



CHAPTER cclvii.

An Act to authorise the construction of a dock at Barry Island and railways and works in Glamorganshire connected therewith and for other purposes. A.D. 1884.

[14th August 1884.]

WHEREAS the construction of the dock railways and other works herein-after described would be of local and public advantage :

And whereas the persons herein-after in that behalf named with others are willing to undertake the same on the powers herein-after contained being conferred upon them and it is expedient that they be incorporated into a company for that purpose :

And whereas it is expedient that powers as in this Act contained should be conferred on the company hereby incorporated for the management and regulation of their dock and railway undertakings :

And whereas plans and sections showing the lines and levels of the dock railways and other works authorised by this Act and also a book of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace for the county of Glamorgan and are herein-after respectively referred to as the deposited plans sections and book of reference :

And whereas the purposes of this Act cannot be effected without the authority of Parliament :

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same (as follows) :—

1. This Act may be cited as the Barry Dock and Railways Act Short title.
1884.

A.D. 1884.

—
Incorporation
of Acts.

2. The Companies Clauses Consolidation Act 1845, Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 as amended by the Companies Clauses Act 1869 the Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883 the Railways Clauses Consolidation Act 1845 and Part I. (relating to construction of a railway) of the Railways Clauses Act 1863 and the Harbours Docks and Piers Clauses Act 1847 are (except where expressly varied by or inconsistent with this Act) incorporated with and form part of this Act Provided always that for the purposes of this Act 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 except so far as may from time to time be required by the Board of Trade and that section 29 of the said Act shall not apply in the case of any of the vessels comprised in the first second third or fourth classes in the Second Schedule to this Act entering within the dock works by this Act authorised.

Interpreta-
tion.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction and for the purposes of this Act the expression "the undertaking" means the undertaking of the Company by this Act authorised The expressions "the railways" and "the railway" mean respectively the railways by this Act authorised the expression "the dock works" means the new dock breakwaters and other works connected therewith by this Act authorised and the expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

Company
incorporated.

4. The Right Honourable Robert George Lord Windsor the Right Honourable William Lord Romilly David Davies Archibald Hood David Davis Lewis Davis Robert Forrest John Osborne Riches Edward Davies Crawshay Bailey George William Griffiths Thomas John Cory Richard Cory Louis Guéret Henry Guéret Lewis Williams Edwin Rabjohns Moxey Eugene Constant Bregeon James Walter Insole George Frederick Insole William Henry Lewis John Howard Thomas Samuel Moreton Thomas Edmund Thomas George Griffiths Edmund Hannay Watts Osborne Henry Riches Llewellen Wood John Fry John Guthrie Thomas Roe Thompson Thomas

Edward Watson David Cooper Scott Henry Herbert Hett David Alfred Thomas Francis Hacquoil and Thomas Webb and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking and their executors administrators successors and assigns respectively shall be and are hereby united into a company for the purpose of making maintaining working and using the dock and railways and for other the purposes of this Act and for those purposes shall be and are hereby incorporated by the name of "the Barry Dock and Railways 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.

A.D. 1884.

5. Subject to the provisions of this Act the Company may make and maintain in the lines or situation and according to the levels shown on the deposited plans and sections the dock railways and other works shown on the deposited plans together with all proper stations sidings approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for the purposes of their undertaking The works herein-before referred to and authorised by this Act will be situate in the county of Glamorgan or the Bristol Channel and comprise :

Power to
make dock
railways &c.

DOCK WORKS.

A dock with a lock a basin and an entrance to be situate between Barry Island and the mainland of Glamorganshire on the bed shore and banks of the channel dividing the island from the mainland and of Barry Harbour and to be comprised within an area bounded on the north and south respectively by high-water mark of ordinary spring tides in the said channel or harbour and on the east and west respectively by the embankments or dams delineated on the deposited plans and distinguished thereon as proposed dam (a) and proposed dam (b) ;

An entrance channel and breakwaters the channel commencing about eighty yards measured in an easterly direction from Red Brink Point and extending in a south south-easterly direction to or near to low-water mark ;

An embankment or dam distinguished on the deposited plans as proposed dam (c) to form with part of the proposed dam (b) above mentioned a timber pond as shown on the deposited plans.

A.D. 1884.

ROADS.

- i. A road commencing in the parish of Cadoxton-juxta-Barry at Mill Cottage described on the Ordnance map (scale $\frac{1}{2500}$) and thereon numbered 260 in the said parish and terminating on the northern side of the field numbered on the said Ordnance map 13 in the parish of Sully ;
- ii. A road commencing by a junction with the existing road leading by East Barry at the northern corner of the field numbered on the said Ordnance map 262 in the parish of Merthyr Dovan passing over the embankment (a) herein-before described and terminating on Barry Island at the south-western side of the field numbered on the said Ordnance map 3 in the parish of Sully ;
- iii. A new road or road improvement situate wholly in the parish of Saint Andrew's Major commencing by a junction with the existing public road leading from Cardiff to Dynas Powis and numbered on the said Ordnance map 450a at a point opposite a house marked thereon as Eastbrook House and terminating by a junction with the existing public road leading from Sully to Cadoxton and numbered on the said Ordnance map 677a in the said parish near the bridge that carries the said road over the stream called Cadoxton River ;
- iv. A new road or road improvement commencing in the parish of Saint Andrew's Major at the termination of the last herein-before described road or road improvement and terminating in the parish of Cadoxton-juxta-Barry by a junction with the road firstly herein-before described near Mill Cottage.

RAILWAYS.

- A Railway No. 1 (18 miles 6 furlongs and 0·80 chains or thereabouts in length) commencing in the parish of Barry in the field numbered on the said Ordnance map 90 in that parish and terminating in the parish of Llanwonno by a junction with the Rhondda Fawr branch of the Taff Vale Railway five hundred and forty yards or thereabouts measured in an easterly direction along the said railway from the centre of the bridge carrying the said railway over the River Rhondda to the eastward of Hafod Station on the Taff Vale Railway ;
- Railway No. 2 (6 furlongs and 1·20 chains or thereabouts in length) commencing in the parish of Merthyr Dovan by a junction with Railway No. 1 herein-before described in the field numbered on the said Ordnance map 305 in that parish

and terminating in the parish of Sully two hundred and thirty yards or thereabouts measured in a north-easterly direction from the Marine Hotel on Barry Island;

Railway No. 3 (7 furlongs and 7.60 chains or thereabouts in length) commencing in the parish of Cadoxton-juxta-Barry by a junction with Railway No. 1 herein-before described near the centre of a field adjoining the sea and numbered on the said Ordnance map 215 in that parish and terminating on Barry Island in the parish of Sully by a junction with Railway No. 2 herein-before described in the field numbered on the said Ordnance map 3 in that parish;

Railway No. 4 (2 miles and 1 furlong 8.35 chains or thereabouts in length) commencing in the parish of Saint George otherwise Saint George-super-Ely by a junction with Railway No. 1 in an enclosure situated on the north side of the road from Drope to Michaelstone-super-Ely and numbered on the said Ordnance map 190 in the said parish and terminating in the parish of Peterstone-super-Ely otherwise Llanbadarfo by a junction with the Great Western Railway seventy yards or thereabouts measured along the said Great Western Railway in the direction of London from opposite the booking office at the passenger station at Peterston;

Railway No. 5 (1 mile and 7.48 chains or thereabouts in length) commencing in the parish of Saint Fagan's by a junction with the said Railway No. 1 in an enclosure numbered on the said Ordnance map 127 in that parish and terminating in the said parish of Saint Fagan's by a junction with the Great Western Railway one hundred and eighty yards or thereabouts measured along the said Great Western Railway in the direction of Milford from opposite the booking office at the passenger station at Saint Fagan's;

Railway No. 6 (2 furlongs or thereabouts in length) wholly in the parish of Pentyrch commencing by a junction with the said Railway No. 1 in an enclosure situated near Efail-y-castell as marked on the said Ordnance map (which enclosure is numbered on the said Ordnance map 584 in that parish) and terminating by a junction with a railway (now in course of construction) described in the Llantrissant and Taff Vale Junction Railway Act 1866 as Railway No. 1 at a point about 4 miles 6 furlongs 3 chains or thereabouts from the commencement of the said railway as shown on the plans referred to in the said Act as deposited in November 1865 with the clerk of the peace for the county of Glamorgan;

Railway No. 7 (1 mile 5 furlongs and 7.13 chains or thereabouts in length) wholly in the parish of Llantwitfardre commencing

A.D. 1884.

by a junction with Railway No. 1 herein-before described and authorised by this Act in the southern corner of the enclosure numbered on the said Ordnance map 824 in that parish and terminating by a junction with the Taff Vale Railway one hundred and eighty yards or thereabouts measured along that railway in the direction of Cardiff from opposite the booking office of the passenger station at Treforest.

Land to be reserved for fortification.

6. Whereas it is expedient that power should be reserved for Her Majesty's Principal Secretary of State for War to provide for the defence of Barry Harbour and the dock works by this Act authorised and the channel and approaches leading thereto. And whereas the piece of land coloured pink on the plan marked A and signed by Francis John Savile Foljambe (the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred) which piece of land belongs or is reputed to belong to Lord Windsor is suitable for the erection of a fort or battery for such defensive purposes. Therefore the said piece of land together with a right of way thereto for foot passengers and vehicles from the road numbered 1 on the deposited plans shall before the opening of the dock authorised by this Act be conveyed by the said Lord Windsor at the expense of the Company to the said Principal Secretary or as he shall direct. And the said piece of land may be used at any time after the completion of the dock works by the said Principal Secretary for the purpose of establishing a fort battery or defensive works.

And the Company shall not without the consent of the said Principal Secretary erect to the southward of the northern boundary of the said piece of land any buildings or do or suffer to be done any act which may be prejudicial to the use of any fort or battery constructed upon the said piece of land and any buildings erected or works constructed in contravention of this section may be at any time taken down and removed by the said Principal Secretary without making any compensation.

Provided that by agreement between the said Principal Secretary and the Company and Lord Windsor or his successors in title any other piece of land of similar dimensions may be substituted for the said piece of land shown on the said plan and provided also that from and after such conveyance and until the said Secretary of State shall require to use the said piece of ground for the said purpose it shall be deemed to belong to Lord Windsor and may be used by him accordingly.

Deviation.

7. The Company in the execution of the dock works may with the consent in writing of the Board of Trade (but not otherwise)

deviate laterally from the lines thereof shown on the deposited plans to any extent within the limits of deviation shown thereon and vertically from the levels shown on the deposited sections to any extent not exceeding ten feet. A.D. 1884.

8. The Company shall on or near the works below high-water mark hereby authorised during the whole time of constructing such works and any alteration or extension thereof exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) as the Board of Trade from time to time requires or approves. Lights on works.

If the Company fail to comply in any respect with the provisions of this section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds.

9. The Company shall at the outer extremity of their harbour works exhibit and keep burning from sunset to sunrise such lights (if any) as the Corporation of Trinity House of Deptford Strond shall from time to time direct. If the Company fail to comply in any respect with the provisions of this section they shall for each night in which they so fail be liable to a penalty not exceeding twenty pounds. Company to exhibit lights at extremity of harbour.

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

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

12. The Company may make the roadway over the bridges by which the following roads will be carried over the railway of such width between the fences thereof as the Company think fit not Width of certain roadways

[Ch. cclvii.] *Barry Dock and Railways Act, 1884.* [47 & 48 VICT.]

A.D. 1884. being less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plan.	Parish.	Description of Roadway.	Width of Roadway.
RAILWAY NO. 1.			
50	Wenvoe	Public	20 feet
18	Pentyrch	Public	20 feet
26	Llantwit Fardre	Public	20 feet.

Diversion of roads.

13. The Company may divert alter or stop up in the manner shown on the deposited plans and sections any roads shown on the deposited plans as intended to be diverted altered or stopped up.

Inclination of roads.

14. In altering for the purposes of this Act the roads next herein-after mentioned the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
RAILWAY NO. 1.			
74a	Cadoxton-juxta-Barry	Public	1 in 12½
35	Saint Andrew's Major	Public	1 in 15
127	Chapelry of Llaniltern in the parish of Saint Fagan's	Turnpike	{ 1 in 25 on one side
1	Pentyrch		
18	Pentyrch	Public	1 in 18
50	Pentyrch	Public	1 in 14
168	Llantwit Fardre	Public	1 in 10 on one side
10	Llantrissant	Public	1 in 18
RAILWAY NO. 4.			
26	Saint George-super-Ely	Public	1 in 18

Limiting common land to be taken.

15. Notwithstanding anything in this Act or in the deposited plans the Company shall not purchase and take any greater quantity of the commons known as Cadoxton Common and Cadoxton Moors than five and a quarter acres.

16. Subject to the provisions of this Act the Company may stop up and appropriate the site of part of the channel between Barry Island and the mainland namely so much thereof as is situate between a point in the said channel about one hundred and five yards or thereabouts south-east of the southernmost corner of the field numbered on the said Ordnance map 215 in the parish of Cadoxton-juxta-Barry and a point in the said channel between Barry Island and the mainland 350 yards or thereabouts eastward of the house in the parish of Merthyr Dovan known as East Barry and so marked on the said Ordnance map.

A.D. 1884.

—
Stopping up
part of
channel
between
Barry Island
and the
mainland.

17. The Company may with the consent of the Board of Trade in writing (but not otherwise) deepen dredge scour cleanse alter and improve from time to time so much of the said channel between Barry Island and the mainland as will not be appropriated for the purpose of the works by this Act authorised and also other portions of the channel and Barry Harbour and the channels leading thereto and any channels or banks near thereto and the foreshore and bed of the sea at or near the entrance channel and breakwaters by this Act authorised and may from time to time provide and fix all such dolphins mooring posts lights signals telegraphic and telephonic appliances such telegraphic and telephonic appliances not to be used for the purpose of transmitting telegrams which are within the exclusive privilege conferred upon the Postmaster-General by the Telegraph Acts 1863 to 1878 and such works and conveniences as may be required for the purpose of forming and maintaining convenient means of access to the dock and works for the navigation thereof and for removing obstructions and for other purposes.

Deepening
and dredging
of channel
&c.

18. Whereas the lands which may be taken by the Company for the dock works comprise lands belonging or reputed to belong to the following persons (in this section called the "landowners") namely firstly the Right Honourable Robert George Lord Windsor (in this section called Lord Windsor) secondly the Right Honourable William Lord Romilly (in this section called Lord Romilly) Henry Romilly Charles Romilly and Lieutenant-Colonel Frederick Romilly thirdly the devisees in trust under the will of the late Robert Francis Lascelles Jenner deceased and fourthly Lewis Williams Mary Ann Elizabeth Jane Williams Lewis Davis John Hibbert Thomas Augustus Richards and Thomas John Evans of whom the persons secondly described are for the purposes of this section to be considered and treated as one landowner And the persons fourthly described are for the purposes of this section to be considered and treated as one landowner And it has been agreed between the Company and the landowners that the Company shall only enter upon and take the lands of the landowners required for the dock works upon the terms and conditions in this section

Provisions
for the pro-
tection of
certain land-
owners.

A.D. 1884. set forth and subject to and in accordance with the provisions in this section contained :

Therefore with respect to all the landowners and their respective successors in title the following provisions shall have effect (that is to say) :—

1. The Company shall purchase and each of the landowners shall sell and convey to the Company the lands belonging to him which are delineated and coloured red on the plan B signed by Francis John Savile Foljambe (the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred) and (except as herein-after in this section otherwise expressly provided with respect to lands of Lord Windsor) the Company shall not under the powers of this Act take compulsorily for the dock works any other lands of any of the landowners delineated on the first sheet of the deposited plans. The lands so purchased and conveyed may be used by the Company for the following purposes (that is to say) the dock works Railways Numbers 1 2 and 3 respectively so far as the same railways are shown on the deposited plans as within the limits of deviation of the dock works dwelling-houses not exceeding twelve in number for the officers or servants of the Company warehouses and other buildings connected with the dock works (all of which purposes are herein-after in this section referred to as dock purposes) but except as herein-before in this section expressly provided such lands shall not be used by the Company for dwelling-houses ;

2. The consideration for the sale and conveyance shall be a perpetual yearly rentcharge payable by the Company to the landowners in the shares herein-after in this section mentioned and the share of each landowner in such rentcharge shall be charged upon the lands to be conveyed by him to the Company under the provisions of this Act and upon the tolls rates and charges payable to the Company under this Act and shall be recoverable as provided by the eleventh section of the Lands Clauses Consolidation Act 1845 and also by the appointment of a receiver as for the recovery of arrears of interest under sections 53 and 54 of the Companies Clauses Consolidation Act 1845 and the amount of such yearly rentcharge and the particulars of which the same is made up shall be as follows :—

(a) The sum of one pound fifteen shillings per annum per acre for all land above high-water mark conveyed to the Company and so in proportion for any quantity less than an acre ;

(b) A royalty of one halfpenny per imperial ton on all coal coke culm iron ironstone iron ore cinders lime limestone building stone bricks and tiles (except limestone and building stone landed and disposed of as ships ballast and except fuel or materials used by the Company in the construction or working of the undertaking for which no charge shall be made) shipped or unshipped received or delivered in or from vessels either at the dock works of the Company or on or from any lands delineated and coloured red on the said plan B and acquired by the Company under this Act;

(c) A royalty of ten per centum of the gross receipts of the Company in respect of all passengers and live stock and all other goods wares merchandise matters and things whatsoever not above mentioned embarked or landed shipped or unshipped received or delivered in or from vessels either at the dock works of the Company or on or from any lands delineated and coloured on the said plan B and acquired by the Company under this Act.

3. The rentcharge herein-before by this section made payable shall belong to and be divided between the landowners in the following shares:—

(a) The annual sum per acre per annum for the land conveyed shall belong to the landowner by whom it is conveyed to the Company and to his successors in title;

(b) One moiety of the royalty of one halfpenny and also of the royalty of ten per centum shall belong to Lord Windsor and his successors in title;

(c) And the remaining moiety of the royalty of one halfpenny and also of the royalty of ten per centum shall belong as follows (namely):—

(i) As to eleven twenty-sixth parts thereof to Lord Romilly Henry Romilly Charles Romilly and Lieutenant-Colonel Frederick Romilly and their successors in title;

(ii) As to other eleven twenty-sixth parts thereof to the devisees in trust under the will of the late Robert Francis Lascelles Jenner deceased and their successors in title;

(iii) And as to the remaining four twenty-sixth parts thereof to Lewis Williams Mary Ann Elizabeth Jane Williams Lewis Davis John Hibbert Thomas Augustus Richards and Thomas John Evans and their successors in title;

and the estate of each landowner and of his successors in title in the share which by this section is made to belong to him and them of such rentcharge shall be the same as the estate he and they would have had in the land conveyed by

A.D. 1884.

him to the Company in case it had not been so conveyed and shall devolve in like manner as such land would have devolved if it had not been so conveyed;

4. All houses and buildings (if any) existing at the time of the passing of this Act and situate on any part of the land to be conveyed by any landowner to the Company shall be purchased by the Company at such price or consideration as shall be agreed upon between the landowner and the Company or as in default of agreement shall be settled by arbitration under the Lands Clauses Consolidation Act 1845 and the Company shall make full compensation to all lessees and tenants of the lands houses and buildings conveyed by the landowner to the Company;
5. All ballast unloaded from vessels in the dock and not again used may be deposited by the Company on land taken under the powers of this Act (so far as such land will conveniently take it);
6. If any of the lands acquired by the Company under the provisions of this Act for dock purposes are let by the Company for any purpose other than dock purposes then the Company shall pay in addition to the rentcharge above mentioned and as a portion of the annual sum per acre in respect of the land so let the following sums :—
 - If the land or the site thereof be below high-water mark one-half part of the rent or other consideration received by the Company for or in respect thereof; and
 - If the land be above high-water mark one-half part of the rent or other consideration received by the Company for or in respect thereof in excess of the sum of one pound fifteen shillings per annum per acre to be paid by the Company for all land above high-water mark acquired by them for dock purposes;The sums so payable shall belong to and be divided between the landowners in the same shares as provided by subsection three (*b* and *c*) of this section with respect to the royalties therein mentioned;
7. Stone and clay excavated in the lands conveyed by a landowner to the Company may be used for dock purposes free of royalty but may not without the consent of such landowner or his successors in estate be used for any other purpose or sold;
8. The rentcharge shall be paid by half-yearly payments to become due on the first day of January and the first day of July in every year the first payment to be due on such of those days as shall first happen after the Company take possession of any of the lands to be conveyed Provided

always that the actual payment of the rentcharge by the Company shall not be required until after the expiration of one calendar month from the day on which the same shall become due. The Company shall keep all proper accounts and vouchers to show the amount of the rentcharge and furnish half yearly to each person for the time being entitled to receive any share of the rentcharge a statement showing the amount of the share payable to him and shall allow inspection and transcription by him or on his behalf of all such accounts and vouchers ;

9. The Company shall afford to each landowner every reasonable facility during the construction of their works for the construction by him through the lands conveyed by him to the Company of all such sewers and drains as he may consider necessary in connexion with any system of sewerage and drainage in any other lands belonging to him ;
10. Except as in this section otherwise expressly provided the provisions of this section shall apply only to the dock purposes and land purchased by the Company under the provisions of this section and to any alteration extension or enlargement of the dock works which may be authorised by any Act of Parliament and nothing in this section shall affect or limit the powers conferred on the Company by this Act to acquire land for so much of Railway No. 1 as is shown on the deposited plans to be outside the limits of deviation of the dock works ;
11. Any question or difference which shall at any time arise between the Company and any landowner or any person for the time being entitled to receive a share of the rentcharge touching the true construction and effect of the provisions herein-before or herein-after contained in this section or of anything to be done thereunder shall on the application of the Company or the landowner or person aforesaid be referred to and determined by an arbitrator to be appointed by the Board of Trade and the costs of every such arbitration shall be in the discretion of the arbitrator :

And with respect to the following landowners only namely Lord Windsor the devisees in trust under the will of the late Robert Francis Lascelles Jenner deceased Lewis Williams Mary Ann Elizabeth Jane Williams Lewis Davis John Hibbert Thomas Augustus Richards and Thomas John Evans the following provisions shall have effect (that is to say) :—

12. The Company shall purchase of the Crown all their rights (if any) in respect of the foreshore adjoining any lands which under the provisions of this Act shall be conveyed to the

A.D. 1884.

Company and the sum paid by the Company in respect of such purchase so far as it relates to the foreshore abutting on the land to be conveyed to the Company by any landowner may be deducted from the share of the said rentcharge payable by the Company under the provisions of this section to the landowner or his successors in title :

And with respect to the following landowners only namely Lord Windsor and the devisees in trust under the will of the late Robert Francis Lascelles Jenner deceased the following provisions shall have effect (that is to say) :—

13. Lord Windsor and the devisees in trust under the will of the late Robert Francis Lascelles Jenner deceased respectively shall let to the Company at the rate of ten pounds per acre per annum such land as may be required for the erection of dwelling-houses for persons employed by the Company at the docks. The situation and quantity of the land so to be let shall be subject to the approval of those two landowners respectively :

And with respect to the following landowner only namely Lord Windsor the following provisions shall have effect (that is to say) :—

14. The Company shall have the right to quarry stone on some part of Barry Island belonging or reputed to belong to Lord Windsor for use in the construction of their works at the royalty of threepence per ton at such place as shall in default of agreement between the Company and the owner be defined by Robert Forrest or (him failing) by the President for the time being of the Institution of Surveyors ;
15. The Company shall afford free access between Barry Island and the mainland by the construction and maintenance to the satisfaction of Lord Windsor of the road secondly described in and authorised by this Act. Such road shall be formed with carriageway and footways and shall be properly fenced and be completed and opened to the public free of toll on or before the opening for traffic of any portion of the dock works ;
16. Lord Windsor and his successors in title shall have the right so long as he or they shall hold the qualification of a director to nominate himself or some other person to be a director of the Company ;
17. The Company may at any time within three years after the passing of this Act purchase and Lord Windsor shall on being required so to do sell and convey to the Company on the same terms and subject to the same conditions as the lands to be sold and conveyed by him for dock purposes

under this section such additional land (if any) belonging to him shown on the deposited plans as may be agreed upon between him and the Company to be necessary for dock purposes or in default of agreement between them as an arbitrator to be on the application of either party appointed by the Board of Trade shall determine to be necessary for such purposes :

And with respect to the following landowners namely Lord Romilly Henry Romilly Charles Romilly and Lieutenant-Colonel Frederick Romilly the following provisions shall have effect (that is to say) :—

18. The Railway No. 1 by this Act authorised shall commence at the point shown on the deposited plans and so much thereof as is situate on any lands belonging or reputed to belong to Lord Romilly Henry Romilly Charles Romilly and Lieutenant-Colonel Frederick Romilly shall be completed and opened either before or simultaneously with the other portions of that railway and the Company shall construct and maintain at the commencement of that railway a station for passengers animals and goods and the Company shall at the request of Lord Romilly Henry Romilly Charles Romilly and Lieutenant-Colonel Frederick Romilly or their successors in title afford to them every facility for extending at their expense the railway on to the Porthkerry beach ;
19. The Company may for the purpose of constructing the dock works take stones from the Porthkerry beach on payment to Lord Romilly Henry Romilly Charles Romilly and Lieutenant-Colonel Frederick Romilly or their successors in title of three-pence per ton subject to such terms limitations and conditions as may be imposed by the owners ;
20. For the purpose of this section the expression high-water mark means the line indicating the high-water mark of ordinary spring tides as shown on the plan B mentioned in this section ;
21. So far as the provisions of this section refer to the foreshore below high-water mark of average or medium tides and under the management of the Board of Trade they shall be subject to the consent of that Board to be signified in writing under the hand of one of their secretaries or assistant secretaries ;
22. Nothing in this section contained shall be held to recognise or confirm any right title or claim of any of the landowners to any foreshore.

A.D. 1884.

For the protection of Thomas' or Griffiths' tramroads.

19. Whereas there are in the parishes of Llantrissant Llanwit Fardre and Eglwysilan in the county of Glamorgan certain tramroads known as Thomas' or Griffiths' tramroad now belonging or reputed to belong to George William Griffiths Thomas and Clara Thomas (herein-after called "the said tramroads") and there is in the parish of Llantrissant aforesaid a piece of land containing four acres and sixteen perches or thereabouts now belonging or reputed to belong to the said George William Griffiths Thomas and Clara Thomas over which the Great Western Colliery Company Limited have or claim surface rights as lessees under the said George William Griffiths Thomas and Clara Thomas which said tramroads and piece of land may be taken or interfered with under the powers of this Act Therefore for the protection of the said George William Griffiths Thomas and Clara Thomas and their respective heirs and assigns and the owners for the time being of the said tramroads (all of whom are herein-after included in the expression "the owners") and also for the protection of the Great Western Colliery Company Limited (who with their successors and any future lessees of the said colliery under the owners are herein-after referred to as "the colliery company") the following provisions and stipulations shall have effect and be observed by the Company :

1. In constructing Railway No. 1 by this Act authorised and the works in connexion therewith the Company shall not in any way interfere with the said tramroads or the works appliances and conveniences belonging thereto or impede or interfere with the working of the said tramroads save as herein-after mentioned and shall not so interfere without laying down and providing to the reasonable satisfaction of the engineer for the time being of the owners sufficient temporary accommodation for continuing uninterruptedly the free working and enjoyment of the tramroads and the works appliances and conveniences belonging thereto and will throughout the length and route of the said tramroads so far as the same are shown on the deposited plans leave on one side or other of the same sufficient land to the reasonable satisfaction of the engineer for the time being of the owners to admit of the said tramroads or the sites thereof being at any time hereafter converted into or used for the laying out construction and making of a locomotive railway with two lines of rails of a gauge of four feet eight and a half inches which will meet the requirements and approval of the Board of Trade And also to allow of the construction laying down and making of all junctions shunts and sidings necessary and

convenient for the purpose of connecting and bringing into communication with the said tramroads or any railway or railways into which the same may be converted any existing or future colliery or works of the owners or any of their lessees and tenants and the colliery company and shall at their own cost and expense construct to the satisfaction of the engineer for the time being of the owners all retaining or other walls necessary to give effect to this provision Provided that the inclination of the slope of any embankment necessary for the purpose of this provision shall not unless otherwise agreed with the engineer of the owners be less than one and a half to one;

2. All bridges made by the Company over the said tramroads shall be of sufficient height and span to allow of a double line of rails of the gauge aforesaid being laid thereunder and for the passage of locomotive engines waggons and carriages on both lines of rails of the like description to those for the time being generally in use on the several lines of railway in the district;
3. The Company may at their own expense (but subject to the reasonable approval of the engineer for the time being of the owners first had and obtained both as to the mode of carrying out the work and the materials used) divert the said tramroads through the properties numbered (on the deposited plans of Railway No. 1) 51 60 64 65 66 67 68 71 71A 72 and 73 in the parish of Llantrissant Provided that in such diversion no curve shall be made with any less radius than ten chains and that the Company shall at their own expense put in construct and make all such retaining or other walls and works as shall be reasonably considered necessary by the engineer for the time being of the owners for the support and maintenance of the diverted portion of the said tramroads having in view the probability or possibility of their being hereafter converted and made into or the site thereof being used for a locomotive line of railway as before mentioned and the Company shall leave such part of the properties numbered respectively 41 44 45 46 46A 47 49 52 53 54 55 56 56A 57 58 58A 58B 59 59A 59B 59C 61 61A 61B 62 63 69 70 71 71A 72 and 73 on the said plans as shall be reasonably required by the engineer of the owners in order to permit the owners to lay down and construct the double line of rails of the gauge aforesaid shown on the plan C signed by Francis John Savile Foljambe (the Chairman of the Committee of the House of Commons to whom the Bill for

A.D. 1884.

this Act was referred) by blue lines passing through the last-mentioned properties and also for the purpose of enabling the colliery company to lay down and construct the several sidings shunts and crossings shown on the said plan by the red lines passing through the same properties ;

4. As soon as the colliery company have commenced the making and construction of certain sidings which they are about to construct in connexion with their colliery the Company will at their own expense upon the request of the colliery company forthwith at two points to be agreed upon by the engineers of the colliery company and of the railway company or failing agreement to be determined by an arbitrator to be appointed on the application of either party by the President for the time being of the Institute of Civil Engineers make junctions or communications between the said sidings and the said railway The junction at each point shall be made by means of a bridge over the said tramroads and the junction at the uppermost point shall be so made as particularly to facilitate the putting of empty waggons trucks and carriages from the said Railway No. 1 into the said colliery sidings ;
5. The said junctions shall be constructed and made according to plans to be in the first place submitted to and reasonably approved by the engineer for the time being of the owners and the engineer for the time being of the colliery company and so as to admit of convenient junctions and connexions being made between any such colliery sidings as aforesaid and the said tramroads or any future locomotive railway and line into which the said tramroads may be converted or for which the site thereof may be used ;
6. In case the Company shall in any way interfere with damage hinder or impede the present incline of the colliery company used for their rubbish tip or any of the reservoirs water-courses pipes roads or other works of or used by the colliery company either in the construction and carrying out the works of their undertaking or at any time after the completion thereof then and in every such case the Company shall forthwith at their own expense and in such convenient manner as shall be reasonably approved by the engineers for the time being of the owners and the colliery company make good all such damage and restore the said incline reservoirs water-courses pipes roads or other works and shall in every such case make such provision and do all such works as will prevent any stoppage of the works and business of the said colliery company ;

7. In consideration of the execution of the works provided for by this section the colliery company shall not make any claim for compensation in respect of the said four acres and sixteen perches or thereabouts of land or to any further or other accommodation works than those provided for by this section but except as aforesaid nothing in this section contained shall affect the rights of the owners and the colliery company respectively to compensation for all lands taken and all rights and interests affected by or under the powers of this Act. A.D. 1884.

20. For the protection of the Great Western Railway Company (in this section called the Great Western Company) the following provisions shall have effect (that is to say):—

For the protection of the Great Western Railway Company. Not to enter on lands of Great Western Company until plans of proposed works affecting that Company approved.

(1.) The Company shall not enter upon or interfere with the railway of the Great Western Company or any of the works of that Company or execute any works whatever under or affecting the same until the Company shall have delivered to the Great Western Company plans and drawings of such intended works and until those plans and drawings shall have been approved in writing by the principal engineer for the time being of the Great Western Company or in the event of his failure for thirty days after the delivery of the plans and drawings to approve the same until the same shall have been approved by an engineer to be appointed on the application of the Company by the President for the time being of the Institution of Civil Engineers in London and all the intended works shall be executed by the Company at their sole expense in all things according to such approved plans and drawings and to the reasonable satisfaction of the said engineer for the time being of the Great Western Company or in case of difference to the reasonable satisfaction of an engineer to be appointed by the said President;

(2.) In constructing the Railway No. 1 by this Act authorised through or over the land or property of the Great Western Company the Company shall not without the previous consent in writing of the Great Western Company under their common seal deviate more than twenty yards from the centre line shown on the deposited plans where the said Railway No. 1 crosses the railway of the Great Western Company or where Railways Nos. 4 and 5 respectively form a junction with the railway of the Great Western Company and the said Railway No. 1 where the same is intended to cross the railway of the Great Western Company shall be carried over that railway

As to execution of railways on lands of Great Western Company.

A.D. 1884.

by means of a bridge of two spans of not less than thirty feet each on the square and having a headway of not less than fourteen feet three inches above the surface of the rails and such crossing shall be effected in such a manner as not to injure the stability of the railway and works of the Great Western Company ;

Company to pay to the Great Western Company expenses of watchmen during construction of works.

(3.) The Company shall bear and on demand pay to the Great Western Company the reasonable expense of the employment by them of a sufficient number of inspectors signalmen or watchmen to be appointed (if necessary) by them for watching their railways and works and the conduct of the traffic thereon during the making of the said Railway No. 1 where it will cross the railway and works of the Great Western Company and for preventing as far as may be all interference obstruction danger and accident from any of the operations or from the acts or defaults of any person or persons in the employ of the Company ;

Damages sustained by Great Western Company to be repaid.

(4.) Notwithstanding anything in this Act contained the Company shall from time to time be responsible for and make good to the Great Western Company all losses costs damages and expenses which may be occasioned to them or any of their works or property or to the traffic on their railways or to any Company or persons using the same by reason of the failure of any of the intended works or of any act default or omission of the Company or of any persons in their employ or of their contractors and the Company shall effectually indemnify and hold harmless the Great Western Company from all claims and demands upon or against them by reason of such execution or failure and of any such failure act default or omission ;

Maintenance of works affecting the railways of the Great Western Company.

(5.) The Company shall at their sole expense at all times maintain the bridges and other works by which the said Railway No. 1 by this Act authorised shall be carried over the railway of the Great Western Company in substantial repair and good order and condition to the reasonable satisfaction in all respects of the principal engineer for the time being of the Great Western Company and if and whenever the Company fail so to do then after one month's notice in writing from the Great Western Company for that purpose or in case of urgency without any notice whatever the Great Western Company may make and do in and upon as well the lands of the Company as their own lands all such works and things as shall be requisite in that behalf for ensuring such repair and the sum from time to time certified by the principal engineer of the Great Western Company to be the amount of the expenditure reasonably incurred in that behalf shall be

repaid to them by the Company and in default of full repayment the amount due may be recovered with costs by the Great Western Company from the Company in any court of competent jurisdiction; A.D. 1884.

(6.) In constructing or maintaining the railways the Company shall not in any way obstruct or interfere with the traffic passing along the said railways of the Great Western Company and if by reason of any works or proceedings of the Company there shall be any unnecessary obstruction of or interference with the said railways of the Great Western Company or either of them so as to impede or prevent the convenient passage of engines and carriages along such railways or either of them the Company shall pay to the Great Western Company the sum of twenty pounds per hour during which any such obstruction of or interference with either of such railways shall continue; Not to interfere with traffic on Great Western Railway.

(7.) Except for the purpose of constructing Railway No. 1 across and for joining Railways Nos. 4 and 5 with the Great Western Company's railway nothing in this Act shall empower the Company to take or acquire any land of the Great Western Company or to alter vary or interfere with the railways of that Company or with any of the works thereof without the consent in writing in every instance for that purpose first had and obtained of the principal engineer of the Great Western Company and with respect to any lands of the Great Western Company required for the purposes of their undertaking which the Company are by this Act authorised to purchase take use enter upon or interfere with for the purposes of such crossings and junctions the Company shall not purchase or take any greater or other estate or interest in any such lands than an easement or right of using such lands in perpetuity for the purposes for which but for this enactment the Company might purchase and take the same and the provisions of this Act and of the Acts incorporated with this Act shall be construed and apply accordingly and the Great Western Company may at any time or times hereafter should it be necessary for them to do so alter or remove the junctions or either of them by this Act authorised with their railway and substitute a new junction or junctions therefor but so as such alteration or removal or substituted junction or junctions as the case may be shall not stop the traffic of the Railways Nos. 4 and 5 by this Act authorised or either of them and shall not unnecessarily interfere therewith and shall not cause increased expense to the Company in the working or maintenance of No land of Great Western Company to be taken except for certain works.

A.D. 1884.

the junction or junctions or the substituted junction or junctions as the case may be or the signals works and conveniences connected therewith ;

Company to pay for easement.

(8.) The Company shall pay to the Great Western Company by way of purchase or compensation for the rights and easements to be acquired under the provisions of this Act such an amount as may be agreed upon or in the event of difference as may be determined by arbitration under the provisions of the Lands Clauses Consolidation Act 1845 relating to the purchase of lands otherwise than by agreement ;

Arbitration.

(9.) If any dispute shall arise between the Great Western Company and the Company respecting the matters and provisions aforesaid or any of them such dispute shall be settled by an arbitrator to be agreed upon between the parties or in case of difference to be appointed on the application of either party by the President for the time being of the Institution of Civil Engineers in London the costs of such arbitration to be in the discretion of such arbitrator ;

Saving rights of Great Western Company.

(10.) Nothing in this Act contained shall extend to prejudice diminish alter or take away any of the rights privileges or powers of the Great Western Company otherwise than is by this Act expressly provided.

Railway No. 1 not to be opened for traffic till Railway No. 5 is completed and opened.

21. The Company shall not open for public traffic Railway No. 1 authorised by this Act or any part thereof until they shall have completed and opened for public traffic Railway No. 5 by this Act authorised and Railway No. 5 shall at all times after the opening thereof be maintained by the Company in an efficient state of repair for the conveyance of traffic thereon.

For the protection of the Taff Vale Railway Company as to works.

22. For the protection of the Taff Vale Railway Company (in this section called the Taff Vale Company) the following provisions shall have effect (that is to say) :—

(1) The expression “ the railways of the Taff Vale Company ” in this section shall be deemed and construed to include the railways of the Llantrissant and Taff Vale Junction Railway Company and the Taff Vale Company ;

Company not to enter on lands of Taff Vale Company until plans of proposed works affecting that Company approved.

(2) The Company shall not enter upon or interfere with the railways of the Taff Vale Company or any of the works of the Taff Vale Company or execute any works whatever under or affecting the same until the Company shall have delivered to the Taff Vale Company plans and drawings of such intended works and until those plans and drawings shall have been approved in writing by the principal engineer for the time being of the Taff Vale Company or in the event of his failure for thirty days after the delivery of the plans and drawings to

A.D. 1884.

approve the same until the same shall have been approved by an engineer to be appointed on the application of the Company by the President for the time being of the Institution of Civil Engineers in London and all the intended works shall be executed by the Company at their sole expense in all things according to such approved plans and drawings and to the reasonable satisfaction of the said engineer for the time being of the Taff Vale Company or in case of difference to the reasonable satisfaction of an engineer to be appointed by the said President ;

- (3) In constructing Railway No. 1 by this Act authorised through over or under the railway and works of the Taff Vale Company the Company shall not without the previous consent in writing of the engineer of the Taff Vale Company deviate more than twenty yards from the centre line shown on the deposited plans where the said Railway No. 1 crosses the railways of the Taff Vale Company ;
- (4) Where the Railways Nos. 1 6 and 7 by this Act authorised form a junction with the railways of the Taff Vale Company the Company shall not without the consent of the engineer of the Taff Vale Company deviate more than twenty yards from the centre line shown on the deposited plans ;
- (5) The said Railway No. 1 where the same is intended to cross over the railway of the Taff Vale Company shall be carried over that railway by means of a bridge of a span of not less than twenty-six feet on the square and having a headway of not less than fourteen feet three inches above the surface of the rails and the said Railway No. 1 where it will cross under the railway of the Taff Vale Company shall be carried under the same by an archway or bridge constructed so as to leave over the same a clear width of not less than twenty-six feet between the parapets and such crossings of the railways of the Taff Vale Company shall be effected in such a manner as not to injure the stability of the railways and works of the Taff Vale Company Provided that if at any time hereafter the Taff Vale Company require to widen their railway for more than two lines of rails they may alter the said bridges for that purpose in accordance with plans and drawings submitted to and approved by the engineer of the Company or by an engineer to be appointed by the President for the time being of the Institution of Civil Engineers in London as herein-before provided ;
- (6) The Company shall bear and on demand pay to the Taff Vale Company the reasonable expense of the employment by them of a sufficient number of inspectors signalmen or watchmen to be appointed (if necessary) by them for watching their railways

Limiting deviation of Railway No. 1 at crossing of Taff Vale Railway.

Limiting deviation of Railways Nos. 1 6 and 7 at junctions with Taff Vale Railway.

As to bridges carrying Railway No. 1 across the Taff Vale Railway.

Company to pay to the Taff Vale Company expenses of

A.D. 1884.

—
watchmen
during con-
struction of
works.

Bridge carry-
ing Railway
No. 1 under
railway of
Taff Vale
Company to
be the pro-
perty of that
Company.

Damages
sustained by
Taff Vale
Company to
be repaid by
Company.

Maintenance
of works
affecting the
railways of
Taff Vale
Company.

and works and the conduct of the traffic thereon during the making of the said Railway No. 1 where it will cross the railways and works of the Taff Vale Company and for preventing as far as may be all interference obstruction danger and accident from any of the operations or from the acts or defaults of any person or persons in the employ of the Company ;

- (7) The archway or bridge constructed by the Company and the incidental works connected therewith for carrying Railway No. 1 by this Act authorised under the railways of the Taff Vale Company shall from and after the completion thereof and subject and without prejudice to the duty and obligation of the Company for ever thereafter at their own expense to uphold and maintain the same in good and sufficient repair be the property of the Taff Vale Company and be deemed to be part of the structure of the said railways Provided that if at any time hereafter the Company require to alter the said archway or bridge or incidental works or any part thereof they may alter the same in accordance with plans and drawings submitted to and approved by the engineer of the Taff Vale Company or by an engineer appointed by the President for the time being of the Institution of Civil Engineers in London as herein-before provided ;
- (8) Notwithstanding anything in this Act contained the Company shall from time to time be responsible for and make good to the Taff Vale Company all losses costs damages and expenses which may be occasioned to them or any of their works or property or to the traffic on their railways or to any Company or persons using the same by reason of the failure of any of the intended works or of any act default or omission of the Company or of any persons in their employ or of their contractors and the Company shall effectually indemnify and hold harmless the Taff Vale Company from all claims and demands upon or against them by reason of such execution or failure and of any such failure act default or omission ;
- (9) The Company shall at their sole expense at all times maintain the bridges and other works by which any of the railways by this Act authorised shall be carried over or under any of the railways of the Taff Vale Company in substantial repair and good order and condition to the reasonable satisfaction in all respects of the principal engineer for the time being of the Taff Vale Company and if and whenever the Company fail so to do then after one month's notice in writing from the Taff Vale Company for that purpose or in case of urgency without any notice whatever the Taff Vale Company may make and do in

A.D. 1884.

and upon as well the lands of the Company as their own lands all such works and things as shall be requisite in that behalf for ensuring such repair and the sum from time to time certified by the principal engineer of the Taff Vale Company to be the amount of the expenditure reasonably incurred in that behalf shall be repaid to them by the Company and in default of full repayment the amount due may be recovered with costs by the Taff Vale Company from the Company in any court of competent jurisdiction ;

(10) In constructing or maintaining the railways or altering the archway or bridge before referred to or the incidental works connected therewith the Company shall not in any way obstruct or interfere with the traffic passing along the railways of the Taff Vale Company and if by reason of any works or proceedings of the Company there shall be any unnecessary obstruction of or interference with the railways of the Taff Vale Company or either of them so as to impede or prevent the convenient passage of engines and carriages along such railways or either of them the Company shall pay to the Taff Vale Company the sum of twenty pounds per hour during which any such obstruction of or interference with either of such railways shall continue ;

Company not to interfere with traffic on Taff Vale Railway.

(11) Except for the purpose of constructing Railway No. 1 across and for joining Railways Nos. 1 6 and 7 with the Taff Vale Company's railways nothing in this Act shall empower the Company to take or acquire any land of the Taff Vale Company or to alter vary or interfere with the railways of that Company or with any of the works thereof without the consent in writing in every instance for that purpose first had and obtained of the Taff Vale Company under their common seal and with respect to any lands of the Taff Vale Company which the Company are by this Act authorised to purchase take use enter upon or interfere with for the purposes of such crossings and junctions the Company shall not purchase or take any greater or other estate or interest in any such lands than an easement or right of using such lands in perpetuity for the purposes for which but for this enactment the Company might purchase and take the same and the provisions of this Act and of the Acts incorporated with this Act shall be construed and shall apply accordingly and the Taff Vale Company may at any time or times hereafter should it be necessary for them to do so alter or remove the junctions or either of them by this Act authorised with their railways and substitute a new junction or junctions therefor but so as such alteration or removal or substituted junction or junctions as the case may be shall not stop the traffic of the Railways Nos. 1 6 and 7 by this Act authorised or either of them and shall not

Easements only to be taken over land of Taff Vale Company for certain works.

A.D. 1884.

unnecessarily interfere therewith and shall not cause increased expense to the Company in the working or maintenance of the junction or junctions or the substituted junction or junctions as the case may be or the signals works and conveniences connected therewith ;

Company to pay for easement.

(12) The Company shall pay to the Taff Vale Company by way of purchase or compensation for the rights and easements to be acquired under the provisions of this Act such an amount as may be agreed upon or in the event of difference as may be determined by arbitration under the provisions of the Lands Clauses Consolidation Act 1845 relating to the purchase of lands otherwise than by agreement ;

Arbitration.

(13) If any dispute shall arise between the Taff Vale Company and the Company respecting the matters and provisions aforesaid or any of them such dispute shall be settled by an arbitrator to be agreed upon between the parties or in case of difference to be appointed on the application of either party by the President for the time being of the Institution of Civil Engineers in London the costs of such arbitration to be in the discretion of such arbitrator ;

Saving rights of Taff Vale Company.

(14) Nothing in this Act contained shall extend to prejudice diminish alter or take away any of the rights privileges or powers of the Taff Vale Company otherwise than is by this Act expressly provided.

As to purchase of Forest House.

23. The house known as Forest House with the sixty acres or thereabouts of land attached thereto in the parish of Llantwit Fardre in the county of Glamorgan belonging or reputed to belong to Tudor Crawshay shall and may be purchased by the Company before the commencement of any works under the authority of this Act upon any part of the said property and the purchase money or other consideration for the same shall be such as may have been agreed upon between the Company and the said Tudor Crawshay or as in default of agreement may be settled by arbitration in accordance with the provisions of the Lands Clauses Consolidation Act 1845 and the Acts amending the same.

For the protection of the Rhondda Junction Welsh Coal Company Limited.

24. For the protection of the Rhondda Junction Welsh Coal Company Limited (herein-after referred to as "the coal company") the following provisions shall unless otherwise agreed between the coal company and the Company have effect (that is to say) :—

(1) Notwithstanding anything shown on the deposited plans and sections the Railway No. 1 by this Act authorised shall be constructed on an open viaduct with such spans as may be agreed or settled by arbitration between the distances measured respectively along the line thereof as shown on the deposited plans of

seventeen miles one furlong and three chains and seventeen miles one furlong and nine chains ; A.D. 1884.

(2) The openings of such viaduct shall not at any time be built up or obstructed and the piers or supports for carrying the same shall be so placed as to interfere as little as may be with the existing tramways or adit of the coal company or the construction of sidings or levels by the coal company ;

(3) The Company shall construct the said viaduct so that a not less headway shall be afforded thereunder at all points than fifteen feet above the present surface of the ground except for a distance of eighty feet at the southernmost end thereof where the headway may be eight feet above such present surface ;

(4) The Company shall not during the construction or subsequent repair of the railway interfere with any of the sidings or works of the coal company more than is absolutely necessary and shall at their own cost and charges during any such necessary interference make temporary accommodation for the traffic from such collieries being conveyed away from the said collieries to the Taff Vale Railway and shall use due diligence and take all reasonable precautions to prevent as far as may be any interruption of the traffic of the coal company or interference with their business ;

(5) The Company shall construct and thereafter maintain a sufficient bridge fifteen feet wide with proper approaches thereto for the purpose of carrying the existing lines of rails of the coal company to their tipping ground over or under the said Railway No. 1 as the coal company shall elect Such bridge shall be constructed at such point as may be agreed or failing agreement be settled by arbitration And if an under-bridge shall have a clear headway throughout of not less than eight feet ;

The approaches to such bridge and the road beneath the same shall be carried out by the Company so as to afford the headway above referred to with as easy an access as practicable from the said existing lines of rails to the tipping ground ;

(6) The Company shall pay the expense properly incurred by the coal company in laying down two lines of tram rails over or under the said bridge as the case may be and over the respective approaches thereto in continuation of the existing lines of the coal company to the tipping ground ;

(7) The Company shall not interfere with the existing lines of rails of the coal company leading to their said tipping ground until the said bridge and approaches have been constructed and completed ;

A.D. 1884.

(8) Any dispute or difference arising between the Company and the coal company under this section shall be determined by an arbitrator to be appointed on the application of either party by the President for the time being of the Institution of Civil Engineers in London.

For protection of Barry Harbour.

25. For the protection of so much of Barry Harbour and the entrance thereto from the Bristol Channel situate between the island of Barry and the mainland as lies to the south-westward of the dock authorised by this Act (herein-after referred to as Barry Harbour) the following provisions shall have effect:

Present depth of Barry Harbour to be maintained.

(1) The Company shall to the satisfaction of the Board of Trade for the time being during the whole time of the construction of the works by this Act authorised and for ever thereafter maintain Barry Harbour at its existing depth and width and in order to provide for flushing Barry Harbour shall construct and maintain sluices in connexion with the dock and shall to the like satisfaction construct and maintain a culvert of sufficient capacity to carry into the western portion of Barry Harbour the land-waters which now discharge there through the low-water channel entering Barry Inlet at the north-eastern corner thereof between Warren Tump and Castle Land Point and shall not without the sanction of the said Board execute any work which may in the opinion of the said Board have the effect of diverting those land-waters from the said culvert Provided that the Company shall not be required by improvement dredging or otherwise to provide any greater depth of water in Barry Harbour than exists at the passing of this Act;

Plan and sections of Barry Harbour to be deposited.

(2) In order to determine the depth and width of Barry Harbour existing at the passing of this Act the Company shall at least one month before the commencement of the dock works or any portion thereof deposit with the Board of Trade a plan and sections of Barry Harbour and of the entrance to the same from the Bristol Channel so far as it is situate between Barry Island and the mainland together with any explanatory matter necessary to elucidate the same and a copy of the same plan and sections shall be deposited with the clerk of the peace for the county of Glamorgan who is hereby required to receive the same and such copy of the said plan and sections shall be deemed to have been deposited in pursuance of an Act passed in the first year of the reign of Her present Majesty intituled An Act to compel clerks of the peace for counties and other persons to take the custody of such documents as shall be directed to be deposited with them under the standing orders of either House of Parliament and the several provisions of

that Act shall so far as applicable apply to such copy as if it were a plan and section directed under the standing orders of Parliament to be deposited with such clerk of the peace. Provided that before the said plan and sections shall be deposited with the said clerk of the peace the Board of Trade may (if they think fit) at the expense of the Company send an officer to the locality to investigate the accuracy thereof;

A.D. 1884.

(3) In case the Company shall make default in maintaining Barry Harbour and its said entrance at the depth and width aforesaid the Board of Trade may from time to time if they think fit after one month's previous notice in writing to the Company of their intention so to do cause the same to be dredged to and maintained at the said depth and width and any costs or expenses incurred by the Board of Trade in such dredging and maintenance shall be a debt due by the Company to the Board of Trade and may be recovered by the said Board accordingly in any court of competent jurisdiction;

Board of Trade may maintain depth of Barry Harbour in default of the Company.

(4) Before the dock works by this Act authorised are commenced the Company shall invest in the Consolidated Three per Cent. per annum annuities or other Government securities in the joint names of Charles Cecil Trevor C.B. assistant secretary of the Harbour Department of the Board of Trade and the chairman of the Company for the time being (in this section called "the trustees") the sum of ten thousand pounds which sum when so invested shall be and continue a fund for the following purposes:

Money to be deposited as security.

(a) In case the Company during the whole time of the construction of the dock works by this Act authorised fail to comply with the provisions of this section with respect to Barry Harbour and its said entrance then the said fund may be applied pursuant to an order of the Board of Trade in or towards the payment of any costs or expenses incurred by the Board of Trade in pursuance of this section;

(b) In case the Company do not within eight years after the passing of this Act complete the said dock works then the said fund may be applied pursuant to an order of the Board of Trade in or towards removing to such an extent as the Board of Trade direct such parts of such works (if any) as are then made but left unfinished or in restoring the site thereof and of the harbour as nearly as may be to its condition at the passing of this Act;

(c) If any balance shall remain in the hands of the trustees after paying all expenses to arise under and incident to this section such balance shall be repaid or re-transferred by the trustees to the Company;

A.D. 1884.

Return of
deposit fund.

Evidence of
Order of
Board of
Trade under
this section.

Interest of
deposit fund
to be paid
to the Com-
pany.

- (5) The Company may at any time after the expiration of two years from the completion of the dock works apply to the Board of Trade for the return of the said sum of money and if and when the Board of Trade are satisfied that the position and arrangements of the Company constitute a sufficient security for the maintenance of the depth and width of Barry Harbour in accordance with the provisions in that behalf contained in this Act the Board of Trade shall by order direct the trustees to repay or re-transfer the said sum of ten thousand pounds to the Company Provided that the Board of Trade may order such return at any earlier period if they think fit and the trustees shall on any such order being made repay or re-transfer the same accordingly to the Company or as the Company may direct ;
- (6) An order of the Board of Trade under this section shall be in writing under the hand of a secretary or assistant secretary of the Board of Trade ;
- (7) The interest or dividends on the securities on which the said sum shall be from time to time invested shall belong to the Company and be paid to them from time to time by the trustees ;
- (8) No personal liability shall attach to the trustees in connexion with or under this Act ;
- (9) In case of the death of the said Charles Cecil Trevor or of any person appointed as herein-after mentioned in his place or in case he shall become unable or unwilling to act as trustee the place of the said Charles Cecil Trevor or of any successor to him shall be supplied by some person appointed by the Board of Trade and every such appointment shall be in writing and signed by a secretary or assistant secretary of the Board of Trade.

Subsidiary
works.

26. Subject to the provisions of this Act the Company may make and maintain in connexion with the dock railways and works or any of them all necessary or convenient graving docks gridirons shipbuilding yards patent slipways shipping places sluices timber ponds stairs sewers drains culverts pipes jetties quays sidings tramways wharves wells landing stages coal tips staiths drops moorings buoys dolphins slips warehouses roads ways approaches sheds buildings cranes lifts and other conveniences and machinery in connexion with the said dock railways and works.

Public
wharves to
be provided.

27. The Company shall retain a part or parts of the margin of the dock hereby authorised of the length or aggregate length of four hundred feet at the least and of the width of one hundred

A.D. 1884.

feet at the least as and for one or more public wharf or public wharves for the landing or loading of goods subject to the provisions of this Act from or on board the vessels using the dock and the Company from time to time as occasion reasonably requires may change the situation of any of such public wharf but not so as to reduce the length or aggregate length or the width of the public wharf or wharves so provided below the length or width by this Act in that behalf prescribed.

28. The Company shall provide and maintain at every public wharf from time to time provided by them cranes and other conveniences proper and sufficient for facilitating the landing and loading of goods thereat for the use of persons who shall subject to the provisions of this Act pay the charges by this Act authorised to be made in respect thereof and shall lay out and maintain a convenient means of access to the respective public wharves from the public highway.

Conveniences to be provided at public wharves.

29. The Company may stop up and extinguish all rights of way over the road numbered on the said Ordnance map 316 in the parish of Merthyr Dovan leading from Holton Fawr to the beach and over the road leading thence along the beach below the cliffs in an easterly direction to or towards the commencement at Mill Cottage of the new road firstly described in and authorised by this Act.

Stopping portion of roadway.

30. The capital of the Company shall be one million and fifty thousand pounds in one hundred and five thousand shares of ten pounds each.

Capital.

31. The Company shall not issue any share created under the authority of this Act nor shall any such share vest in the person or corporation accepting the same unless and until a sum not being less than one-fifth of the amount of such share is paid in respect thereof.

Shares not to be issued until one-fifth paid.

32. One-fifth of the amount of a share shall be the greatest amount of a call and three months at least shall be the interval between successive calls and three-fourths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Calls.

33. If any money is payable to a shareholder being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Receipt in case of persons not sui juris.

34. Subject to the provisions of this Act the Company with the authority of three-fourths of the votes of the shareholders

Power to divide shares.

A.D. 1884.

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

Dividends on half shares.

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

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

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

Terms of issue to be stated in certificates.

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

Half shares to be registered and certificates issued.

38. Forthwith after the creation of any half shares the same shall be registered by the directors and each half share shall bear the same number as the number of the entire share certificate in respect of which it was issued and the directors shall issue certificates of the half shares accordingly and shall cause an entry to be made in the register of the entire shares of the conversion thereof but the directors shall not be bound to issue a certificate of any half share until the certificate of the existing entire share be delivered to them to be cancelled unless it be shown to their

satisfaction that such certificate is destroyed or lost and on any certificate being so delivered up the directors shall cancel it. A.D. 1884.

39. The provisions of the Companies Clauses Consolidation Act 1845 with respect to the forfeiture of shares for non-payment of calls shall apply to all preferred half shares created under the authority of this Act and every such preferred half share shall for that purpose be considered an entire share distinct from the corresponding deferred half share and until any forfeited preferred half share shall be sold by the directors all dividends which would be payable thereon if the same had not been forfeited shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof and of the arrears of calls for the time being due thereon with interest. Forfeiture of preferred shares.

40. No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company. Preferred shares not to be cancelled or surrendered.

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

42. The Company may from time to time borrow on mortgage of the undertaking any sums not exceeding in the whole three hundred and fifty thousand pounds and of that sum they may from time to time borrow any sums not exceeding in the whole one hundred and seventy-five thousand pounds in respect of each five hundred and twenty-five thousand pounds of their capital but no part of either such sum of one hundred and seventy-five thousand pounds shall be borrowed until shares for the whole of the five hundred and twenty-five thousand pounds of capital in respect of which it is to be borrowed are issued and accepted and one half thereof is paid up and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares for the whole of such portion of capital have been issued and accepted and that one half thereof has been paid up and that not less than one-fifth part of the amount of each separate share in such portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof and the Company have proved to such justice as aforesaid before he so certifies that such shares were issued and accepted and to the extent aforesaid paid up bonâ fide and are held by the persons or corporations to whom the same were Power to borrow.

[Ch. cclvii.] *Barry Dock and Railways Act, 1884.* [47 & 48 VICT.]

A.D. 1884. — issued or their executors administrators successors or assigns and that such persons or corporations their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which shall be sufficient evidence thereof.

For appointment of a receiver.

43. The mortgagees of the undertaking may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Debenture stock.

44. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 but notwithstanding anything therein contained the interest of all debenture stock and of all mortgages at any time created and issued or granted by the Company under this or any subsequent Act shall subject to the provisions of any subsequent Act rank *pari passu* without regard to the date of the securities or of the Acts of Parliament or resolutions by which the stock and mortgages were authorised and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

45. All moneys raised under this Act whether by shares debenture stock or borrowing shall be applied only for the purposes of this Act to which capital is properly applicable.

First ordinary meeting.

46. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of directors.

47. The number of directors shall be thirteen (exclusive of Lord Windsor or the director nominated by Lord Windsor and his successors in title) but the Company may from time to time reduce and again increase that number provided that it be never more than thirteen nor less than seven.

Qualification of directors.

48. The qualification of a director shall be the possession in his own right of not less than five hundred shares.

Quorum.

49. The quorum of a meeting of directors shall be seven while the number of directors is ten or more and five while the number of directors is less than ten.

First directors.

50. The Right Honourable Robert George Lord Windsor, David Davies, Crawshay Bailey, George William Griffiths Thomas, John Fry, Thomas Roe Thompson, John Osborne Riches, Lewis

Davis, James Walter Insole, Archibald Hood, John Cory, Edmund Hannay Watts, John Howard Thomas, and David Cooper Scott 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.

A.D. 1884.

51. At that meeting the shareholders present in person or by proxy may either continue in office the said thirteen directors appointed by this Act or any of them or may elect a new body of directors or directors to supply the place of such of the said thirteen directors as shall not be continued in office 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 herein-before contained for varying the number of directors) elect persons to supply the places of the directors then retiring from office agreeably to the provisions of the Companies Clauses Consolidation Act 1845 and the several persons elected at any such meeting being neither removed nor disqualified nor having died or resigned shall continue to be directors until others are elected in their stead in manner provided by the same Act and nothing in this section shall apply to Lord Windsor or the director nominated in accordance with this Act by Lord Windsor or his successors in title.

Election of directors.

52. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed fifteen acres.

Lands for extraordinary purposes.

53. 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 the following periods (that is to say):—

Period for compulsory purchase of lands.

- (A.) As regards lands required for the purposes of the railways three years from the passing of this Act; and
- (B.) As regards lands required for other purposes five years from the passing of this Act.

54. The Company shall not less than eight weeks before they in any one parish take possession of fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers make known their intention to take the same by placards handbills or other general notice placed in public view upon or within a reasonable distance from such houses and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Notice to be given of taking houses of labouring classes.

A.D. 1884.

Power for Company to appropriate lands for the erection of dwelling-houses for the labouring classes.

55. The Company may from time to time if and when they think fit appropriate any lands acquired by them under the powers of this Act and which may not be required for the dock railways or works for the purpose of the erection of dwelling-houses or buildings for persons belonging to the labouring classes whose dwellings may be required for the works by this Act authorised and before displacing any person or persons belonging to the labouring classes who may for the time being be the occupier or occupiers of any house or part of any house which the Company are by this Act authorised to acquire the Company shall procure sufficient accommodation elsewhere for such person or persons unless the Company and such person or persons otherwise agree. Provided always that if any question shall arise as to the sufficiency of such accommodation the same shall be determined by a justice.

Power to take easements &c. by agreement.

56. Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release lands may if they think fit subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act 1860 and of this Act grant to the Company any easement right or privilege not being an easement of water required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Construction of branch railways and sidings.

57. The Company may from time to time enter into and carry into effect agreements with any owner or lessee of lands or colliery works adjoining or near to the railway as to the construction management maintenance working and use of branch railways or sidings on lands belonging to them to be connected with the railways of the Company and the provision of funds for that purpose.

Power to lease warehouses &c.

58. Notwithstanding anything contained in the Harbours Docks and Piers Clauses Act 1847 the Company may from time to time lease or grant the use or occupation of any warehouses buildings wharves yards landing stages coal tips staiths cranes machines or other conveniences provided by them for the purposes of this Act or of any other Acts relating to the Company for such period or periods not exceeding five years at such rents and on such terms and conditions as shall be agreed between the Company and the corporations companies or persons taking the same.

Power to grant building and improved leases.

59. The Company from time to time may grant leases for such term or terms as they may think fit of any of the lands of the Company not required or likely to be required for the purposes of the works by this Act authorised to any persons corporations or

companies (such corporations or companies being capable at law to accept such leases) who shall covenant to improve such lands by laying out money in the construction or erection of graving docks gridirons patent slipways warehouses shipbuilding yards sheds houses or other buildings thereon calculated to promote the business of the dock and they may also grant to such lessees the use during their respective leases of such waterway quay room and wharfage room and other easements as may be requisite or convenient for the purpose of the trade or business to be carried on in or at the warehouses buildings or works to be erected or constructed by such lessees.

A.D. 1884.

60. Every such lease shall be made without fine and may be made with and subject to such exceptions reservations yearly or other rents or payments covenants conditions powers and provisions whatsoever as the parties thereto mutually agree on Provided always that by every such lease due provision shall be made for securing the payment performance and observance by the lessees thereunder of the rent (if any) covenants and provisions in and by the same respectively reserved and contained and on their part to be respectively paid performed and observed Provided also that a duplicate or counterpart of every such lease shall be executed by the lessees therein named and be delivered to the Company.

Terms and conditions of such leases.

61. Anything in the Lands Clauses Consolidation Act 1845 to the contrary notwithstanding the Company shall not be bound to sell or dispose of any lands which may be included in any such lease or the reversion thereof.

Company not to be bound to sell lands demised.

62. And whereas it may happen that portions only of certain houses buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the Company and that such portions may be severed from the remainder of the said properties without material injury thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and persons interested in the properties described in the First Schedule to this Act whereof parts only are required for the purposes of this Act may (if such portions can in the judgment of the jury arbitrators or other authority assessing or determining the compensation under that Act be severed from such properties without material injury thereto) be required to sell and convey to the Company the portions only of the house building or manufactory (as the case may be) required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof or other parties interested therein by severance or otherwise.

Owners may be required to sell parts only of certain lands and buildings.

A.D. 1884.
 Railway
 deposit fund
 not to be
 repaid except
 so far as
 railway
 opened &c.

63. Whereas pursuant to the standing orders of both Houses of Parliament and to an Act passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty chapter twenty there have been deposited with the Chancery Division of the High Court of Justice in England in respect of the application to Parliament for this Act a sum of thirty-six thousand one hundred and seven pounds and also a sum of twenty-one thousand two hundred and seventy-eight pounds making together the sum of fifty-seven thousand three hundred and eighty-five pounds of which the said sum of thirty-six thousand one hundred and seven pounds represented five per centum upon the amount of the estimate in respect of the railways originally proposed to be authorised by the Bill for this Act And whereas Railway No. 8 as originally proposed is not authorised by this Act and seven thousand eight hundred pounds (part of the said sum of thirty-six thousand one hundred and seven pounds before mentioned) is attributable to that railway And whereas the sum of twenty-eight thousand three hundred and seven pounds being the balance of the said sum of thirty-six thousand one hundred and seven pounds is equal in value to five per centum on the amount of the estimate of the railways by this Act authorised and in this Act referred to as "the railway deposit fund" And whereas the said sum of twenty-one thousand two hundred and seventy-eight pounds (in this Act referred to as "the dock works deposit") represents four per centum upon the amount of the estimate in respect of the works other than the railways authorised by this Act Be it enacted that notwithstanding anything contained in the said recited Act the railway deposit fund shall not be paid or transferred to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them (which persons survivors or survivor are or is in this Act referred to as "the depositors") unless the Company shall previously to the expiration of the period limited by this Act for completion of the railways open the railways for the conveyance of public traffic Provided that if within such period so limited for the completion of the railways the Company open any portion of the railways for the conveyance of public traffic then on production of a certificate of the Board of Trade specifying the length of the portion of the railways opened as aforesaid and the portion of the railway deposit fund which bears to the whole of the railway deposit fund the same proportion as the length of the railways so opened bears to the entire length of the railways the Court shall on the application of the depositors order the said portion of the railway deposit fund so specified in such certificate as aforesaid to be transferred to the depositors or as the depositors shall direct and any such certifi-

cate as aforesaid of the Board of Trade shall if signed by the secretary or by an assistant secretary of the said Board be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the recited Act to the contrary notwithstanding.

A.D. 1884.

64. If the Company do not previously to the expiration of the period limited by this Act for the completion of the railways complete and open the same as aforesaid then and in every such case the railway deposit fund or so much of the said fund as shall not have been transferred to the depositors shall be applicable and after due notice in the "London Gazette" shall be applied towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof respectively or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act for the purposes of the railways and for which injury or loss no compensation or inadequate compensation shall have been paid and shall be distributed in satisfaction of such compensation aforesaid in such manner and in such proportions as to the Court may seem fit and if no such compensation shall be payable or if a portion of the railway deposit fund shall have been found sufficient to satisfy all just claims in respect of such compensation then the railway deposit fund or such portion of the said fund as may not be required as aforesaid shall either be forfeited to Her Majesty and shall accordingly be transferred to or for the account of Her Majesty's Exchequer in such manner as the Court thinks fit to order on the application of the Solicitor to Her Majesty's Treasury and shall be carried to and form part of the Consolidated Fund of the United Kingdom or in the discretion of the Court if the Company is insolvent and has been ordered to be wound up or a receiver has been appointed shall wholly or in part be transferred to such receiver or to the liquidator or liquidators of the Company or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof Provided that until the railway deposit fund shall have been retransferred to the depositors or shall have become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

Application
of deposit.

65. On the application of the depositors in a summary manner at any time after the passing of this Act the Chancery Division may and shall order that the sum of seven thousand eight hundred pounds herein-before mentioned and "the dock works deposit" and

Release of
dock works
deposit and
portion of
railway
deposit.

A.D. 1884. — any interest thereon shall be repaid to the depositors or to any other person or persons whom the depositors may appoint on their behalf.

Period for completion of works.

66. If the respective works by this Act authorised are not completed within the respective periods herein-after mentioned then on the expiration of those respective periods the powers by this Act granted to the Company for making and completing the respective works or otherwise in relation thereto shall cease to be exercised except as to so much thereof as is then completed (that is to say) :—

- (A) As regards the railways five years from the passing of this Act; and
- (B) As regards the dock eight years from the passing of this Act.

Tolls.

67. The Company may demand and take in respect of the use of the railways any tolls not exceeding the following (that is to say) :—

In respect of passengers conveyed on the railways :

Class 1. For every person conveyed in a first-class carriage per mile twopence ;

Class 2. For every person conveyed in a second-class carriage per mile one penny halfpenny ;

Class 3. For every person conveyed in a third-class carriage per mile one penny ;

In respect of animals conveyed on the railways :

Class 4. For every horse mule or ass or other beast of draught or burden conveyed in or upon any carriage per mile twopence ;

Class 5. For every ox cow bull or neat cattle conveyed in or upon any carriage per mile one penny halfpenny ;

Class 6. For every calf pig sheep or lamb or other small animal conveyed in or upon any carriage per mile one halfpenny ;

In respect of goods conveyed on the railways :

Class 7. For all coals ironstone and iron ore per ton per mile one halfpenny ;

Class 8. For all pig iron bar iron and all other similar descriptions of iron and iron castings not manufactured into utensils or other articles of merchandise coke culm slack cannel cinders lime limestone sand chalk dung compost and all sorts of manure and all undressed materials for the repair of highways clay undressed stones for building pitching and paving bricks tiles common slates fire-clay

charcoal bats copper tin lead and other ores per ton per mile one penny; A.D. 1884.

Class 9. For all sugar grain corn flour potatoes hides (dried and salted) dyewoods timber staves and deals metals (except iron) tinned plates nails anvils vices hoop iron sheet iron and chains per ton per mile twopence;

Class 10. For lace furs silk drapery millinery china glass cotton wool manufactured goods drugs and all other wares merchandise fish articles matters or things per ton per mile threepence;

In respect of carriages conveyed on the railways:

Class 11. For every carriage of whatever description not being a carriage adapted and used for travelling on a railway and not weighing more than one ton carried or conveyed on a truck or platform belonging to the Company if having more than two wheels per mile fourpence and if having only two wheels per mile threepence and for every additional quarter of a ton up to four tons which any such carriage weighs one penny per mile in addition if such carriage have more than two wheels and three farthings per mile in addition if the same have only two wheels.

68. For carriages supplied by the Company the Company may (in addition to the other tolls by this Act authorised) demand and take for or in respect of goods articles matters or things persons or animals comprised in either of the classes herein-before specified any tolls not exceeding the tolls next herein-after mentioned in connexion with the class in which such goods articles matters or things persons or animals are respectively comprised (to wit):—

Tolls for carriages &c.

- For class 1 for each person per mile one penny;
- For class 2 for each person per mile three farthings;
- For class 3 for each person per mile one halfpenny;
- For class 4 for each animal per mile one penny;
- For class 5 for each animal per mile one penny;
- For class 6 for each animal per mile one halfpenny;
- For class 7 per ton per mile one-eighth of one penny;
- For class 8 per ton per mile one-eighth of one penny;
- For class 9 per ton per mile three farthings;
- For class 10 per ton per mile one penny;
- For class 11 for each carriage per mile twopence.

69. The tolls which the Company may demand for the use of engines for propelling carriages on the railways shall not exceed three-eighths of one penny per ton per mile for coals iron ore and iron or one penny per mile for each passenger or animal or for

Tolls for propelling power.

A.D. 1884.	each ton of goods other than coals iron ore and iron in addition to the several other tolls or sums by this Act authorised to be taken.
Regulations as to tolls.	70. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act (that is to say) :—
Short distances.	For all passengers animals or goods conveyed on the railways for a less distance than three miles the Company may demand tolls and charges as for three miles ;
Fractional parts of a mile.	For a fraction of a mile beyond three miles or beyond any greater number of miles the Company may demand tolls and charges on animals and goods for such fraction in proportion to the number of quarters of a mile contained therein and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile ;
Fractional parts of a ton.	For the fraction of a ton the Company may demand tolls 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 ;
General weight.	With respect to all articles except stone and timber the weight shall be determined according to the Imperial avoirdupois weight ;
Weight of stone and timber.	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.
Tolls for small parcels and articles of great weight.	71. With respect to small parcels not exceeding five hundred pounds in weight and single articles of great weight notwithstanding anything in this Act the Company may demand and take any tolls not exceeding the following (that is to say) :— For the carriage of small parcels on the railways :— For any parcel not exceeding seven pounds in weight three-pence ; For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight fivepence ; For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight sevenpence ; For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight ninepence ; For any parcel exceeding fifty-six pounds but not exceeding one hundredweight three shillings and for every additional one hundredweight beyond one hundredweight up to five hundredweight ninepence ;

Provided always that articles sent in large aggregate quantities although made up in 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.

A.D. 1884.

For the carriage on the railways of single articles, of great weight:—

For the carriage of any single thing the weight of which including the carriage exceeds four tons but does not exceed eight tons the Company may demand and take any sum not exceeding sixpence per ton per mile;

For the carriage of any single thing the weight of which including the carriage exceeds eight tons the Company may demand and take any sum they think fit.

72. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railways including the tolls for the use of the railways and for carriages and locomotive power and every other expense incidental to such conveyance shall not exceed the following (that is to say):—

Maximum rates for passengers

For every passenger conveyed in a first-class carriage the sum of threepence per mile;

For every passenger conveyed in a second-class carriage the sum of twopence per mile;

For every passenger conveyed in a third-class carriage the sum of one penny per mile.

73. The maximum rate of charge to be made by the Company for the conveyance of animals and goods (except such small parcels and single articles of great weight as aforesaid) on the railways including the tolls for the use of the railways and for waggons or trucks and locomotive power and for every other expense incidental to the conveyance except a reasonable charge for loading and unloading of goods at any terminal station in respect of such goods and for delivery and collection and any other service incidental to the business or duty of a carrier (where any such service is performed by the Company) shall not exceed the following sums (that is to say):—

Maximum rates for animals and goods.

Class 4. For each animal fourpence per mile;

Class 5. For each animal twopence per mile;

Class 6. For every calf or pig one penny per mile and for every other small animal three farthings per mile;

Class 7. For coals (conveyed on the railway for a distance not exceeding fourteen miles) one penny per ton per mile For coals (conveyed on the railway for a distance exceeding fourteen miles) three-fourths of one penny per ton per mile;

Class 8. One penny halfpenny per ton per mile;

A.D. 1884.

Class 9. Threepence per ton per mile ;

Class 10. Fourpence per ton per mile ;

Class 11. For every carriage if having more than two wheels and not weighing more than one ton and a half sixpence and one penny halfpenny for every additional quarter of a ton and if having only two wheels fourpence per mile and one penny for every additional quarter of a ton ;

Provided also that when a separate waggon or truck shall be retained by one person for the conveyance only of cattle or sheep belonging to him or under his charge the aggregate of the tolls to be paid for such waggon or truck capable of containing six oxen or twenty-five sheep and not containing more than that number shall not exceed ninepence per mile.

Passengers
luggage.

74. Every passenger travelling upon the railways 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.

Terminal
station.

75. No station shall be considered a terminal station in regard to any goods conveyed on the railways unless such goods have been received thereat direct from the consignor or are directed to be delivered thereat to the consignee.

Foregoing
charges not
to apply to
special
trains.

76. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railways in respect of which the Company may make such charges as they think fit but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers and goods upon the railways.

Company
may take
increased
charges
by agree-
ment.

77. Nothing in this Act shall prevent the Company from taking any increased charges over and above the charges by this Act limited for the conveyance on the railways of animals or goods of any description by agreement with the owners or persons in charge thereof either by reason of any special service performed by the Company in relation thereto or in respect of the conveyance of animals or goods (other than small parcels) by passenger trains.

Rates pay-
able on
vessels using
the dock.

78. The Company may from time to time demand and take for or in respect of every vessel entering or resorting to or using the dock by this Act authorised any sum not exceeding the rates mentioned in the Second Schedule to this Act annexed (herein-after referred to as "dock tonnage rates") which rates shall be paid at the time of such vessel's entry inwards or clearance or discharge outwards as the Company may require and the Company may from

time to time demand and take for or in respect of every vessel which shall not use or enter the dock but which shall receive or deliver passengers animals goods minerals or things at or upon or shall otherwise use any wharf quay pier jetty embankment break-water cut or channel or other work constructed by the Company under the powers of this Act or any lands of the Company connected therewith the rates mentioned in the same schedule for vessels not entering the dock.

79. The Company may from time to time demand and take for all animals and goods mentioned in the Third Schedule to this Act which shall be shipped or unshipped received or delivered whether on any works of the Company or into any other vessel within the dock works any sums not exceeding the several rates specified in the said Third Schedule and as to all such goods as shall not be specified in the said schedule the Company may demand and take 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 or consignee of the goods.

Rates payable on goods.

80. The Company may from time to time demand and take for every passenger embarking or disembarking within the dock works or at any pier jetty or other work of the like nature constructed under the provisions of this Act any sum not exceeding twopence.

Rates on passengers:

81. Where any vessel using the dock and whether or not any dock tonnage rates have previously been paid or payable to the Company in respect of the vessel remains in the dock more than three weeks after the time of going into the dock there shall be payable and paid to the Company by the master or owner of every such vessel according to the tonnage or burden thereof a further rate of one penny per ton register for every week or fraction of a week during which the vessel remains in the dock beyond the three weeks in addition to the dock tonnage rates.

As to vessels remaining in dock beyond three weeks.

82. The Company if and when they think fit may remit or return the whole or any part of any rates in respect of any vessel or goods shown to their satisfaction to have been wrecked spoiled or damaged and may remit or return the whole or any part of any rates under any other circumstances which in their judgment make the remission or return reasonable and just so as the claim for the remission or return be made and substantiated to the satisfaction of the Company within such time as under the circumstances they deem reasonable Provided that any such exemption or remission shall be made equally to all persons in respect of all vessels falling within the same class or description or carrying the same description of cargo and in the like circumstances.

Power for Company to remit rates.

A.D. 1884.

Ballast
rates.

83. All ballast to be discharged or removed from or put into any vessel within or at the docks and all services in relation to the stowing and trimming thereof shall if and when the Company so order or direct be discharged or removed or performed by the Company and the Company shall and may demand and receive from the master or owner of such vessel for such services such reasonable rates as they may from time to time order or direct not exceeding in any case where specific rates are prescribed by this Act the amount named in the Fourth Schedule to this Act annexed and where no specific rates are so prescribed such reasonable rates and sums of money as the Company shall from time to time order or direct and all ballast removed or discharged upon any of the premises of the Company shall be and become their absolute property.

Charges on
shipment
and weigh-
ing of coals
&c.

84. The Company may in addition to any other sums which they are by this Act authorised to demand charge—

For the shipment by the Company of coals coke or culm by means of drops or staiths shipping machines or appliances or other machinery works or conveniences 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 any sum not exceeding one farthing per ton ;

For the use in other cases of staiths drops shipping machines or appliances or other like machinery works or conveniences such reasonable rates as the Company from time to time determine.

Power for
Company to
charge for
services in
shipping and
unshipping
&c. goods at
dock.

85. The Company from time to time may (subject as hereinafter mentioned) make such reasonable charges as they think fit for services rendered by them in respect of shipping unshipping landing re-landing housing unhousing handling weighing coopering packing cording tying marking numbering labelling lettering sorting lotting tearing filling sewing bagging sampling piling unpling watching loading unloading protecting delivering and repairing goods and for preparing and furnishing certificates of weights or contents and supplying water and for use of tramways and other works and for any other accommodation or service of whatever kind rendered by them with respect to vessels and with respect to goods shipped or unshipped or warehoused or deposited at their dock quays or works and the Company may when requested render any such services if they think proper Provided always that for the use of their cranes or shearlegs and for taking off and putting on tops it shall not be lawful for the Company to demand and take any sums exceeding those specified in the Fourth Schedule to this Act And provided also that where goods are landed by the Company upon or over

the quays of the Company they shall be responsible to the owners thereof for a period of twenty-four hours from the time of such landing for any loss or damage (fire storm or tempest or other inevitable accident excepted) which may accrue thereto but where goods are landed by the owners the Company shall not be so responsible.

A.D. 1884.

86. The Company may from time to time demand and take for the use of their graving docks gridirons ship-building yards patent slipways moorings buoys and slips from the owner or master of each vessel or craft using the same such rates and sums respectively as the Company shall from time to time reasonably appoint.

Rates for repairing slips.

87. In addition to any other tolls and charges by this Act authorised the Company may from time to time demand and take for the use of sidings belonging to them and other works and conveniences connected therewith from the persons or companies using the same such reasonable tolls and charges as the Company may from time to time appoint not exceeding twopence per waggon per day after such waggon shall have been standing on such siding for three consecutive days (Sundays excepted).

Charges for sidings.

88. If default be made in payment to the Company of any rent or charge with respect to any goods at on or in the dock quays yards warehouses or other works of the Company the Company (first paying the Customs duties and Inland Revenue duties (if any) due and payable thereon) may detain and sell the goods or any part thereof and after detaining the amount so paid may retain for themselves the rent or charges so due and payable to them and the expenses of detention and sale rendering on demand the surplus (if any) of the proceeds of sale and such (if any) of the goods as remain unsold to the person appearing to them to be entitled thereto Provided that the Company if they do not sell the goods or if the proceeds of the sale thereof be insufficient may recover the amount of the rents charges and expenses due and payable to them or the balance thereof in any court of competent jurisdiction.

Power for Company to recover rents and charges for goods by sale &c.

89. Provided that (except with respect to goods of a perishable nature which in the judgment of the Company would be materially lessened in value by being retained by them) the Company shall not so sell any goods until after the expiration of six months after the time at which the goods are unshipped or delivered at their dock quays yards warehouses or other works.

Restrictions as to time of sale by Company for recovery of charges.

90. The Company may if they think fit sell any goods of a perishable nature deposited and lodged with them at any time when in their judgment the goods would be materially lessened in value

Sale of perishable goods for freight.

A.D. 1884.

by being retained by them and whether or not they have notice of the non-payment of freight or other charges claimed on the goods or notice to retain the same.

Application of proceeds of sale of perishable goods for freight.

91. When the Company so sell any such perishable goods they shall apply the proceeds of the sale in the first place in payment of the Customs duties and Inland Revenue duties (if any) payable in respect of the goods and in the next place in payment of the rates rents and charges due and payable to the Company in respect thereof and the expenses of the sale rendering on demand the surplus (if any) of the proceeds and the unsold goods (if any) to the person appearing to them to be entitled thereto.

Company may give certificates of deposited goods and warrants for delivery of goods.

92. The Company from time to time at the request of any person warehousing or depositing any goods in any warehouse or upon or in any of the quays wharves or yards of the Company specially appropriated for the purpose or entitled to any goods so warehoused or deposited may if the Company think fit issue and deliver to him a certificate of such goods having been so warehoused or deposited or a warrant for the delivery of such goods or of any part thereof to be specified in such warrant.

Effect of certificate or warrant.

93. Every such certificate or warrant shall be deemed to be a document of title to the goods specified therein and shall be transferable by indorsement and any holder of such certificate or warrant whether the person named therein or the indorsee thereof shall have the same right to the possession and property of such goods as if they were deposited in his own warehouse.

Effect to be stated on face of certificate or warrant.

94. Every such certificate or warrant shall state on the face thereof the effect of the preceding section and that it is issued under the powers of this Act.

Certificate or warrant not to be given till freight rates &c. paid.

95. No such certificate or warrant shall be given unless and until all liens and claims for freight and all other liens or claims whatsoever to which the goods were liable while on board any vessel and before the warehousing or depositing of the same and of which the Company have had notice in writing and all rates rents charges and expenses payable to the Company with respect to the warehousing or depositing of the goods or for services performed by the Company in respect thereof are paid or discharged.

Warrant not to be given till certificate given up.

96. Before a warrant for the delivery of all or any goods specified in a certificate is issued by the Company the certificate shall be delivered to them to be cancelled. Provided that if the warrant be for the delivery of part only of the goods the Company shall issue to the person so delivering up the certificate a new certificate with respect to the goods not specified in the warrant.

97. All certificates delivery warrants transfer certificates and other documents relating to goods in the custody of the Company or to the management of the business of their dock being signed and issued by any officer duly authorised in that behalf shall be effectual in law and binding on the Company and all other parties interested without any other signature and without any seal.

A.D. 1884.

Warrants &c.
signed by
duly autho-
rised officers
sufficient.

98. In addition to the byelaws which may be made under the provisions with respect to the byelaws to be made by the undertakers of the Harbours Docks and Piers Clauses Act 1847 incorporated with this Act the Company may from time to time make alter and repeal such byelaws as they think fit with reference to all or any of the following purposes (that is to say) :—

Power for
Company to
make bye-
laws as to
dock quays
&c.

The order and precedence of vessels of different classes passing into or out of the dock and works of the Company ;

The management control and regulation of the dock and works and of goods wares merchandise cattle carts carriages and other vehicles using or passing over or frequenting or resorting to the dock or any of the works conveniences or lands of the Company connected with their dock works the control and regulation of vessels and boats using or resorting to the dock and with reference to the discharge and tipping of ballast and other matters ;

which byelaws may be enforced in the same manner as byelaws made by the Company under the Harbours Docks and Piers Clauses Act 1847 Provided that they shall not have any force or effect until they shall have been approved by the Board of Trade.

99. With regard to the management use and regulation of the dock and works of the Company and the regulation and control of vessels resorting thereto the Company may have and exercise the following powers :—

Further
general
powers of
control and
management.

- (1) Subject to the right of the owner or master of any vessel to employ his crew in the performance of any of the services herein-after mentioned the Company may if and when they think fit employ any tugs boatmen riggers hobblers and other proper persons for the purpose of effectually and speedily working any vessel within the limits of the dockmaster's authority or within or into or out of the dock or for removing any such vessel from time to time from any place in the dock to any other place in the dock in such manner as they may consider will best effect the purposes aforesaid and the master or owner of any such vessel shall on demand pay to the Company such reasonable sum in respect of any such service as the Company may demand.

A.D. 1884.

- (2) For the better navigation of vessels in the dock and within the limits of the dockmaster's authority and for the use and accommodation of vessels frequenting the dock the Company may from time to time license such number of boatmen riggers hobblers and other proper persons for such periods yearly or otherwise and on such terms and conditions as they may think fit and may charge such sum for every such license at a rate not exceeding five shillings per annum as they may think fit Provided always that the Company may at any time revoke any such license by reason of the misconduct or inefficiency of the person holding the same Provided also that nothing in this Act shall entitle such boatmen riggers hobblers and other persons to act as pilots or to supersede or take the place of any licensed pilot Provided also that nothing in this Act shall interfere with any existing rights of pilots or pilotage.
- (3) Whenever any delay which in the opinion of the dockmaster is unnecessary or inconvenient shall take place in the working or removing any vessel within the limits of the dockmaster's authority or in the discharging or loading and trimming or in any service necessary to be performed in connexion with any vessel or cargo of such vessel either from the inadequacy or improper conduct of the persons employed or from the negligence or default of the master or person in charge of such vessel the Company may employ a sufficient number of suitable persons to work or remove or to discharge or load or perform any service in connexion with any vessel or the cargo of such vessel or to assist in working or removing discharging or loading or trimming the same and the master or owner of such vessel shall on demand pay to the Company such reasonable sum for any or every of such services as the Company may demand and the master or person in charge of such vessel who shall not properly clear the deck of his vessel by stowing away all such articles as may impede the delivery or loading of the cargo thereof upon being required so to do by the dockmaster shall for every such offence be liable to a penalty not exceeding five pounds.
- (4) The Company may by agreement with the owner consignor or consignee of any coal coke culm steel iron iron ore or other ore timber goods wares and merchandise to be shipped into or unshipped from any vessel in the dock or with the owner or master of any vessel disembark discharge and land weigh ship put on board and trim such coal coke culm steel iron iron ore or other ore timber goods wares and merchandise and may recover and receive for all or any of such services and for any

other work labour or service performed by the Company in respect of such coal coke culm steel iron iron ore or other ore timber goods wares or merchandise and for the use of any shipping loading trimming or discharging appliances works or conveniences such reasonable rates as may be agreed upon between the Company and such owner consignor consignee or master respectively as though the same were tonnage rates payable under this Act.

A.D. 1884.

100. The Company may make such reasonable charge in respect of water supplied by them to any vessel as they may from time to time order or direct so that such charge shall in no case exceed the sum of one shilling per one hundred gallons and such charge in respect of water supplied to any such vessel shall on demand be paid by the master or owner of such vessel to the Company.

Supply of water to vessels.

101. The Company may in connexion with the dock appoint meters and weighers and they may also appoint from time to time such dockmasters constables and other officers as they may think fit.

Power to appoint meters and weighers.

102. The limits within which the powers of the dockmaster for the regulation of the dock shall be exercised shall be the dock works and premises of the Company and the water area within a radius of five hundred yards from the south-western extremity of the entrance channel to the dock authorised by this Act.

Limits within which dockmaster may exercise his authority.

103. The Company shall dredge and maintain at their own expense to a depth of at least fifteen feet below half-tide level a space of at least four acres adjoining the entrance channel by this Act authorised for the use of small craft and any duly licensed pilot or person in command of small craft may use the same space and any breakwater of the Company for the purpose of obtaining shelter for his pilot boat or small craft free of charge Provided that such boat or craft shall not obstruct the entrance channel or the entrance to the dock by this Act authorised and provided also that the dockmaster may order any such pilot or person to remove his boat or craft if in the opinion of the dockmaster it shall cause or be liable to cause any such obstruction. In case any such pilot or other person shall after having been ordered by the dockmaster to remove his boat or craft refuse or neglect to do so the dockmaster may remove any such boat or craft and may exercise with respect thereto all or any of the powers contained in section fifty-eight of the Harbours Docks and Piers Clauses Act 1847 with regard to the removal of vessels.

Pilots and masters of small craft may shelter under breakwaters.

104. The Company may from time to time fix such rates or charges as may appear to them reasonable for or in respect of the use of any steam-tugs lighters vessels and boats provided by them

As to steam-tugs &c.

A.D. 1884. and such rates or charges shall be paid by the owner agent master consignee or other person having charge of any vessel obtaining or demanding the assistance or use of any such steam-tugs lighters vessels or boats and such rates and charges shall be due and payable whether such steam-tugs lighters vessels or boats shall be actually employed or not provided the assistance or use thereof shall have been required and shall in consequence of such requisition have been tendered. Provided always that nothing in this Act contained shall be deemed or construed to authorise the Company to require any owner agent master consignee or other person having charge of any vessel lighter or river craft to employ hire or use any such steam-tug lighter vessel or boat.

Classification table to be open to inspection and copies to be sold.

105. The book tables or other document in use for the time being containing the general classification of goods carried by goods or merchandise train on the railway shall during all reasonable hours be open to the inspection of any person without the payment of any fee at every station at which goods or merchandise are received for transmission and such book tables or other document as annually revised shall be kept on sale at the principal office of the Company at a price not exceeding one shilling.

Terminal charges (if any) to be specified on application.

The Company shall within one week after application in writing made to them by any person interested in the carriage of any goods which have been or are intended to be carried over the railway render an account to the person so applying in which the charge made or claimed by the Company for the carriage of such goods shall be divided and the charge for conveyance over the railway shall be distinguished from the terminal charges (if any) and if any terminal charge is included in such account the nature and detail of the terminal expenses in respect of which it is made shall be specified.

Penalty.

If the Company fail to comply with the provisions of this section they shall for each offence and in the case of a continuing offence for every day during which the offence continues be liable to a penalty not exceeding five pounds which penalty shall be recovered and applied in the same manner as penalties imposed by section 14 of the Regulation of Railways Act 1873.

Saving rights of the Crown in the fore-shore.

106. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any portion of the shore or bed of the sea or of any river channel creek bay or estuary or any right in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Board of Trade without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give) neither shall anything in this Act con-

tained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors.

A.D. 1884.

107. Nothing contained in this Act or to be done under the authority thereof shall in any manner affect the title to any of the subjects or any rights powers or authorities mentioned in or reserved by sections 21 and 22 of the Crown Lands Act 1866 and belonging to or exerciseable on behalf of Her Majesty Her heirs or successors.

Saving rights of Crown under Crown Lands Act.

108. Whereas all lands to the seaward of the lands by this Act authorised to be reclaimed now are below the line of ordinary high-water mark therefore if any land to the seaward of the lands by this Act authorised to be embanked or reclaimed shall at any time after the execution of any works under the authority of this Act become raised in height or reclaimed whether gradually or imperceptibly or otherwise so as to be above instead of below such line of ordinary high-water mark the Company shall not by virtue of the ownership of any lands which they are by this Act empowered to reclaim have any estate right or interest in or to the lands so raised in height or reclaimed by reason that such rising or reclamation has been gradual or imperceptible or has been either wholly or partially caused by the works by this Act authorised or otherwise but the right and title to the soil and freehold of such land when so raised or reclaimed shall continue vested in the Queen's Majesty or such other corporation or person or persons as is or are at the time of the passing of this Act entitled to the same and as if the same had continued as the same now is subject to the flow and reflow of the ordinary tides.

Saving of rights as to future accretions.

109. No interest or dividend shall be paid out of any share or loan capital which the Company are by this Act authorised to raise to any shareholder on the amount of the calls made in respect of the shares held by him but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act 1845.

Interest not to be paid on calls paid up.

110. The Company shall not out of any money by this Act authorised to be raised pay or deposit any sum which by any standing order of either House of Parliament now or hereafter in force may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

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

A.D. 1884.

Provision as
to general
railway
Acts.

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

Costs of Act.

112. All costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto including those of and incident to the promoting and prosecuting the *Barry Dock and Railways Bill* in the last session of Parliament shall be paid by the Company.

SCHEDULES referred to in the foregoing Act.

A.D. 1884.

THE FIRST SCHEDULE.

Describing Buildings and Manufactories of which portions only are required by the Company.

Railway.	Parish.	Number on deposited Plan.
No. 1	Llantwit Fardre - - -	176, 177, 178, 260, 261, 265, 266, 267, 268, 274, 276.
	Llantrissant - - -	2, 3, 4, 7, 25, 41, 41a, 50, 51, 52, 53, 54, 55, 56, 57, 72.

THE SECOND SCHEDULE.

TONNAGE RATES.

First Class.

Per register ton.
s. d.

On all sailing steam or other vessels entering from or departing for any port in the United Kingdom Isle of Man Jersey Guernsey

Alderney and Sark under 100 tons register - - -	0	1½
100 tons and under 200 tons register - - -	0	2
200 tons register and upwards (except steam vessels) - - -	0	3
Steam vessels of 200 tons register and upwards - - -	0	2

Second Class.

On all sailing steam or other vessels entering from or departing for any port in Europe between the North Cape and Cape Finisterre

- 0 5

Third Class.

On all sailing steam or other vessels entering from or departing for any other port in Europe and the Mediterranean

- - - 0 7

[Ch. cclvii.] *Barry Dock and Railways Act, 1884.* [47 & 48 VICT.]

A.D. 1884.

Fourth Class.

Per register
ton.
s. d.

On all sailing steam or other vessels entering from or departing for all other foreign ports whatsoever - - - - - 0 9

Fifth Class.

On all sailing steam or other vessels which do not enter within the gates of any dock or basin but which either discharge or receive passengers or goods upon or from any pier landing-place or jetty - 0 3

If any sailing steam or other vessel being of less than 200 tons measurement shall remain within the dock or basin for a period longer than ten days or being of 200 tons and less than 400 tons measurement for a longer period than fourteen days or being of 400 tons measurement or upwards for a longer period than twenty-one days then for the period during which the vessel remains beyond those periods respectively the further rates following (that is to say):—

For every day or part of a day in the first week - One-seventh of one penny

For every day or part of a day in the second week - One-seventh of three halfpence

For every day or part of a day in any week after the second week - One-seventh of twopence

THE THIRD SCHEDULE.

RATES ON ANIMALS GOODS &c.

			s.	d.
Aerated waters	-	-	per 3 dozen bottles hamper	0 1½
Ale beer porter or cider	-	-	per butt of 108 gallons	0 4
Ale beer porter or cider	-	-	per hogshead of 54 gallons	0 2
Ale beer porter or cider	-	-	per barrel of 36 gallons	0 1
Ale beer porter or cider	-	-	per kilderkin of 18 gallons	0 0½
Ale beer porter or cider	-	-	per 3 dozen quarts hamper	0 2
Alum	-	-	per ton	0 8
Ammoniacal liquor (gas water)	-	-	per ton	0 4
Anchors	-	-	per ton	0 9
Apples	-	-	per ton	0 8
Arrowroot	-	-	per cwt.	0 2
Arsenic	-	-	per ton	1 0
Ashes	-	-	per ton	0 8
Bacon	-	-	per ton	0 8
Barley	-	-	per ton	0 8
Bags (empty)	-	-	per package not exceeding 56 lbs. weight	0 1
Baskets (fancy)	-	-	per package not exceeding 56 lbs. weight	0 1
Baskets or hampers (empty)	-	-	per dozen	0 1

		s.	d.	A.D. 1884.
Beans	per ton	0	8	
Bedsteads (see Furniture)				
Beef	per ton	0	8	
Beer (see Ale)				
Bellows (large)	each	0	3	
Bellows (small)	per package not exceeding in weight 1 cwt.	0	1	
Biscuits	per ton	1	0	
Biscuits (fancy)	per package not exceeding 1 cwt.	0	1	
Blocks and dead eyes (ships)	per 100	0	6	
Boats (ships)	each	1	0	
Bolts (see Spikes)				
Bones	per ton	0	6	
Boots and shoes	per package not exceeding 3 cwt.	0	3	
Bottles (empty)	per hamper not exceeding 168 lbs.	0	1	
Bran	per ton	0	8	
Brass or brass wire	per ton	1	6	
Brass (old)	per ton	1	0	
Bread	per ton	1	0	
Bricks or tiles (common)	per 1000	1	0	
Bricks (fire)	per 1000	1	6	
Bricks or tiles (paving and malt kiln)	per 100	0	6	
Bricks (scouring)	per 100	0	6	
Brimstone	per ton	0	8	
Brooms	per dozen	0	0½	
Brushes	per dozen	0	2	
Buckets (iron)	per dozen	0	2	
Buckets (wooden)	per dozen	0	1	
Butter	per firkin not exceeding 56 lbs. weight	0	0½	
Cabbages (see Vegetables)				
Candles	per cwt.	0	1	
Canvas	per ton	1	0	
Carriages (railway)	per ton	1	0	
Carriages with 4 wheels	each	1	6	
Carriages with 2 wheels	each	1	0	
Carts	each	1	0	
Casks (empty)	per ton	1	0	
Cattle—calves sheep lambs and pigs	each	0	1	
Horses	each	1	0	
Oxen and cows	each	0	6	
Yearlings ponies mules and asses	each	0	3	
Cement or plaster of Paris	per barrel not exceeding 4 cwt.	0	1½	
Cement or plaster of Paris	per half barrel not exceeding 2 cwt.	0	1	
Cement or plaster of Paris	per ton	0	9	
Chaff	per ton	0	8	
Chains or chain cables	per ton	1	0	
Chairs (see Furniture)				
Charcoal	per ton	0	9	
Cheese	per ton	0	8	
China (see Glass)				

[Ch. cclvii.] *Barry Dock and Railways Act, 1884.* [47 & 48 VICT.]

A.D. 1884.

								<i>s.</i>	<i>d.</i>
Chrome ore	-	-	-	-	-	-	per ton	0	6
Cider (see Ale)									
Cigars (see Tobacco)									
Clay—china or pipe	-	-	-	-	-	-	per ton	0	3
Clay (common)	-	-	-	-	-	-	per ton	0	1
Clay (fire)	-	-	-	-	-	-	per ton	0	2
Coal coke culm or stone coal	-	-	-	-	-	-	per ton	0	2
Cocoa	-	-	-	-	-	-	per ton	1	6
Coffee	-	-	-	-	-	-	per bag not exceeding 2 cwt.	0	1
Coffee	-	-	-	-	-	-	per ton	1	6
Confectionery	-	-	-	-	-	-	per cwt.	0	1
Copper	-	-	-	-	-	-	per ton	1	6
Copper (dross and slag)	-	-	-	-	-	-	per ton	0	2½
Copper (old and regulus)	-	-	-	-	-	-	per ton	0	6
Copper ore	-	-	-	-	-	-	per ton	0	8
Copperas	-	-	-	-	-	-	per ton	1	0
Copperas (rough)	-	-	-	-	-	-	per ton	0	4
Cordage	-	-	-	-	-	-	per ton	1	0
Cordwood	-	-	-	-	-	-	per ton	0	3
Cork fenders	-	-	-	-	-	-	each	0	1
Corks	-	-	-	-	-	-	per ton	1	8
Corkwood	-	-	-	-	-	-	per ton	1	0
Corn (Indian) or maize	-	-	-	-	-	-	per ton	0	8
Cotton	-	-	-	-	-	-	per bag not exceeding 2 cwt.	0	3
Cotton	-	-	-	-	-	-	per bale not exceeding 5 cwt.	0	6
Cotton seed	-	-	-	-	-	-	per ton	1	0
Cotton waste	-	-	-	-	-	-	per ton	1	0
Cranberries	-	-	-	-	-	-	per cask not exceeding 3 cwt.	0	6
Creosote	-	-	-	-	-	-	per ton	0	8
Currants	-	-	-	-	-	-	per ton	0	10
Dead eyes (see Blocks)									
Deals and deal ends	-	-	-	-	-	-	per load of 50 cubic feet	0	8
Dogs	-	-	-	-	-	-	each	0	1
Drapery	-	-	-	-	-	-	per cwt.	0	1
Drugs	-	-	-	-	-	-	per hamper not exceeding 112 lbs. in weight	0	1
Dunnage wood	-	-	-	-	-	-	per ton	0	4
Earthenware	-	-	-	-	-	-	per ton	1	6
Eggs	-	-	-	-	-	-	per crate not exceeding 2 cwt.	0	2
Engines (locomotive)	-	-	-	-	-	-	each	20	0
Engines (other)	-	-	-	-	-	-	per ton	1	0
Esparto (see Fibre)									
Fat	-	-	-	-	-	-	per ton	0	8
Farina	-	-	-	-	-	-	per ton	1	8
Feathers	-	-	-	-	-	-	per cwt.	0	3
Felt	-	-	-	-	-	-	per ton	0	8
Fencing (wood)	-	-	-	-	-	-	per ton	0	3
Fibre (esparto diss or crinn)	-	-	-	-	-	-	per ton	0	6
Fish	-	-	-	-	-	-	per ton	0	8
Fish	-	-	-	-	-	-	per barrel not exceeding 2 cwt.	0	1

Fire arms (see Muskets)			
Fire clay (see Clay)			
Figs - - - - -	per ton	0	10
Flax - - - - -	per ton	1	0
Flour or meal - - - - -	per ton	0	8
Flag stones - - - - -	per ton	0	4
Fowls - - - - -	per crate not exceeding 2 cwt.	0	1
Fruit (dried) - - - - -	per ton	0	10
Freestone - - - - -	per ton	0	6
Furniture - - - - -	per ton	1	8
Fuel (patent) - - - - -	per ton	0	2
Galvanized iron - - - - -	per ton	0	9
Glass or china - - - - -	per cwt.	0	1
Glass (plate) - - - - -	per cwt.	0	1½
Glass (window) - - - - -	per cwt.	0	1
Glue - - - - -	per ton	1	8
Grates or stoves (see Ironmongery)			
Granite (broken or small) - - - - -	per ton	0	2
Granite stone blocks - - - - -	per ton	0	4
Gravel - - - - -	per ton	0	2
Greaves - - - - -	per ton	0	4
Grease - - - - -	per ton	0	6
Grindstones or millstones - - - - -	per foot diameter	0	1
Guano - - - - -	per ton	0	9
Guns (brass or bronze) - - - - -	per ton	1	6
Guns (cast or wrought iron) - - - - -	per ton	0	9
Guns (steel) - - - - -	per ton	1	0
Gypsum stone - - - - -	per ton	0	3
Hair - - - - -	per ton	1	0
Hampers (see Baskets)			
Handspikes - - - - -	per dozen	0	1
Hardware (see Ironmongery)			
Harrows - - - - -	each	0	6
Hats - - - - -	per package not exceeding in weight 1 cwt.	0	1
Hay - - - - -	per ton	0	8
Hemp - - - - -	per ton	1	0
Herrings (see Fish)			
Hides - - - - -	per ton	1	6
Hoops (wood) - - - - -	per bundle not exceeding 2 cwt.	0	1
Hops - - - - -	per cwt.	0	2
Horns or hoofs - - - - -	per ton	1	6
Horses (see Cattle)			
Hosiery (see Drapery)			
Ice - - - - -	per ton	0	3
Indigo - - - - -	per cwt.	0	9
Iron (bar bolt wrought or scrap) - - - - -	per ton	0	6
Iron (Bessemer) - - - - -	per ton	0	9
Iron (cast gun carriages shot or boilers) - - - - -	per ton	0	9
Iron (cinders) - - - - -	per ton	0	3

[Ch. cclvii.] *Barry Dock and Railways Act, 1884.* [47 & 48 VICT.]

A.D. 1884.

					s.	d.
Iron (girders and railway sleepers)	-	-	-	per ton	0	9
Iron (galvanized)	-	-	-	per ton	0	9
Iron (nails)	-	-	-	per ton	1	0
Iron (pig)	-	-	-	per ton	0	4
Iron (sheet)	-	-	-	per ton	0	9
Iron (wire)	-	-	-	per ton	0	6
Iron (wrought or cast pipes)	-	-	-	per ton	0	9
Iron machinery	-	-	-	per ton	1	0
Ironmongery	-	-	-	per cwt.	0	1
Ironmongery	-	-	-	per ton	1	0
Iron ore	-	-	-	per ton	0	3
Juice (lime) (see Wine)						
Junk	-	-	-	per ton	0	8
Jute	-	-	-	per ton	1	0
Kernels (palm or ground nut)	-	-	-	per ton	1	0
Knives (see Ironmongery)						
Lard	-	-	-	per ton	1	0
Lathwood	-	-	-	per fathom of 144 feet of 4 feet wood	0	4
Laths	-	-	-	per ton	0	8
Lead (pig sheet or shot)	-	-	-	per ton	1	0
Lead (white or red)	-	-	-	per ton	1	0
Lead ore	-	-	-	per ton	0	6
Leather	-	-	-	per ton	1	8
Lemons (see Oranges)						
Lime	-	-	-	per ton	0	3
Lime (superphosphate of)	-	-	-	per ton	0	6
Limestone	-	-	-	per ton	0	2
Litharge	-	-	-	per ton	1	0
Linseed	-	-	-	per ton	0	8
Linen (see Drapery)						
Loam	-	-	-	per ton	0	3
Logwood	-	-	-	per ton	1	6
Machines (threshing)	-	-	-	each	2	6
Machines (other)	-	-	-	per ton	1	0
Macaroni	-	-	-	per ton	1	8
Malt	-	-	-	per quartern	0	2
Manure (common)	-	-	-	per ton	0	1
Manure (patent)	-	-	-	per ton	0	6
Marble	-	-	-	per ton	0	8
Mast yard or bowsprit spars—						
6 inches and under 8 inches diameter	-	-	-	each	0	3
8 inches and under 12 inches diameter	-	-	-	each	0	6
12 inches diameter and upwards	-	-	-	each	1	0
Maize	-	-	-	per ton	0	8
Matches	-	-	-	per package not exceeding 3 cwt.	0	3
Mats (bass)	-	-	-	per gross	0	3
Mats (door)	-	-	-	per package not exceeding 6 cwt.	0	6
Matting	-	-	-	per package not exceeding 4 cwt.	0	4
Manganese	-	-	-	per ton	1	0

	s.	d.	A.D. 1884.
Millstones (see Grindstones)			
Mineral waters - - - per hamper of 3 dozen bottles	0	1½	
Millpuff (see Wool)			
Molasses - - - - - per ton	0	8	
Moss (Irish or Iceland) - - - - - per cwt.	0	2	
Muntz's metal - - - - - per ton	0	8	
Mustard - - - - - per ton	1	6	
Musical instruments - - - - - per cwt.	0	1½	
Muskets rifles or pistols - - - - - per cwt.	0	1	
Nails—copper or brass - - - - - per ton	1	8	
Nails—iron - - - - - per ton	1	0	
Nickel ore - - - - - per ton	1	0	
Nuts - - - - - per ton	0	10	
Oakum - - - - - per ton	0	8	
Oak bark - - - - - per ton	1	0	
Oats or oatmeal - - - - - per ton	0	8	
Oil - - - - - per ton	1	0	
Oil cake - - - - - per ton	0	8	
Onions - - - - - per ton	0	8	
Oranges and lemons per box exceeding 112 lbs. but not exceeding 224 lbs. in weight - - - - -	0	1	
Oranges and lemons per box not exceeding 112 lbs. in weight - - - - - per box	0	0½	
Palm leaves - - - - - per ton	0	6	
Paper - - - - - per cwt.	0	1	
Palings - - - - - per load of 50 cubic feet	0	4	
Paints and painters materials - - - - - per ton	1	0	
Paving stones or sets - - - - - per ton	0	4	
Patent fuel - - - - - per ton	0	2	
Peas - - - - - per ton	0	8	
Pepper - - - - - per ton	1	6	
Petroleum - - - - - per barrel not exceeding 36 gallons	0	1	
Pears - - - - - per ton	0	8	
Phosphate stone - - - - - per ton	0	3	
Phosphates - - - - - per ton	1	6	
Pipes (drainage to 12 inches in diameter) - - - - - per ton	1	0	
Pipes (12 inches in diameter and upwards) - - - - - per ton	2	6	
Pipes (tobacco) - - - - - per cwt.	0	1	
Pipes (wrought iron) - - - - - per ton	0	9	
Pipes (cast iron) - - - - - per ton	0	9	
Pitwood poles or fencing - - - - - per ton	0	3	
Pitch (gas or coal) - - - - - per ton	0	3	
Pitch - - - - - per ton	0	8	
Piassava - - - - - per ton	1	0	
Ploughs - - - - - each	0	6	
Plaster of Paris (see Cement)			
Plants or trees - - - - - per package not exceeding 3 cwt.	0	3	
Porter (see Ale)			
Potatoes - - - - - per ton	0	6	

[Ch. cclvii.] *Barry Dock and Railways Act, 1884.* [47 & 48 VICT.]

A.D. 1884.

								<i>s.</i>	<i>d.</i>
Pork	-	-	-	-	-	-	per ton	0	8
Provisions	-	-	-	-	-	-	per ton	0	8
Provisions (preserved)	-	-	-	-	-	-	per cwt.	0	1
Provisions	-	-	-	-	-	-	per bale or barrel not exceeding 3 cwt.	0	2
Putty	-	-	-	-	-	-	per ton	0	8
Pyrites	-	-	-	-	-	-	per ton	0	4
Raisins	-	-	-	-	-	-	per ton	0	10
Rabbits	-	-	-	-	-	-	per score	0	1
Rags	-	-	-	-	-	-	per ton	0	8
Rape seed	-	-	-	-	-	-	per ton	0	8
Resin	-	-	-	-	-	-	per ton	0	8
Rice	-	-	-	-	-	-	per ton	0	9
Rigging	-	-	-	-	-	-	per ton	1	0
Rigging (old)	-	-	-	-	-	-	per ton	0	9
Rivets (iron)	-	-	-	-	-	-	per ton	1	0
Rifles (see Muskets)									
Roman earth (see Cement)									
Rope	-	-	-	-	-	-	per ton	1	0
Rope (old)	-	-	-	-	-	-	per ton	0	8
Rum (see Spirits)									
Salt (white)	-	-	-	-	-	-	per ton	0	6
Salt (rock)	-	-	-	-	-	-	per ton	0	3
Saltpetre	-	-	-	-	-	-	per ton	1	0
Saltpetre (refined)	-	-	-	-	-	-	per cwt.	0	1
Sand	-	-	-	-	-	-	per ton	0	2
Sago	-	-	-	-	-	-	per ton	0	9
Seeds (grass or flowers)	-	-	-	-	-	-	per sack not exceeding 280 lbs.	0	2
Semolina	-	-	-	-	-	-	per ton	1	8
Shoes	-	-	-	-	-	-	per cwt.	0	1
Shumac	-	-	-	-	-	-	per bag not exceeding 2 cwt.	0	2
Sheep pelts	-	-	-	-	-	-	per ton	1	6
Silk cocoons	-	-	-	-	-	-	per 100 lbs.	0	3
Skins (seal)	-	-	-	-	-	-	per ton	2	6
Slates	-	-	-	-	-	-	per ton	0	6
Sleepers	-	-	-	-	-	-	per load of 50 cubic feet	0	8
Soap	-	-	-	-	-	-	per box not exceeding 1 cwt.	0	1
Soda	-	-	-	-	-	-	per ton	0	8
Soot	-	-	-	-	-	-	per ton	0	6
Spades and shovels	-	-	-	-	-	-	per bundle not exceeding 2 cwt.	0	1
Spices	-	-	-	-	-	-	per cwt.	0	9
Spirits (see Wines)									
Spikes bolts or rivets (iron)	-	-	-	-	-	-	per ton	1	0
Starch	-	-	-	-	-	-	per chest not exceeding 2 cwt.	0	2
Starch	-	-	-	-	-	-	per box not exceeding 1 cwt.	0	1
Staves	-	-	-	-	-	-	per load of 50 cubic feet	0	8
Steel	-	-	-	-	-	-	per ton	1	0
Stone (bath or block)	-	-	-	-	-	-	per ton	0	6
Stone (paving)	-	-	-	-	-	-	per ton	0	4
Stone (broken)	-	-	-	-	-	-	per ton	0	2

						s.	d.
Stone (rough building)	-	-	-	-	-	per ton	0 3
Straw	-	-	-	-	-	per ton	0 6
Stationery	-	-	-	-	-	per package not exceeding 2 cwt.	0 2
Stationery	-	-	-	-	-	per ton	1 8
Sugar	-	-	-	-	-	per ton	0 8
Sulphur ore	-	-	-	-	-	per ton	0 6
Sulphur	-	-	-	-	-	per ton	0 8
Swords	-	-	-	-	-	per package not exceeding 4 cwt.	0 4
Tallow	-	-	-	-	-	per ton	1 0
Tar or turpentine	-	-	-	-	-	per ton	0 8
Tar (coal or gas)	-	-	-	-	-	per ton	0 4
Tapioca	-	-	-	-	-	per ton	1 8
Tea	-	-	-	-	-	per 130 lbs. chest	0 3
Tea	-	-	-	-	-	per 80 lbs. chest	0 2
Tea	-	-	-	-	-	per 40 lbs. chest	0 1
Tiles (see Bricks)							
Tin	-	-	-	-	-	per ton	1 0
Tin (barilla)	-	-	-	-	-	per ton	0 8
Tin plates	-	-	-	-	-	per ton	0 9
Timber	-	-	-	-	-	per load	0 8
Tobacco (unmanufactured)	-	-	-	-	-	per ton	1 0
Tobacco and cigars	-	-	-	-	-	per cwt.	0 2
Toys	-	-	-	-	-	per package	0 4
Trenails	-	-	-	-	-	per ton	0 8
Turnips (see Vegetables)							
Vegetables	-	-	-	-	-	per package not exceeding 2 cwt.	0 1
Vegetables (preserved in tins)	-	-	-	-	-	per package not exceeding 2 cwt.	0 1
Vegetables (compressed)	-	-	-	-	-	per 100	2 0
Vermicelli	-	-	-	-	-	per ton	1 8
Vinegar	-	-	-	-	-	per pipe of 120 gallons	0 4
Vinegar	-	-	-	-	-	per hogshead of 63 gallons	0 2
Vinegar	-	-	-	-	-	per barrel of 30 gallons	0 1
Vitriol	-	-	-	-	-	per cwt.	0 1
Waste (cotton)	-	-	-	-	-	per ton	1 0
Waggons	-	-	-	-	-	each	1 6
Waggons (railway)	-	-	-	-	-	per ton	0 9
Waggon (ballast)	-	-	-	-	-	per ton	0 8
Wheat	-	-	-	-	-	per ton	0 8
Whiting	-	-	-	-	-	per ton	0 6
Whalebone	-	-	-	-	-	per ton	2 6
Wheelbarrows	-	-	-	-	-	each	0 2
Wheels (iron)	-	-	-	-	-	per ton	0 9
Wire (iron)	-	-	-	-	-	per ton	0 6
Witheys	-	-	-	-	-	per ton	0 8
Wines and spirits	-	-	-	-	-	per pipe of 120 gallons	1 0
Wines and spirits	-	-	-	-	-	per puncheon of 90 gallons	0 9
Wines and spirits	-	-	-	-	-	per hogshead of 63 gallons	0 6
Wines and spirits	-	-	-	-	-	per quarter pipe of 30 gallons	0 3

A.D. 1884.

		s.	d.
Wines and spirits	per case or hamper containing 3 dozen bottles	0	2
Wool (millpuff or yarn)	- - - - - per ton	1	0
Wool (millpuff or yarn)	- - - - - per pack not exceeding 2 cwt.	0	2
Yarn (see Wool)			
Yellow metal	- - - - - per ton	0	8
Zinc	- - - - - per ton	0	8
Zinc nails	- - - - - per ton	1	8
Zinc ore	- - - - - per ton	0	4

The term "package" when used in this schedule includes any crate sack hamper bundle or other article or means wherein or whereby the commodity charged is conveyed.

Where the Company are authorised under this schedule to charge per weight of fifty-six pounds then for every fraction of fifty-six pounds over and above the first fifty-six pounds which the article may weigh they may charge as for fifty-six pounds and so proportionately in the case of every other weight or measure by which under this schedule they are authorised to charge.

Where the Company are authorised under this schedule to charge per hundredweight or per ton then for the fraction of a hundredweight or the fraction of a ton they may charge as for a hundredweight or a ton as the case may be and so in respect of any other weight or measure by which they are authorised to charge.

For all goods not specified in this schedule sums equal to the rates payable in respect of goods specified therein which are as nearly as may be of like nature package and quantity.

THE FOURTH SCHEDULE.

RATES FOR THE DISCHARGE REMOVAL AND DEPOSIT OF BALLAST.

Register Tonnage of Vessels from which the Ballast is discharged.	Rates per Ton on the quantity of Ballast.
	s. d.
Under one hundred tons	- 0 6
One hundred tons and under two hundred tons	- 0 8
Two hundred tons and under four hundred tons	- 0 9
Four hundred tons and under six hundred tons	- 0 10
Six hundred tons and under eight hundred tons	- 0 11
Eight hundred tons and under one thousand tons	- 1 0
One thousand tons and upwards	- 1 1

Additional Rates.

A.D. 1884.

For the use of barges if required fourpence per ton on the quantity discharged. For discharging ballast by night threepence per ton on the quantity so discharged. For trimming ballast to within fifteen feet of any hatchway from which the ballast is to be discharged twopence per ton or the captain may employ his crew for that purpose.

RATES FOR THE USE OF CRANES.

For Cranes lifting up to Six Tons.

	For the first lift.		For each succeeding lift.	
	s.	d.	s.	d.
Under one ton - - - - -	2	6	0	4
One ton and under two tons . - - - -	3	0	0	6
Two tons and under three tons - - - -	3	6	0	8
Three tons and under four tons - - - -	4	0	0	10
Four tons and under five tons - - - -	4	6	1	0
Five tons and under six tons - - - -	5	0	1	2

For Cranes lifting up to Ten Tons.

Under six tons - - - - -	5	0	2	6
Six tons and under seven tons - - - -	10	0	5	0
Seven tons and under ten tons - - - -	20	0	10	0

For Cranes lifting Ten Tons and upwards:

	For each lift.		
	£	s.	d.
Ten tons and under fifteen tons - - - -	1	10	0
Fifteen tons and under twenty tons - - -	2	10	0
Twenty tons and under twenty-five tons -	5	0	0
Twenty-five tons and under thirty tons -	10	0	0
Thirty tons and under thirty-five tons -	12	10	0
Thirty-five tons and under forty tons - -	15	0	0
Forty tons and under forty-five tons - -	17	10	0
Forty-five tons and under fifty tons - -	20	0	0

Fifty tons and upwards any sum the undertakers think fit to demand.

The labour to be done by the parties requiring the use of the cranes.

In addition to the above rates for cranes sixpence per hour to be paid for wages to craneman attending while the crane is in use.

A.D. 1884.

For Steam Cranes lifting up to Six Tons.

	For the first lift.		For each succeeding lift.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Under one ton - - - - -	3	0	0	6
One ton and under two tons - - - - -	3	6	0	8
Two tons and under three tons - - - - -	4	0	0	10
Three tons and under four tons - - - - -	4	6	1	0
Four tons and under five tons - - - - -	5	0	1	2
Five tons and under six tons - - - - -	5	6	1	4

RATES FOR THE USE OF SHEARLEGS.

For getting out landing lifting or shipping boilers or heavy machinery engines &c.

	For each lift.		
	£	<i>s.</i>	<i>d.</i>
Under five tons weight - - - - -	0	10	0
Five tons and under ten tons - - - - -	1	0	0
Ten tons and under fifteen tons - - - - -	1	10	0
Fifteen tons and under twenty tons - - - - -	2	10	0
Twenty tons and under twenty-five tons - - - - -	5	0	0
Twenty-five tons and under thirty tons - - - - -	10	0	0
Thirty tons and under thirty-five tons - - - - -	12	10	0
Thirty-five tons and under forty tons - - - - -	15	0	0
Forty tons and under forty-five tons - - - - -	17	10	0
Forty-five tons and under fifty tons - - - - -	20	0	0
Fifty tons and upwards any sum the Company think fit to demand.			

For masting or dismasting vessels and for bowsprits.

	£	<i>s.</i>	<i>d.</i>
For vessels under three hundred tons register - - - - -	1	0	0
For vessels of three hundred tons register and under five hundred tons - - - - -	1	10	0
For vessels of five hundred tons register and under one thousand tons - - - - -	2	0	0
For vessels of one thousand tons register and under one thousand five hundred tons - - - - -	3	0	0
For vessels of one thousand five hundred tons register and upwards - - - - -	4	0	0

For putting on and taking off tops.

	For each lift.		
	£	<i>s.</i>	<i>d.</i>
For vessels under three hundred tons register - - - - -	0	5	0
For vessels of three hundred tons register and under five hundred tons - - - - -	0	7	6

[47 & 48 VICT.] *Barry Dock and Railways Act, 1884.* [Ch. cclvii.]

	For each lift.	A.D. 1884.
	£ s. d.	—
For vessels of five hundred tons register and under one thousand tons - - - - -	0 10 0	
For vessels of one thousand tons register and under one thousand five hundred tons - - - - -	0 12 6	
For vessels of one thousand five hundred tons register and upwards - - - - -	0 15 0	
The Company to provide men to work the shearlegs but not the slings nor are they to undertake the slinging-in masting or dismasting nor to be responsible for accidents occurring during the use of the shearlegs.		
Masts after being landed to be placed so as not to interfere with the working of the shearlegs and to be removed from the dock quay within twenty-four hours after being landed.		

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