use of the Railways, and of Carriages and of locomotive Power, and every other Expense incidental to such Conveyance shall not exceed the following Sums; (that is to say,) Maximum Rates of Charges.

For every Passenger conveyed in a First-class Carriage the Sum of Eightpence: For Passengers.

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

For every Passenger conveyed in a Third-class Carriage, forming Part of a mixed Train, the Sum of Threepence:

And the maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Goods, including the Tolls for the Use of the Railways, Carriages, and locomotive Power, and every other Expense incidental to such Conveyance shall not exceed the Sums following; (that is to say,) For Animals and Goods.

For every Animal in Class 1 not exceeding One Shilling:

For every Animal in Class 2 not exceeding Sixpence:

For every Animal in Class 3 not exceeding Threepence:

For every Thing in Class 4 not exceeding Fourpence:

For every Thing in Class 5 not exceeding Sixpence:

For every Thing in Class 6, not exceeding Eightpence:

For every Thing in Class 7, not weighing more than Two Tons, not exceeding One Shilling and Threepence;

And if weighing more than Two Tons, not exceeding Fourpence for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons.

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Tolls for  
small  
Parcels.

**63.** Notwithstanding any other Tolls by this Act prescribed, the Company shall not, for the Carriage of small Parcels on the Railways, demand and take any Tolls exceeding the following ; (that is to say,)

For any Parcel not exceeding Seven Pounds in Weight, Twopence :

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, Threepence :

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, Sixpence :

For any Parcel exceeding Twenty-eight Pounds in Weight but not exceeding Fifty-six Pounds in Weight, Ninepence :

And for Parcels exceeding Fifty-six Pounds in weight, but not exceeding Five hundred Pounds in Weight, the Company may demand and take any Sum they may think fit :

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 that Term shall apply only to single Parcels in separate Packages.

Tolls for  
Articles  
of great  
Weight.

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

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber, or Stone, or Rope, or other single Article, the Weight of which including the Carriage exceeds Four Tons but does not exceed Eight Tons, the Company may demand any Sum not exceeding Two Shillings ;

And if conveyed in or upon a Carriage belonging to the Company, an additional Sum not exceeding Sixpence ;

And if propelled by an Engine belonging to the Company, a further Sum not exceeding Threepence :

For the Carriage of any Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber, Stone, or Rope, or other single Article, the Weight of which, with the Carriage, exceeds Eight Tons, the Company may demand and take any Sum which they think fit.

Regulations  
as to the  
Tolls.

**65.** The following Provisions and Regulations shall be applicable to the fixing of the Tolls ; (that is to say,)

For a Fraction of a Ton the Company may demand and take Toll according to the Number of Quarters of a Ton in such Fraction ; and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton :

With respect to all Articles except Stone and Timber, the Weight shall be determined by the usual Avoirdupois Weight :

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

**66.** Every

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**66.** Every Passenger travelling upon the Railways may take with him his ordinary Luggage, not exceeding One hundred and fifty 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.

**67.** The Restriction as to the Charge to be made for Passengers shall not extend to any Special Train that may be required to be run upon the Railways, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods on the Railways.

Special  
Trains.

**68.** This Act or anything herein contained shall not prevent the Company from taking any increased Charges over and above the Charges by this Act limited for the Conveyance of Goods of any Description by Agreement with the Owners, or Persons in charge of such Goods, either in respect of the Conveyance of such Goods, except small Parcels by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Power to  
take extra  
Tolls by  
Agreement.

**69.** The Rates, Tolls, and Charges to be taken upon or in respect of the Railways, and also the Rates and Charges to be taken upon or in respect of the Dock, or any Wharf, Quay, or other Work of the like Nature constructed under the Provisions of this Act, shall be charged equally and after the same Rate to all Persons under the like Circumstances, and no Reduction or Advance in any Tolls, Rates, or Charges to be taken upon or in respect of the Railways shall be made in favour of or against any Passengers, Animals, or Goods by reason of their having used or not having used the Dock, or any Wharf, Quay, or other Work aforesaid, and no Reduction or Advance in any Rates or Charges to be taken upon or in respect of the Dock, or any Wharf, Quay, or other Work aforesaid, shall be made in favour of or against any Passengers, Animals, or Goods, by reason of their having used the Railways, or not having used any Part thereof.

For securing  
Equality of  
Treatment in  
respect of  
Tolls, Rates,  
and Charges.

**70.** The Company shall at all Times afford all reasonable and proper Facilities for the User by the *South Wales* Railway Company of the Railway and Railway Works, Wharves, Landing Places, and Communications executed under the Authority of this Act for the Purposes of Traffic passing or destined to pass between the *South Wales* Railway and the Dock, and shall afford all proper and reasonable Facilities and Accommodation for the landing and shipping, Reception and Accommodation, of such Traffic at, within, and upon the Dock, and if any Difference of Opinion shall arise between the Two Companies with respect to such User, Facilities, and Accommodation, or with respect to the Terms and Conditions upon which the same are to be provided and afforded, or

Facilities to  
be afforded  
for Use of  
Works, &c.  
by *South  
Wales Rail-  
way Com-  
pany.*

other-

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otherwise with respect to the Mode of giving effect to this Enactment, such Difference shall be settled by Arbitration in the Manner provided by the " Railway Companies Arbitration Act, 1859 "; but nothing herein contained shall authorize the *South Wales* Railway Company to make, alongside or upon the Dock, Wharves or Landing Places, or Communications with the Dock, without the Consent of the Company.

Power to Company and the *South Wales* Railway Company to enter into Working and Traffic Arrangements.

71. The Company and the *South Wales* Railway Company may from Time to Time (with the Consent herein-after required) enter into any Agreement with respect to the following Purposes, or any of them ; (that is to say,)

The Use and Working by the *South Wales* Railway Company of all or either of the Railways of the Company, or of any Part thereof, and the Use, Appropriation, and Occupation of any Part of the Dock, or of any Wharf or other Works and Conveniences belonging thereto :

The Use by the Company of any Part of the Undertaking of the *South Wales* Railway Company :

The Conveyance by the *South Wales* Railway Company of Traffic upon or over the Railways of the Company :

The Division and Apportionment between the Companies of Traffic passing over their Railways, or any Part thereof :

The Supply by them of any Rolling or Working Stock required for working the Traffic of the Company :

The Forwarding, Interchange, Transmission, Collection, Delivery, and general Conduct of Traffic :

The Management, Maintenance, and Repair of the Railways of the Company :

The Apportionment and Payment of the Costs and Expenses of such Working, Management, Maintenance, and Repairs :

The Division between the Companies of the Receipts arising from the Traffic upon their respective Railways or any Part thereof respectively.

Appointment of Joint Committee for carrying the Agreement into effect.

72. The Companies Parties to any such Agreement as aforesaid may appoint a Joint Committee composed of such Number of Directors of the Companies as the Companies may think proper, and from Time to Time may alter, vary, and renew any such Committee as Occasion may require, and may regulate the Proceedings of such Committee, and delegate to such Committee all such Powers of the Companies respectively as may be necessary for carrying into effect the Purposes of such Agreement, and every such Joint Committee so appointed shall have and may exercise the Powers so for the Time being delegated to them in like Manner as the same might have been had and exercised by the Companies respectively or their respective Directors.

73. Any

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73. Any Agreement which under the Authority of this Act may be entered into between the Company and the *South Wales Railway Company* shall be and continue for such a Term or Period as shall be mutually agreed upon between the said Companies, but no such Agreement shall have any Operation until the same shall have been approved by the Board of Trade; and no such Agreement shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the Companies or either of them Parties thereto shall for the Time being be respectively authorized and entitled to demand and receive from any other Company or Person; but all other Companies and Persons shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways or Works to which the Agreement may relate upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges as they would have been in case no such Agreement had been entered into: Provided always, that the said Board shall not approve any such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the respective Companies Parties thereto in Special Meeting assembled for that Purpose as by this Act required: Provided also, that if at the Expiration of Ten Years after the making of any such Agreement, and so from Ten Years to Ten Years, the Board of Trade are of opinion that the public Interests are injuriously affected by any of the Terms or Conditions thereof, the Board of Trade may require the Parties thereto to modify the Terms and Conditions of such Agreement in such Manner as the Board of Trade may think necessary for removing the public Injury, and such Agreement shall be modified accordingly.

Duration of Agreements.

74. At the Expiration or other sooner Determination of any such Agreement as aforesaid, the Company and the *South Wales Railway Company*, with the Consent in Special Meeting of the Shareholders of each Company Party thereto respectively, and, subject to the Approval of the Board of Trade, may enter into a further Agreement for all or any of the Purposes aforesaid: Provided that before such Companies respectively shall enter into any such further Agreement as aforesaid they shall give Notice of their Intention so to do by Advertisement in a Form to be approved of by the Board of Trade, inserted once in each of Two successive Weeks in some Newspaper published or circulating in the County in which the Railway or Works to which the Contract relates is situate, and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade, and no such Agreement shall be valid at Law or in Equity until the same shall have been approved by the Board of Trade; and provided further, that any such Agreement during the Subsistence thereof shall, after such Notice as aforesaid, be subject to the Revision

Contracts may be renewed with the Approval of the Board of Trade.

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of the Board of Trade on the Expiration of every Ten Years as by this Act provided in regard to the First Agreement between the Companies respectively.

Agreements inoperative until approved by Meeting of Shareholders. Meeting how to be convened.

**75** No such Agreement shall have any Operation or Effect unless the same shall have been approved by a Majority of not less than Three Fifths of the Votes of the Shareholders present, personally or by proxy, at a Meeting of each Company Party thereto, and every such Meeting shall be convened by Advertisement inserted once in each of Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper of the County in which the principal Office of each Company Party thereto shall be situate.

Agreements may be varied or rescinded.

**76.** Any such Agreement may be varied or determined by Consent of the Parties thereto, but any such Variation or Determination shall not operate or take effect until approved by such Majority as herein-before mentioned of the Shareholders in each Company, and by the Board of Trade in the Manner herein-before provided in the Case of any such further Agreement, Notice of such intended Variation being also given previously to such Approval in manner aforesaid.

As to Tolls for short Distances during Continuance of Working Agreement.

**77.** During the Continuance of any such Agreement, where Traffic shall be conveyed partly on the Railway of the Company and partly on the *South Wales* Railway, and shall pass for a less Distance than Six Miles on the *South Wales* Railway, Tolls and Charges as for Six Miles shall not be charged in respect of the Conveyance of such Traffic over such Portion of the *South Wales* Railway, but such Traffic shall only be charged a Mileage Rate according to the Distance that the same shall pass over the *South Wales* Railway; and in respect of Passengers, for each Fraction of a Mile beyond an integral Number of Miles, Tolls, and Charges, may be charged as for One Mile; and in respect of Animals, Minerals, and Goods, for every Fraction of a Mile or Fraction of a Quarter of a Mile beyond an integral Number of Miles, Tolls and Charges may be charged as for One Mile, and no other Short-distance Charge shall be made for the Conveyance of Passengers, Animals, Goods, Minerals, or other Matters conveyed partly on the Railway and partly on the Railway of the Company, in respect of the Passage thereof over the *South Wales* Railway for a less Distance than Six Miles.

Not to exempt Dock and Works from Provisions of Merchant Shipping Acts, &c.

**78.** Nothing in this Act contained shall exempt the Dock and the Works connected therewith by this Act authorized, or the Company, from the Provisions of "The Merchant Shipping Law Amendment Act, 1853," "The Merchant Shipping Act, 1854," or any General Act relating to Docks 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

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the Authority of Parliament of the Dock Rates or Duties by this Act authorized.

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

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

**80.** Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said 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 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), neither shall anything in the said Act or Acts contained divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Saving Rights of the Crown.

**81.** All the Costs, Charges, and Expenses of and attending the passing of this Act, or incidental thereto, shall be paid by the Company.

Expenses of Act.

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## SCHEDULES referred to in the foregoing Act.

## SCHEDULE (A.)

## TONNAGE RATES ON SHIPPING.

*First Class.*

	s.	d.
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	2
Seventy Tons and upwards, per Register Ton	0	3
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	3
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*

*The New Milford Docks Act, 1863.**Fifth Class.*

	s.	d.
Vessels with Cargoes from all other Foreign Ports or Places 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

*Sixth Class.*

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
 - | 0 6 |

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
 - | 0 2 |

[Local.]

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Landing

*The New Milford Docks Act, 1863.**Landing Charges.*

	s.	d.
Timber landed for immediate Removal, including Craneage Dues and		
Labour, per Load	1	0
" and loaded into Waggon, for ditto, per Load	1	3
" to remain on the Quays, per Load	1	6
With Rent, at the Rate per Load per Week	0	2

*Coals.*

Discharged from Ships, and deposited on the Company's Premises,		
Landing Rate, per Ton	0	2
And Rent, per Ton per Week	0	1

## SCHEDULE (B.)

## TABLE OF WHARFAGE RATES.

	s.	d.
Almonds, per Ton	3	0
Ashes, per Ton	1	0
Alum, per Ton	1	0
Apples, per Hogshead	0	9
Argol, per Ton	2	3
Brass Wire, per Ton	2	0
Bricks and Tiles, per 1,000	0	9
" paving or Malt-kiln, per 100	0	4
" Fire, per 1,000	1	2
Barilla, per Ton	1	2
Brimstone, per Ton	1	6
Bristles, per Ton	1	6
Beer, per Butt	0	7
Bark, per Ton	3	0
Bones, per Ton	2	0
Butter, per Ton	2	0
Burr Stones, per 100	0	8
Carriages, each	3	0
Cotton, per Bag	0	6
Copper Ore, per Ton	0	6
Copper and Brass, per Ton	1	6
" Nails, Wrought Copper, and Brass, per Ton	2	0
Coals, per Ton	0	2½
Coke, Cinders, Culm, per Ton	0	2½
Corn, per Quarter	0	2½
Cheese, per Ton	2	0
Cork Wood, per Ton	2	3
Crates, large	0	9
" small	0	6
Carboys, Drugs	0	6

Cement,

*The New Milford Docks Act, 1863.*

	s.	d.
Cement, per Ton	2	6
Cattle, each	2	0
Coffee, per Ton	2	0
Cordage, per Ton	1	9
Chicory, per Ton	2	6
Cranberries, per Keg	0	4
Fruit, per Ton	1	2
Flour, per 2½ Cwt. Sack	0	2½
Flax, per Ton	2	0
Fustic, per Ton	1	6
Fish, cured, per Ton	2	6
Guano, per Ton	1	0
Glass, per Hhd.	1	6
„ per Crate	0	8
Grease, per Ton	2	0
Grindstones and Millstones, per Chal.	0	5
Hemp, per Ton	1	9
Hops, per Bag	0	4
Horses, Asses, Mules, &c., each	2	6
Hides and Skins, per Ton	3	0
Hoofs and Horns, per Ton	2	0
Iron, Bar, Bolt, Pig, Shot, Cast, and Gun Carriages, per Ton	0	8
„ broken, Ballast, or Bushel, per Ton	0	5
„ Ore, per Ton	0	3
„ Hoops, per Ton	2	0
„ manufactured, per Ton	1	6
Kelp, per Ton	1	0
Lead or Sheet Lead, per Ton	1	2
„ Ore, per Ton	0	6
„ White or Red, per Ton	2	0
Linseed, per Quarter	0	4
Limestone or Lime, per Ton	0	4
Leather, per Cwt.	0	4
Logwood, per Ton	1	6
Marble, per Ton	2	0
„ above 5 Tons (if in One Block), per Ton	5	0
Molasses, per Ton	1	0
Mats, per 120	0	5
Manganese, per Ton	2	0
Nitrate of Soda, per Ton	1	0
Oil, per Ton	1	6
Oil Cake, per Ton	1	0
Oranges and Lemons, per Chest	0	3
Onions, per 3 Bushels	0	3
Paint and Colours, per Ton	1	8
Pepper, per Ton	2	6
Pork or Beef, per Barrel	0	3
Potatoes, per Ton	1	2
Rags, per Ton	1	6
Rice, per Ton	1	6

Rope,

*The New Milford Docks Act, 1863.*

	s.	d.
Rope, Old, per Ton	2	0
Rape Seed, per Quarter	0	4
Salt, per Ton	0	6
Saltpetre, per Ton	2	0
Seed Clover, per Ton	2	6
Slate, per Ton	0	8
Spirits and Wines, per Pipe	1	0
Soap, per Ton	2	0
Sugar, raw, per Ton	1	3
„ refined, per Ton	2	0
Seal Skins, per 100	0	8
Sheep and Swine, each	1	3
Shumac, per Ton	3	0
Tallow, per Ton	1	6
Tea, per Chest	0	6
„ per Half Chest	0	4
Tiles, draining, per 1,000	1	3
Tin, per Ton	2	0
Tobacco, per Hogshead	1	0
Turpentine, per Barrel	0	1½
Tar and Pitch, per Barrel	0	1½
Toys, per Vat	1	3
Valonia, per Ton	3	0
Whiting, per Ton	1	0
Wood, Dyers, per Ton	2	6
„ Furniture, per Ton	1	3
„ Deals, per Load 50 Feet	1	0
„ Timber, Fir	0	9
„ Oak	1	6
„ Staves	1	0
Waters, Mineral, per Hamper	0	4
Wool, per Cwt.	0	3
Yarn, per Ton	2	0
Yeast, per Puncheon	0	9
Zinc, manufactured, per Cwt.	0	1

And so on in proportion for any greater or less Quantities. And for every other Description of Article, Goods, Wares, or Merchandise not enumerated above, a reasonable Charge.

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