



ANNO DECIMO SEXTO & DECIMO SEPTIMO

VICTORIÆ REGINÆ.

Cap. ccxiii.

An Act for the Construction and Maintenance of
a Harbour at *Llandudno* in the County of
Carnarvon. [20th August 1853.]

WHEREAS the making of a Harbour at *Llandudno Bay* in the County of *Carnarvon* between the Points of Land known respectively as *Great* and *Little Ormes Head*, with a Branch Line of Railway or Communication to the Line of the *Chester and Holyhead* Railway, would be of great public Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Cost, to carry such Undertaking into execution; but the same 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; that is to say,

I. The several Acts of Parliament following, (that is to say,) "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Railway Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," shall be incorporated with and form Part of this Act.

8 & 9 Vict
cc.16.18.and
20., and
10 & 11 Vict.
c. 27., incor-
porated with
this Act.

[*Local.*]

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II. In

The Saint George's Harbour Act, 1853.

Short Title.

II. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *Saint George's Harbour Act, 1853.*"

Subscribers incorporated.

III. *Llewelyn Jones* and *William Radley Standish Motte*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Harbour and Railway hereby authorized, with all proper Works and Conveniences belonging thereto, according to the Provisions of the said Acts and of this Act, and for other the Purposes herein and in the said Acts contained, and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Saint George's Harbour Company*," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Land for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

IV. The Capital of the said Company shall be One hundred and fifty thousand Pounds.

Number and Amount of Shares.

V. The Number of Shares into which the said Capital shall be divided shall be Seven thousand five hundred, and the Amount of each Share shall be Twenty Pounds.

Calls.

VI. Two Pounds *per Share* shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Ten Pounds of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any One Share, and One Month at the least shall be the Interval between successive Calls.

Interest or Dividend not to be paid on Calls paid up.

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

Deposits for future Bills not to be

VIII. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised, to pay or deposit any Sum of Money

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Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Harbour or Railway or execute any other Work or Undertaking.

paid out of
the Com-
pany's Capi-
tal.

IX. It shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole the Sum of Fifty thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital Sum of One hundred and fifty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up; provided that all and every Part of the Moneys to be raised under the Powers of this Act, either by Shares or on Mortgage or Bond, shall be applied only in carrying into execution the Objects and Purposes of this Act.

Power to
borrow
Money on
Mortgage,
&c.

X. It shall be lawful for the Mortgagees of the Company to enforce Payment of the Arrears of the Principal and Interest due on any such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver, in the event of the Principal Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Five thousand Pounds of the Money actually borrowed for the Time being due on all the existing Mortgages of the Company.

Arrears may
be enforced
by Appoint-
ment of a
Receiver.

XI. The Number of Directors of the Company shall be Five, and the Qualification of a Director shall be holding in his own Right of such a Number of Shares in the Undertaking as together shall amount in nominal Value to not less than One thousand Pounds.

Number and
Qualification
of Directors.

XII. It shall be lawful for the Company from Time to Time to increase the Number of Directors, provided that the Number of Directors when so increased do not exceed Nine.

Power to
vary the
Number of
Directors.

XIII. *William Radley Standish Motte, William Bulkeley Hughes, George Macartney, the Honourable Edward Mostyn Lloyd Mostyn, and Robert Wynne Williams* shall be the First Directors of the Company.

First Direc-
tors.

XIV. The Quorum of a Meeting of Directors shall be Three.

Quorum.

XV. The Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three nor more than Five; and the Quorums of such Committees shall be Three if more than Three, or if Three only shall be Two.

Committee
of Directors.

XVI. And

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Power to
make Har-
bour and
Railway ac-
cording to
deposited
Plans.

XVI. And whereas Plans and Sections of the intended Harbour and Railway, showing the Situation, Line, and Levels thereof respectively, and the Limits within which the same are to be constructed, and also a Book of Reference thereto, containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands upon or through which the same are intended to be made and pass, or which may be required to be taken for the Purposes of the Undertaking, have been deposited with the Clerk of the Peace of the County of *Carnarvon*: Be it enacted, That, subject to the Provisions in this Act and the said Acts incorporated therewith contained, it shall be lawful for the said Company to make and maintain the said Harbour and Railway and Works in the Situation and Line and upon the Lands delineated on the said Plans and described in the said Book of Reference, and according to the Levels defined on the said Sections, and within the Limits aforesaid to make and maintain all such Cuts, Breakwaters, Piers, Jetties, or Lighthouses, Walls, Docks, Slips, Locks, Reservoirs, Quays, Wharfs, Staiths, Drops, Landing Places, and other Buildings, Works, and Conveniences as they may think necessary for the Purposes of the said Harbour and Railway respectively, and to enter upon and take and use such of them the said Lands as they shall deem necessary for the Purposes aforesaid.

Description
of Harbour,
Railway, and
Works.

XVII. The Harbour, Railway, and Works by this Act authorized shall be the following; (that is to say,)

1. A Port, Harbour, or Asylum Harbour, to be called "*St. George's Harbour*," at *Llandudno Bay* between the Points of Land known respectively as *Great* and *Little Ormes Head*, and forming an Arm or Arms jutting out from or near such Points or One of them, with proper and convenient Breakwaters, Piers, Jetties, Lighthouses, and other Works, for the safe and convenient Passage of Ships and other Vessels into and out of the said Port or Harbour, Walls, Docks, Slips, Locks, Reservoirs, Quays, Wharfs, Moorings, Staiths, Drops, Landing Places, and other Buildings, Works, and Conveniences connected therewith, which Port or Harbour and other Works will be within the Parish of *Llandudno* in the said County of *Carnarvon*:

2. A Communication by Railway or otherwise from the said Port or Harbour and Works to connect the same with the *Chester and Holyhead* Railway, such Communication to commence at or near the Landing Place or Quay of the aforesaid Harbour in the said Parish of *Llandudno*, and thence to pass from, in, through, or along the said Parish of *Llandudno*, and the Parishes of *Eglwys Rhos*, *Llandrilloyn Rhos*, and *Llangwystenin*, or some of them, and to terminate by a Junction with the *Chester and Holyhead* Railway at some Point within some or One of the above-mentioned Parishes, together with all necessary Approaches, Embankments, Stations, and
Depôts

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Depôts connected with the said Harbour and Railway or either of them.

XVIII. The Railway or any Works connected therewith shall not be extended Northward beyond a Point nearer than One hundred Yards from the Back of *Mostyn Street*, as near as may be facing *Clonmell Street* in the Town of *Llandudno*, until the Company shall have expended the Sum of Fifteen thousand Pounds in and about forming the intended Breakwater and the Roads connected therewith at the *Great Ormes Head*, without the Consent in Writing of the Honourable *Edward Mostyn Lloyd Mostyn*, or the Owner of the Land for the Time being, first had and obtained, and when the Railway shall have been extended beyond such Point it shall not be lawful for the Company, without the like Consent, to use Locomotive Steam Engines on such extended Portion of the Railway.

Railway not to be extended beyond a certain Point, without Consent.

XIX. Notwithstanding anything in this Act to the contrary, it shall not be lawful for the Company to take compulsorily more of the Lands of the Honourable *Edward Mostyn Lloyd Mostyn*, or the Owner of such Lands for the Time being, than shall be absolutely necessary for the Construction of the Railway between the Point marked 3 Miles 2 Furlongs and 5 Chains upon the said deposited Plans and the Shore of *Llandudno Bay* opposite the End of *Lloyd Street* in the said Town of *Llandudno*, nor shall the said Company erect any Coke Ovens, Manufactories, Workshops, or other Buildings thereon for carrying on any noisome Trade or Manufacture to the Injury of the adjoining Lands or Property.

Company restrained from taking more Land of the Hon. E. M. L. Mostyn than necessary.

XX. That previously to the opening of the Railway for public Traffic the Company shall at their own Expense erect and provide, and at the like Expense permanently maintain, at or adjoining to the Southward Entrance to the Tunnel shown by a dotted Line in the said Plans between the Points marked 1 Mile 2 Furlongs and 1 Mile 4 Furlongs, a good and sufficient Station for the Reception, Accommodation, taking up, setting down, loading, and unloading of Passengers, Animals, and Goods, together with a sufficient Staff of Officers and Servants, and all requisite Buildings, Approaches, Sidings, and other Works and Conveniences necessary for the effective and convenient working and use of the same, and a sufficient Carriageway not less than Twenty Feet wide throughout to the said Station from the House and Premises called *Dygamoy* otherwise *Tregamoy*, now belonging or reputed to belong to *John Lloyd Jones* of *Tregamoy* in the County of *Carnarvon*, Esquire; and the Company shall and will at all Times, on being thereunto required by the said *John Lloyd Jones* or other the Owner for the

Company to erect and maintain a Station at a certain Point shown on Plan;

and to maintain Carriageway, &c.

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Time being of the said House and Premises, his Tenants, Agents, or Servants, cause all or any of the Trains and Carriages passing on the Railway (other than Trains hired by particular Persons for special Occasions) to stop at the said Station a reasonable Time for taking up and setting down, loading and unloading Passengers, Animals, and Goods; and if the Company shall fail to comply with any of the foregoing Provisions they shall for every such Offence be liable to a Penalty of Ten Pounds, and to a further Penalty of Five Pounds for every Day and Part of a Day during which such Offence shall continue: Provided always, that the Company shall not be bound to make such Road, Approaches, and Conveniences on any Land which shall be beyond the Limits of Deviation laid down on the said Plans.

Any Land reclaimed by the Works not to be taken without Consent of Commissioners of Woods, &c.

XXI. If in the course or by means of the Execution of any of the said Works any Part of the Shores or Bed of the Sea, Bay, or Creek of the Sea belonging to Her Majesty shall be inned, gained, or reclaimed from the Water, the said Company shall not have or exercise any Right upon the same or in respect thereof, but such inning, gaining, or reclamation shall enure absolutely for the Benefit of Her Majesty the Queen, Her Heirs and Successors; and it shall not at any Time afterwards be lawful for the said Company to take, enter upon, or interfere with the Lands so inned, gained, or reclaimed for any Purpose whatsoever, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them.

Pier or Breakwater to be first constructed.

XXII. The First Harbour Work to be constructed shall be the Pier or Breakwater proceeding Eastward from *Pentwyn Point*, and it shall not be lawful for the Company to construct any other Harbour Work until such Pier or Breakwater shall have been completed, unless with the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, signified by Writing under the Hand of the Secretary of the Admiralty.

Map of Works below High-water Mark to be deposited at Admiralty.

XXIII. Previously to commencing any of the Works hereby authorized below High-water Mark at ordinary Spring Tides the Company shall deposit at the Admiralty Office Plans, Sections, and Working Drawings of the said Works, for the Approval of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty, and such Works shall be constructed only in accordance with such Approval.

XXIV. -If

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XXIV. If at any Time or Times it shall be deemed expedient by the Lord High Admiral of the United Kingdom, or the Commissioners for executing the Office of Lord High Admiral, to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal or navigable Water or River, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and if not paid, upon Demand, may be recovered as a Debt due to the Crown, with the Costs of Suit, or may be recovered, with Costs, as a Penalty; is or may be recoverable from the Company.

Power to Admiralty to order local Survey, at Expense of Company.

XXV. The Lands to be taken by the Company for extraordinary Purposes shall not exceed Two hundred Acres.

Lands for extraordinary Purposes.

XXVI. If any Works to be constructed by the Company shall be abandoned, or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, to be recoverable accordingly, with Costs of Suit.

If Works abandoned, &c., Admiralty may remove them, at the Charge of the Company.

XXVII. In making the said Railway it shall be lawful for the Company to construct the said Railway across and on the Level of the following Roads and Footpaths; (that is to say,)

Power to cross certain Roads on the Level.

In the Parish of *Eglwys Rhos* the Roads numbered 2 and 3 on the said Plans :

In the Parish of *Eglwys Rhos* the Footpath numbered 4 on the said Plans.

XXVIII. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the said Railways shall respectively cross the before-mentioned Roads; and the said Company shall be subject to and abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations; and if the said Company shall fail to erect or at all Times to maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence forfeit and

Company to erect a Station or Lodge at Points of crossing, and abide by Rules, &c. of Board of Trade.

be

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be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Bridges instead of level Crossings.

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

Height and Span of Arches.

XXX. The Bridges for the Purpose of carrying the said Railway over any of the following Roads shall be built in conformity with the Regulations of the "Railways Clauses Consolidation Act, 1845," except in the several Cases herein-after mentioned, in which Cases the Span of such Bridges may be of the Dimensions following; (that is to say,)

Parish.	Number on Plan.	Proposed Span.
Eglwys Rhos -	16	Thirty Feet.
Same " -	38	Thirty Feet.

Power to deviate from Line with Consent.

XXXI. It shall be lawful for the Company to deviate from the Line of Railway delineated on the Plans deposited as aforesaid beyond the Limits of Deviation laid down on such Plans, from a Point Five Chains from the Junction of the said Railway with the *Chester and Holyhead* Railway for a Distance of Three Furlongs, the greatest Deviation from the Limits shown on the deposited Plan being Four and One Half Chains, with the Consent in Writing of the Owners, Lessees, and Occupiers of the Lands required for the Purpose of such Deviation, and of all Lands within Two hundred Yards of such Deviation Line.

Period for Purchase of Lands.

XXXII. 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 Five Years from the passing of this Act.

XXXIII. After

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XXXIII. After the Expiration of Seven Years all the Powers hereby granted to the Company for making the Harbour hereby authorized, or otherwise in relation thereto, and after the Expiration of Five Years all the Powers granted to the Company for making the Railway hereby authorized, shall cease to be exercised, except as to so much of the same as shall then be completed.

Period of
Completion
of Harbour,
&c.

XXXIV. It shall be lawful for the Company to demand for every Vessel using or entering the said Harbour or Works any Sum for every Ton Measurement of such Vessel not exceeding the Rates mentioned in Schedule (A.) hereunto annexed, and every such Rate shall be payable by the Master of such Vessel.

Rates pay-
able on
Ships.

XXXV. It shall be lawful for the Company to demand, for all Goods mentioned in the Schedule (B.) hereunto annexed which shall be shipped or unshipped, received or delivered within the Limits of the Harbour and Works, any Sums not exceeding the several Rates in the said Schedule (B.) specified with respect to such Goods respectively, and as to all such Goods respectively as shall not be specified in the said Schedule the Company may demand a Rate equal to the Rate for the Time being payable in respect of Goods of a similar Nature, Package, and Quantity, and every such Rate shall be payable by the Owner of the Goods.

Rates pay-
able on
Goods.

XXXVI. If any Vessel for which the Rates mentioned in Schedule (A.) shall have been paid shall, after leaving the said Harbour, be obliged from Stress of Weather or other Cause to return with the same Cargo, the Rates so paid shall not again be payable in respect of such Vessel.

Rates not
payable in
case of
Return from
Stress of
Weather.

XXXVII. No Rates by this Act authorized to be taken on any Vessel using or entering the said Harbour or Works therewith connected, or any Goods shipped or unshipped thereat, shall be sold, mortgaged, or charged in any Manner or for any Purpose without the Consent of the Board of Trade first had and obtained, such Consent to be signified by Writing under the Hand of One of the Secretaries or Assistant Secretaries to such Board; and any Sale, Mortgage, or Charge of any such Rates without such Consent shall be absolutely void.

Rates not to
be sold or
charged
without Con-
sent of Board
of Trade.

XXXVIII. It shall be lawful for the Company and they are hereby authorized to levy, receive, and take, for the Use of any Graving Docks, Mooring Blocks, Ground Mooring Buoys, Cranes, Drops, Weighing Machines, Slips or Ways, and Engines or Sheers, erected by the Company, and for and in respect of warehousing

Rates to be
charged for
the Use of
Cranes,
Weighing
Machines,
&c.

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and safe Custody of any Goods, Wares, Merchandise, or other Commodities which shall be warehoused, deposited, or kept within the Warehouse or Warehouses of the Company, such Rates and Sums of Money, to be from Time to Time agreed upon between the Masters and Owners of any Ships, Vessels, and the said Company, or as may be usual and reasonable.

Limits within which Dock Master may exercise his Authority.

XXXIX. The Limits within which the Powers of the Dock Master for the Regulation of the Docks shall be exercised shall be the whole of the Dock, Works, and Premises of the Company: Provided always, that such Dock Master shall not remove any Vessel that has been once moored for the due lading or unloading of any Goods or Merchandise, without the Knowledge of the proper Officer or Officers of Customs.

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

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

Powers to appoint Weighers and Measurers.

XLI. It shall be lawful for the Company to appoint and license a sufficient Number of Persons to be Meters and Weighers within the Harbour and Works.

Company not bound to provide Life Boat, unless required by Admiralty.

XLII. The Company shall not be bound to provide Life Boat or Life Boats, as required by the Provisions of the "Harbours, Docks, and Piers Clauses Act, 1847," unless and until they shall be required to do so by an Order in Writing under the Hands of the Lords Commissioners for executing the Office of Lord High Admiral for the Time being, or any Two of them, but upon any such Requirement the Clauses in the Harbours, Docks, and Piers Clauses Act, 1847, with respect to Life Boats, shall be thereafter applicable to the Company.

Tolls.

XLIII. It shall be lawful for the Company to demand any Tolls for the Use of the said Railway, not exceeding the following; (that is to say,)

Tonnage of Articles of Merchandise.

In respect of the Tonnage of all Articles conveyed thereon or upon any Part thereof, and included within the following Classes:

Class 1. For all Compost, Dung, and Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repairs of Roads
or

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or Highways, *per Ton per Mile* not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny:

Class 2. For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, and Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per Ton per Mile* not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny:

Class 3. For all Sugar, Grain, Corn, Flour, Hides, Dye, Wools, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, Chains, *per Ton per Mile* not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Halfpenny:

Class 4. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per Ton per Mile* not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny; and if conveyed in Carriages belonging to the Company, a further Sum *per Ton per Mile* not exceeding One Penny: And,

Class 5. For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than a Ton, *per Mile* not exceeding Fourpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per Ton* not exceeding One Penny Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per Mile* for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Halfpenny *per Mile* for every additional Quarter of a Ton; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Halfpenny *per Mile* for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton:

In

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Animals, &c.In respect of Animals conveyed in Carriages upon the Railway,
as follows :

Class 6. For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence ; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny ; and if such Carriage be propelled by an Engine belonging to the said Company, an additional Sum *per* Mile not exceeding One Penny :

Class 7. For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny ; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing ; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for
Passengers.In respect of Passengers conveyed in Carriages upon the Railway,
as follows :

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence ; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny ; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Regulations
as to the
Tolls.

XLIV. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls ; (that is to say,)

For a fractional Part of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls and Charges as for each Quarter of a Mile :

For every Fraction of a Ton the Company may demand Tolls according to the Number of Quarters of a Ton in such Fraction, and each Fraction shall be deemed a Quarter of a Ton :

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

With respect to Stones 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 on in proportion for any smaller Quantity.

Tolls for
small Parcels
and Articles

XLV. And with respect to small Packages and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls,

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Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,) of great Weight.

For any Parcel not exceeding Seven Pounds in Weight, if carried a Distance of not more than Twenty-five Miles, Fourpence; and if carried a greater Distance than Twenty-five Miles, Sixpence:

For any Parcel not exceeding Fourteen Pounds in Weight, if carried a Distance of not more than Twenty-five Miles, Sixpence; and if carried a greater Distance than Twenty-five Miles, One Shilling:

For any Parcel not exceeding Twenty-eight Pounds in Weight, for any Distance Two Shillings:

And for any Parcel not exceeding Fifty-six Pounds in Weight, for any Distance Two Shillings and Sixpence:

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

Provided always, that Articles sent in large aggregate Quantities, although made up of several Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Terms shall apply only to single Parcels in small Packages:

For the Carriage of any Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand any Sum not exceeding Sixpence *per Ton per Mile*; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Fourpence; and if propelled by an Engine belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Threepence:

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

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

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Maximum
Rate of
Charges for
Passengers.

XLVII. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums :

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

Maximum
Charges for
Goods and
Animals.

XLVIII. The maximum Rate of Charge to be made by the Company, including the Tolls for the Use of Railways, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, except the loading and unloading of Goods, when such Service is performed by the Company, shall not exceed the Amounts mentioned in the following Table ; (that is to say,)

For the Matters herein-before mentioned under Class 1. not exceeding Twopence *per* Ton *per* Mile :

For the Matters mentioned under Class 2. not exceeding Twopence Halfpenny *per* Ton *per* Mile :

For the Matters mentioned under Class 3. not exceeding Threepence *per* Ton *per* Mile :

For the Matters mentioned under Class 4. not exceeding Threepence Halfpenny *per* Ton *per* Mile :

For any Carriage mentioned under Class 5. not weighing more than One Ton, not exceeding Sixpence *per* Mile ; and if weighing more than One Ton, not exceeding Twopence *per* Mile for every Quarter of a Ton :

For anything mentioned under Class 6. not exceeding Fourpence *per* Mile :

For everything mentioned under Class 7. not exceeding One Penny *per* Mile.

Restriction
as to Charges
not to extend
to special
Trains.

XLIX. The Restriction as to the Charges to be made for Passengers shall not extend to any special Train that may be required to be run upon the said Railway, but shall apply to all other Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the said Railway.

Company
may take in-
creased
Charges by
Agreement.

L. Nothing herein contained shall be held to prevent the said Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description,

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Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods, except small Parcels, by Passenger Trains, or by reason of any other special Services performed by the said Company in relation to such Goods.

LI. The Railway hereby authorized shall communicate with the *Chester and Holyhead* Railway at such Point or Points only as shall be determined by the Engineer of the *Chester and Holyhead* Railway Company, and certified by him in Writing, countersigned by the Secretary of the said Company; and such Communication, when so determined on, shall be effected in the most approved Manner, with all necessary Works, and to the Satisfaction of the Engineer for the Time being of the said *Chester and Holyhead* Railway Company; and the Expense of such Communication and incident thereto, and of all necessary Openings in the Rails of the *Chester and Holyhead* Railway, Points, and other Works from Time to Time requisite for effecting, altering, and maintaining such Rails and Points, and regulating the same, shall be paid by the Company hereby incorporated, and at their Expense shall at all Times be altered, repaired, and maintained to the Satisfaction of the Engineer for the Time being of the said *Chester and Holyhead* Railway Company, and shall at all Times be made and maintained in such Manner as not to impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along the said *Chester and Holyhead* Railway.

Communication with the *Chester and Holyhead* Railway to be with Consent of latter Company.

LII. Nothing in this Act contained shall authorize the Company hereby incorporated, or any other Person or Persons, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the said *Chester and Holyhead* Railway Company, or in any Manner to alter, vary, or interfere with the said *Chester and Holyhead* Railway, or any of the Works appertaining thereto, save only for the Purpose of effecting the Junction hereby authorized in manner last aforesaid; and that (except as hereby expressly authorized) nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the said *Chester and Holyhead* Railway Company, but all their Rights, Privileges, Powers, and Authorities (under their several Acts of Parliament or otherwise) are hereby expressly saved and reserved.

Company not to enter on the Lands of or interfere with the said Company.

LIII. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Six thousand eight hundred and twenty-five Pounds, being more than One Tenth and One Twentieth Parts of Three Fourths of the Amount of the Estimate of the Expense of the Railway and Harbour respectively authorized by this Act,

Sum deposited pursuant to Standing Orders not to be repaid, except in certain Events.

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Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Notwithstanding anything contained in the said Act of the Ninth Year of Her present Majesty, the Sum of Three thousand Pounds, being Part of the said Sum of Six thousand eight hundred and twenty-five Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as is herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons, or the Majority of the Persons, named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*; provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Three thousand Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Three thousand Pounds if the Company shall not within the Time limited for the Completion of the said Railway either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and and if such Bond shall have been deposited with the said Solicitor to the said
Lords

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

LIV. If, upon Complaint made to the Board of Trade by any Person interested, in Writing under his Hand, it shall appear to the Board of Trade that there is reasonable Ground for believing that the Accounts of the Company with respect to the Harbour have not been duly kept, or that any Tolls, Rates, or Duties have been improperly or unfairly levied by them, the Board of Trade may appoint an Auditor to examine the Accounts of the Company, and examine into the Matter so complained of, and to report to them thereon; and the Company shall, upon Demand, produce to such Auditor all or any of their Accounts, Books, Deeds, Papers, Writings, and other Documents, and afford to him all reasonable Facilities for examining and comparing the same; and in case any Matter complained of shall be found to be true, the reasonable Expenses of such Auditor shall be paid by the Company out of the Monies coming to their Hands under this Act, and may be recovered in any of the Superior Courts as a Debt due to the Crown.

Board of Trade may appoint an Auditor to examine Accounts with respect to the Harbour.

LIV. Nothing contained in this Act shall extend to authorize the Company to purchase, take, or use any Land or Soil, or any Rights in respect thereof, belonging to Her Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods and Forests and Land Revenues, or any One of them, first had and obtained for that Purpose, and which Consent such Commissioners, or any One of them, are and is hereby authorized and empowered to give, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by Her Majesty, Her Heirs or Successors.

Saving Rights of the Crown.

LVI. Nothing in this Act contained shall be deemed or taken to authorize the Company compulsorily to purchase, take, or use any

Company not to take or use certain

[Local.]

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Land

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Lands, &c.
belonging to
the Bishop of
Bangor.

Land or Soil, or any Rights in respect thereof, belonging to the Right Reverend *Christopher* Bishop of *Bangor*, or his Successors, or the Lord for the Time being of the Manor of *Gogarth*, or to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by the said *Christopher* Bishop of *Bangor*, or his Successors, or the Lord for the Time being of the said Manor of *Gogarth*.

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

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

Provision for
future Gene-
ral Railway
and Harbour
Acts.

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

Expenses of
Act.

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

ST. GEORGE'S

The Saint George's Harbour Act, 1853.

ST. GEORGE'S HARBOUR.

SCHEDULES referred to in the foregoing Act.

SCHEDULE A.

TABLE OF HARBOUR RATES AND DUES.

	£	s.	d.
1. For every Vessel to or from any Port or Place within the United Kingdom of Great Britain and Ireland, for each Ton thereof the Sum of - - - - -	0	0	4
2. For every Vessel to or from any other Port or Place, for each Ton thereof the Sum of - - - - -	0	1	0
3. For every Vessel which shall remain in the said Harbour, Docks, or Works for a longer Period than Three Months, a further Sum equal to Half of the Rates which shall have been paid in respect of such Vessel, and so on for every further Period of Three Months - - - - -			
4. For every Outward or Inward bound Vessel which shall enter the Harbour for Shelter only, and not for loading or unloading, for each Ton thereof the Sum of - - - - -	0	0	2

Vessels launched at the Harbour to pay Half Dues on First Voyage, if sailing in Ballast, but if loaded Goods to pay full Dues.

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SCHEDULE B.

RATES FOR GOODS.

N.B.—The Letters B. B. signify Barrel Bulk.

Description of Goods.	Quantity.	Rate.	
		s.	d.
Alabaster - - - - -	B. B.	0	3
Ale and Beer - - - - -	Hogshead	0	6
Ditto, in Bottles - - - - -	B. B.	0	3
Almonds - - - - -	B. B.	0	3
Alkali, Black - - - - -	Ton	2	0
Alum - - - - -	Ton	2	0
Animalised Carbon for Manure - - - - -	Ton	1	6
Aniseeds - - - - -	B. B.	0	3
Anvils - - - - -	Ton	2	0
Apples - - - - -	Bushel	0	2
Argol - - - - -	Ton	2	0
Ashes, Pot and Pearl - - - - -	Ton	2	0
Ditto, Weed - - - - -	Ton	2	0
Ammonia Water - - - - -	Ton	1	0
Bacon - - - - -	B. B. of 200lbs.	0	3
Bagging - - - - -	B. B.	0	3
Barilla - - - - -	Ton	1	6
Bark for Tanners - - - - -	Ton	1	8
Barrels, empty - - - - -	each	0	1
Baskets - - - - -	B. B.	0	3
Ditto, Rods - - - - -	B. B.	0	3
Biscuit, Ships - - - - -	Cwt.	0	2
Beef or Pork - - - - -	B. B. 200lbs.	0	3
Beer, Spruce or Black - - - - -	Six Kegs	0	3
Blacking, not otherwise enumerated - - - - -	B. B.	0	3
Bellows - - - - -	B. B.	0	3
Bleaching Salts and Powder - - - - -	Ton	2	0
Blubber - - - - -	B. B. of 27 Gallons	0	3
Boats exported; viz.			
12 to 14 Feet Keel - - - - -	each	2	6
14 to 16 " - - - - -	each	3	0
16 to 18 " - - - - -	each	3	6
18 to 20 " - - - - -	each	4	0
20 and above - - - - -	each	5	0
Bones of Cattle - - - - -	Ton	1	0
Ditto, ground - - - - -	Ton of 48 Bushels	1	0
Books, and all Articles of Stationery not otherwise enumerated - - - - -	B. B.	0	3
Bottles, empty, Wine Size, and others in proportion - - - - -	Gross	0	4
Ditto, smaller Size, and Phials - - - - -	B. B.	0	3
Ditto, broken and Cullet - - - - -	Ton	0	6
Bran - - - - -	Boll of 80lbs.	0	1
Brass - - - - -	Ton	2	0

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Description of Goods.	Quantity.	Rate.	
		s.	d.
Bricks, common Size	1,000	0	6
Ditto, double, treble, and other Sizes in proportion.			
Brimstone, Ruff	Ton	2	0
Ditto, in Roll or Flour	B. B.	0	3
Bristles	B. B.	0	3
Brooms	Dozen	0	3
Broom and Brush Handles, Heads, and Stocks	B. B.	0	3
Brushes	B. B.	0	3
Butter	Cwt.	0	1½
Boxes, Salmon, empty	each	0	1
Candles	B. B.	0	3
Ditto, Wicks	B. B.	0	3
Cakes of Lint and Rape Seed	Ton	2	0
Ditto, ground	Ton	2	6
Cane Reeds	120	0	3
Carpets, Rugs, and Upholstery Articles	B. B.	0	3
Carboys of Vitriol and Acids, usual Size	Average 160lbs. each	0	1½
Cards, Tow and Wool	B. B.	0	3
Carraway Seeds	B. B.	0	3
Carriages; viz.			
Mail and Stage Coaches	each	15	0
Chariot	each	15	0
Postchaise	each	15	0
Britska	each	12	0
Phaeton	each	7	6
Gig	each	5	0
Other Carriages in proportion.			
Carrots	Ton	1	0
Casks, Boxes, and Kits, empty, excepting returned Packages	B. B.	0	1½
Cement	Ton	1	6
Chalk	Ton	0	9
Charcoal	Ton	5	0
Ditto, Blacking	B. B.	0	3
Cattle and live Animals; viz.			
Asses and Mules	each	2	0
Bulls, Cows, and Oxen	each	1	1
Calves	each	0	6
Sheep and Lambs	each	0	4½
Swine and Pigs	each	0	4½
Horses	each	4	0
Cattle and Horses from Orkney and Shetland	each	0	9
Sheep and Lambs from ditto, ditto	each	0	4½
Dogs, Foxes, and smaller Animals	each	1	0
Other Kinds of Animals in proportion.			
Cheese	Cwt.	0	1½
Chestnuts	B. B.	0	3
Chimney Tops or Cans:			
(Composition) 3 Feet high	each	0	1
Ditto, ditto, of Clay, 2¾ Feet high	each	0	0½
Others in proportion.			
China	B. B.	0	3

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Description of Goods.	Quantity.	Rate.	
		s.	d.
Chocolate	B. B.	0	3
Cider	B. B.	} 0	3
Cinders	of 27 Galls.		
Cinnamon and Cassia	Barrel	} 0	0½
Clay; viz.	of 128lbs.		
China or Stone Clay	B. B.	0	3
Pipe Clay	Ton	0	4
Fire Clay	Ton	1	0
Loam Clay	Ton	0	4
Clocks	Ton	0	4
Clothiery, Haberdashery, Silk Mercery, and all Articles for Clothiers and Haberdashers	B. B.	0	3
Coals	B. B.	0	3
Ditto	5½ Cwt.	0	1
Coal Dust for Founders, &c.	Ton	0	3¾
Clover Seed	Ton	1	6
Cocoa Nuts	Ton	2	0
Coffee	B. B.	0	3
Confections	B. B.	0	3
Copper	B. B.	0	3
Ditto Utensils for Distilleries and other Purposes	Ton	2	0
Ditto, old	Cwt.	0	3
Ditto, Ore	Ton	2	0
Copperas	Ton	1	0
Cordage, White and tarred	Ton	1	6
Corks	Ton	2	0
Corkwood	B. B.	0	3
Corn; viz.	Ton	4	0
Barley	Quarter	0	2
Malt	Quarter	0	2
Oats	Quarter	0	2
Wheat	Quarter	0	3
Rye	Quarter	0	3
Beans	Quarter	0	3
Peas, Grey	Quarter	0	3
Ditto White, Split or Boilers	Quarter	0	3
Flour, Sack or Barrel	Ton	2	0
Oatmeal	Sack	0	3
Corn Hooks or Sickles	Ton	1	8
Cotton Wool	B. B.	0	3
Ditto, manufactured	Ton	2	6
Crystal	B. B.	0	3
Currants	B. B.	0	3
Cloth, not enumerated	B. B.	0	3
Drugs, Medicines, and all Articles for Druggists not otherwise enumerated	B. B.	0	3
Dung	Ton	0	4
Earthenware	B. B.	0	2
Eggs	B. B.	0	3

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Description of Goods.	Quantity.	Rate.	
		s.	d.
Feathers	B. B. of 80lbs.	0	3
Felt	B. B.	0	3
Figs	B. B.	0	3
Fish; viz.			
Salmon, iced	B. B.	0	3
Ditto, pickled in Kits	B. B. of 6 Kits	0	3
Ditto, preserved	B. B.	0	3
White Fish, salted	Ton	2	6
Haddocks, dried or smoked	B. B.	0	3
Cod, pickled	Barrel	0	3
Flax	Ton	2	6
Ditto, Codilla	Ton.	1	6
Ditto, manufactured	B. B.	0	3
Flint for Potters	Ton	0	4
Furniture	B. B.	0	3
Gingerbread	B. B.	0	3
Ginger	B. B.	0	3
Glass	B. B.	0	3
Glue	B. B.	0	3
Grapes	B. B.	0	3
Grease	Ton	2	0
Gum Senegal and other Kinds	B. B.	0	3
Gypsum	Ton	1	6
Gunpowder	100lbs.	0	3
Guano	Ton	2	0
Hair of Ox, Cow, or Horse, dry	Cwt.	0	3
Ditto, wet	Cwt.	0	2
Ditto, Plaster	Ton	4	0
Hams	B. B. of 200lbs.	0	3
Hats	B. B.	0	3
Hay and Straw	Ton	1	8
Hemp, Ruff	Ton	2	6
Ditto, Codilla	Ton	1	6
Ditto, dressed	B. B.	0	3
Honey	Cwt.	0	1½
Herrings	Barrel	0	2
Hides; viz.			
Ox, Cow, Buffalo, or Horse	each	0	0½
Kips	each	0	0¼
Calf and Seal Skins	Dozen	0	1½
Sheep Skins and Pelts	Dozen	0	1
Hoops of Wood; viz.			
Barrel and Half Barrel	1,200	0	6
Pink and Half Pink	1,200	0	4
Others in proportion.			
Hops	Cwt.	0	4
Horns; viz., of			
Ox or Cow	1,000	1	8
Tips	Ton	2	0
Sloughs	Ton	2	0
Hoofs	Ton	2	0
Shavings or Waste	Ton	2	0

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Description of Goods.	Quantity.	Rate.
Husbandry Implements; viz.		s. d.
Waggon with 4 Wheels	each	5 0
Box Cart	each	2 6
Plough	each	0 9
Harrows	Pair	0 9
Wheelbarrow	each	0 4
Other Implements	B. B.	0 3
Hardware and all Articles for Hardware Merchants not enumerated	B. B.	0 3
Ice	Ton	0 6
Indigo	B. B.	0 3
Iron; viz.		
Bar and Bolt	Ton	1 3
Rod, Plate, Sheet, and Hoops	Ton	2 0
Girdles, Nails, and Wires	Ton	2 0
Forged Iron Work	Ton	2 0
Steam Boilers in Pieces	Ton	2 0
Ditto whole	B. B.	0 3
Grates, Stoves, and Tinned Work	Ton	3 0
Pots and other hollow Cast-Iron Work	Ton	2 6
All other Castings	Ton	2 0
Pig	Ton	1 0
Old	Ton	1 0
Ore	Ton	1 0
Ivory	B. B.	0 3
Ditto, Black	Ton	1 6
Junk or old Ropes	Ton	1 0
Kelp	Ton	1 6
Kiln Pavement	30 Superficial Feet	0 3
Lamp Black	B. B.	0 2
Lard	Cwt.	0 1½
Lead; viz.		
Sheet, Pig, Pipe, and Shot	Ton	2 0
Red, White, and Black	Ton	2 0
Ore	Ton	1 0
Leather, dressed	Cwt.	0 2
Ditto, all other Sorts	Cwt.	0 2
All Articles for Leather Merchants not enumerated	B. B.	0 3
Lemons	B. B.	0 3
Lime	Boll of 5-Bushels	0 0¾
Linen Yarn in Bulk or loose Bundles	Ton	3 0
Linen Yarn in Bales or other Packages	B. B.	0 3
Linseed in Casks or Bags	B. B.	0 3
Liquids in Casks not otherwise enumerated	B. B. of 27 Gallons	0 3
Liquorice Root	B. B.	0 3

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Description of Goods.	Quantity.	Rate.	
		s.	d.
Madder, ground	Ton	2	6
Ditto, Root	Ton	5	0
Machinery	B. B.	0	3
Manganese	Ton	2	0
Mats, Russian	100	1	0
Mill Waste, all Kinds	Ton	1	6
Molasses	Ton	1	8
Moss, Rock	Ton	2	0
Mustard	B. B.	0	3
Musical Instruments	B. B.	0	3
Nutgalls	B. B.	0	3
Nutmegs	B. B.	0	3
Nuts	B. B.	0	3
Oakum	Cwt.	0	2
Ochre	Ton	2	0
Oil of all Kinds	B. B. of 27 Galls.	0	3
Onions	Bushel	0	2
Oranges	B. B.	0	3
Orchella Weed	Cwt.	0	3
Oysters and other Shell Fish	B. B.	0	3
Packthread and Twine	B. B.	0	3
Paper of all Kinds, and all Articles for Papermakers not otherwise enumerated	B. B.	0	3
Ditto, Shavings	Ton	1	6
Paste or Millboards	B. B.	0	3
Peats	Load of 800	0	4
Pepper and Pimento	B. B.	0	3
Perry	B. B. of 27 Galls.	0	3
Pitch	B. B.	0	2
Pewter	Ton	2	0
Plants of Trees and Shrubs	B. B.	0	3
Plaster of Paris	Ton	2	0
Pork	B. B. of 200 lbs.	0	3
Plums	B. B.	0	3
Porter	Hhd.	0	6
Ditto in Bottles	B. B.	0	3
Potatoes	Ton	1	0
Preserved Provisions	B. B.	0	3
Prunellas	B. B.	0	3
Prunes	B. B.	0	3
Pipes, Tobacco	B. B.	0	3
Parettes, Refuse of	Ton	1	0
Quills, undressed	B. B. of 16 M.	0	3
Ditto, dressed	B. B.	0	3
Rags, Linen	Ton	1	6
Ditto, Woollen	Ton	1	0
Raisins	B. B.	0	3
Rice	Ton	2	0

[Local.]

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Description of Goods.	Quantity.	Rate.	
		s.	d.
Rosin - - - - -	Ton	1	8
Rye Grass Seeds - - - - -	8 Bushels	0	3
Sago - - - - -	B. B.	0	3
Sail Cloth, in Bolts - - - - -	5 Bolts	0	3
Ditto, in Package - - - - -	B. B.	0	3
Salt, Rock and White - - - - -	Ton	1	0
Ditto, refined, in Package - - - - -	B. B.	0	3
Salts, Glauber and Epsom - - - - -	Cwt.	0	1½
Saltpetre - - - - -	Ton	2	6
Scythes - - - - -	Doz.	0	0½
Sand for Founders - - - - -	Ton	0	4
Scrows of Hides - - - - -	Ton	2	0
Scrows, Gelatine of - - - - -	Ton	1	6
Shakes of Casks, Pipes, or Puncheons - - - - -	each	0	2
Others in proportion.			
Shumac - - - - -	Ton	2	6
Slates - - - - -	Ton	0	6
Smalts - - - - -	Cwt.	0	1½
Snuff - - - - -	B. B.	0	6
Soap, Hard and Soft - - - - -	Ton	2	0
Soapers' Salt and Muriatic Residium - - - - -	Ton	1	6
Soda - - - - -	Ton	2	0
Soda and Seltzer Water - - - - -	B. B.	0	3
Spades and Shovels - - - - -	Doz.	0	1
Spanish or Italian Juice - - - - -	B. B.	0	3
Spirits, Home and Foreign, and all Articles for Spirit Dealers not otherwise enumerated - - - - -	B. B.	0	3
Starch - - - - -	B. B.	0	3
Steel - - - - -	Ton	2	0
Stores; viz.			
Carriageway Granite - - - - -	Ton	0	2
Kerb Pavement Steps, Landings and Building, ditto - - - - -	Ton	0	5
Rubble and Chips, ditto - - - - -	Ton	0	2
Freestone, Building - - - - -	Ton	0	5
Rigging Stones - - - - -	100 Running Feet	1	6
Mill Stones - - - - -	Ton	2	0
Grindstones - - - - -	Ton	2	0
Scythe Stones - - - - -	Gross	0	4
Grave Stones, Foreign - - - - -	each	5	0
Turin or Flag Stones under 3 Inches thick - - - - -	20 Sup. Feet	0	3
Ditto extra Thickness in proportion.			
Ditto from Caithness - - - - -	20 Sup. Feet	0	2½
Chimney Jambs - - - - -	Set	0	2
Stair Steps - - - - -	20 Running Feet	1	6
Stairhead Landings, Cisterns, and other large Stones not exceeding 5 Inches thick - - - - -	Sup. Foot	0	1
Ditto above 5 Inches - - - - -	Sup. Foot	0	1½
Marble Stones - - - - -	£100 Value	20	0
Polished Granite Stones - - - - -	Ton	3	0
All other Description of Stones - - - - -	£100 Value	20	0
Cliff and Cement Stone - - - - -	Ton	0	6

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Description of Goods.	Quantity.	Rate.	
		s.	d.
Stucco	Ton	1	6
Stoneware	B. B.	0	3
Sugar; viz.			
Candy	B. B.	0	3
Loaf and Lump	Ton	3	0
Powder and Raw	Ton	2	0
Of Lead	Ton	2	0
Sheffield and Birmingham Wares	B. B.	0	3
Skins not otherwise enumerated	B. B.	0	3
Seeds, all Sorts, and all Articles for Seedsmen and Fruiterers not otherwise enumerated	B. B.	0	3
Saddlery Articles not otherwise enumerated	B. B.	0	3
Tallow	Ton	2	0
Tar	Barrel	0	2
Tares	Quarter	0	3
Teas, and all Articles for Grocers not otherwise enumerated	B. B.	0	3
Tiles	1,000	1	0
Tin	Ton	2	0
Tin Plates	Ton	2	0
Tobacco	Cwt.	0	4
Toys	B. B.	0	3
Tow, all Kinds	Ton	1	6
Turnips	Ton	1	0
Tanners' Waste	Ton	0	6
Teazles	B. B.	0	3
Varnish, all Kinds	B. B.	0	3
Vinegar	B. B. 27 Gals.	0	3
Veneers, all Kinds	B. B.	0	3
Walnuts	B. B.	0	3
Whalebone	Ton	2	0
Whiting	Ton	0	9
Wine, in Casks	B. B. 27 Gals.	0	3
Ditto, in Bottles	B. B.	0	3
Wood, Foreign and American (Calliper Measure); viz.			
Pine and Fir Timber, Oak, Elm, Ash, Birch, and all other Descriptions of Hardwood, in Log or Plank	Load	1	0
Masts and Spars	Load	1	0
Fir Deals, Planks, and Battens	Load	1	0
Lathwood, 4 Feet Lengths	Fathom	2	0
Ditto, other Lengths in proportion.			
Rickers, under 30 Feet Length, and under 4 Inch Diameter	Doz.	0	3
Oars	Doz.	0	4
Handspikes	Doz.	0	4
Treenails	1,000 Ft. Lineal	}	0 6
Wainscot	Load		

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Description of Goods.	Quantity.	Rate.
Wood, British; viz.		
Fir, Larch, Beech, Oak, Ash, Elm, and all other Hard Woods, rough or round (Calliper Measure) - - - - -	Load	s. d. 0 9
Ditto, ditto (String Measure) - - - - -	Load	1 0
Masts and Spars (Calliper Measure) - - - - -	Load	0 9
Masts and Spars (String Measure) - - - - -	Load	1 0
Oak, Ash, Beech, Elm, and all other Hard Woods in Plank or sided - - - - -	Load	1 0
Fir, Deals, Planks, and Boards - - - - -	Load	1 0
Railway Sleepers - - - - -	Load	1 0
Lathwood, sawn - - - - -	1,000 Sup. Ft.	1 0
Pit Props, 6 Feet long, 3 Inches Diameter - - - - -	Doz.	0 2
Ditto, other Sizes in proportion.		
Cart Wheel Spokes - - - - -	40 Pieces	0 3
Cart Wheel Felloes - - - - -	40 Pieces	0 3
Wedges - - - - -	1,000 Pieces	1 0
By Weight; viz.		
Barwood, Boxwood, Brazil Wood, Canewood, Ebony, Fustic, Lignum Vitæ, Logwood, Nicaragua Wood, Redwood, Sassafras, &c. - - - - -	Ton	2 0
Mahogany - - - - -	40 Ft. or Ton	2 0
Staves; viz.		
American Pipe - - - - -	Stand. 1,000	15 0
Ditto single Hogshead - - - - -	" 1,200	6 0
Ditto single Barrel - - - - -	" 1,200	3 0
Ditto Hogshead Billets - - - - -	" 1,200	10 0
Ditto Barrel Billets - - - - -	" 1,200	8 0
Baltic and Hamburg Pipes - - - - -	" 1,200	30 0
Ditto ditto Hoghead - - - - -	" 1,200	20 0
Ditto ditto best Barrel - - - - -	" 1,200	10 0
Ditto ditto inferior Quality - - - - -	" 1,200	5 0
British Barrel - - - - -	" 1,200	3 0
Ditto ditto ditto of Fir - - - - -	" 1,200	1 6
Woad - - - - -	Ton	2 0
Wool, Sheeps - - - - -	Ton	2 6
Ditto, Manufacture - - - - -	B. B.	0 3
Yeast - - - - -	B. B.	0 3
Zinc - - - - -	Ton	2 0
All Goods not otherwise enumerated in the foregoing Schedule - - - - -	B. B.	0 4

The Barrel Bulk of all Articles not otherwise rated to be 5 Cubical Feet, excepting when the said Measure shall exceed Two and a Half Hundredweight, in which Case Two and a Half Hundredweight is to be rated a Barrel Bulk.

Small Packages not measuring One and One Fourth Cubical Foot, or not weighing Twenty-eight Pounds, to be reckoned One Fourth of a Barrel Bulk, and in all Cases where a Fourth is chargeable to pay One Penny.

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