



ANNO VICESIMO NONO & TRICESIMO

VICTORIÆ REGINÆ.

Cap. ccxcvi.

An Act for conferring on the Trustees and others claiming under the Will of the late Marquess of *Bute* Powers with respect to the reclaiming of Mud Land, and the making and maintaining of a Dock or Basin and a Pier and Railway and other Works at *Cardiff*; and for other Purposes. [30th July 1866.]

WHEREAS the Most Honourable *John Crichton Stuart*, late Marquess of *Bute* and Earl of *Dumfries*, now deceased (in this Act called "the late Marquess"), being or claiming to be the Owner in Fee Simple of large Estates at *Cardiff* and elsewhere in the County of *Glamorgan*, and being interested in the Prosperity of the Town and Port of *Cardiff* and the Neighbourhood thereof, obtained an Act of the 1st Year of *William* the 4th, Cap. 133 (Local), intituled *An Act for empowering the Marquis of Bute to make and maintain a Ship Canal commencing near the Mouth of the River Taff in the County of Glamorgan, and terminating near the Town of Cardiff, with other Works to communicate therewith* (in this Act called the Act of 1830); and also an Act of the 4th Year of *William* the 4th,

11 G. 4. &
1 W. 4.
c. cxxxiii.

[Local.]

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Chap.

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4 W. 4.
c. xix.

Chap. 19 (Local), intituled *An Act to alter, amend, and enlarge the Powers of an Act passed in the First Year of the Reign of His present Majesty King William the 4th, intituled "An Act for empowering the Marquis of Bute to make and maintain a Ship Canal commencing near the Mouth of the River Taff in the County of Glamorgan, and terminating near the Town of Cardiff, with other Works to communicate therewith"* (in this Act called the Act of 1834):

Indenture
dated Feb.
20, 1845.

And whereas, by an Indenture dated the 20th Day of *February* 1845, the late Marquess conveyed his Lands at or near *Cardiff* to Trustees upon Trusts thereby declared for the Management and Improvement thereof, with a Proviso for the Cesser of the Trusts on his Decease, except so far as he should by his Will appoint:

Will dated
22d July
1847.

And whereas the late Marquess, by his Will dated the 22nd Day of *July* 1847, devised all his Estates in the County of *Glamorgan*, except *Cardiff Castle* and *Cathays Park*, to Trustees for a Term of 1500 Years (in this Act called the Trust Term), upon the Trusts thereby declared thereof, and subject thereto to the Use of each Son of his Body during his natural Life, without Impeachment of Waste, with divers Remainders over in strict Settlement; and he thereby declared the Trusts of the Trust Term, giving to the Trustees thereof like Powers for the Management and Improvement of the Hereditaments comprised therein as were declared by the recited Indenture:

And whereas the late Marquess died on the 18th Day of *March* 1848, leaving the Most Honourable *John Patrick Crichton Stuart*, the present Marquess of *Bute* and Earl of *Dumfries* (in this Act called the present Marquess), his only Child him surviving: And whereas the present Marquess is now in the 19th Year of his Age, and is Tenant for Life in possession of the Trust Estates comprised in the Trust Term, but subject thereto and to the Trusts thereof: And whereas the late Marquess was or claimed to be the Owner of all or by far the greatest Part of the Mud Lands to which this Act relates, and the present Marquess is or claims to be entitled to the same for Life accordingly: And whereas, partly under the Authority of the Acts of 1830 and 1834 respectively, and partly in respect of the Ownership of the Lands comprised in the recited Indenture and the Trust Term respectively, the late Marquess and the several Trustees of the recited Indenture and the Trust Term respectively have made and maintained, to the great Benefit of the Town and Port of *Cardiff*, extensive Docks and other Works at *Cardiff*, comprising an Entrance Channel from or near the *Eastern Hollows* near to the Mouth of the River *Taff*, and Docks and Harbours called respectively the *Bute West Dock* and the *Bute East Dock*, and the Steam Packet Harbour, and the *Bute Tidal Harbour*, with Basins, Cuts, Locks, Reservoirs, a Weir across and a Feeder from the River *Taff*, Wharfs, Quays, Staiths, Landing and Shipping Places, Tramways or Railways, Warehouses, Sheds, Buildings, and other Works and Conveniences: And

whereas

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whereas *John Boyle* and *Charles Stuart*, Esquires, are the present Trustees of the Trust Term, and they are in this Act referred to as "the present Trustees:" And whereas by the "*Bute Docks Act, 1865,*" the whole of the Docks and Works have been placed under Parliamentary Regulation, and the recited Acts of 1830 and 1834 (except the several Sections thereof respectively which are set forth in the 1st Schedule to the reciting Act annexed) have been repealed: And whereas by the Act of 1830 the late Marquess, his Heirs or Assigns, were authorized to supply the then intended Works with Water from the River *Taff* to be conveyed by a Watercourse and Tunnel or covered Aqueduct passing through the public Streets of *Cardiff* and under the *Glamorganshire Canal*, and to make and maintain a proper Weir across the Stream of the River *Taff* at the Point where the Water should be taken from the same; and by the Act of 1834 the late Marquess, his Heirs or Assigns, were authorized to make the Watercourse or Aqueduct in another Course, and to take by Means thereof Water from the River *Taff* for the Supply of the Scouring Basin by that Act authorized, and other Works, and was authorized to make Deviations therein and thereto, as and with the Consent in such Act mentioned: And whereas the late Marquess, having acquired Lands for the Purpose, made a Weir across the River *Taff*, with a Watercourse (in this Act called the Feeder) therefrom into the *Bute West Dock* for the Diversion and Conveyance into that Dock, and thence into other Works of Water from the River *Taff*; but the Weir was placed at a Point higher up the River *Taff* than the Point shown as its Site on the Plans deposited for the Purposes of the Act of 1830, and afterwards the then Trustees of the Trust Term in making Repairs of the Weir and for avoiding the Necessity of deepening the River, the Bed of which had in the meantime become considerably raised by Deposits, raised the Height of the Weir above its originally constructed Height: And whereas ever since the Weir and the Feeder were made they have been uninterruptedly and without Objection maintained, and by means thereof Water has been and still is diverted from the River *Taff* and conveyed into the *Bute West Dock*, whence it flows into the Scouring Basin, the *Bute East Dock*, and other Works, and eventually into the River *Taff*; and it is expedient that the Trustees be authorized to continue those Works, and to use the Weir across the River *Taff* as lowered under this Act, and the Feeder therefrom, and the Water taken thereby, for the Purposes of the Docks and Works mentioned in the recited Acts and this Act: And whereas the Trade and Commerce of the Town and Port of *Cardiff* have increased and still are increasing so considerably and so rapidly that further Dock and other Accommodation there for Vessels and for the Trade and Commerce there is urgently required: And whereas by reason of the great Rise and Fall of the Tide in the *Bristol Channel* it is only when the Water is
above

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above the Half Tide or thereabouts that Vessels can enter the Basins and Tidal Harbour forming Part of the Docks and Works, and serious Inconvenience is felt for want of a Low-water Pier at *Cardiff* at which Steam and other Vessels could land and embark Passengers and Goods at all Times of the Tide, and by means of which Communication between *Cardiff* and Vessels in *Penarth* Roads could at all Times of the Tide be had: And whereas the present Trustees are desirous and it is expedient that they be authorized to make and maintain Southward and South-eastward of the present *Bute* Docks a new Dock or Basin with a Lock Entrance from the Entrance Channel and a Low-water Pier Eastward of the Entrance Channel, and extending from a Point near to that Lock Entrance to a Point near to the *Eastern Hollows*, and other Works, and for the Purposes of the new Dock or Basin and Works to reclaim and use Part of the Mud Lands called "*Cardiff Flats*:" And whereas the present Trustees are desirous and it is expedient that they be authorized further to improve the Entrance Channel and the Approach thereto from a Point below Low-water Mark: And whereas the Trustees are desirous and it is expedient that they be authorized to make and maintain the Road by this Act authorized, and to regulate the User of the Road to which this Act relates, in order to afford thereby Means of Communication between the Town of *Cardiff* and the intended Pier: And whereas the present Trustees are desirous and it is expedient that they be authorized to make and maintain the several Railways by this Act authorized communicating with the Low Level Line of the *Bute Dock* Branch of the *Rhymney* Railway, commencing at the *Crockherbtown* Junction (in this Act called the *Rhymney* Low Level Line) and with the *Bute Dock* Branch of the *Great Western* (late *South Wales*) Railway (in this Act called the *Great Western Bute Dock* Branch) respectively, so as to afford Facilities for Communication by Railway with the new Dock or Basin and Pier and Works: And whereas it is expedient that Arrangements for the User by the *Taff Vale* Railway Company (in this Act called the *Taff Vale* Company), and the *Great Western* Railway Company (in this Act called the *Great Western* Company), and the *London and North-western* Railway Company (in this Act called the *North-western* Company), and the *Brecon and Merthyr Tydvil Junction* Railway Company (in this Act called the *Brecon* Company), and other Companies and Persons of the *Rhymney* Low Level Line, and of the Railways by this Act authorized, be authorized: And whereas it is expedient that the Trustees of the Trust Term and the Owners of the Estates comprised in the Trust Term be authorized to execute the Works by this Act authorized: And whereas Plans and Sections showing the Lines, Situation, and Levels of the proposed Works, the Plans also showing the Lands on which the same will be made, or which may be taken and used under this Act, and a Book of Reference to the Plans containing the Names of

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of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands, have been deposited with the Clerk of the Peace for the County of *Glamorgan*, and those Plans, Sections, and Book of Reference are in this Act referred to as the deposited Plans and Sections and Book of Reference: And whereas the Objects of this Act cannot be attained 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,)

1. This Act may for all Purposes be cited as "The *Bute Docks Act, 1866.*" Short Title.

2. "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act Amendment Act, 1860," and "The Harbours, Docks, and Piers Clauses Act, 1847," and "The Railways Clauses Consolidation Act, 1845," and Sections 13 to 19 both inclusive of "The Railways Clauses Act, 1863," relating to Protection of Navigation, and the several Provisions of Part III. of that Act with respect to Working and Traffic Arrangements, (save so far as any of the Provisions of those Acts and Sections respectively are expressly excepted or varied by this Act,) are incorporated with and form Part of this Act; provided that Sections 23 and 29 of the Harbours, Docks, and Piers Clauses Act, 1847, so far as relates to the Vessels comprised in the 1st, 2nd, 3rd, 4th, and 6th Classes in the 2nd Schedule to the *Bute Docks Act, 1865*, annexed, and Section 50 of "The Harbours, Docks, and Piers Clauses Act, 1847," are not incorporated with this Act, and the Provisions following of that Act shall not come into operation as Parts of this Act, unless and until and except only so far as the Board of Trade from Time to Time so require; that is to say, the Provisions of that Act with respect to Life Boats, and with respect to keeping a Tide and Weather Gauge: Provided that in Section 17 of "The Railways Clauses Consolidation Act, 1845," and in Part III. of the "Railways Clauses Act, 1863," the Words "Work" and "Railway" extend to and include all Works authorized by this Act. 8 & 9 Vict. cc. 18. & 20., 10 & 11 Vict. c. 27., 23 & 24 Vict. c. 106., and 26 & 27 Vict. c. 92. incorporated.

3. The several Words and Expressions to which by the Acts in whole or in part incorporated with this Act, and by the *Bute Docks Act, 1865*, respectively, Meanings are assigned have in this Act the same respective Meanings, unless excluded by the Subject or Context; provided that the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act and in the Acts and Parts of Acts incorporated with this Act, shall for the Purposes of this Act be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a Simple Contract Interpretation of Terms.

[*Local.*]

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Debt,

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Debt, and not a Debt or Demand created by Statute; and the Words "Dock" and "Docks" respectively include Docks of all Kinds, whether Floating Docks, Tidal Docks, Graving Docks, Basins, or the like Works; and the Expression "the Undertakers" in this Act during the Continuance of the Trust Term means and includes *John Boyle* and *Charles Stuart* (the present Trustees) and the Survivor of them, and other the Persons and Person who from Time to Time is and are the Trustees and Trustee of the Trust Term; and from and after the Determination of the Trust Term means and includes the Person and Persons who from Time to Time are and is under the Limitations of the Will of the late Marquess entitled in possession to the Rents, Issues, and Profits of the Docks and Works from Time to Time forming Part of the Estates of the late Marquess and to which this Act relates.

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c. cccxxv.
and this Act
to be read as
One.

4. The "*Bute Docks Act, 1865*," as amended by this Act, and this Act, shall be read and have Effect as if they were One Act; and except as is by this Act otherwise expressly provided, the several Powers and Provisions of that Act shall be read and have Effect as if the Dock or Basin and Works and Lands of the Undertakers under this Act were Part of their Docks and Works and Lands under that Act.

Commence-
ment of Act.

5. This Act shall commence and have Effect on and after the Third *Wednesday* next after the passing thereof.

Limits of
Act.

6. The Limits of this Act are the Parishes of *St. John the Baptist* and *St. Mary, Cardiff*, and *Landaff*, all in the County of *Glamorgan*.

Power to
take and use
Lands for
Purposes of
Act.

7. Subject to the Provisions of this Act, the Undertakers from Time to Time may enter upon and take and appropriate and use for the Purposes of this Act such of the Lands shown on the deposited Plans and specified in the deposited Book of Reference as may be required for those Purposes.

Lands ac-
quired under
Act to be
comprised in
the Trust
Term.

8. All Lands from Time to Time acquired under this Act by the Undertakers shall be comprised in the Trust Term and considered as subject to the Trusts thereof.

Power for
Undertakers
to make
Works au-
thorized by
Act.

9. Subject to the Provisions of this Act, the Undertakers from Time to Time may make, execute, and maintain in the Lands shown on the deposited Plans and specified in the deposited Book of Reference, and so far as the Lines and Levels of the Works are shown on the deposited Plans and Sections, in those Lines, and in accordance with those Levels, the several Works and Operations by this Act authorized.

10. The

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10. The several Powers and Authorities by this Act conferred on the Undertakers with respect to the Dock or Basin and Works are in addition to their Rights, Powers, and Authorities irrespective of this Act with respect thereto, and those several Powers and Authorities are accordingly cumulative.

Powers of Undertakers as to Works under Act and otherwise cumulative.

11. The several Works and Operations which by this Act the Undertakers are authorized to make, execute, and maintain include the Works and Operations following, with all such incidental Works and Conveniences connected with the same respectively as the Undertakers from Time to Time think requisite or convenient; that is to say,

Works authorized by Act.

(A.) As Part of and in connexion with the Works following Sea Walls or other Works for reclaiming a Portion of "*Cardiff Flats*," situate in the Parish of *St. Mary, Cardiff*, in the County of *Glamorgan*; provided that the Sea Line of the Embankment for the Reclamation shall not extend further Seaward than the centre Line of Railway (No. 1.) as shown on the deposited Plan:

(B.) A Dock or Basin commencing at a Point Westwardly from the Southern End of the *Bute* Tidal Harbour Breakwater, and Southwardly from the Eastern Corner of the Sea Lock of the *Bute* East Dock, and terminating on the Land so to be reclaimed with an Entrance Lock, Gridirons, Gates, Sluices, Piers, Jetties, Landing Places, Wharfs, Warehouses, Bridges, Railways, Roads, Approaches, Tram and other Ways, and other Works and Conveniences connected therewith, upon and within the Land so to be reclaimed, or partly upon that Land and partly upon the Main Land adjoining, which Dock or Basin and other Works will be situate within the Parish of *St. Mary, Cardiff*:

(C.) A Cut or Junction Lock wholly in the Parish of *St. Mary, Cardiff*, commencing at or near to the South-eastern Corner of the *Bute* East Dock, and terminating in the Dock or Basin (B.) on the Northern Side thereof:

(D.) A Graving Dock wholly in the Parish of *St. Mary, Cardiff*, commencing at a Point in the *Bute* Tidal Harbour Reservoir, and terminating in the Dock or Basin (B.) at or near to the North-eastern End thereof:

(E.) The scouring, widening, deepening, dredging, and otherwise improving the Entrance Channel to the *Bute* Docks, and that Part of the River *Taff* which is situate in the Parishes of *St. Mary, Cardiff*, and *Landaff*, or One of them, between its Junction with the Entrance Channel and its Mouth Seaward, and the preventing of any Obstruction or Impediment therein respectively, or in the Approaches or Entrances to the intended Dock or Basin and Works:

(F.) A

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- (F.) A Pier or Landing Place, with Lights, Works, and Conveniences in connexion with the Dock or Basin (B.), commencing upon the Land to be reclaimed, and thence extending in a South-westwardly Direction, and terminating at a Point on the Foreshore on the Eastern Side of the Entrance Channel, and which Pier, Landing Place, Works, and Conveniences will be wholly situate within the Parish of *St. Mary, Cardiff*, or on the Shore of the Sea adjoining thereto:
- (G.) The regulating of the User by the Public of the Road wholly in the Parish of *St. Mary, Cardiff*, commencing at or near to the North-eastern Corner of *Bute Dock Crescent*, and terminating at a Point Eastward of the Inner Lock of the *Bute East Dock* and of the Bridges in the Line of that Road:
- (H.) A Road with Bridges, Fences, Works, and Conveniences wholly in the Parish of *St. Mary, Cardiff*, commencing at a Point Eastward of the Inner Lock of the *Bute East Dock*, and terminating on the Land to be reclaimed:
- (I.) The Railways following, with Stations, Wharfs, Quays, Bridges, Landing Places, Approaches, Works, and Conveniences connected therewith; that is to say,
- (No. 1.) A Railway One Mile One Furlong Six Chains and Seven Tenths of a Chain in Length, wholly in the Parish of *St. Mary, Cardiff*, commencing by a Junction with the *Rhymney Low Level Line* at a Point Northward of the *Rhymney Company's Terminus* in that Parish, and terminating at the End of the intended Pier:
- (No. 2.) A Railway One Furlong Eight Chains and Three Fifths of a Chain in Length, wholly in the Parish of *St. Mary, Cardiff*, commencing by a Junction with the *Great Western Bute Dock Branch* at a Point Northward of the Northern Side of the *Rhymney Company's Terminus*, and terminating by a Junction with Railway (No. 1.) at a Point Westwardly from that Company's Terminus:
- (J.) Railway (No. 1.), with the exception of a Length of 198 Yards between its Junction with the *Rhymney Railway* and the Junction of Railway (No. 2.) with Railway (No. 1.), shall be laid upon the Mixed Gauge, the Remainder shall be laid on the Narrow Gauge:
- Railway (No. 2.) shall in the first instance be laid upon the Broad Gauge, and when the *Great Western Company* lay the Narrow Gauge upon their Line of Railway up to the Commencement of Railway (No. 2.), then Railway (No. 2.) shall also be laid upon the Mixed Gauge:

(K.) The

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(K.) The taking down and removing of the Two Staiths and Approaches thereto, in the Parish of *St. Mary, Cardiff*, belonging to the *Great Western Company* at and leading to the *Bute Tidal Harbour* from the *Great Western Bute Dock Branch*, and the appropriating of the Sites thereof, and instead thereof erecting Two other Staiths, with all necessary Roads, Approaches, Works, and Conveniences; that is to say,

(No. 1.) A Staith on the North-western Side of the Dock or Basin (B.), with an Approach commencing at and from that Staith, and terminating by a Junction with the *Great Western Bute Dock Branch*, and that Approach, unless otherwise agreed with the *Great Western Company*, shall be constructed on the Broad Gauge;

(No. 2.) A Staith also on the North-western Side of the Dock or Basin (B.) Eastward of Staith (No. 1.), with an Approach commencing at and from Staith (No. 2.), and terminating by a Junction with the *Great Western Bute Dock Branch*, and that Approach, unless otherwise agreed with the *Great Western Company*, shall be constructed on the Broad Gauge; and the Quay Wall in front of the Staiths shall be constructed in a straight Line, and be not less than 290 Feet in Length;

And which Staiths, and the Approaches and Works connected therewith, will be wholly situate in the Parish of *St. Mary, Cardiff*:

(L.) The removing from Time to Time of the Mud and Soil, or other Accumulations or Obstructions in the Bed of the River *Taff* above the Lower or Feeder Weir in the Parish of *Landaff* in the County of *Glamorgan*, and in that Feeder:

(M.) The abandoning and discontinuing the Use of the *Bute Tidal Harbour*, and the Reservoir connected therewith, and such other Works as are rendered useless by the making of the intended Works or any of them, or which the Undertakers find it expedient for the making of the intended Works to abandon or discontinue.

12. The Undertakers shall and they are hereby required to make and at all Times to maintain the Seaward Face of the Embankment to be constructed upon the Mud Lands under the Authority of this Act of Stone Pitching, or in such other Manner as will effectually prevent Earth, Rubbish, Ballast, or other Materials deposited Landwards of the Seaward Face being carried by the Wash of the Sea into *Penarth Roads* or *Cardiff Harbour*.

Seaward
Face of
Works to be
of Stone
Pitching.

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Provision
for Great
Western
Company
during the
Construction
of new
Staiths.

13. Before the Undertakers take down, remove, or otherwise interfere with the Two Staiths, and the Approaches thereto respectively, belonging to the *Great Western* Company, they shall provide for the *Great Western* Company suitable Conveniences and Accommodation for the Traffic at the *Bute* East Dock to be agreed upon between the Engineer of the Undertakers and the Engineer of the *Great Western* Company, and in the event of Difference between them to the Satisfaction of an Engineer to be appointed by the Board of Trade on the Application of either of the Parties, and the *Great Western* Company shall be entitled to use the said substituted Conveniences and Accommodation on the same Terms and on Payment of the same Sums as they now use the Staiths belonging to them, and which are to be removed.

Staiths to be
made to the
Satisfaction
of the
Company's
Engineer.

14. The Staiths (No. 1.) and (No. 2.) and the Approaches thereto shall be made in all respects to the reasonable Satisfaction of the *Great Western* Company's Engineer, and in the event of any Difference between him and the Engineer of the Undertakers, then to the reasonable Satisfaction of a competent and impartial Engineer to be appointed by the Board of Trade on the Application of the *Great Western* Company or of the Undertakers, and such Staiths shall be completed and ready for Use at the same Time as the Dock or Basin (B.)

Staiths to be
leased to the
Company for
250 Years.

15. Within Six Months after the Completion of the Staiths (No. 1.) and (No. 2.) the Undertakers shall lease to the *Great Western* Company the same, and the Approaches thereto respectively, and the Land on which the same are situated, for a Term of 250 Years computed from the 1st Day of *August* 1858, and the Lease shall be on like Terms and Conditions and on Payment of like Sums as the Lease of the Lands on which the existing Approaches and Staiths are situate, and the *Great Western* Company may accordingly enter upon, hold, and use the same.

For Protec-
tion of the
Rhymney
Company.

16. The Provisions following shall be enforced and have full Effect for the Protection of the *Rhymney* Company ; that is to say,

(A.) The Undertakers, before they in any way interfere with the repairing Shops and Engine Sheds of the *Rhymney* Company at or near to the Termination of the *Rhymney* Low Level Line, or any Part of the same, or the User thereof, or Access thereto as at present, shall provide for that Company on Land of the Undertakers at or near to *Crockherbtown* proper and sufficient repairing Shops and Engine Sheds of equal Capacity with and in substitution for those present repairing Shops and Engine Sheds, with proper and sufficient Sidings, Works, and Conveniences connected therewith :

(B.) The

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- (B.) The Undertakers shall make to the *Rhymney* Company Compensation for all Damage, Loss, Inconvenience, or Expense, if any, which they may sustain by reason of the Substitution and the Execution of the Works for the Purpose :
- (C.) The Site, Nature, and Extent of the repairing Shops and Engine Sheds, and the Sidings, Works, and Conveniences connected therewith to be so provided by the Undertakers, and the Amount of the Compensation, if any, to be so made, if not agreed on between the Undertakers and the *Rhymney* Company, shall be determined by Arbitration :
- (D.) The Undertakers, before they in any way interfere with the present Passenger and Goods Station near to the *Bute* East Dock Basin, or any Part thereof, or the User thereof or Access thereto as at present, shall provide on Land of the Undertakers a Passenger and Goods Station, with all proper and sufficient Works and Conveniences connected therewith and Means of Access thereto, so as to accommodate conveniently the *Bute* Town Passenger and Goods Traffic to and from the *Rhymney* Railway; and the *Rhymney* Company may use the same on Terms to be agreed between that Company and the Undertakers, or failing Agreement to be determined by Arbitration :
- (E.) From and after the Time when the *Bute* Tidal Harbour is closed against the User thereof for the shipping of Coal, and until the Dock or Basin (B.) is permanently opened for the shipping of Coal, the Tonnage Rate payable for Vessels under One hundred Tons Register using the *Bute* East Dock, and loading at the *Rhymney* Company's Staiths on the Eastern Side of the *Bute* East Dock, shall be the same as is now paid for Vessels of like Burden using the *Bute* Tidal Harbour, and loading at the Staiths on the Northern Side thereof :
- (F.) In case the Undertakers remove the Five Westwardly Staiths on the Northern Side of their Tidal Harbour, or any of them, they shall provide on the Northern Side of the Dock or Basin (B.) a corresponding Number of Staiths of equal Capacity, with all proper and sufficient Works and Conveniences connected therewith, and the same shall be used for the shipping of Coal in substitution for the Staiths so removed, and which are now used for shipping of Coal conveyed by the *Rhymney* Company :
- (G.) From and after the Time when the Dock or Basin (B.) is open for Shipping, wherever in any Agreement now in force between the Undertakers and the *Rhymney* Company the Tidal Harbour is named or referred to, the Dock or Basin (B.) shall be considered as being intended, and every such Agreement, *mutatis mutandis*, shall be read and have Effect accordingly.

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Lateral and
vertical
Deviations.

17. Except as is by this Act otherwise provided, the Undertakers in the Execution of the Works by this Act authorized may deviate laterally from the Lines of the Works shown on the deposited Plans to any Extent within the Limits of Deviation shown thereon, and vertically from the Levels of the Works shown on the deposited Sections to any Extent not exceeding Five Feet from the Levels shown thereon: Provided that the Undertakers shall not, where the Channel proposed to be made or improved under the Authority of this Act is opposite to the Entrance of the *Penarth* Dock, deviate to the Eastward of the centre Line of that Channel as shown upon the deposited Plan.

Dock, &c.
to be Part of
Port of
Cardiff.

18. The Dock or Basin and Works of the Undertakers under this Act, and the Lands from Time to Time vested in the Undertakers and used for the Purposes of that Dock or Basin and Works, shall be within and Part of the Customs Port of *Cardiff*.

Power for
Undertakers
to dredge
Entrance to
River *Taff*,
&c.

19. Subject to the Provisions of this Act, the Undertakers from Time to Time may dredge and preserve that Part of the River *Taff* in the Parishes of *St. Mary, Cardiff*, and *Landaff*, or One of them, which lies between the Junction of the River *Taff* with the Entrance Channel and the Mouth of the River *Taff* Seawards, and also may dredge and preserve below Low-water Mark an Entrance to the River *Taff*, and may do all such Things in relation thereto as they from Time to Time think requisite for preventing and removing Obstructions or Impediments in the River *Taff*, or in any of the Approaches to the Dock or Basin and Works by this Act authorized.

Powers for
compulsory
Purchases
limited.

20. The Powers of the Undertakers for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years after the Commencement of this Act.

Period for
Completion
of Works.

21. The Works by this Act authorized and shown in the deposited Plans shall be completed within Five Years after the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Undertakers for making the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Execution of
incidental
Works after
Period for
Completion.

22. Notwithstanding the Expiration of the Period by this Act limited for the Execution of the Dock or Basin and Works, nothing in this Act contained shall prevent the Undertakers from making or providing from Time to Time in or upon any Lands vested in them additional Works and Conveniences, or from altering, enlarging, or improving any of their Docks and Works, but the same Powers may be exercised

The Bute Docks Act, 1866.

exercised by the Undertakers with reference thereto as can be exercised by them before the Expiration of that Period.

23. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter 20, a Sum of Three thousand seven hundred and ninety-one Pounds One Shilling, being Eight *per Centum* on Forty-seven thousand three hundred and eighty-eight Pounds One Shilling and Sixpence, the Amount of the Estimate of the Expense of the Railways by this Act authorized, has been deposited in the Names of the present Trustees with the Court of Chancery in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in that Act, the Sum so deposited, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of a Bond, as in this Section expressed, 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 that Act, or the Survivors or Survivor of them, unless the Undertakers, before the Expiration of the Period limited by this Act for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Undertakers have expended for the Purposes of this Act with respect to the Railways a Sum equal in Amount to One Half of that estimated Expense; and if the Period expire before the Undertakers either open the Railways for the public Conveyance of Passengers, or give the Proof to the Satisfaction of the Board of Trade, the Sum so deposited, and the Interest and Dividends thereof, shall immediately from and after the Expiration of that Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they then are 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: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the Sum so deposited be executed by the Trustees, or by Two or more other Sureties for the Undertakers to be approved by the Solicitor to the Treasury, conditioned for the Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited if the Undertakers do not, within the Time limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Undertakers have expended for the Purposes of this Act with respect to the Railways a Sum equal in Amount to One Half of that estimated Expense, and if the Bond be deposited with the Solicitor to the Treasury, then the deposited Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application

Deposit for Railways not to be repaid until Railways opened, &c.

[*Local.*]

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of

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of the Person or Persons or the Majority of the Persons named in the Warrant or Order, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed; and the Monies recovered upon the Bond shall be dealt with in like Manner as that Sum of Money, and the Interest or Dividends thereof, would be dealt with under this Act if the Bond had not been executed and deposited; and the Certificate of the Solicitor to the Treasury that the Bond has been executed and deposited, and the Certificate of the Board of Trade that the Proof has been given to their Satisfaction, shall respectively be sufficient Evidence of the Facts so certified; and the Trustees, if they think fit, may enter into the Bond, and all Liabilities consequent on the Bond having been given, whether by the Trustees or by Sureties, shall be discharged out of Monies applicable for Purposes of the Trusts of the Trust Term.

Undertakers
may continue
and use
existing
Weir across
the Taff
upon certain
Conditions.

24. The Undertakers may continue and use the existing Weir across the River *Taff* and the Feeder therefrom, and the Water to be taken thereby, for the Purposes of their Docks and Works mentioned in the "*Bute Docks Act, 1865*," and for the Purposes of the Cut or Junction Lock (C.) by this Act authorized: Provided that the Undertakers shall within Six Calendar Months after the passing of this Act lower the Weir to a Height not greater than Two Feet Seven and a Half Inches above the *Bute West Dock Coping*; and provided also that the Two Sluice Gates at the Entrance of the Feeder shall not be extended beyond their respective Dimensions on the Twenty-fifth Day of *March* One thousand eight hundred and sixty-six of Five Feet high and Four Feet wide, and the Two Culverts under the *Glamorganshire Canal* and Turnpike Road leading from *Cardiff* to *Merthyr Tydfil* shall not be extended beyond their respective sectional Area at the Date aforesaid of Twenty-eight Feet and Three Inches each.

Power to
provide
Steam Tugs.

25. The Undertakers may from Time to Time purchase, build, or hire Steam Tugs for the Purpose of towing Vessels into, out of, or within their Docks and Works, and may make such Rules and Regulations in respect to those Steam Tugs, and such reasonable Charges for the User or Employment thereof, as the Undertakers from Time to Time think fit.

Limit of
Dock-
masters
Authority.

26. For the Purposes of the Provisions incorporated with this Act of "*The Harbours, Docks, and Piers Clauses Act, 1847*," the prescribed Limits within which the Powers and Authorities of Dock-masters, Harbour-masters, and Pier-masters from Time to Time appointed by the Undertakers may be exercised by them respectively and their respective Deputies and Assistants are,—

to

The

The Bute Docks Act, 1866.

The Docks and Works of the Undertakers under the *Bute Docks Act, 1865*, and this Act respectively; and all Places within 200 Yards from the Centre of the Entrance to any and every Dock, Basin, Harbour, Cut, and Channel of the Undertakers from Time to Time existing under those Acts or either of them, and within 300 Yards from any and every Part of any Pier, Jetty, or Landing Place of the Undertakers under those Acts, or either of them; provided that those prescribed Limits shall not extend Southwards beyond a Distance of Seventy Chains, measured from the Sea Gates of the *Bute West Dock*.

27. Except as is by this Act otherwise expressly provided, the Undertakers from Time to Time may demand and take in respect of Vessels and Goods and Services rendered by the Undertakers and other Matters like Tonnage Rates, Wharfage Rates and Rents, and Staith and Cranage Rates, and Ballast Rates and Charges, for Services respectively as from Time to Time they under the *Bute Docks Act, 1865*, may from Time to Time demand and take in respect of like Vessels, Goods, Services, and other Matters, and in respect of Graving Docks and Gridirons the several Rates and Charges not exceeding those respectively set forth in the First and Second Schedules to this Act annexed; provided that from and after the Time when the *Bute Tidal Harbour* is closed against the Entrance thereof of Shipping the Tonnage Rate (First Class) payable for Vessels under 100 Tons Register, as expressed in the 2nd Schedule to the *Bute Docks Act, 1865*, annexed, instead of being One Penny Halfpenny as expressed in that Schedule shall be One Penny.

Undertakers to take like Rates and Charges for Vessels, &c. as under *Bute Docks Act, 1865*, and Graving Docks and Gridiron Rates.

28. The several Provisions of the *Bute Docks Act, 1865*, with respect to Tonnage Rates on Vessels, Wharfage Rates and Rents, for Goods, and Rates for Graving Docks and Staiths, and Cranage Rates, and Ballast Rates and Charges for Services respectively, shall in all respects be read and have Effect as if the Dock or Basin and Works and Lands of the Undertakers under this Act were a Dock or Basin and Works and Lands of the Undertakers under that Act.

Provisions of 28 & 29 Vict. c. cccxxv. as to Rates, &c. to apply to Dock, &c. under this Act.

29. The intended Pier shall not, without in every Case the previous Consent of the Undertakers, and in accordance with the Byelaws or Regulations in that Behalf which they from Time to Time make, be used for the landing or embarking thereat of any Animals or of any Goods, other than Passengers ordinary Luggage.

Restriction of User of Piers.

30. The Undertakers may from Time to Time demand and take in respect of every Passenger landing at or embarking from the intended Pier and his ordinary Luggage (not exceeding 120 lbs. in Weight) landed from or embarked at the Pier such reasonable Tolls as they from

Pier Tolls.

The Bute Docks Act, 1866.

from Time to Time appoint, not exceeding Twopence for every Passenger and his ordinary Luggage. And in respect of Animals and Things other than Passengers ordinary Luggage landed from or embarked at the Pier, the like Wharfage Rates as by "The *Bute Docks Act, 1865*," are authorized.

Composition
for Pier
Tolls.

31. The Undertakers from Time to Time may compound and agree for not exceeding Six Months at a Time with the Owner or Master of any Steam Vessels or other Vessel using the intended Pier for the Payment of any Sum, either monthly, quarterly, or yearly, in respect of the Passengers with their ordinary Luggage carried by the Vessel and landing at or embarking from the Pier, instead of the Payment of the Pier Tolls in respect of those Passengers with their ordinary Luggage: Provided that if the Undertakers make any such Composition with the Owner or Master of any Vessel using the Pier, they shall be compellable to make the like Composition with the Owner or Master of every other like Vessel using the Pier under like Circumstances who desires to compound for the Payment of the like Tolls for the like Period.

Road made
under Act to
be Toll free.

32. The Road by this Act authorized and any Bridge made by the Undertakers in the Line thereof shall be free for all Passengers, Animals, and Carriages, without Payment of Toll.

Regulation
of Road.

33. The Undertakers from Time to Time may make, repeal, alter, and enforce such Byelaws or Rules and Regulations as they think fit for regulating the User by the Public of the Road in the Parish of *St. Mary, Cardiff*, commencing at or near to the North-eastern Corner of *Bute Dock Crescent*, and terminating at a Point 30 Yards or thereabouts Eastward of the Inner Lock of the *Bute East Dock* and of the Bridges in the Line of that Road; and the Provisions of Sections 50 and 51 of the *Bute Docks Act, 1865*, extend and apply to Byelaws under this Section.

Undertakers
to carry
Coal gratis
on their
Railways
under Act.

34. The Undertakers shall from Time to Time convey by locomotive Power provided by them, over the several Railways by this Act authorized, to the Staiths, Drops, Shipping Machines, or other Machinery connected therewith, and there ship all Coal, Coke, and Culm brought in Waggon to the respective Point of Junction of the Railways (No. 1.) and (No. 2.) by this Act authorized with the *Rhymney Low Level Line* and the *Great Western Bute Dock Branch* respectively, and shall convey back the empty Waggon to those Points of Junction respectively, without making any Charge for the User of any of the Railways by this Act authorized, or for any locomotive Power provided by the Undertakers for the Purpose.

35. No

The Bute Docks Act, 1866.

35. No Railway Company or Person other than the Undertakers or Persons in that Behalf from Time to Time authorized by the Undertakers shall at any Time be entitled to convey any Coal, Coke, or Culm over any Part of the Railways by this Act authorized.

Coal, &c. to be conveyed on Railways under Act only by Undertakers.

36. The Undertakers may demand and take in respect of the Use of the Railways by this Act authorized any Tolls not exceeding the following; (that is to say,)

Tolls for Passengers, &c.

In respect of Passengers and Animals conveyed on the Railways or any of them, or any Part or Parts thereof respectively :

(A.) For any Person conveyed in or upon any Carriage not belonging to the Undertakers, One Penny and Seven Eighths of a Penny; and if conveyed in or upon any Carriage belonging to the Undertakers an additional Sum not exceeding Five Eighths of a Penny :

(B.) For any Horse, Mule, Ass, or other Beast of Draught or Burden, Ox, Cow, Bull, or Head of Neat Cattle conveyed in or upon any Carriage not belonging to the Undertakers, One Penny and Seven Eighths of a Penny; and if conveyed in or upon any Carriage belonging to the Undertakers an additional Sum not exceeding Five Eighths of a Penny :

(C.) For every Calf or Pig conveyed in or upon any Carriage not belonging to the Undertakers, Three Farthings; and for every Sheep, Lamb, or other small Animal so conveyed, Five Sixteenths of a Penny; and if conveyed in or upon any Carriage belonging to the Undertakers an additional Sum not exceeding Five Eighths of a Penny.

37. In respect of Goods conveyed on the Railways or any of them, or any Part or Parts thereof respectively :

Tolls for Goods.

Class 1. For all Cinders, Building and Pitching and Paving Stones, undressed Bricks, Clay, Sand, Ironstone, Iron Ore, Dung, Compost, and all Sorts of Manure, Lime, Limestone, and all undressed Materials for the Repair of public Roads or Highways, Five Sixths of a Penny *per* Ton; and if conveyed in Carriages belonging to the Undertakers an additional Sum *per* Ton of Five Sixteenths of a Penny :

Class 2. For all Building, Pitching, and dressed Paving Stone, Pig, Bar, Rod, Hoop, Sheet, and all other similar Descriptions of Wrought Iron, Tin, Tin Plates, Iron Chain Cables (of a Diameter of not less than Five Eighths of an Inch), and Castings (not manufactured into Utensils or other Articles of Merchandise), One Penny Farthing *per* Ton; and if conveyed in Carriages belonging to the Undertakers an additional Sum *per* Ton of Five Sixteenths of a Penny :

[*Local.*]

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Class

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Class 3. For all Sugar, Grain, Corn, Flour, Dyewoods, Earthenware, Timber, Staves, Deals, Metals (except Iron and Tin), Nails, Anvils, Vices, Chains (except as before mentioned), Tiles and Slates, Twopence Halfpenny *per* Ton; and if conveyed in Carriages belonging to the Undertakers an additional Sum *per* Ton of Five Eighths of a Penny:

Class 4. For Cotton and other Wools, Hides, Drugs, manufactured Goods, Fish, and all other Wares, Merchandise, Articles, Matters, and Things, Threepence Three Farthings *per* Ton; and if conveyed in Carriages belonging to the Undertakers an additional Sum *per* Ton of Five Eighths of a Penny:

Class 5. For every Carriage (not a Railway Carriage), and not weighing more than One Ton, carried on a Truck or Platform, Fivepence, and a further Sum of One Penny Farthing for every additional Quarter of a Ton which any such Carriage may weigh.

Tolls for
propelling
Power.

38. The Toll which the Undertakers may demand for the Use of Engines for propelling Carriages on the Railways by this Act authorized shall not exceed Five Eighths of a Penny for every Passenger and Animal, or for each Ton of Goods (except Coal, Coke, and Culm), in addition to the other Tolls or Sums by this Act authorized to be taken.

Regulations
as to Tolls.

39. The following Provisions and Regulations shall apply to the fixing of all Tolls and Charges payable under this Act; (that is to say,)

For a Fraction of a Ton the Undertakers 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:

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

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

Tolls for
small
Parcels and
single
Articles of
great
Weight.

40. With respect to small Parcels not exceeding Five hundred Pounds in Weight, and single Articles of great Weight, notwithstanding the Rates prescribed by this Act, the Undertakers may demand and take any Tolls not exceeding the following; (that is to say,)

For

The Bute Docks Act, 1866.

For the Carriage of small Parcels on the Railways, or any Part or Parts thereof respectively, as follows :

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

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds, Fourpence :

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

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

For any Parcel exceeding Fifty-six Pounds any Sum the Undertakers may think fit :

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 :

For the Carriage of single Articles of great Weight :

For the Carriage of every Boiler, Cylinder, or separate Piece of Machinery, or separate Piece of Timber or Stone, or other single Article the Weight of which including the Carriage shall exceed Four Tons but not Eight Tons, Ninepence *per* Ton, and if the same exceed Eight Tons any Sum the Undertakers think fit to demand.

41. The maximum Rate of Charge to be made by the Undertakers for the Conveyance of Passengers on the Railways by this Act authorized, 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 :

Maximum
Tolls for
Passengers.

For every Passenger conveyed in a First-class Carriage, Threepence Three Farthings :

For every Passenger conveyed in a Second-class Carriage, Threepence Halfpenny :

For every Passenger conveyed in a Third-class Carriage, One Penny Farthing.

42. The maximum Rate of Charge to be made by the Undertakers for the Conveyance of Animals and Goods 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 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

Maximum
Rates for
Animals
and Goods.

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by the Undertakers, shall not exceed the following Sums; that is to say,

For Matters mentioned in Class 1, One Penny Three Farthings *per Ton* :

For Matters mentioned in Class 2, Twopence and Three Sixteenths of One Penny *per Ton* :

For Matters mentioned in Class 3, Threepence Three Farthings *per Ton* :

For Matters mentioned in Class 4, Fivepence *per Ton* :

For every Carriage mentioned in Class 5 not weighing more than One Ton, Sixpence, and a further Sum of One Penny Halfpenny for every additional Quarter of a Ton which the Carriage shall weigh :

For every Horse, Mule, Ass, or other Beast of Draught or Burden, Threepence Halfpenny :

For every Ox, Bull, Cow, or Head of Neat Cattle, Twopence Halfpenny :

For every Calf or Pig, or other small Animal, Twopence.

Passengers
Luggage.

43. Every Passenger travelling upon the Railways by this Act authorized 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.

44. 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.

Restrictions
as to Charges
not to apply
to Special
Trains.

45. 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 Undertakers 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 Undertakers for the Conveyance of Passengers and Goods upon the Railways.

Undertakers
may take
increased
Charges by
Agreement.

46. Nothing in this Act shall prevent the Undertakers from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance 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 Undertakers in relation thereto

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thereto or in respect to the Conveyance of Animals or Goods (other than small Parcels) by Passenger Trains.

47. The *Taff Vale* Company, the *Rhymney* Company, the *Great Western* Company, the *North-western* Company, the *Brecon* Company, and all Companies and Persons from Time to Time lawfully using the Railways of those Five Companies or any of them or any Part thereof respectively, may run over, work, and use with their Engines Carriages, and Servants for Traffic passing to or from the intended new Dock or Basin and Works, and upon the Terms and Conditions expressed in this Act, such Parts as are requisite for the Purpose of the *Rhymney* Low Level Line, and the several Railways by this Act authorized, and all Roads, Approaches, Signals, and Machinery, and other Works and Conveniences on or connected with those Parts and Railways respectively.

Power for
Taff Vale,
Rhymney,
Great
Western,
North
Western, and
Brecon Com-
panies to
work over
Rhymney
Low Level
Line and
Railways
authorized
by Act.

48. The Tolls to be paid to the *Rhymney* Company by the Companies and Persons so from Time to Time working over and using any Parts of the *Rhymney* Low Level Line as Tolls for the User thereof shall be at the Rates following; that is to say,

Tolls for
User of
Rhymney
Low Level
Line.

(A.) For all Through Coal Traffic, One Penny a Ton :

(B.) For all Through Coke and Iron and Iron Ore Traffic, One Penny Halfpenny a Ton :

(C.) For all other Through Traffic, such Tolls not exceeding the Tolls by the *Rhymney* Railway Company's Acts authorized, as the *Rhymney* Company, and the other Companies or Persons so working over or using respectively from Time to Time agree on, or as, failing Agreement, are determined by Arbitration under "The Railway Companies Arbitration Act, 1849:"

(D.) Through Traffic in every Case means Traffic arising at and destined for some Point not on the *Rhymney* Low Level Line.

49. The Undertakers shall not make any Charge for the Conveyance or Passage of any Coal or Coke Traffic over any of their Railways and Sidings by this Act authorized, and shall perform free of Charge all Services over those Railways and Sidings in respect to that Traffic.

Undertakers
not to take
Toll for
User of their
Railways for
Coal or
Coke Traffic.

50. Every Railway Company from Time to Time using or working the *Rhymney* Low Level Line and the *Great Western Bute* Dock Branch, or either of them, and all or any Parts of the several Railways by this Act authorized, may demand and take in respect of

Tolls to be
charged on
Traffic over
Rhymney
Low Level
Line, &c.

[Local.]

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Traffic

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Traffic thereon the same and only the same Tolls, Fares, Rates, and Charges as if the Traffic were conveyed for a like Distance on their own Railway.

Payments by Railway Companies using Rhymney Low Level Line over the Railways by Act authorized.

51. The Railway Companies from Time to Time using the *Rhymney Low Level Line* and the Railways by this Act authorized, or any Parts thereof respectively, shall be entitled to use the same, and the Signals and Conveniences on or connected with the same, upon and subject to such Payments, Terms, and Conditions, consistent with this Act, as the Undertakers and the several Railway Companies respectively from Time to Time agree on, or, as failing Agreement, are determined by Arbitration under the "Railway Companies Arbitration Act, 1859," and for the Purposes of the Arbitration the Undertakers shall be considered to be a Railway Company.

The Taff Vale Railway Company to have Access to the Bute East Dock.

52. The Undertakers shall and they are hereby required to afford to the *Taff Vale Railway Company* permanent Access to the several Staiths and Shipping Places on the West Side of the *Bute East Dock* and also at the Basin by this Act authorized, and such Accommodation as may be necessary and proper for the shipping at such Dock and Basin of the Traffic of the *Taff Vale Railway Company*, and the Terms and Conditions upon which and the Manner in which such Access shall be afforded, and the Nature and Extent of such Accommodation, and the Payments or Rents to be paid in respect thereof, shall be such as may be determined by *Thomas Elliott Harrison* Esquire, Civil Engineer, acting on behalf of the Undertakers, and *John Hawkshaw* Esquire, Civil Engineer, acting on behalf of the *Taff Vale Railway Company*, or if the said *Thomas Elliott Harrison* and *John Hawkshaw* shall not agree as to the Matters aforesaid or any of them, then the Matters on which they shall not agree shall be determined by an Umpire to be agreed upon between the said *Thomas Elliott Harrison* and *John Hawkshaw* before they enter upon the said Arbitration, or if they shall not agree as to the Appointment of such Umpire, then by an Umpire to be nominated by the President for the Time being of the Institution of Civil Engineers; or if the said *Thomas Elliott Harrison* or *John Hawkshaw*, or either of them, shall decline to act, or shall die or become incapable of acting, then the Matters aforesaid shall, in default of Agreement between the Undertakers and the *Taff Vale Railway Company*, be determined by an Arbitrator to be appointed by the President for the Time being of the Institution of Civil Engineers on the Application of either Party, and the Decisions of the said *Thomas Elliott Harrison* and *John Hawkshaw* and of such Umpire or Arbitrator shall be final and binding upon the Undertakers and also upon the *Taff Vale Railway Company*:
Provided,

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Provided, nevertheless, that such Arbitration shall be subject to Revision at the End of every Period of Ten Years.

53. The Payment of any Expenses to which any Person is liable under this Act shall not free him or any other Person from any Penalty incurred by them or either of them under the *Bute Docks Act, 1865*, and this Act, or either of them.

Payment of Expenses not to free from Penalty.

54. Nothing in this Act shall authorize the Undertakers or any of their Dock-masters, Officers, or Servants to do anything in any way repugnant to or inconsistent with any Law from Time to Time in force with respect to the Customs, or any Regulation from Time to Time in force of the Commissioners of Customs.

Nothing to be done under Act contrary to Customs Laws.

55. Nothing in this Act contained shall authorize the Undertakers to purchase, take, use, or interfere with any Foreshore or other Land, Soil, Tenement, or Hereditament, or any Right in respect thereof belonging to Her Majesty in right of Her Crown, without the previous Consent in Writing of Her Majesty's Commissioners of Woods and Forests and Land Revenues, or One of them, and which Consent they or he may give, or shall take away, lessen, prejudice, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in or enjoyed or exerciseable by Her Majesty, Her Heirs or Successors.

Saving Rights of Crown.

56. Nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Jurisdictions, Rights, or Privileges of the Corporation of *Trinity House of Deptford Strond*.

Saving Rights of Trinity House of Deptford Strond.

57. The Undertakers shall from and after the passing of this Act for ever thereafter when necessary, at their own Expense, well and effectually dredge the Entrance Channel to the *Glamorganshire Canal*, and also the Channel of the River *Taff* therefrom to its Junction with the Entrance Channel to the *Bute Docks*, so that the same shall always have a sectional Area and Inclination equal to their present sectional Area and Inclination.

Undertakers to dredge Entrance to Glamorganshire Canal.

58. In order to determine such sectional Area and Inclination, the Undertakers and the Company of Proprietors of the *Glamorganshrie Canal Navigation* (herein-after called the Canal Company) shall within Two Months after the passing of this Act agree in the Nomination of some disinterested practical Engineer or Surveyor to make a Plan and Sections of the Entrance Channel to the *Glamorganshire Canal*, and the Channel of the River *Taff* to be dredged as herein-before provided, One Copy of which Plan and Sections, with any explanatory

Provisions for ascertaining sectional Area of that Entrance.

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1 Vict. c. 83.

explanatory Matter necessary to elucidate the same, signed by such Engineer or Surveyor, shall within Six Calendar Months after his Nomination be delivered to the Undertakers, and another Copy also signed by him to the Canal Company, and a Third Copy shall be deposited with the Clerk of the Peace for the County of *Glamorgan*, who is hereby required to receive the same, and such Deposit shall be deemed to have been made 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 (except so far as the same shall be inconsistent with this Act) shall form Part of this Act*; and the sectional Area and Inclination of such Channels shown on such Plan and Sections shall be the sectional Area and Inclination to which those Channels are to be dredged by the Undertakers: Provided that if the Undertakers and the Canal Company fail to agree in the Nomination aforesaid within Two Months after the passing of this Act, then on the Request in Writing of either Party the Board of Trade shall from Time to Time, as the Case may require, nominate some disinterested practical Engineer or Surveyor to make and deliver such Plan and Sections as herein-before provided.

In default of Undertakers dredging the Canal, Company may dredge at their Cost.

59. If at any Time after the passing of this Act the Entrance Channel to the *Glamorganshire* Canal, or the Channel of the River *Taff* to be dredged as herein-before provided, shall have a less sectional Area or Inclination than the sectional Area or Inclination shown on the Plan and Sections, and the Undertakers shall not within One Week after Service on them of Notice in Writing, signed by the Chairman or Secretary of the Canal Company, (such Notice to be left at the *Bute Docks* Office at *Cardiff*,) proceed forthwith to dredge those Channels until the same shall be of the sectional Area and Inclination shown on the Plan and Sections, the Canal Company may dredge the same at the Expense of the Undertakers, and recover the Cost and Expense thereof from the Undertakers as a Debt; and the Undertakers shall, in addition to such Cost and Expense, pay to the Canal Company Ten Pounds a Day as ascertained Damages for every Day that the Canal Company shall have been obliged to dredge the same as aforesaid.

Undertakers to pay the Expense of Plan, &c.

60. The Undertakers shall bear all Charges and Expenses incurred in reference to the Appointment of the Engineer or Surveyor and the making and delivering of the Plan and Sections, as herein-before provided: Provided that nothing herein contained shall prevent the
Canal

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Canal Company at any Time hereafter from altering their Sea Lock or the Channel leading thereto from the River *Taff*; but in case the Canal Company shall alter or enlarge the same or the Channel of the River *Taff* below such Entrance Channel, and it shall be necessary thereafter to dredge the same, Section 57 of this Act shall cease to have any Effect or Operation, but the Undertakers shall pay to the Canal Company for ever thereafter such an annual Sum as shall be equal to One Half the average annual Expense incurred by the Undertakers in dredging the Entrance Channel and River *Taff* as herein-before provided in the Twenty Years next preceding such Alteration or Enlargement, but in case the Alteration or Enlargement shall be made prior to the Expiration of Twenty Years from the passing of this Act, then the Undertakers shall pay to the Canal Company for ever thereafter One Half the average annual Expense incurred by the Undertakers in dredging the Entrance Channel and River *Taff* in manner herein-before provided in the Years which shall have expired between the passing of this Act and such Alteration or Enlargement.

61. Saving always to the Mayor, Aldermen, and Burgesses of the Borough of *Cardiff* all such Rates or Duties for or in respect of all such Ships or other Vessels coming into the Port of *Cardiff* as shall enter into or make use of the Dock or Basin or Works of the Undertakers constructed under the Authority of this Act in as full, large, ample, and beneficial a Manner to all Intents and Purposes as they enjoyed the same before the passing of this Act, or could or might have enjoyed in case the same had not been passed, in respect of Ships and Vessels coming into the Port of *Cardiff*, and entering or using the Docks and Works of the Undertakers already made and constructed.

Saving
Rights of
Corporation
of *Cardiff*.

62. Section 91 of the *Bute Docks Act, 1865*, is by this Act repealed.

Sect. 91 of
28 & 29 Vict.
c. cccxxv.
repealed.

63. Except only as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Estates, Rights, Powers, or Privileges of any Railway Company named in this Act.

Saving
Rights of
Railway
Companies.

64. Nothing in this Act contained shall preclude the Undertakers or their Lessees from making, maintaining, and using for their own Use and Accommodation, or for landing, shipping, or storing Goods, or for any other Purposes, any additional Quays and Landing Places and any Warehouses or other Erections, or any Works or Conveniences respectively adjoining or near to or communicating with the Dock or Basin or Works by this Act authorized.

Act not to
prevent
Undertakers
from making
Quays, &c.
for their own
Use.

The Bute Docks Act, 1866.

Saving
Rights of
Undertakers.

65. Except only as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the Estates, Rights, Interests, Trusts, Powers, Authorities, Discretions, or Privileges of the Undertakers, whether as Trustees of the Trust Term or otherwise, nor shall (except with the Consent in Writing of the Undertakers) extend or apply to any Land of the Undertakers which from Time to Time is not appropriated by them for the Purposes of their Docks and Works: Provided that this Saving shall not limit the Authority of any Dock-master appointed by the Undertakers, or of any Constable.

Penarth
Company
may dredge,
&c.

66. Except as in this Act expressly provided, nothing herein contained shall take away, lessen, prejudice, or alter any of the Estates, Rights, Interests, Powers, Authorities, or Privileges of the *Penarth* Harbour, Dock, and Railway Company, and that Company may from Time to Time, by means of dredging, deepen, widen, and improve the Channels and Entrances leading to and from their Dock and Harbour, and extend those Channels and Entrances in any Manner they are now authorized to do.

Saving
Sect. 7 of
11 G. 4. &
1 W. 4.
c. cxxxiii.

67. Except as by this Act authorized, nothing herein contained shall alter or in any Manner affect the Provisions of the 7th Section of the Act (Local) of the First *William* the Fourth, Chapter One hundred and thirty-three, and except as aforesaid the said Section shall after the passing of this Act have for all Intents and Purposes the same Force and Effect as if this Act had not been passed.

Docks, &c.
not exempt
from Pro-
visions
of present
and future
General
Acts.

68. Nothing in this Act contained shall exempt the Dock or Basin, Pier or Works, by this Act authorized, or the Undertakers in respect thereof, from the Provisions of any present or future General Act relating to Docks or Piers or Dues or Shipping, or from any future Revision or Alteration, under the Authority of Parliament, of the Rates and Charges by this Act authorized, or from the Provisions of the Merchant Shipping Act, 1854, or of any Acts amending that Act, or from any present or future General Acts relating to Lights, Buoys, and Beacons, or the Rights, Powers, or Privileges of the General Lighthouse Authorities.

Railways
not exempt
from Pro-
visions of
present and
future Ge-
neral Acts.

69. Nothing in this Act contained shall exempt any Railway to which this Act relates from the Provisions of any present or future General Act relating to Railways, or the better and more impartial Audit of the Accounts of Railway Companies, now or hereafter in force, or for any future Revision or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges or of the Rates for small Parcels authorized with respect to the Railway.

70. All

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70. All the Costs, Charges, and Expenses of and incident to the preparing and applying for, obtaining, and passing of this Act shall be borne and paid by the Undertakers out of Monies subject to the Trusts of the Trust Term. Expenses of Act.

The

The Bute Docks Act, 1866.

The FIRST SCHEDULE referred to in the foregoing Act.

GRAVING DOCK RATES.

	Vessels under 50 Tons.	Exceeding 50 and not exceeding 100 Tons.	Exceeding 100 and not exceeding 150 Tons.	Exceeding 150 and not exceeding 200 Tons.	Exceeding 200 and not exceeding 250 Tons.	Exceeding 250 and not exceeding 300 Tons.	Exceeding 300 and not exceeding 350 Tons.	Exceeding 350 and not exceeding 400 Tons.	Exceeding 400 and not exceeding 450 Tons.	Exceeding 450 and not exceeding 500 Tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
For 2 Tides, the Tide in and next Tide out.	1 16 0	2 2 0	2 8 0	2 14 0	3 0 0	3 6 0	3 12 0	3 18 0	4 4 0	4 10 0
3 Ditto, including going in and coming out.	2 2 0	2 9 0	2 16 0	3 3 0	3 10 0	3 17 0	4 4 0	4 11 0	4 18 0	5 5 0
4 Ditto	2 8 0	2 16 0	3 4 0	3 12 0	4 0 0	4 8 0	4 16 0	5 4 0	5 12 0	6 0 0
5 Ditto	2 14 0	3 3 0	3 12 0	4 1 0	4 10 0	4 19 0	5 8 0	5 17 0	6 6 0	7 5 0
6 Ditto	3 0 0	3 10 0	4 0 0	4 10 0	5 0 0	5 10 0	6 0 0	6 10 0	7 0 0	8 0 0
7 Ditto	3 6 0	3 17 0	4 8 0	4 19 0	5 10 0	6 1 0	7 12 0	8 2 0	9 3 0	10 4 0
8 Ditto	3 12 0	4 4 0	4 16 0	5 8 0	6 0 0	7 12 0	8 4 0	9 6 0	10 8 0	12 0 0
9 Ditto	3 18 0	4 11 0	5 4 0	5 17 0	6 10 0	7 3 0	8 6 0	9 9 0	11 2 0	12 5 0
10 Ditto	4 4 0	4 18 0	5 12 0	6 6 0	7 0 0	8 4 0	9 8 0	11 2 0	12 6 0	14 0 0
11 Ditto	4 10 0	5 5 0	6 0 0	6 15 0	7 10 0	8 5 0	9 0 0	10 5 0	11 0 0	12 5 0
12 Ditto	4 16 0	5 12 0	6 8 0	7 4 0	8 0 0	9 6 0	10 2 0	11 8 0	12 4 0	14 0 0
Above 12 and not exceeding 24 Tides.	6 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0	13 0 0	14 0 0	15 0 0	16 0 0
For 2 Neaps	12 0 0	16 0 0	18 0 0	20 0 0	22 0 0	24 0 0	26 0 0	28 0 0	30 0 0	32 0 0
3 Ditto	18 0 0	24 0 0	27 0 0	30 0 0	33 0 0	36 0 0	39 0 0	42 0 0	45 0 0	48 0 0
4 Ditto	24 0 0	32 0 0	36 0 0	40 0 0	44 0 0	48 0 0	52 0 0	56 0 0	60 0 0	64 0 0
5 Ditto	30 0 0	40 0 0	45 0 0	50 0 0	55 0 0	60 0 0	65 0 0	70 0 0	75 0 0	80 0 0
6 Ditto	36 0 0	48 0 0	54 0 0	60 0 0	66 0 0	72 0 0	78 0 0	84 0 0	90 0 0	96 0 0
7 Ditto	42 0 0	56 0 0	63 0 0	70 0 0	77 0 0	84 0 0	91 0 0	98 0 0	105 0 0	112 0 0
8 Ditto	48 0 0	64 0 0	72 0 0	80 0 0	88 0 0	96 0 0	104 0 0	112 0 0	120 0 0	128 0 0

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FIRST SCHEDULE—continued.

	Exceeding 500 and not exceeding 550 Tons.	Exceeding 550 and not exceeding 600 Tons.	Exceeding 600 and not exceeding 650 Tons.	Exceeding 650 and not exceeding 700 Tons.	Exceeding 700 and not exceeding 750 Tons.	Exceeding 750 and not exceeding 800 Tons.	Exceeding 800 and not exceeding 850 Tons.	Exceeding 850 and not exceeding 900 Tons.	Exceeding 900 and not exceeding 950 Tons.	Exceeding 950 and not exceeding 1,000 Tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
For 2 Tides, the Tide in and next Tide out.	4 16 0	5 2 0	5 8 0	5 14 0	6 0 0	6 6 0	6 12 0	6 18 0	7 4 0	7 10 0
3 Ditto, including going in and coming out.	5 12 0	5 19 0	6 6 0	6 13 0	7 0 0	7 7 0	7 14 0	8 1 0	8 8 0	8 15 0
4 Ditto -	6 8 0	6 16 0	7 4 0	7 12 0	8 0 0	8 8 0	8 16 0	9 4 0	9 12 0	10 0 0
5 Ditto -	7 4 0	7 13 0	8 2 0	8 11 0	9 0 0	9 9 0	9 18 0	10 7 0	10 16 0	11 5 0
6 Ditto -	8 0 0	8 10 0	9 0 0	9 10 0	10 0 0	10 10 0	11 0 0	11 10 0	12 0 0	12 10 0
7 Ditto -	8 16 0	9 7 0	9 18 0	10 9 0	11 0 0	11 11 0	12 2 0	12 13 0	13 4 0	13 15 0
8 Ditto -	9 12 0	10 4 0	10 16 0	11 8 0	12 0 0	12 12 0	13 4 0	13 16 0	14 8 0	15 0 0
9 Ditto -	10 8 0	11 1 0	11 14 0	12 7 0	13 0 0	13 13 0	14 6 0	14 19 0	15 12 0	16 5 0
10 Ditto -	11 4 0	11 18 0	12 12 0	13 6 0	14 0 0	14 14 0	15 8 0	16 2 0	16 16 0	17 10 0
11 Ditto -	12 0 0	12 15 0	13 10 0	14 5 0	15 0 0	15 15 0	16 10 0	17 5 0	18 0 0	18 15 0
12 Ditto -	12 16 0	13 12 0	14 8 0	15 4 0	16 0 0	16 16 0	17 12 0	18 8 0	19 4 0	20 0 0
Above 12 and not exceeding 24 Tides.	17 0 0	18 0 0	19 0 0	20 0 0	21 0 0	22 0 0	23 0 0	24 0 0	25 0 0	26 0 0
For 2 Neaps -	34 0 0	36 0 0	38 0 0	40 0 0	42 0 0	44 0 0	46 0 0	48 0 0	50 0 0	52 0 0
3 Ditto -	51 0 0	54 0 0	57 0 0	60 0 0	63 0 0	66 0 0	69 0 0	72 0 0	75 0 0	78 0 0
4 Ditto -	68 0 0	72 0 0	76 0 0	80 0 0	84 0 0	88 0 0	92 0 0	96 0 0	100 0 0	104 0 0
5 Ditto -	85 0 0	90 0 0	95 0 0	100 0 0	105 0 0	110 0 0	115 0 0	120 0 0	125 0 0	130 0 0
6 Ditto -	102 0 0	108 0 0	114 0 0	120 0 0	126 0 0	132 0 0	138 0 0	144 0 0	150 0 0	156 0 0
7 Ditto -	119 0 0	126 0 0	133 0 0	140 0 0	147 0 0	154 0 0	161 0 0	168 0 0	175 0 0	182 0 0
8 Ditto -	136 0 0	144 0 0	152 0 0	160 0 0	168 0 0	176 0 0	184 0 0	192 0 0	200 0 0	208 0 0

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FIRST SCHEDULE—continued.

	Exceeding 1,000 and not exceeding 1,050 Tons.	Exceeding 1,050 and not exceeding 1,100 Tons.	Exceeding 1,100 and not exceeding 1,150 Tons.	Exceeding 1,150 and not exceeding 1,200 Tons.	Exceeding 1,200 and not exceeding 1,250 Tons.	Exceeding 1,250 and not exceeding 1,300 Tons.	Exceeding 1,300 and not exceeding 1,350 Tons.	Exceeding 1,350 and not exceeding 1,400 Tons.	Exceeding 1,400 and not exceeding 1,450 Tons.	Exceeding 1,450 and not exceeding 1,500 Tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
For 2 Tides, the Tide in and next Tide out.	7 16 0	8 2 0	8 8 0	8 14 0	9 0 0	9 6 0	9 12 0	9 18 0	10 4 0	10 10 0
3 Ditto, including going in and coming out.	9 2 0	9 9 0	9 16 0	10 3 0	10 10 0	10 17 0	11 4 0	11 11 0	11 18 0	12 5 0
4 Ditto	10 8 0	10 16 0	11 4 0	11 12 0	12 0 0	12 8 0	12 16 0	13 4 0	13 12 0	14 0 0
5 Ditto	11 14 0	12 3 0	12 12 0	13 1 0	13 10 0	13 19 0	14 8 0	14 17 0	15 6 0	15 15 0
6 Ditto	13 0 0	13 10 0	14 0 0	14 10 0	15 0 0	15 10 0	16 0 0	16 10 0	17 0 0	17 10 0
7 Ditto	14 6 0	14 17 0	15 8 0	15 19 0	16 10 0	17 1 0	17 12 0	18 3 0	18 14 0	19 5 0
8 Ditto	15 12 0	16 4 0	16 16 0	17 8 0	18 0 0	18 12 0	19 4 0	19 16 0	20 8 0	21 0 0
9 Ditto	16 18 0	17 11 0	18 4 0	18 17 0	19 10 0	20 3 0	20 16 0	21 9 0	22 2 0	22 15 0
10 Ditto	18 4 0	18 18 0	19 12 0	20 6 0	21 0 0	21 14 0	22 8 0	23 2 0	23 16 0	24 10 0
11 Ditto	19 10 0	20 5 0	21 0 0	21 15 0	22 10 0	23 5 0	24 0 0	24 15 0	25 10 0	26 5 0
12 Ditto	20 16 0	21 12 0	22 8 0	23 4 0	24 0 0	24 16 0	25 12 0	26 8 0	27 4 0	28 0 0
Above 12 and not exceeding 24 Tides.	27 0 0	28 0 0	29 0 0	30 0 0	31 0 0	32 0 0	33 0 0	34 0 0	35 0 0	36 0 0
For 2 Neaps	54 0 0	56 0 0	58 0 0	60 0 0	62 0 0	64 0 0	66 0 0	68 0 0	70 0 0	72 0 0
3 Ditto	81 0 0	84 0 0	87 0 0	90 0 0	93 0 0	96 0 0	99 0 0	102 0 0	105 0 0	108 0 0
4 Ditto	108 0 0	112 0 0	116 0 0	120 0 0	124 0 0	128 0 0	132 0 0	136 0 0	140 0 0	144 0 0
5 Ditto	135 0 0	140 0 0	145 0 0	150 0 0	155 0 0	160 0 0	165 0 0	170 0 0	175 0 0	180 0 0
6 Ditto	162 0 0	168 0 0	174 0 0	180 0 0	186 0 0	192 0 0	198 0 0	204 0 0	210 0 0	216 0 0
7 Ditto	189 0 0	196 0 0	203 0 0	210 0 0	217 0 0	224 0 0	231 0 0	238 0 0	245 0 0	252 0 0
8 Ditto	216 0 0	224 0 0	232 0 0	240 0 0	248 0 0	256 0 0	264 0 0	272 0 0	280 0 0	288 0 0

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FIRST SCHEDULE—continued.

	Exceeding 1,500 and not exceeding 1,550 Tons.	Exceeding 1,550 and not exceeding 1,600 Tons.	Exceeding 1,600 and not exceeding 1,650 Tons.	Exceeding 1,650 and not exceeding 1,700 Tons.	Exceeding 1,700 and not exceeding 1,750 Tons.	Exceeding 1,750 and not exceeding 1,800 Tons.	Exceeding 1,800 and not exceeding 1,850 Tons.	Exceeding 1,850 and not exceeding 1,900 Tons.	Exceeding 1,900 and not exceeding 1,950 Tons.	Exceeding 1,950 and not exceeding 2,000 Tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
For 2 Tides, the Tide in and next Tide out.	10 16 0	11 2 0	11 8 0	11 14 0	12 0 0	12 6 0	12 12 0	12 18 0	13 4 0	13 10 0
3 Ditto, including going in and coming out.	12 12 0	12 19 0	13 6 0	13 13 0	14 0 0	14 7 0	14 14 0	15 1 0	15 8 0	15 15 0
4 Ditto -	14 8 0	14 16 0	15 4 0	15 12 0	16 0 0	16 8 0	16 16 0	17 4 0	17 12 0	18 0 0
5 Ditto -	16 4 0	16 13 0	17 2 0	17 11 0	18 0 0	18 9 0	18 18 0	19 7 0	19 16 0	20 5 0
6 Ditto -	18 0 0	18 10 0	19 0 0	19 10 0	20 0 0	20 10 0	21 0 0	21 10 0	22 0 0	22 10 0
7 Ditto -	19 16 0	20 7 0	20 18 0	21 9 0	22 0 0	22 11 0	23 2 0	23 13 0	24 4 0	24 15 0
8 Ditto -	21 12 0	22 4 0	22 16 0	23 8 0	24 0 0	24 12 0	25 4 0	25 16 0	26 8 0	27 0 0
9 Ditto -	23 8 0	24 1 0	24 14 0	25 7 0	26 0 0	26 13 0	27 6 0	27 19 0	28 12 0	29 5 0
10 Ditto -	25 4 0	25 18 0	26 12 0	27 6 0	28 0 0	28 14 0	29 8 0	30 2 0	30 16 0	31 10 0
11 Ditto -	27 0 0	27 15 0	28 10 0	29 5 0	30 0 0	30 15 0	31 10 0	32 5 0	33 0 0	33 15 0
12 Ditto -	28 16 0	29 12 0	30 8 0	31 4 0	32 0 0	32 16 0	33 12 0	34 8 0	35 4 0	36 0 0
Above 12 and not exceeding 24 Tides.	37 0 0	38 0 0	39 0 0	40 0 0	41 0 0	42 0 0	43 0 0	44 0 0	45 0 0	46 0 0
For 2 Neaps -	74 0 0	76 0 0	78 0 0	80 0 0	82 0 0	84 0 0	86 0 0	88 0 0	90 0 0	92 0 0
3 Ditto -	111 0 0	114 0 0	117 0 0	120 0 0	123 0 0	126 0 0	129 0 0	132 0 0	135 0 0	138 0 0
4 Ditto -	148 0 0	152 0 0	156 0 0	160 0 0	164 0 0	168 0 0	172 0 0	176 0 0	180 0 0	184 0 0
5 Ditto -	158 0 0	190 0 0	195 0 0	200 0 0	205 0 0	210 0 0	215 0 0	220 0 0	225 0 0	230 0 0
6 Ditto -	222 0 0	228 0 0	234 0 0	240 0 0	246 0 0	252 0 0	258 0 0	264 0 0	270 0 0	276 0 0
7 Ditto -	259 0 0	266 0 0	273 0 0	280 0 0	287 0 0	294 0 0	301 0 0	308 0 0	315 0 0	322 0 0
8 Ditto -	296 0 0	304 0 0	312 0 0	320 0 0	328 0 0	336 0 0	344 0 0	352 0 0	360 0 0	368 0 0

The Bute Docks Act, 1866.

FIRST SCHEDULE—continued.

	Exceeding 2,000 and not exceeding 2,050 Tons.	Exceeding 2,050 and not exceeding 2,100 Tons.	Exceeding 2,100 and not exceeding 2,150 Tons.	Exceeding 2,150 and not exceeding 2,200 Tons.	Exceeding 2,200 and not exceeding 2,250 Tons.	Exceeding 2,250 and not exceeding 2,300 Tons.	Exceeding 2,300 and not exceeding 2,350 Tons.	Exceeding 2,350 and not exceeding 2,400 Tons.	Exceeding 2,400 and not exceeding 2,450 Tons.	Exceeding 2,450 and not exceeding 2,500 Tons.
For 2 Tides, the Tide in and next Tide out.	£ s. d. 13 16 0	£ s. d. 14 2 0	£ s. d. 14 8 0	£ s. d. 14 14 0	£ s. d. 15 0 0	£ s. d. 15 6 0	£ s. d. 15 12 0	£ s. d. 15 18 0	£ s. d. 16 4 0	£ s. d. 16 10 0
3 Ditto, including going in and coming out.	16 2 0	16 9 0	16 16 0	17 3 0	17 10 0	17 17 0	18 4 0	18 11 0	18 18 0	19 5 0
4 Ditto	18 8 0	18 16 0	19 4 0	19 12 0	20 0 0	20 8 0	20 16 0	21 4 0	21 12 0	22 0 0
5 Ditto	20 14 0	21 3 0	21 12 0	22 1 0	22 10 0	22 19 0	23 8 0	23 17 0	24 6 0	24 15 0
6 Ditto	23 0 0	23 10 0	24 0 0	24 10 0	25 0 0	25 10 0	26 0 0	26 10 0	27 0 0	27 10 0
7 Ditto	25 6 0	25 17 0	26 8 0	26 19 0	28 1 0	28 11 0	28 12 0	29 3 0	29 14 0	30 5 0
8 Ditto	27 12 0	28 4 0	28 16 0	29 8 0	30 0 0	30 12 0	31 4 0	31 16 0	32 8 0	33 0 0
9 Ditto	29 18 0	30 11 0	31 4 0	31 17 0	32 10 0	33 3 0	33 16 0	34 9 0	35 2 0	35 15 0
10 Ditto	32 4 0	32 18 0	33 12 0	34 6 0	35 0 0	35 14 0	36 8 0	37 2 0	37 16 0	38 10 0
11 Ditto	34 10 0	35 5 0	36 0 0	36 15 0	37 10 0	38 5 0	39 0 0	39 15 0	40 10 0	41 5 0
12 Ditto	36 16 0	37 12 0	38 8 0	39 4 0	40 0 0	40 16 0	41 12 0	42 8 0	43 4 0	44 0 0
Above 12 and not exceeding 24 Tides.	47 0 0	48 0 0	49 0 0	50 0 0	51 0 0	52 0 0	53 0 0	54 0 0	55 0 0	56 0 0
For 2 Neaps -	94 0 0	96 0 0	98 0 0	100 0 0	102 0 0	104 0 0	106 0 0	108 0 0	110 0 0	112 0 0
3 Ditto -	141 0 0	144 0 0	147 0 0	150 0 0	153 0 0	156 0 0	159 0 0	162 0 0	165 0 0	168 0 0
4 Ditto -	188 0 0	192 0 0	196 0 0	200 0 0	204 0 0	208 0 0	212 0 0	216 0 0	220 0 0	224 0 0
5 Ditto -	235 0 0	240 0 0	245 0 0	250 0 0	255 0 0	260 0 0	265 0 0	270 0 0	275 0 0	280 0 0
6 Ditto -	282 0 0	288 0 0	294 0 0	300 0 0	306 0 0	312 0 0	318 0 0	324 0 0	330 0 0	336 0 0
7 Ditto -	329 0 0	336 0 0	343 0 0	350 0 0	357 0 0	364 0 0	371 0 0	378 0 0	385 0 0	392 0 0
8 Ditto -	376 0 0	384 0 0	392 0 0	400 0 0	408 0 0	416 0 0	424 0 0	432 0 0	440 0 0	448 0 0

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FIRST SCHEDULE—continued.

	Exceeding 2,500 and not exceeding 2,550 Tons.	Exceeding 2,550 and not exceeding 2,600 Tons.	Exceeding 2,600 and not exceeding 2,650 Tons.	Exceeding 2,650 and not exceeding 2,700 Tons.	Exceeding 2,700 and not exceeding 2,750 Tons.	Exceeding 2,750 and not exceeding 2,800 Tons.	Exceeding 2,800 and not exceeding 2,850 Tons.	Exceeding 2,850 and not exceeding 2,900 Tons.	Exceeding 2,900 and not exceeding 2,950 Tons.	Exceeding 2,950 and not exceeding 3,000 Tons.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
For 2 Tides, the Tide in and next Tide out.	16 16 0	17 2 0	17 8 0	17 14 0	18 0 0	18 6 0	18 12 0	18 18 0	19 4 0	19 10 0
3 Ditto, including going in and coming out.	19 12 0	19 19 0	20 6 0	20 13 0	21 0 0	21 7 0	21 14 0	22 1 0	22 8 0	22 15 0
4 Ditto	22 8 0	22 16 0	23 4 0	23 12 0	24 0 0	24 8 0	24 16 0	25 4 0	25 12 0	26 0 0
5 Ditto	25 4 0	25 13 0	26 2 0	26 11 0	27 0 0	27 9 0	27 18 0	28 7 0	28 16 0	29 5 0
6 Ditto	28 0 0	28 10 0	29 0 0	29 10 0	30 0 0	30 10 0	31 0 0	31 10 0	32 0 0	32 10 0
7 Ditto	30 16 0	31 7 0	31 18 0	32 9 0	33 0 0	33 11 0	34 2 0	34 13 0	35 4 0	35 15 0
8 Ditto	33 12 0	34 4 0	34 16 0	35 8 0	36 0 0	36 12 0	37 4 0	37 16 0	38 8 0	39 0 0
9 Ditto	36 8 0	37 1 0	37 14 0	38 7 0	39 0 0	39 13 0	40 6 0	40 19 0	41 12 0	42 5 0
10 Ditto	39 4 0	39 18 0	40 12 0	41 6 0	42 0 0	42 14 0	43 8 0	44 2 0	44 16 0	45 10 0
11 Ditto	42 0 0	42 15 0	43 10 0	44 5 0	45 0 0	45 15 0	46 10 0	47 5 0	48 0 0	48 15 0
12 Ditto	44 16 0	45 12 0	46 8 0	47 4 0	48 0 0	48 16 0	49 12 0	50 8 0	51 4 0	52 0 0
Above 12 and not exceeding 24 Tides.	57 0 0	58 0 0	59 0 0	60 0 0	61 0 0	62 0 0	63 0 0	64 0 0	65 0 0	66 0 0
For 2 Neaps	114 0 0	116 0 0	118 0 0	120 0 0	122 0 0	124 0 0	126 0 0	128 0 0	130 0 0	132 0 0
3 Ditto	171 0 0	174 0 0	177 0 0	180 0 0	183 0 0	186 0 0	189 0 0	192 0 0	195 0 0	198 0 0
4 Ditto	228 0 0	232 0 0	236 0 0	240 0 0	244 0 0	248 0 0	252 0 0	256 0 0	260 0 0	264 0 0
5 Ditto	285 0 0	290 0 0	295 0 0	300 0 0	305 0 0	310 0 0	315 0 0	320 0 0	325 0 0	330 0 0
6 Ditto	342 0 0	348 0 0	354 0 0	360 0 0	366 0 0	372 0 0	378 0 0	384 0 0	390 0 0	396 0 0
7 Ditto	399 0 0	406 0 0	413 0 0	420 0 0	427 0 0	434 0 0	441 0 0	448 0 0	455 0 0	462 0 0
8 Ditto	456 0 0	464 0 0	472 0 0	480 0 0	488 0 0	496 0 0	504 0 0	512 0 0	520 0 0	528 0 0

Exceeding 3,000 Tons any Sum the Undertakers think fit to demand.

The Bute Docks Act, 1866.

The SECOND SCHEDULE referred to in the foregoing Act.

GRIDIRON RATES.

VESSELS.	2 TIDES. The Tide on and the next Tide off.			4 TIDES.			6 TIDES.		
	£	s.	d.	£	s.	d.	£	s.	d.
Under 100 Tons -	1	0	0	1	10	0	2	0	0
100 and under 200	1	10	0	2	5	0	3	0	0
200 ditto 300	2	0	0	3	0	0	4	0	0
300 ditto 350	2	5	0	3	7	6	4	10	0
350 ditto 400	2	10	0	3	15	0	5	0	0
400 ditto 450	2	15	0	4	2	6	5	10	0
450 ditto 500	3	0	0	4	10	0	6	0	0
500 ditto 550	3	5	0	4	17	6	6	10	0
550 ditto 600	3	10	0	5	5	0	7	0	0
600 ditto 650	3	15	0	5	12	6	7	10	0
650 ditto 700	4	0	0	6	0	0	8	0	0
700 ditto 750	4	5	0	6	7	6	8	10	0
750 ditto 800	4	10	0	6	15	0	9	0	0
800 ditto 850	4	15	0	7	2	0	9	10	0
850 ditto 900	5	0	0	7	10	0	10	0	0
900 ditto 950	5	5	0	7	17	6	10	10	0
950 ditto 1,000	5	10	0	8	5	0	11	0	0
1,000 ditto 1,050	5	15	0	8	12	6	11	10	0
1,050 ditto 1,100	6	0	0	9	0	0	12	0	0
1,100 ditto 1,150	6	5	0	9	7	6	12	10	0
1,150 ditto 1,200	6	10	0	9	15	0	13	0	0
1,200 under 1,250	6	15	0	10	2	6	13	10	0
1,250 ditto 1,300	7	0	0	10	10	0	14	0	0
1,300 ditto 1,350	7	5	0	10	17	6	14	10	0
1,350 ditto 1,400	7	10	0	11	5	0	15	0	0
1,400 ditto 1,450	7	15	0	11	12	6	15	10	0
1,450 ditto 1,500	8	0	0	12	0	0	16	0	0
1,500 ditto 1,550	8	5	0	12	7	6	16	10	0
1,550 ditto 1,600	8	10	0	12	15	0	17	0	0
1,600 ditto 1,650	8	15	9	13	2	6	17	10	0
1,650 ditto 1,700	9	0	0	13	10	0	18	0	0
1,700 ditto 1,750	9	5	0	13	17	6	18	10	0
1,750 ditto 1,800	9	10	0	14	5	0	19	0	0
1,800 ditto 1,850	9	15	0	14	12	6	19	10	0
1,850 ditto 1,900	10	0	0	15	0	0	20	0	0
1,900 ditto 1,950	10	5	0	15	7	6	20	10	0
1,950 ditto 2,000	10	10	0	15	15	0	21	0	0

Exceeding 2,000 Tons any Sum the Undertakers think fit to demand.

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