



CHAPTER cxlv.

An Act for enlarging and improving the Port and Harbour of Neath, and making certain Railways, Road Approaches, and other Works in connexion therewith; and for other purposes. A.D. 1874.
[16th July 1874.]

WHEREAS an Act was passed in the session of Parliament held in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act for improving and maintaining the port or harbour of Neath in the county of Glamorgan," (in this Act referred to as "the Act of 1843,") and for carrying into execution the provisions of the said Act Commissioners for improving the port and harbour of Neath were constituted and appointed: 6 & 7 Vict.
c. lxxi.

And whereas since the passing of the Act of 1843 the said Commissioners and their successors, appointed in accordance with the provisions of the said Act, have acted in the execution of the said Act, and have exercised the powers thereby conferred upon them, and have improved the port and harbour of Neath:

And whereas since the passing of the Act of 1843 the trade of the said port of Neath has largely increased and is still increasing:

And whereas it is expedient that certain of the provisions of the Act of 1843 relating to the constitution of the Commissioners, and to the execution by them of the said Act, should be altered and varied, and that divers powers for the improvement and management of the port and harbour of Neath should be conferred on the Commissioners, and that better provisions should be made and further facilities should be afforded to the Commissioners for carrying into effect the provisions of the Act of 1843 for levying rates and tolls, and for borrowing moneys for the purposes of the said Act and this Act:

And whereas, for the purpose of affording to the increased and increasing trade of the said port of Neath further and better accommodation in and about the said harbour of Neath, it is expedient that the improvements, enlargements, and alterations by

A.D. 1874. — this Act authorised should be made in the said harbour of Neath and in the river Neath communicating therewith, and that additional means of access to the said harbour and river should be provided by the construction of the roads, railways, and tramways by this Act authorised, which when constructed will connect the said harbour and river with (amongst others) the railways and works of the Great Western Railway Company, of the South Wales Mineral Railway Company, and of the Neath and Brecon Railway Company, and with the Neath Canal and Tennant Canal respectively :

And whereas it is expedient that the South Wales Mineral Railway Company and the Neath and Brecon Railway Company should respectively be authorised to contribute and subscribe to the expenses of the works by this Act authorised, to the extent and in the manner by this Act provided :

And whereas it is expedient that the several persons, corporations, and companies in this Act referred to should be enabled to enter into agreements for the purposes and in the manner by this Act provided :

And whereas plans and sections showing the lands intended to be acquired, and the lines and levels of the works intended to be constructed and maintained, and books of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, have been deposited with the clerk of the peace for the county of Glamorgan, and are in this Act respectively referred to as “ the deposited plans, sections, and books of reference :”

And whereas the objects aforesaid 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 :

PRELIMINARY.

Short title. 1. This Act may for all purposes be cited as “ The Neath Harbour Act, 1874.”

6 & 7 Vict. c. lxxi. to be construed with this Act. 2. The Act of 1843, as amended by this Act, and this Act shall be construed together as one Act, and for that purpose the expressions “ this Act ” and “ the Commissioners,” where used in the Act of 1843, shall be taken to include this Act and the Commissioners incorporated by and acting in the execution of this Act.

Repeal of certain parts of 6 & 7 Vict. c. lxxi. 3. Such parts of the Act of 1843 as are specified in the Schedule (A.) to this Act annexed are hereby repealed, but this repeal shall

not affect any right, title, obligation, liability, or penalty accrued or incurred before the passing of this Act. A.D. 1874.

4. "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," "The Harbours, Docks, and Piers Clauses Act, 1847," (except sections sixteen and seventeen, unless the Board of Trade shall otherwise direct,) "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to the construction of a railway) and Part III. (relating to working agreements) of "The Railways Clauses Act, 1863," are hereby incorporated with this Act, except where the same are expressly varied by this Act. Incorporation of certain provisions of general Acts.

5. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated with this Act shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction: Provided always, that the expression "superior courts" or "court of competent jurisdiction" in this Act and (for the purposes of this Act) in any Act wholly or partially incorporated herewith shall be read and have effect as if the debt or demand in respect of which the expression is used were an ordinary simple contract debt, and not a debt or demand created by statute; and that the term "harbour-master" in "The Harbours, Docks, and Piers Clauses Act, 1847," shall be construed to include the lawful deputy of such harbour-master. Interpretation of terms.

The term "the old Commissioners" shall mean the Commissioners acting in the execution of the Act of 1843; the term "the Commissioners" shall mean the Commissioners incorporated by and acting in the execution of this Act.

The word "work" in the thirteenth, eighteenth, and nineteenth sections of "The Railways Clauses Act, 1863," shall be taken to mean all the works below high-water mark authorised by this Act.

LIMITS OF ACT.

6. The limits within which this Act shall have effect and be carried into execution shall include the river, estuary, and harbour of Neath from Aberdulais Weir downward to a straight line drawn across Swansea Bay from Port Talbot Pier to Black Pill, and shall extend along high-water mark of spring tides to a point distant two thousand five hundred yards southward from Witford Point, and to a point a like distance of two thousand five hundred yards westward from Black Rock, and shall include the area comprised within imaginary straight lines drawn in a south south-west true bearing direction from the termination of those respective distances Limits of Act.

A.D. 1874. — to the first-mentioned straight line ; and all lands or waters upon, over, or through which any works are by this Act authorised to be made.

CONSTITUTION OF COMMISSIONERS FOR IMPROVING THE PORT AND HARBOUR OF NEATH—TRANSFER OF POWERS, &c.

Neath Harbour Commissioners incorporated.

7. The Commissioners named in and appointed under the provisions of this Act, and their successors from time to time under this Act, shall be one body corporate by the name of "The Neath Harbour Commissioners," and by that name shall have perpetual succession and a common seal, and by that name may be sued and shall have power to sue, and power to purchase, take, hold, and dispose of lands, goods, chattels, and other property for the purposes but subject to the provisions of this Act.

Commissioners.

8. The following persons shall be ex-officio Commissioners under this Act ; (that is to say,)

The mayor, aldermen, and councillors of the borough of Neath and their town clerk for the time being :

The several owners (being male persons) for the time being of the several estates and canal following ; (that is to say,)

The Briton Ferry estate, or in case of severance such part thereof as shall include Cwrt Sart Marsh, herein-after referred to as the Briton Ferry estate, the Gnoll estate, the Dyffryn estate, the Neath Abbey estate, the Ynisygerwn estate, the Tennant estate, the Eaglesbush estate, the Aberpergwm estate, the Dylais Valley otherwise the Miers estate, and the Rheola estate, situate in the several parishes of Briton Ferry, Neath, Lantwit-juxta-Neath, Cadoxton-juxta-Neath, and Glyncorrwg, in the county of Glamorgan ; the owner of the Tennant Canal ; and the proprietors of the Neath Canal Navigation :

The several proprietors or lessees (being male persons) of the several works following ; (that is to say,)

The Dynevor Colliery, the Dyffryn Main Colliery, the Coedfrank Colliery, the Resolven Colliery, the Neath Abbey Coal Company's Collieries, the Neath Abbey Ironworks, the Briton Ferry Ironworks, the Crown Copperworks, the Red Jacket Copperworks, the Briton Ferry Copperworks, the Mines Royal Copperworks, the Melin Tinworks, the Aberdylais Tinworks, the Melin Crythan Chemical Works, the Glyncorrwg Colliery Company, the Cadoxton Collieries, the Company owning the Gnoll Collieries, the Vernon Tinworks, the chief agent and mining engineer for the time being of the Neath Abbey estate, the chief agent and mining engineer for the time being of the

Briton Ferry estate, and the chief agent or manager of the A.D. 1874.
 Tenant estate :

Provided always, that if several persons be jointly or severally seised or entitled as owners, proprietors, or lessees of any of the said estates, collieries, canal, and works, then such one only of such owners, proprietors, or lessees for the time being as may be appointed or agreed upon by such owners, proprietors, or lessees respectively, and of whose appointment notice in writing has been given to the clerk of the Commissioners at his office, shall be entitled to act as a Commissioner under the authority of this Act :

And the following persons shall be the first elected Commissioners ; (that is to say,)

Howel Gwyn, of Dyffryn ; Griffith Llewellyn, of Baglan Hall ; John Henry Rowland, of Ffrwd Vale ; David Howell Morgan, of Neath ; David Bevan, of Cadoxton Place ; Sankey Gardner, of Eaglesbush Cottage ; James Kenway, of Westernmoor ; Rowland Thomas, of Neath ; William John Player, of Longford Court ; George Henry Davey, of Briton Ferry ; Thomas Stephen Sutton, of Glynleiros ; and Edward Acland Moore, of Lonlas.

9. From and after the passing of this Act all estates and property of every description vested in the old Commissioners as constituted by the Act of 1843, at the time of the passing of this Act shall vest in the Commissioners, and the Commissioners shall, subject to the provisions of this Act, have, hold, possess, and may enjoy and exercise all the powers, rights, privileges, advantages, and immunities which at the time of the passing of this Act may be vested in and enjoyed and exercised by the old Commissioners. Property of Commissioners under Act of 1843 to vest in the Commissioners.

10. All persons who immediately before the passing of this Act owe any sum of money to the old Commissioners, or to any person on their behalf, shall pay the same, with all interest (if any) due or to accrue due for the same, to the Commissioners, and all debts and, save as by this Act expressly provided, moneys which immediately before the passing of this Act are due or owing by or recoverable from the old Commissioners, or for the payment whereof the old Commissioners are liable, shall be paid, with all interest (if any) due or to accrue due thereon, by or be recoverable from the Commissioners. Debts due to and by Commissioners under Act of 1843 to be paid to or by the Commissioners.

11. Any action, suit, prosecution, or other proceeding whatsoever commenced either by or against the old Commissioners before the passing of this Act shall not abate or be discontinued or prejudicially affected by this Act, but on the contrary shall continue Actions not to abate.

A.D. 1874. — to take effect both in favour of and against the Commissioners in like manner to all intents and purposes as if they were the old Commissioners and this Act had not been passed.

Acts of old Commissioners declared valid.

12. All acts, works, matters, and things before the passing of this Act done or commenced or in progress by the persons acting as the old Commissioners in execution of the Act of 1843, and all conveyances, leases, mortgages, bonds, covenants, deeds, instruments, contracts, agreements, obligations, rights, and remedies at the passing of this Act existing under the Act of 1843, shall be and continue good, valid, and available for all purposes, and for and against all parties, and may be continued and completed as if this Act had not been passed.

All mortgages and other securities granted by the old Commissioners before the passing of this Act may be transferred as if this Act had not been passed.

All rates and tolls immediately before the passing of this Act due or accruing due to the old Commissioners may, from and after the passing of this Act, be collected and recovered by the Commissioners, as if they were the old Commissioners and this Act had not been passed.

All books and documents of the old Commissioners shall be receivable in evidence as if this Act had not been passed.

Election of chairman.

13. At the first general meeting of the Commissioners after the passing of this Act the Commissioners shall, by a majority of the votes of the Commissioners present, elect one of their body to be chairman, and the person so elected shall continue chairman until the next annual general meeting, when and at every subsequent annual general meeting the Commissioners shall in like manner elect a chairman for the ensuing year.

At such first general meeting the mayor of the borough of Neath, or failing him the last preceding mayor, or failing him some other Commissioner to be named by the Commissioners present, shall act as chairman until after the election of chairman in manner aforesaid.

In the event of the death or resignation or cesser of office of any chairman so elected, the Commissioners present at any adjournment of such general meeting, or at any special meeting held after such event, shall elect one of their body to fill such vacancy till the next ensuing annual general meeting.

When at any meeting of the Commissioners, or of the committee appointed under the authority of this Act, the chairman for the time being is absent, the mayor for the time being of the borough of Neath, if present and a member of the committee, shall be chairman of such meeting, and if the said mayor is not present, or is not

a member of the committee, one of the Commissioners present shall be elected chairman of such meeting by the majority of those present. A.D. 1874.
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14. The Commissioners may from time to time hold special meetings, and any five or more of the Commissioners may require a special meeting to be held, but no such meeting shall be held unless three clear days notice thereof has been given. Special meeting.

15. The Commissioners may and they are hereby empowered, at the first general meeting after the passing of this Act, and at any annual general meeting, to appoint a committee, consisting of nine Commissioners, of whom one shall be the chairman for the time being of the Commissioners, and the remaining eight shall be elected by the Commissioners present at such meeting, and such committee shall have power to act in the execution of all or any of the provisions of this Act until the next annual general meeting: Provided that the acts of such committee shall be submitted to the Commissioners for approval. General annual meeting to appoint committee.

16. The Commissioners shall, on the first Monday in the month of September next after the passing of this Act, or within six days thereafter, hold their first general meeting at the usual place for holding meetings of the old Commissioners, and proceed to put this Act into execution, and they may adjourn the said meeting from time to time until the last Monday in the month of April one thousand eight hundred and seventy-five; and on the last Monday in April in the said year, and in every succeeding year, they shall hold an annual general meeting in the manner and subject to the conditions in relation to general meetings of the old Commissioners prescribed by the Act of 1843, as the same are amended by this Act. First meeting of Commissioners.

17. If at any time any of the first-elected Commissioners specified in this Act, or any Commissioner elected subsequently under the provisions of this Act, dies, resigns, refuses, or becomes incapable to act, or in any other way is disqualified from acting, then the surviving or continuing Commissioners, whether elected or otherwise qualified, personally present at the next annual general meeting after such vacancy, shall and they are hereby required to supply the vacancy so created by electing such person, qualified in manner by this Act prescribed, as they think fit to be an elected Commissioner to fill such vacancy. Power to elect new Commissioners.

18. Every person resident in the borough of Neath or within fifteen miles thereof, who is seised or possessed in his own right, or as trustee for another, of real or personal property, or of Qualification of elected Commissioners.

A.D. 1874.

both, of the value of one thousand pounds, or being resident as aforesaid is seised or possessed in his own right, or in right of his wife, and in the actual enjoyment or receipt of the rents of lands, tenements, or hereditaments of the clear yearly value of fifty pounds, or occupies and for twelve months next previous has occupied a house, store, warehouse, or counting-house, or other building which either separately or jointly is rated for the relief of the poor at the annual value of fifty pounds or upwards, and which is situate within the borough of Neath or within fifteen miles thereof, shall be eligible to be elected a Commissioner under the provisions of this Act, and none other.

Elected Commissioners absenting themselves shall cease to be Commissioners.

19. If any elected Commissioner appointed by this Act or elected under the provisions of this Act fails to act in the execution of this Act for two years, or ceases to reside within the borough of Neath or within fifteen miles thereof, such Commissioner shall be deemed to have refused to act, and shall cease to be a Commissioner.

Declaration by ex-officio Commissioner.

20. No Commissioner other than an elected Commissioner shall be capable of acting as a Commissioner under this Act, except in administering the declaration herein-after mentioned, until he has made and signed before one of the Commissioners a declaration to the effect following :

I, *A.B.*, do solemnly declare that I will faithfully and impartially, according to the best of my skill and judgment, execute all the powers and authorities reposed in me as a Commissioner by virtue of "The Neath Harbour Act, 1874."

Declaration by elected Commissioners.

21. No elected Commissioner shall be capable of acting as a Commissioner under this Act, except in administering the declaration herein-after mentioned, until he has made and signed before one of the Commissioners a declaration to the effect following :

I, *A.B.*, do solemnly declare that I will faithfully and impartially, according to the best of my skill and judgment, execute all the powers and authorities reposed in me as a Commissioner by virtue of "The Neath Harbour Act, 1874," and that I am qualified to act as such Commissioner in respect of [*here set out qualifications in terms of this Act*].

Amendment of s. 48 of Act of 1843.

22. Section forty-eight of the Act of 1843 shall be construed as if the word treasurer were substituted for the word clerk in the said section.

Publication of annual accounts.

23. The Commissioners shall every year cause an annual account in abstract to be prepared, showing the total receipt and expenditure of all funds levied by virtue of the Act of 1843, or of

this Act, for the year ending on the thirty-first day of March or some other convenient day in each year, under the several distinct heads of receipt and expenditure, with a statement of the balance of such account, duly certified by the treasurer for the time being of the Commissioners, and such account shall at all seasonable times be open at the offices of the clerk and treasurer to the inspection of any person interested, without any fee being demanded for such inspection. A.D. 1874.

POWER TO ACQUIRE LANDS.

24. Subject to the provisions of this Act, the Commissioners may enter upon, take, and use such of the lands delineated upon the deposited plans and described in the deposited book of reference as they may deem necessary or convenient for the purposes of or incidental to the works by this Act authorised. Power to take and use lands shown on deposited plans.

25. The powers of the Commissioners for the compulsory purchase of lands shall not be exercised after the expiration of five years after the passing of this Act. Period for compulsory purchase of land.

26. The Commissioners may from time to time, by agreement, purchase or take on lease, for the deposit of ballast and any other purposes of this Act, any lands which the Commissioners may deem requisite or convenient, not exceeding thirty acres, and any easements, rights, and interests in, over, or affecting such lands. Lands may be acquired for deposit of ballast, and for extraordinary purposes.

27. Persons empowered by "The Lands Clauses Consolidation Acts, 1845, 1860, and 1869," to sell and convey or release lands may, if they think fit, subject to the provisions of the said Acts and of this Act, and for the purposes of this Act, grant to the Commissioners any easement, right, or privilege in, over, or affecting any such lands, and the provisions of the said Acts with respect to lands and rentcharges, so far as the same are applicable in this behalf, shall extend and apply to such grants, or to such easements, rights, or privileges as aforesaid. Grants of easements by incapacitated persons.

POWER TO LEASE LANDS.

28. The Commissioners may from time to time, after the completion of the works authorised by this Act, grant leases of any of the lands acquired by them under the authority of this Act to any persons, corporations, or companies (such corporations or companies being capable to accept such leases) who shall covenant to improve such lands by laying out money in the erection of warehouses or other buildings of a like nature thereon, or in the construction thereon of warehouses or other buildings of a like nature, calculated to promote the business of the port of Power to grant leases of lands.

A.D. 1874.

Neath; and they may also grant to such lessees the use during their respective leases of such waterway, quay room, and wharfage room, and other easements as may be requisite or convenient for the purpose of the trade or business to be carried on in or at the warehouses, buildings, or works to be erected or constructed by such lessees: Provided that nothing in this section shall authorise the Commissioners on any lands acquired by them to erect any buildings which shall be used for any purpose other than as warehouses or dwelling-houses, such dwelling-houses not to exceed twelve in number.

Terms and conditions of such leases.

29. Every such lease shall be made without fine, and may be made for such term not exceeding ninety-nine years for the erection of buildings, or twenty-one years for any other purpose, with and subject to such exceptions, reservations, yearly or other rents or payments, covenants, conditions, powers, and provisions whatsoever as the parties thereto mutually agree on: Provided always, that by every such lease due provision shall be made for securing the payment, performance, and observance by the lessees thereunder of the rent (if any), covenants, and provisions in and by the same respectively reserved and contained, and on their part to be respectively paid, performed, and observed: Provided also, that a duplicate or counterpart of every such lease shall be executed by the lessees therein named and be delivered to the Commissioners.

CONSTRUCTION OF WORKS.

Power to construct works.

30. Subject to the provisions of this Act, the Commissioners may make and maintain the works by this Act authorised in the situation and according to the lines and levels shown upon the deposited plans and sections, and upon the lands delineated upon such plans and described in the deposited books of reference.

The works by this Act authorised are as follows:—

WORKS IN CONNEXION WITH THE RIVER AND HARBOUR.

1. Dredging, widening, deepening, straightening, embanking, and improving the river Neath (but so as in no place to diminish or to cause diminution of the depth thereof, without the consent of the owner or owners of the adjoining lands or others directly affected thereby):
2. A lock and entrance basin, with all necessary approaches and conveniences in connexion therewith, upon the said river in the parishes of Briton Ferry and Cadoxton-juxta-Neath, near Cwrt Sart Pill, at the southern extremity of Cwrt Sart Marsh; and the impounding of the water of the river Neath

(including Neath Abbey Pill) between such entrance basin and a point one thousand nine hundred and seventy yards below the Neath River Bridge, and all embankments and other works necessary for such purpose :

3. A navigable cut or diversion of the river Neath, commencing in the parish of Neath by a junction with the said river, about six hundred and fifty yards below the quay of the Melyn-Crythan Chemical Works, thence crossing the marshes, and terminating in the parish of Briton Ferry by a junction with the same river nearly opposite to the entrance to the Red Jacket Pill :
4. An embankment and causeway in the parish of Cadoxton-juxta-Neath, on the right bank of the river Neath, commencing about one thousand nine hundred yards below Neath River Bridge, and terminating on the eastern side of Neath Abbey Pill, about one hundred yards from the centre thereof, at its junction with the river Neath :
5. An embankment and causeway on the left bank of the river Neath, commencing in the parish of Neath, about nine hundred yards below the Melyn-Crythan Chemical Works Quay, thence extending across the marsh along the right bank of the navigable cut (No. 3), and terminating in the parish of Briton Ferry at a point on the left bank of the said river about two hundred yards above the junction of Cwrt Sart Pill with the river Neath :
6. An embankment and causeway on the left bank of the river Neath, commencing in the parish of Neath, about one thousand three hundred and fifty yards below the Melyn-Crythan Chemical Works Quay, thence extending along the said left bank, and terminating in the parish of Briton Ferry about two hundred yards above the junction of Cwrt Sart Pill with the river Neath.

ADDITIONAL ACCESS TO THE RIVER AND HARBOUR.

An approach road commencing in the parish of Cadoxton-juxta-Neath, by a junction with the turnpike road from Neath to Swansea, at a point between the bridge carrying that road over the Tennant Canal and the bridge carrying the same road over the Swansea and Neath line of the Great Western Railway Company, and terminating in the parish of Neath, on the left bank of the river Neath, about nine hundred yards, measured along the river, below the Melyn-Crythan Chemical Works Quay.

A.D. 1874. RAILWAYS TO CONNECT PORT AND HARBOUR WITH EXISTING LINES.

1. A railway or tramway one mile two furlongs and six chains in length, commencing in the parish of Cadoxton-juxta-Neath by a junction with the Swansea and Neath line of the Great Western Railway Company, near the Neath Station thereon, about two hundred and thirty-seven yards southward of the bridge carrying the turnpike road from Neath to Swansea over that line, and terminating in the parish of Neath, in the westernmost corner of the Great Gnoll Marsh, near the point where the ditch separating that marsh from Cwrt Sart Marsh joins the sea-bank on the left side of the river Neath :
2. A railway or tramway one mile one furlong seven chains and seventy links in length, commencing in the parish of Llantwit-juxta-Neath by a junction with the South Wales line of the Great Western Railway Company, about two hundred and twenty yards, measured along that line, southward from the level crossing by that line of the road at the house called the White House, formerly the Mariner's Arms public-house, situated between the South Wales line and the Neath Canal, passing thence across the marsh through the parish of Neath and along the left bank of the river Neath, and terminating in the parish of Briton Ferry about eight hundred and thirty yards, measured along the river, northward of the junction of the river with Cwrt Sart Pill :
3. A railway or tramway one mile three furlongs four chains and thirty links in length, commencing in the parish of Briton Ferry by a junction with the South Wales Mineral Railway, at a point about three hundred yards, measured along that railway, southward from the road leading from Cwrt Sart Farm to the turnpike road from Briton Ferry to Neath, thence passing along the marsh through the parish of Neath and along the left bank of the river Neath, and terminating in the parish of Briton Ferry at a point on the left bank of the river Neath about five hundred yards, measured along the river, northward of the junction of the river with Cwrt Sart Pill :

All necessary entrances, cuts, locks, basins, gates, dams, weirs, sluices, moorings, piers, jetties, staiths, shipping stages, machinery, cranes, quays, wharves, warehouses, sidings, approaches, bridges, drains, culverts, embankments, houses, buildings, lights, and other appliances and conveniences in connexion with the said works and the river and harbour.

31. No part of railway or tramway No. 1 shall be used for the conveyance of traffic until that railway or tramway shall have been completed as authorised by this Act.

For insuring completion of railway No. 1 to both sides of river.

32. Railway No. 2, where it passes through the property numbered on the deposited plans 8, 11, 12, and 13 in the parish of Neath, 2 and 3 in the parish of Llantwit-juxta-Neath, and 9, 10, and 13 in the parish of Briton Ferry, and railway No. 3, where it passes through the property numbered on the said deposited plans 10, 11, 12, 14, 15, 17, 19, and 21 in the parish of Briton Ferry, shall be constructed only in such a manner and according to such lines and levels as shall be agreed on between the principal engineer for the time being of the Great Western Railway Company and the principal engineer for the time being of the Commissioners, or, in the event of difference between them, in such a manner and according to such lines and levels as shall be determined on by the President of the Institute of Civil Engineers for the time being, or, him failing, by a civil engineer to be appointed by the Board of Trade.

As to construction of railways Nos. 2 and 3 through certain properties in the parishes of Neath, Llantwit-juxta-Neath, and Briton Ferry.

33. The Commissioners shall not make in, over, under, through, or across any tidal or navigable water any work by this Act authorised to be made or completed, or deviate from the line of any such work, as shown on the deposited plans, in such manner as to diminish the navigable space, without the previous consent of the Board of Trade, signified in writing under the hand of a secretary or assistant secretary of the Board of Trade, and then only according to such plan and under such restrictions and regulations as the Board of Trade approve, and where any such deviation or work is made with such approval the Commissioners shall not at any time alter or extend the same without first obtaining the like approval.

Certain works not to be deviated without consent of Board of Trade.

34. Except as by this Act otherwise provided, in constructing the works authorised by this Act the Commissioners may deviate laterally to any extent within the limits of lateral deviation shown on the deposited plans, and may deviate vertically from the levels shown on the deposited sections to any extent not exceeding five feet upwards or seven feet downwards: Provided that nothing herein contained shall authorise the Commissioners to do anything whereby the water shall be at any time maintained above the level of the Neath Abbey Marsh.

Limits of lateral and vertical deviation.

35. Subject to the provisions of this Act, the Commissioners may temporarily or permanently cross, alter, stop up, or divert any rivers, streams, canals, sewers, watercourses, drains, pipes, roads, and other

Power to cross streams, sewers, &c.

A.D. 1874. — works within the limits of this Act which they may deem necessary or convenient so to cross, alter, stop up, or divert, in or for the constructing the works by this Act authorised or any part thereof, or for any of the purposes of this Act.

Float and dock and river diversion to be completed simultaneously, and navigation not to be interrupted.

36. The construction of the lock and entrance basin (2), and the navigable cut or diversion of the river Neath (3), and the works in connection therewith respectively, shall be proceeded with so as to be completed as nearly as possible at the same time; and the Commissioners shall not divert or suffer to be diverted into the navigable cut any of the waters of the river Neath until the lock and entrance basin shall have been completed, and during the construction of those works the Commissioners shall take all such steps and do all such works as may be necessary to keep open the navigation of the river Neath up to the Neath Abbey wharves, and to maintain the constant access thereto of vessels as at present.

Provision relating to Neath Abbey estate.

37. The Commissioners shall, in the exercise of the powers of this Act upon or affecting the Neath Abbey estate in the parish of Cadoxton-juxta-Neath, be subject to the restrictions, obligations, and provisions following; (that is to say,)

1. The compensation to be paid by the Commissioners in respect of the compulsory purchase of any land required for the construction or other the purposes of railway No. 1 shall include compensation for probable loss by reason of the construction of that railway of way-leave tolls then payable to the owner or owners for the time being of the Neath Abbey estate for the passage of minerals over or through any part of the same estate:
2. In addition to any land required for railway No. 1, causeway No. 4, the lock and entrance basin and river works, and the approach road authorised by this Act, the Commissioners shall be entitled to acquire only so much frontage to the improved river or float on the right bank thereof as extends from the railway No. 1 to the end of causeway No. 4, and for an average width of two hundred and thirty feet, including the said causeway No. 4:
3. The Commissioners may also purchase and acquire easements over so much land as may be required for forming a proper communication, with or without a lock, between the Tennant Canal and the improved river or float, and for forming a wharf not exceeding two hundred feet in length and fifty feet in depth, such communication and wharf to be made at such point as may be agreed upon with the owner or owners for the time being of the Neath Abbey estate, between the Crown Works

and the top of the said float. The consideration for such purchase shall be (in addition to any compensation to tenants or lessees) the payment of a perpetual rentcharge of fifty pounds per annum, and also a toll of one penny per ton on all minerals, goods, and merchandise exceeding twelve thousand tons per annum passing through the said communication or using the said wharf, and the owner or owners for the time being of the Neath Abbey estate may grant such easements on the foregoing terms. The Commissioners shall keep an account of all such minerals, goods, and merchandise, and shall render a summary thereof to the agents for the said estate within one month after the twenty-fifth day of March and the twenty-ninth day of September in every year, and the account so to be kept by the Commissioners shall be open to the inspection of such agents at all reasonable times. The said rentcharge shall be paid by equal half-yearly payments, and the said tolls by half-yearly payments on the twenty-fifth day of March and the twenty-ninth day of September in every year, the first of such payments of the rentcharge to be made on the first half-yearly day of payment which shall follow the entering upon such land, and the first payment of such tolls on the half-yearly day of payment which shall follow the opening of the said communication or the user of the said wharf; but the Commissioners shall be at liberty to determine their user of the said communication and wharf herein-before provided for at any time upon giving to the owner or owners of the Neath Abbey estate twelve months notice in writing of their desire so to do, and thereupon the aforesaid payments shall cease:

4. The Commissioners shall take effectual measures for preventing the flooding of the Neath Abbey Marsh by the improved river or float, and they shall at their own expense construct a low-level drain through the marsh to carry the surface water from the north side of the Tennant Canal, and also the drainage and sewage of Skewen and the flood waters of the Clydach into the river, and they shall also make a drain not less than twelve inches in diameter for connecting the bottom of the dry dock of the Neath Abbey Ironworks with the said low-level drain, in order that the dry dock may, when required, be effectually drained, the owners for the time being of the Neath Abbey estate affording all necessary facilities for those purposes:
5. The owners for the time being of the Neath Abbey estate shall be at liberty to connect any private dock or docks which may at any time be constructed on the Neath Abbey estate with the portion of the river Neath to be converted into a floating dock

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under the provisions of this Act, and also to connect any roads and tramways over the Neath Abbey estate with the road and railway authorised to be made on that estate by this Act, and also to cross upon the level or otherwise the said road or railway, and the Commissioners shall at all times afford all such reasonable facilities for effecting such communications and crossings as they may be able, and they shall also, as soon as the increase in the shipping trade shall render it necessary, when required by the owners for the time being of the Neath Abbey estate, cause dock gates to be constructed in the dam or bank at the upper end of the said floating dock :

6. In the event of percolation of water from the float into the mines below in consequence of the construction of the works by this Act authorised, or of the acts or defaults of the Commissioners, their contractors, workmen, or tenants, the Commissioners shall take all such steps as may be necessary for stopping such percolation :
7. Nothing in this Act contained shall give to the Commissioners any powers or jurisdiction over the Neath Abbey Pill, except so far as may be necessary for the execution and maintenance of the works by this Act authorised with respect to such pill, and for the regulation of the traffic using the pill.

Provision relating to the Briton Ferry estate.

38. The Commissioners shall, in the exercise of the powers of this Act upon or affecting the Briton Ferry estate, be subject to the restrictions, obligations, and provisions following; (that is to say,)

1. In addition to the land required for the navigable cut, railways, causeways, and road shown on the deposited plans, the Commissioners may acquire the frontage to the navigable cut on the western side thereof for an average width, including causeway No. 5, of one hundred feet :
2. The frontage to the navigable cut on the south-eastern side thereof from Cwrt Sart Pill to the boundary of the Great Gnoll Marsh, and the frontages of one thousand two hundred feet in the next sub-section referred to, and the frontage to the north-westward side of causeway No. 5 from the point where railway No. 3 crosses the same for a distance of twenty-nine chains, together with free access at the said frontages to the cut, float, and causeways, shall be reserved to the owner of the Briton Ferry estate :
3. The frontages to causeway No. 6 and to the left bank of the improved river or float for a width of five hundred feet, but not extending beyond the navigable cut, may be acquired by the Commissioners, with the exception of one thousand two hundred feet of such frontages respectively extending south-

westward along the said causeway and float from the south-western boundary of the Great Gnoll Marsh, which is reserved to the owner of the Briton Ferry estate :

4. The severed land between the frontage to the float and the frontage to the navigable cut shall be reserved to the owner of the Briton Ferry estate, except so much thereof as may be required for railways No. 2 and No. 3 and other works affecting the said lands shown on the deposited plans :
5. The navigable cut shall be banked by or at the expense of the Commissioners so as to keep the tidal water from Cwrt Sart Marsh, and facilities shall be also provided by or at the expense of the Commissioners for crossing the railway and other works by this Act authorised, and obtaining access to the frontage and severed land reserved to the owner of the Briton Ferry estate as aforesaid :
6. The sectional area of the navigable cut shall be sufficient for the passage of the river freshets and tidal water, and the width of the said cut at the bottom shall not be less than one hundred and two feet throughout, and the slope of the sides of the said cut shall not at any point be greater than two feet horizontal to one foot vertical, and the bottom of the said cut at the seaward and upper ends thereof shall not be higher than the present bed of the river at the same points, namely, four feet six inches and eight feet respectively above the level of the Briton Ferry Dock sill, and the bottom of the said cut shall be uniform throughout.

39. The Commissioners shall construct and complete, and for ever afterwards maintain in substantial order and condition,—

Works on or affecting Briton Ferry estate.

(A.) All such embankments or sea walls and all such other works (if any) as may be required for effectually excluding all sea water and river water from Cwrt Sart Marsh, and so that the sea water and river water shall on and after the opening of the float or dock by this Act authorised be effectually kept out of the said marsh land, as well during the highest spring tides as at other times.

(B.) All such sluices, gates, and other works as may be necessary for the free passage of rain and surface waters from and out of the said marsh land.

(C.) A roadway fit for horses, carts, and carriages to connect the severed parts of such marsh land with each other : to commence at or near the point marked (Q) on the copy of the deposited plan signed by the chairman of the committee of the House of Lords to whom the Bill for this Act was referred in its passage through Parliament, and herein-after referred to

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as the signed plan, and to terminate on the frontage on the south-east side of the navigable cut or diversion (3), with a bridge for carrying the roadway over the navigable cut or diversion (3) by this Act authorised, and its banks and adjacent towing-paths and wharves, and with crossings on a level over the causeway (5), and over the railways or tramways No. 2 and No. 3.

(D.) The said bridge shall be an opening bridge, and the bridge and roadway shall be made with an inclination not steeper in any part than one in thirty, and with a carriageway of not less than eleven feet in width throughout, well stoned or metalled (except on the bridge, the roadway of which may be of wood or iron, but without interstices), and with adequate protection from the railway, and with a sufficient continuous fence or parapet of not less than four feet in height along the whole of the outside of the bridge.

(E.) Subject to the foregoing requisitions (D.), the Commissioners may construct the said roadway and bridge either wholly or partly as a separate work, or may construct the fabric thereof either wholly or partly as part of or in addition to the fabric of their bridge for carrying the railways or tramways (2) and (3) over the navigable cut or diversion by this Act authorised.

(F.) The Commissioners shall, within one year after the owner of the Briton Ferry estate shall have given them notice in writing to that effect, widen that part of the said float or dock which will adjoin the Briton Ferry estate on the side adjoining that estate to the extent of the limit of deviation of the float shown on the deposited plans, and shall deepen the same to an extent not less than the depth thereof shown on the deposited section, and the Commissioners shall at all times use all reasonable endeavours to maintain the same of such width and depth; and in the alteration, maintenance, and management of the aforesaid part of the river or float it shall be the duty of the Commissioners and their harbour-master, officers, and servants to keep the deep-water channel at such a distance from the Briton Ferry estate that vessels navigating the channel may pass clear of vessels lying at any wharves, slips, staiths, or jetties on or belonging to that estate.

(G.) The Commissioners shall make such sidings or branch railways, not exceeding four in number, as shall be required by the owner of the Briton Ferry estate, to commence by effective and convenient junctions with the railways No. 2 and No. 3, or one of them, by this Act authorised, and to terminate where such sidings or branch railways respectively will enter the Briton Ferry estate :

Provided that the Commissioners shall not be bound to construct any such siding or branch railway until the owner of the Briton Ferry estate shall have given them notice in writing so to do, but shall within six months after each such notice complete fit for use the siding or branch railway or sidings or branch railways required by the notice: Provided also, that for completing and extending on to the Briton Ferry estate any branch railways or sidings by this Act authorised, the owner of that estate, his agents and workmen, with carts and horses, may enter upon the lands and works of the Commissioners and may thereon place or tip materials, and do other things necessary for continuing and completing the permanent way and rails and fences of such branch railway or siding.

(H.) In the construction of any work or part of a work on the Briton Ferry estate, the Commissioners shall not, without in each instance the previous consent in writing of the owner of that estate, deviate laterally from the centre line of the work as laid down on the deposited plans.

(I.) As regards the lands, part of the Briton Ferry estate, required for the navigable cut or diversion (3), the Commissioners shall not, otherwise than by agreement, purchase or take the same, but only an easement or right of using these lands for the purposes of that work, which easement or right the owner of the Briton Ferry estate may and shall sell accordingly.

(J.) The Commissioners shall, in addition to the level crossing specified in sub-section (C.), provide for the owner of the Briton Ferry estate two level crossings across the railways Nos. 2 and 3, between the navigable cut and the said river or float, at such places and times as he may at any time specify, and rails shall be laid down on such crossings by the Commissioners, if the owner of the Briton Ferry estate shall so require.

(K.) The Commissioners shall at their own expense put each of the said frontages reserved to the owner of the Briton Ferry estate throughout in proper state and condition, and so deliver the same to the owner of the Briton Ferry estate.

(L.) Notwithstanding anything in this Act or the Act of 1843 contained, the owner of the Briton Ferry estate may at any time or times (subject in case of difference with the Commissioners to the approval of an engineer to be selected by the Board of Trade) cut away the wall, embankments, and slopes of the said river or float, and of the navigable cut or river diversion (3), and substitute in lieu thereof other embankments and slopes nearer to a perpendicular, and may at any time or times make and maintain in and over any part of the walls, embankments, and slopes of the said river or float, and the navigable

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cut or diversion (3) situate upon any lands which, after the construction of the works by this Act authorised, shall form part of or adjoin the Briton Ferry estate, such slips, staiths, or jetties, constructed on open timber or ironwork, as he thinks fit, and, as often as he shall by writing under his hand require, the Commissioners shall, at their own expense and within a reasonable time after notice, make a berth not less than one hundred and twenty feet long for ships at and adjoining the riverward end of any or every such slip, staith, or jetty, with water access thereto of suitable depth, and shall maintain every such berth and access (when made) in a state effective and convenient for the use of shipping: Provided that the Commissioners may use the embankment and sea wall to be made and maintained by them for such purposes as may be requisite in the exercise of the powers of the harbour-master under this Act, and so as not to prevent or hinder the due use of any wharf, slip, staith, or jetty on or belonging to the Briton Ferry estate.

(M.) The Commissioners shall make and maintain the navigable cut or diversion (3) by this Act authorised in such manner as not to interfere with the working of any mines or minerals under or adjoining it.

(N.) In the event of percolation of water from the float or navigable cut or diversion into the mines below or adjoining thereto, in consequence of the construction of the works by this Act authorised, or of the acts or defaults of the Commissioners, their contractors, workmen, or tenants, the Commissioners shall be bound forthwith to stop such percolation.

(O.) The owner of the Briton Ferry estate, his tenants, agents, and servants, shall have the exclusive use in perpetuity of the roadway, bridge, and level crossing referred to in sub-section (C.) of this clause, and branch railways or sidings by this section authorised to be required and made, and he may, if he thinks fit, lay down and use rails or tramways along such roadway and bridge.

(P.) The owner of the Briton Ferry estate may at any time hereafter (and whether the works by this Act authorised to be constructed by the Commissioners, or any of them, be or be not completed) make and maintain at his own expense such branch railways or junctions and communications with the railways No. 2 and No. 3, the embankment or causeways 5 and 6, or any of those works, and such bridges and such level crossings over those works, or any of them, as he from time to time thinks fit.

(Q.) The owner of the Briton Ferry estate may at any time connect any private dock or docks which may at any time be constructed on the estate with the navigable cut or diversion, or with the portion of the river Neath to be converted into a float or dock under this Act.

(R.) The Commissioners shall afford to the owner of the Briton Ferry estate all reasonable facilities for the due exercise of all powers by this Act conferred upon him.

(S.) Notwithstanding anything in this Act contained, the Commissioners shall not stop up or divert the stream flowing between the points (R) and (S) on the signed plan, but shall provide a proper culvert for carrying the said stream under railway No. 3.

(T.) The Commissioners shall construct a bridge under railway No. 2 and a bridge under railway No. 3, at such places respectively as shall hereafter be specified by the owner of the Briton Ferry estate on the southern side of the Neath Canal, and within one hundred and fifty yards of the said canal, measured along the railway, each of such bridges to have a headway of at least eleven feet for a width of fifteen feet.

(U.) The Commissioners shall, if and when required by the owners of the Briton Ferry estate so to do, construct a bridge at least twenty-five feet in width over railway No. 3, to carry the road numbered 16 in the parish of Briton Ferry, being the road leading to Cwrt Sart Farm, over railway No. 3.

(V.) The works above specified shall be in addition to any works to which the owner of the Briton Ferry estate may be otherwise entitled under "The Railways Clauses Consolidation Act, 1845."

40. The Commissioners shall, when required by and at the cost of the owner of the Briton Ferry estate, construct over the Neath Canal a bridge and roadway upon plans to be approved by the said owner, to connect the lands forming part of the Briton Ferry estate on each side of the said canal. Bridge over Neath Canal.

41. The Commissioners shall, at their own expense, construct and complete, — Provision relating to Gnoll estate.

(A.) All such embankments or sea walls and all such other works (if any) as may be required for effectually excluding all sea water and river water from the two tracts of land coloured purple, and respectively marked with the letters (G) and (H) on a copy of the deposited plan signed by the chairman of the committee of the House of Lords to whom the Bill for this Act was referred in its passing through Parliament, and herein-

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after referred to as the signed plan, and so that the sea water and river water shall, on and after the opening of the float or dock by this Act authorised, be effectually kept out of the said tracts of land as well during the highest spring tides as at other times.

- (B.) All such sluices, gates, and other works as may be necessary for the free passage of rain and surface waters from and out of the said tracts of land.
- (C.) A roadway fit for horses, carts, and carriages to connect the said tracts of land with each other, to commence at or near the point marked (I) on the signed plan, and to terminate on the frontage herein-after mentioned to the south-eastward of the navigable cut or diversion (3), with a bridge for carrying the roadway over the navigable cut or diversion (3) by this Act authorised, and its banks and adjacent towing-paths and wharves, and with crossings on the level over the causeway (5) and the railway or tramway No. 1 by this Act authorised.
- (D.) The said bridge shall be an opening bridge, and the bridge and roadway shall be made with an inclination not steeper in any part than one in thirty, and with a carriageway of not less than eleven feet in width throughout, well stoned or metalled (except on the bridge, the roadway of which may be of wood or iron, but without interstices), and with adequate protection from the railway, and with a sufficient continuous fence or parapet of not less than four feet in height along the whole of the outside of the bridge.
- (E.) Subject to the foregoing requisitions (D.) the Commissioners may construct the said roadway and bridge either wholly or partly as a separate work, or may construct the fabric thereof either wholly or partly as part of or in addition to the fabric of their bridge for carrying the railways or tramways 2 and 3 over the navigable cut or river diversion (3) by this Act authorised.
- (F.) Within one year after the owner for the time being of the Gnoll estate shall have given the Commissioners notice in writing to fulfil this stipulation, that part of the said river or float which will adjoin the part of the Gnoll estate between the termination of the approach road and commencement of the causeway (6) by this Act authorised shall, on the side adjoining that estate, be widened to the extent of the limit of deviation of the said float shown on the deposited plans, and shall be deepened to an extent not less than the depth thereof shown on the deposited sections, and the Commissioners shall at all times use all reasonable endeavours to maintain the same of

such width and depth; and in the alteration, maintenance, and management of the aforesaid part of the river or float, it shall be the duty of the Commissioners and their harbour-master, officers, and servants to keep the deep-water channel at such a distance from the Gnoll estate that vessels navigating the same may pass clear of vessels lying at any wharves, slips, staiths, or jetties in or belonging to that estate.

(G.) A siding or branch railway, to commence by an effective and convenient junction with the railway No. 2 by this Act authorised at or near the point marked (Y) on the signed plan, and to terminate where it will enter the Gnoll estate near the point marked (Z) on that plan.

(H.) A siding or branch railway, to commence by an effective and convenient junction with the railway No. 2 by this Act authorised at or near the point marked (N) on that plan, and to terminate where it will enter the Gnoll estate near the point marked (M) on that plan.

(I.) A siding or branch railway, to commence at or near the point marked (K) on the signed plan by an effective and convenient junction with the railway No. 2 by this Act authorised, and to terminate where it will enter the Gnoll estate near the point marked (L) on that plan.

Provided that the Commissioners shall not be bound to construct any of the said sidings or branch railways (G.), (H.), (I.) until the railway No. 2 shall have been constructed up to the points of junction therewith respectively, nor until the owner for the time being of the Gnoll estate shall have given them notice in writing so to do, but shall within six months after such notice complete, fit for use, the siding or branch railway or sidings or branch railways required by the notice: Provided also, that for completing and extending on to the Gnoll estate the said branch railways or sidings the owner for the time being of that estate, his agents and workmen, with carts and horses, may enter upon the lands and works of the Commissioners, and may therein place or tip materials, and do other things necessary for continuing and completing the permanent way and rails and fences of such branch railway or sidings.

(J.) The Commissioners shall, at their own expense, for ever maintain in substantial order and condition the works (A.), (B.), (C.), (G.), (H.), and (I.) by this section required to be constructed by them.

(K.) In the construction of any work or part of a work on the Gnoll estate the Commissioners shall not, without in each instance the previous consent in writing of the owner for the

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time being of the estate, deviate laterally from the centre line of the work as laid down on the deposited plans.

- (L.) The Commissioners shall not enter upon, take, or use otherwise than by agreement at any time (1) any part of either of the tracts of land coloured purple on the signed plan, or (2) any mines or minerals whatsoever in or under any land now being part of the Gnoll estate, and whether or not the Commissioners are by this Act authorised to acquire the land in or under which the mines or minerals are, or any right or easement over such land, nor, after the expiration of five years from the passing of this Act, (3) any part of the land coloured brown on the signed plan, nor after they have entered therein shall they use or permit to be used any part of the land so coloured brown for any purpose except the widening of the river or float, and when they shall have given notice to treat for that land, or any part thereof, they shall proceed with all reasonable despatch to complete the purchase thereof, and to execute and complete such widening.
- (M.) As regards the lands part of the Gnoll estate required for the navigable cut or diversion (3), the Commissioners shall not otherwise than by agreement purchase or take the same, but only an easement or right of using those lands for the purposes of that work, which easement or right the owner from time to time of the Gnoll estate may and shall sell accordingly.
- (N.) The frontage to the south-eastward side of the said navigable cut or diversion (3) from the eastern end thereof to the point where the railway or tramway No. 2 will cross it, and the frontage to the south-westward side of the improved river Neath, between the termination of the approach road and the commencement of causeway 6 by this Act authorised, shall be or remain vested in the owners from time to time of the lands on or from which such frontages respectively have been or shall be formed.
- (O.) The Commissioners shall at their own expense put each of the said frontages throughout in proper state and condition, and so deliver the same to the said owners respectively.
- (P.) Notwithstanding anything in this Act or the Act of 1843 contained, the owner from time to time of the Gnoll estate may at any time or times make and maintain, on and over any part of the walls, embankments, and slopes of the said river or float, and the navigable cut or diversion (3), upon land which after the construction of the works by this Act authorised shall form part of the Gnoll estate, such slips, staiths, or jetties, constructed on open timber or ironwork, as he thinks fit; and, as often as he shall by writing under his hand require, the

Commissioners shall at their own expense, and within a reasonable time after notice, make a berth (not less than one hundred and twenty feet long) for ships at and adjoining the riverward end of any or every such slip, staith, or jetty, with water access thereto of suitable depth, and shall maintain every such berth and access (when made) in a state effective and convenient for the use of shipping.

- (Q.) Provided that the Commissioners may use the embankment and sea wall to be made and maintained by them between the termination of the approach road and the commencement of the causeway 6 by this Act authorised, but only for such purposes as may be requisite in the exercise of the powers of the harbour-master under this Act, and so as not to prevent or hinder the due use of any wharf, slip, staith, or jetty on or belonging to the Gnoll estate.
- (R.) Section 77 of "The Railways Clauses Consolidation Act, 1845," shall extend and apply to all lands, part of the Gnoll estate, which, or (as the case may be) any easement or right over which, may be purchased under the powers of this Act (whatever the purposes for which such lands or easement or right may be purchased), and to all the mines and minerals thereunder; and the sections numbered respectively 78 to 85 (both inclusive) of "The Railways Clauses Consolidation Act, 1845," (except the provision for damage or obstruction by improper working of mines contained in section seventy-nine thereof) shall not extend or apply to any of such lands, mines, or minerals, and (subject to that provision) the owners, lessees, or occupiers of such mines or minerals may work the same as fully and freely as if this Act had not been passed.
- (S.) The Commissioners shall make and maintain the navigable cut or diversion (3) by this Act authorised in such manner as not to interfere with the working of any mines or minerals under or adjoining it.
- (T.) The owner from time to time of the Gnoll estate, his tenants, agents, and servants, shall have the exclusive use in perpetuity of the roadway, bridge, and level crossing (C.), and the three branch railways or sidings (G.), (H.), and (I.), by this section required, and he may, if he thinks fit, lay down and use rails or tramways along such roadway and bridge.
- (U.) If within two months after the sidings or branch railways (H.) and (I.) (so far as the same are by this section required to be constructed by the Commissioners) are completed, the Commissioners shall not at their own expense have—

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(A.) Completed fit for use a line of rails on or alongside of the railway or tramway (No. 2) by this Act authorised from the point marked (N) to the point marked (K) on the signed plan; or,

(B.) Granted by deed to the owner from time to time of the Gnoll estate, his tenants, agents, and servants, the exclusive use in perpetuity of the said line of rails (A.);

then, on the expiration of such two months and thenceforth, the owner from time to time of the Gnoll estate, and his tenants, with his and their rolling stock, officers, and servants, may work over and use the said railway or tramway (No. 2) between the points respectively marked (N) and (K) on the signed plan, free of toll, and all corporations or persons from time to time owning or working that railway or tramway, and their officers and servants, shall render all services and afford all facilities necessary or desirable for the due exercise of the power hereby given.

(V.) The owner from time to time of the Gnoll estate may at any time hereafter (and whether the works by this Act authorised to be constructed by the Commissioners or any of them be or be not completed) make and maintain at his own expense such branch railways or junctions and communications with the railway (No. 1), the embankment or causeway (5), and the approach road or any of those works between the point marked (W) on the signed plan and the roadway (C.) by this section required, and such bridges and such level crossings over those works or any of them, as he from time to time thinks fit;

(W.) The Commissioners shall afford to the owner from time to time of the Gnoll estate all reasonable facilities for the due exercise of all powers by this Act conferred upon him, and also permit him to connect any private dock or docks which may at any time be constructed on the estate with the navigable cut or diversion, or with the portion of the river Neath to be converted into a float or dock under this Act;

(X.) All questions of differences which may arise between the Commissioners and the owner from time to time of the Gnoll estate as to the construction or effect of this Act or the performance or observance, non-performance or non-observance of any of the provisions thereof, the nature, extent, direction, or materials, or the sufficiency of any work, or otherwise in relation to those provisions or the subject-matter thereof, shall, when and as the same arise, be settled by arbitration in accordance with the provisions of "The Lands Clauses Consolidation Act, 1845," as if every such question or difference were a question

of disputed compensation, and the arbitrators or umpire shall be at liberty to make an award from time to time on any part of the matters referred to them or him. A.D. 1874.

42. The said signed plan shall be deposited with the clerk of the peace for the county of Glamorgan, and shall be received and retained by him, and all the provisions of the Public General Act 1 Victoria, chapter eighty-three, shall extend and apply thereto. Deposit, &c. of signed plan.

43. The approach road and causeways by this Act authorised to be constructed, and shown on the deposited plans, shall, when completed, be open to the public without toll or charge. Approach road, &c. to be opened to public without toll.

44. The following provisions respecting the Tennant Canal and estate shall have effect: Provisions relating to Tennant Canal and estate.

(1.) The lock or communication between the Tennant Canal and the float shall be properly formed, at the expense of the Commissioners, at some point between the Crown Works and the top of the float, and also a wharf not less than two hundred feet in length and fifty feet in depth, and the proprietors of the canal shall be entitled to the exclusive use of the same communication and wharf (but determinable as herein-after mentioned); such lock communication and wharf to be completed fit for use concurrently with the completion and opening of the float.

(2.) The proprietors of the Tennant Canal are to pay to the Commissioners for the exclusive use of the said communication and wharf a rentcharge of fifty pounds per annum, and also a toll of one penny per ton on all minerals, goods, and merchandise over twelve thousand tons per annum passing through the said communication or using the said wharf, but the said proprietors are to be at liberty to determine their user of the said communication and wharf herein-before provided for at any time upon giving to the Commissioners twelve months notice in writing of such their desire.

(3.) The Commissioners shall not (without consent) be entitled to take or enter upon any land belonging to the Tennant estate, except so much thereof as is required for making the bridge to carry the railway No. 1 and approach road over the said canal.

(4.) The Commissioners to pay a sum of five hundred pounds by way of compensation for the property so to be taken from the Tennant estate as aforesaid, such sum to be payable upon the Commissioners requiring possession of any of such land or easements.

(5.) The Commissioners shall prevent any damage being caused by the construction of the works by this Act authorised to the

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canal or towing-path, or culverts or drains connected therewith, by the action of the spring or other tides, or by the action of any freshets.

- (6.) The railway and approach bridge to be constructed over the Tennant Canal to be of at least the following dimensions and character; namely, a girder bridge, being or leaving for ever hereafter a clear headway of not less than seven feet six inches above the surface or level of towing-path; under said bridge the width of towing-path to be seven feet, and the channel of water, or the canal itself, to be thereat not less than fourteen feet in width; the bridge shall not cover the canal (and thereby convert it into a dark tunnel) for a greater distance than forty-five feet.
- (7.) The Commissioners shall, during the time the bridge is being constructed, provide a sufficient number of watchmen or inspectors, and night lights, to watch the canal and works, with a view of preventing the loss of life, accidents, and avoidable obstruction and hindrance to the due navigation of the canal.
- (8.) The Commissioners shall be responsible for and make good all losses or damage and expenses which may be caused to or incurred or sustained by the Tennant estate in consequence of any obstruction or hindrance to the traffic or due navigation of the canal, or otherwise, during the execution of the works authorised by this Act.
- (9.) The Commissioners shall, before commencing any excavations or constructing any works which shall involve the letting out of the water from the Tennant Canal at any point, give the proprietors or managers thereof at least three weeks notice of their intention to set about such works.
- (10.) Inasmuch as the construction or execution of the floating dock and other works may, during the prevalence of high spring tides and freshets, impede if not stop or dam back the discharge of certain waters and drainage now passing under the Tennant Canal (for instance, the river Clydach, culverts, or pills), and thereby preclude the Tennant estate proprietors from fulfilling their obligations affecting the same, it shall be incumbent on the Commissioners to make proper and sufficient provisions, so as to prevent any damage to the canal and its appurtenances during such high tides or freshets, and to hold the Tennant estate proprietors indemnified or harmless against any demand from landowners and others incident to such occurrences.

Not to enter
on lands of
Great Wes-

45. The Commissioners shall not enter upon or interfere with the South Wales Railway or the Swansea and Neath Railway of the

Great Western Railway Company, or any of the lands or works of that company, or execute any works whatever under, over, or affecting the same, until the Commissioners shall have delivered to the Great Western Railway Company plans, drawings, and specifications of such intended works, and those plans, drawings, and specifications shall have been approved in writing by the principal engineer for the time being of the Great Western Railway Company, or in the event of his failure for one calendar month after the delivery of the plans, drawings, and specifications, until the same shall have been approved by an engineer to be appointed on the application of the Commissioners by the Board of Trade, and all the intended works shall be executed by the Commissioners, at their sole expense, in all things according to such approved plans, drawings, and specifications, and to the reasonable satisfaction of the engineer for the time being of the Great Western Railway Company.

A.D. 1874.
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46. The Commissioners shall bear, and on demand pay to the Great Western Railway Company, the expense of the employment by them during the making of the railway No. 1, adjacent to the Swansea and Neath Railway, and the railway No. 2, adjacent to the South Wales Railway, of a sufficient number of inspectors or watchmen to be appointed by them for watching the railways and works with reference to and during the execution of the intended works, and for preventing, as far as may be, all interference, obstruction, danger, and accident from any of the operations, or from the acts or defaults of any person or persons in the employ of the Commissioners in reference thereto or otherwise.

Expenses of
 watchmen
 during con-
 struction of
 works to be
 paid by Com-
 missioners to
 Great Wes-
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 pany.

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

Damage sus-
 tained by
 Great Wes-
 tern Com-
 pany to be
 repaid.

48. In constructing the railways by this Act authorised, the Commissioners shall not in any way obstruct or interfere with the traffic passing along the said Swansea and Neath Railway, or with the traffic passing along the said South Wales Railway, so as to impede or prevent the convenient passage of engines and carriages

Commis-
 sioners not to
 interfere with
 traffic on
 Great Wes-
 tern Railway.

A.D. 1874. — along the said railways respectively, and in the event of any such obstruction or interference the Commissioners shall pay to the Great Western Railway Company the sum of fifty pounds per hour for every hour during which any such obstruction or interference shall continue.

Land of Great Western Company not to be taken except for certain works.

49. Nothing in this Act contained shall extend or be deemed or construed to extend to authorise or enable the Commissioners to take or enter upon or use, either temporarily or permanently, any of the lands of the Great Western Railway Company, or to alter, vary, or interfere with the Swansea and Neath Railway, or with the South Wales Railway, or with any of the works of those railways respectively, further or otherwise than is necessary for the construction of the junctions by this Act authorised, without the consent in writing in every instance for that purpose first had and obtained of the Great Western Railway Company under their common seal; and with respect to any lands of the Great Western Railway Company which the Commissioners are by this Act authorised to use, enter upon, or interfere with, the Commissioners shall not purchase and take the same, but the Commissioners may purchase and take, and the Great Western Railway Company shall sell or grant accordingly, an easement or right of using the same in perpetuity for the purposes of this Act.

Not to enter on or acquire any lands or works of the Briton Ferry Floating Dock.

50. Notwithstanding anything in this Act contained, the Commissioners shall not enter upon, take, or use or interfere with any of the lands, works, or property of or connected with the Briton Ferry Floating Dock, and the Commissioners shall not construct any works in connexion with the river and harbour, or otherwise, or do any act or thing which will obstruct or impede the navigation of vessels passing or intending to pass to or from the said dock and works, except with the consent of the Great Western Railway Company in writing under the hand of their secretary for the time being.

Saving rights of Great Western Railway Company.

51. Nothing contained in this Act or to be done under the authority thereof shall take away, lessen, prejudice, or alter any of the estates, rights, privileges, powers, or authorities of the Great Western Railway Company, except as herein otherwise specially provided.

Period for completion of works.

52. On the expiration of seven years from the passing of this Act, the powers by this Act conferred upon the Commissioners for constructing the works in connexion with the river and harbour of Neath, and the railways, roads, and other works in this Act particularly described, shall cease to be exercised, except as to so much of the same as shall then be completed.

53. The Commissioners may from time to time, upon such terms as may be agreed upon with the owner of the land affected, on any place within or beyond the limits of this Act erect such posts, pillars, and other erections as may in their opinion be necessary and proper for securing and mooring any vessels within the said limits, without being in any way deemed to be trespassers. A.D. 1874.
Power to Commissioners to erect mooring posts.

54. The Commissioners may, on giving not less than three clear days previous notice by handbills posted at or near the outer doors of the harbour offices, under the hand of the clerk, or without such notice in case of accident or urgent necessity, direct and cause the water in the float and dock to be drawn or let out. Power to lower water in float.

55. The Commissioners shall, on application made to them in writing by any person desirous of constructing or repairing the wharves, quays, embankments, or other works on the banks of the float and dock, when it appears to the Commissioners that the same may be effected with the least detriment and obstruction to the trade and navigation of the harbour, direct and cause the water of the float and dock to be so far drawn down or let out as may be necessary for that purpose: Provided that the water thereof shall not remain so drawn for more than seven days at a time, or more than one month during any year. Lowering water in float and dock at the request of wharf owners, &c.

BALLAST.

56. The Commissioners shall have the sole and immediate superintendence, direction, and management of ballasting of all vessels within the harbour, and of discharging or supplying ballast, and they may levy, demand, and take such reasonable rates therefor as from time to time they shall, with the sanction of the Board of Trade, deem expedient; but nothing herein contained shall enable the Commissioners to direct the deposit of ballast on land or foreshore belonging to the owner of the Briton Ferry estate, or to the owner of the Neath Abbey estate, or to the Great Western Railway Company, or prevent such owners or company from having ballast deposited on their respective lands or foreshores at any point which they may require, not being in the navigable channel of the harbour: Provided always, that the powers hereby conferred on the Commissioners shall not extend to the ballasting or to the discharging or supplying ballast to vessels in the Briton Ferry dock or basin, or to the levying or demanding rates therefor, except with the consent in writing of the Great Western Railway Company under the hand of their secretary for the time being. Commissioners to supply and have the superintendence of ballasting.

57. The rates for the supply and removal of ballast payable in virtue of this Act to the Commissioners as herein-before provided Ballast rates to whom payable.

A.D. 1874. shall be paid by the owner, master, agent, manager, or other person in charge of every vessel which is supplied with or discharges any ballast within the harbour in respect of the vessel to or out of which such ballast is supplied or discharged, and shall be recoverable by the Commissioners as other rates in respect of vessels are by this Act recoverable.

POWER TO RAILWAY COMPANIES TO SUBSCRIBE.

Power for companies to subscribe.

58. The South Wales Mineral Railway Company and the Neath and Brecon Railway Company (herein-after called "the subscribing companies") may respectively, with the sanction of three fourths at least of the votes of the holders of each class of debenture stock and shares entitled to vote of the respective company present personally or by proxy at some general meeting specially convened with notice of the object of the meeting, subscribe towards the cost of the undertaking by this Act authorised to any extent not exceeding in the whole twenty-five thousand pounds as regards the South Wales Mineral Railway Company, and a like sum of twenty-five thousand pounds as regards the Neath and Brecon Railway Company, and such sums so to be subscribed, or any part thereof, shall be applied for or towards the undertaking of the Commissioners, or for or towards such specified portion thereof as the respective subscribing company shall direct and appoint; and the repayment of the sum so subscribed may, subject to the provisions of this Act, be secured by mortgages of the undertaking of the Commissioners upon such terms and subject to such conditions as to interest, repayment, or otherwise as may be agreed upon between the subscribing companies respectively and the Commissioners: Provided always, that neither of the subscribing companies shall sell, dispose of, or transfer any of the mortgages granted by the Commissioners as security for the sum they may subscribe.

Power for subscribing companies to raise money by shares or stock;

59. Each of the subscribing companies may, with the sanction of not less than three fourths of the votes of the holders of each class of debenture stock and shares entitled to vote of such company present personally or by proxy at any meeting convened as aforesaid, from time to time raise such capital, not exceeding in each case the amounts respectively prescribed by this Act, as may be required for the purposes of their subscription under this Act, by the creation and issue (upon such terms and conditions as such company at such meeting shall approve) of new ordinary shares or new ordinary stock or by the creation and issue of preference shares or preference stock in their undertaking, or, at the option of such company, by all or any of the modes above mentioned; and the provisions of Part II. (relating to additional capital) of "The

Companies Clauses Act, 1863," shall extend and apply to the new shares and stock hereby authorised to be created by such company, and for such purpose shall be incorporated with this Act. A.D. 1874.
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60. Each of the subscribing companies may apply in or towards their subscription as aforesaid any moneys which such company have raised, or for the time being are authorised to raise by shares or by borrowing, under the provisions of any Acts relating to such company, and which may not be required for the purposes of such Acts respectively. and to apply any existing funds towards their subscription.

TONNAGE RATES.

61. The tonnage rates authorised by the Act of 1843 shall continue in force and may be demanded and received by the Commissioners until the float and dock by this Act authorised shall be in working order, but from thenceforth those tonnage rates shall cease; and the Commissioners may demand and receive for every ship or vessel which shall enter into the float and dock such register tonnage rates, not exceeding the tonnage rates specified in the Schedule (B.) to this Act annexed, as they may from time to time think fit, and such tonnage rates shall be payable and shall be paid notwithstanding the non-completion of all the works by this Act authorised, such rates being over, besides, and in addition to all other customs, tolls, rates, and duties which the mayor, aldermen, and councillors of the said borough of Neath for the time being are at present entitled to demand, collect, levy, recover, receive, and take from and upon any vessel or vessels frequenting the said port or harbour and river, under the name of customs, keelage, anchorage, layerage, or under whatsoever denomination the same may be levied or received. The Commissioners may, except as herein otherwise provided, demand and receive for every ship or vessel which shall take in or discharge cargo in any place within the limits of this Act, other than the float and dock, such register tonnage rates, not exceeding two thirds of the rates from time to time charged in respect of the float and dock, as they may think fit, and such last-mentioned rates shall be payable and be paid in addition to any rates or charges payable to any company, corporation, or person under any Act: Provided always, that no such rates shall be payable in respect of ships or vessels of less burden than ten tons: Provided also, that the rates payable to the Commissioners in respect of any ship or vessel loading or unloading within the Briton Ferry dock or basin shall be any sum per ton not exceeding in respect of vessels under two hundred and fifty tons two thirds, and in respect of vessels of two hundred and

A.D. 1874. fifty tons and upwards one half, the register tonnage rates for the time being charged on vessels of like tonnage in the float and dock by this Act authorised, and in no case exceeding two thirds or one half, as the case may be, of the tonnage rates specified in the said Schedule (B.)

RATES ON GOODS.

Rates on goods.

62. The rates on goods authorised by the Act of 1843 shall continue in force and may be demanded and received by the Commissioners until the float and dock by this Act authorised shall be in working order, but from thenceforth those rates on goods shall cease; and the Commissioners may demand and receive for goods, articles, and things specified in the Schedule (C.) to this Act annexed, which shall be shipped or unshipped, received or delivered, within the float and dock, rates not exceeding the rates specified in the said schedule in relation to such goods, articles, or things, as they may from time to time think fit, and the said rates shall be paid and payable notwithstanding the non-completion of all the works by this Act authorised. The Commissioners may, except as herein otherwise provided, demand and receive for goods, articles, and things specified in the Schedule (C.) to this Act annexed, which shall be shipped or unshipped at any place within the limits of this Act, other than the float and dock, such rates in relation to such goods, articles, or things, not exceeding two thirds of the rates from time to time charged in the float and dock, as they may think fit: Provided always, that all goods, wares, merchandise, and commodities which are not particularised and set forth in the said Schedule (C.) of rates shall be charged and chargeable with and shall pay a rate equal to the rate rated and affixed on the goods, articles, and things of a similar nature, package, and quality specified in and by the said schedule of rates: Provided also, that the several rates hereby authorised to be demanded and received shall at all times be charged equally after the same rate for the same description of goods, articles, and things.

Rates in respect of traffic to and from Briton Ferry dock, &c.

63. Notwithstanding anything herein contained, the rates payable to the Commissioners in respect of the following goods, articles, and things shipped or unshipped within the Briton Ferry dock or basin shall not exceed the following:

- Coals, three farthings per ton;
- Coke, three farthings per ton;
- Copper, threepence per ton;
- Copper ore, one halfpenny per ton;
- Copper dross and slag, one halfpenny per ton;
- Iron, pig, broken, old, and metal, one penny per ton;

Iron ore, stone, cinders, black band, pyrites, one halfpenny per ton ; A.D. 1874.

and for all other articles specified in Schedule (C.) to this Act annexed, rates not exceeding two thirds of those charged on the same description of traffic in the float and dock by this Act authorised.

64. The Commissioners shall afford all reasonable facilities for the berthing of vessels and the landing and shipping of traffic upon and from the wharves, railways, causeways, and other the works by this Act authorised, and shall not give or make any undue or unreasonable preference or advantage in such berthing, landing, or shipping, or in the levying of rates and tolls, or otherwise howsoever, to or in favour of any person or company or any particular vessels or description of traffic in any respect whatever, nor shall they subject any particular person, company, vessel, or description of traffic to any undue prejudice or disadvantage in any respect whatever. For securing impartial treatment of vessels.

65. The Commissioners and the harbour-master shall exercise their powers under this Act as well over the navigable cut or diversion (3) as over the river and float or dock, without any partiality or distinction in favour of or against any particular traffic, or any wharf, slip, staith, jetty, work, or convenience, or the owners or occupiers thereof, and so that all vessels may, subject to the reasonable directions of the harbour-master, have the fair and equal use of a sufficient waterway, and may occupy such of the berths not for the time being occupied by other vessels as their masters may choose. For securing impartial treatment of traffic.

66. Nothing in section fifty-three of the Harbours, Docks, and Piers Clauses Act, 1847, shall be construed to require the harbour-master to serve a notice in writing of his directions upon the master or commander of a vessel in any case in which danger would arise from the directions of the harbour-master not being forthwith obeyed. Orders of harbour-master need not be in writing.

67. Except as herein otherwise provided, all tonnage rates, and all other rates, tolls, dues, and payments, of whatever description, which the Commissioners may charge under this Act and the Act of 1843, or under either of them, shall be charged equally to all persons and bodies, and no reduction or advance thereon shall be made either directly or indirectly in favour of or against any particular person or body, and the Commissioners shall not by exemption, or drawbacks, or otherwise, give any preference to any person or body using any warehouse, wharf, slip, staith, jetty, or other work by this Act authorised. For securing impartiality in rates.

A.D. 1874.
 Board of Trade to settle differences as to shipping facilities or inequality of rates.

68. Any dispute or difference respecting the facilities to be afforded for the berthing of vessels, or for the landing and shipping of goods, or respecting any inequality in the tonnage rates or rates on goods from time to time charged by the Commissioners, and any complaint of partial or unfair treatment of any party using the harbour or works of the Commissioners, may be referred to the Board of Trade, who shall have power to make inquiry into the subject-matter of such dispute, and may make such order thereon as they think fit, which order shall be final and binding on the Commissioners.

WAREHOUSING AND WEIGHING OF GOODS.

Warehouses, cranes, and weighing machines.

69. The Commissioners may erect or provide such warehouses, cranes, weighing and other machines, conveniences, weights and measures, within the limits of this Act, as they may think necessary for storing, loading, unloading, measuring, and weighing goods, articles, or things shipped or unshipped, received or delivered within the said limits, and may charge in respect of such storage, weighing, and measuring the rates specified in the Schedule (D.) to this Act annexed, and the Commissioners may, for the purposes of weighing and measuring as aforesaid, from time to time appoint such meters and weighers as they may think fit.

RAILWAY TOLLS.

Railway tolls;
 and the terminal charges.

70. The Commissioners may demand tolls for the use of the railways or tramways by this Act authorised or any part thereof, subject to the limitations and conditions specified in the Schedule (E.) to this Act annexed.

71. The terminal charges for goods on the railways or tramways by this Act authorised shall be charged and levied impartially and without any preference or distinction in respect of the wharf, slip, staith, jetty, or place from which the goods shall have come or for which they are intended.

CAPITAL.

Mortgage of land, rates, &c.

72. In addition to all sums due at the time of the passing of this Act by the Commissioners, and in addition to any sums which the Commissioners are empowered to borrow on mortgages or bonds under the authority of the Act of 1843, the Commissioners for the purposes of this Act may borrow, at interest not exceeding six pounds per centum per annum, on the security of their undertaking, and of the rates, tolls, rents, or moneys which they are authorised to levy and receive by this Act, any sums which they may require,

not exceeding one hundred and eighty thousand pounds, and they may mortgage such undertaking, rates, tolls, rents, and moneys, to secure the repayment thereof, with interest thereon accordingly.

The Commissioners may raise all or any money which they may require for the purposes of this Act by the grant of annuities, whether perpetual or for a life or lives, or for a limited period of years, instead of by mortgage in manner aforesaid; and the Commissioners may secure the payment of such annuities to any person who shall advance to them any sum of money for the purchase of the same by a charge upon the said lands, property, rates, tolls, rents, and moneys which they are by this enactment authorised to mortgage in manner aforesaid.

The provisions of "The Commissioners Clauses Act, 1847," with respect to the mortgages to be executed by the Commissioners, shall apply to any mortgage executed, and, mutatis mutandis, to any annuity granted under the foregoing provisions of this section; and for the purposes of such application the said provisions shall be incorporated with this Act.

73. Any person entitled to any annuity under the provisions of this Act may transfer his right and interest therein to any other person. Transfer of annuities.

74. Every grant or transfer of an annuity under the authority of this Act shall be by deed duly stamped, in which the consideration shall be truly stated, and be under the common seal of the Commissioners, and may respectively be in the form of Schedule (F.) to this Act annexed, or to the like effect. Form of grant of annuity.

75. The price to be paid for any annuity granted under the provisions of this Act shall not be less than would be the price of a similar annuity of like amount if granted by the Commissioners for the Reduction of the National Debt. For preventing improvident grants of annuities.

76. Every annuity granted under the provisions of this Act shall be paid out of the rates or assessments, or other property vested in the Commissioners by virtue of this Act, according to the terms of the deed or grant of such annuity, and the instalments thereof shall rank equally with the instalments of all other annuities and the interest of any mortgages granted under the authority of this Act, and in priority to the principal moneys secured by such mortgages. Annuities to rank with mortgages.

77. The Commissioners may redeem any annuity, (with the consent of the person entitled thereto, unless it shall have been provided by the terms of the creation of the annuity that such consent shall not be necessary,) but shall not pay for the redemption of any annuity for life, or any portion of any such annuity, Redemption of annuities.

A.D. 1874. — more than the sum by law payable for the grant at the time of such redemption by the Commissioners for the Reduction of the National Debt of a like annuity of like amount, or for the redemption of any terminable annuity, or any part thereof, more than the amount, or a proportionate part of the amount, of the original purchase money paid for the annuity.

Lenders not to be required to look to application of moneys.

78. Any person lending money to the Commissioners, or paying money to the Commissioners for the purchase of an annuity from the Commissioners, shall not be bound to inquire as to the application, or be answerable for any loss or misapplication, of such money or part thereof.

Power to re-borrow.

79. If the Commissioners pay off any part of the money borrowed by them under this Act, they may re-borrow the same, unless paid off by sinking fund, and so from time to time.

Saving for certain charges.

80. Nothing in this Act shall prejudicially affect any charge, by way of mortgage or otherwise, on the lands, property, rates, tonnage, or other duties of the Commissioners subsisting at the passing of this Act, or which may be subsequently created under the authority of the Act of 1843, and every mortgagee, incumbrancer, or person for the time being entitled to the benefit of any such charge shall have a priority of charge, and all the like rights and remedies in respect of the lands, property, rates, tonnage, and other duties subject to his charge, as if this Act had not been passed, and all such charges created before the passing of this Act shall, during the subsistence thereof, have priority over any mortgage or annuity granted by the Commissioners under this Act.

Arrears may be enforced by appointment of a receiver.

81. The mortgagees and annuitants of the Commissioners under this Act may enforce the payment of the arrears of interest or principal, or principal and interest, due on their mortgages and of their annuities respectively by the appointment of a receiver; and the amount to authorise a requisition for a receiver in respect of arrears of principal is one tenth of the sum secured or represented by all the mortgages and annuities.

Application of borrowed money.

82. All moneys to be borrowed by the Commissioners upon the security of mortgages under the authority of the Act of 1843, and all moneys borrowed by the Commissioners upon the security of mortgages, or received for the purchase of annuities, under the authority of this Act, shall be applied by them to all or some of the purposes following :

To the payment of all costs, charges, and expenses of and incidental to the preparing, obtaining, and passing of this Act, or otherwise in relation thereto ;

To the expenses incurred by the Commissioners in the purchase of lands and the construction of the works and improvements authorised by the Act of 1843 and this Act, and otherwise in relation thereto : A.D. 1874.

Provided always, that the Commissioners may lawfully pay annuities and interest upon mortgages accruing due during the construction of the works authorised by this Act out of the moneys received for the purchase of annuities or borrowed on mortgage.

83. All moneys from time to time arising from any rents, rates, tolls, dues, and charges payable to the Commissioners under the authority of this Act shall be applied,— Application of rents, rates, &c.

First.—In payment of all expenses incurred by the Commissioners in the construction and maintenance of the works by the Act of 1843 and this Act authorised, and in payment of all expenses incurred in the management of the port and harbour, in remunerating the officers and servants of the Commissioners, in defraying law charges, and all other necessary expenses incurred by the Commissioners in carrying this Act into execution ;

Secondly.—In payment of interest upon mortgages or bonds granted or to be granted under the authority of the Act of 1843, and in payment of the interest upon mortgages, and of annuities granted by the Commissioners under the authority of this Act ;

Thirdly.—In the reduction of the amount borrowed by the Commissioners or in the redemption of annuities granted by them under the authority of the Act of 1843 and of this Act ;

Fourthly.—In making and maintaining such other improvements in the river and harbour of Neath as to them shall seem fit ;

Fifthly.—In the reduction of the rates, tolls, dues, and charges by this Act authorised to be levied by the Commissioners, and in providing a sinking fund.

84. After the expiration of ten years from the passing of this Act the Commissioners shall set apart and appropriate annually out of the rates, dues, and tolls arising by virtue of this Act, as a sinking fund to be applied in paying off the principal sums from time to time borrowed under this Act, the sum of one thousand five hundred pounds, such sum to be invested in the purchase of Exchequer Bills or other Government securities, and to be increased by accumulation, in the way of compound interest or otherwise, until applied as aforesaid. Sinkingfund.

85. The clerk to the Commissioners shall, within six months after the expiration of each year during which any sum is required Commissioners to make return

A.D. 1874.
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to Board of
Trade as to
sinking fund.

to be set apart for a sinking fund under this Act, transmit to the Board of Trade a return in such form as may be prescribed by that Board, and verified by statutory declaration if so required by them, showing the amount which has been invested for the purpose of such sinking fund during the year preceding the making of such return, and the description of the securities upon which the same has been invested, and also showing the purposes to which any portion of the moneys invested for the sinking fund have been applied during the same period, and the total amount remaining invested at the end of the year, and in the event of any wilful default in making such return such clerk shall be liable to a penalty of not exceeding ten pounds. If it appear to the Board of Trade by such return or otherwise that the Commissioners have failed to set apart the sum required by this Act for the sinking fund, or have applied any portion of the moneys set apart for that fund to any purposes other than those authorised by this Act, the Board of Trade may by order direct that a sum not exceeding double the amount in respect of which such default shall have been made shall be set apart and invested as part of the sinking fund, and such order shall be enforceable by writ of Mandamus to be obtained by the Board of Trade out of the Court of Queen's Bench.

COMMUNICATIONS BETWEEN CANALS AND HARBOUR.

Power to
Neath Canal
Company
and proprie-
tors of Ten-
nant Canal
to make ne-
cessary com-
munication
between
canals and
harbour.

86. Subject to the provisions in this Act contained, the Commissioners shall, on the request in writing of the company of proprietors of the Neath Canal Navigation, and the proprietors of the Tennant Canal respectively, afford all reasonable facilities for effecting communications between those canals and the river and harbour and works of the Commissioners by means of branch canals, locks, or cuts, and for acquiring the land necessary for such communications between the said canals respectively and the said river and harbour and works, and such branch canals, locks, or cuts shall respectively be deemed to be and shall be, for tolls, rates, and charges, and all other purposes, parts of the undertaking of the said company or proprietors according as they have been made by such company or proprietors.

If any differences arise as to any interference with the works of the Commissioners, or the quantity of land to be taken for such purposes as aforesaid, or the compensation to be made to the Commissioners concerning the construction of such works as aforesaid, or as to the insufficiency of the accommodation without the construction of such works, such differences shall be determined by an arbitrator to be appointed on the application and at the expense of either party by

the Board of Trade, and the costs of the reference shall be in the discretion of the arbitrator. A.D. 1874.

All costs and charges paid or incurred by the Board of Trade in or with respect to any such reference to an arbitrator under the provisions of this Act shall be paid to the Board of Trade by the Commissioners and the other party or parties by whom any application to appoint such an arbitrator is made, or either of them, as the Board of Trade may in their discretion determine, and the amount of such costs and charges shall be a debt due from the Commissioners and the other party or parties, or either of them, as the Board of Trade may determine, to the Crown, and shall be recoverable accordingly: Provided, that the Board shall not be bound to hear or receive any such application unless and until sufficient security to their satisfaction be found by the Commissioners or the other applicants for payment of any such costs or charges as the Board may award against the Commissioners or the other applicants.

POWER TO MAKE AGREEMENTS WITH RAILWAY AND CANAL COMPANIES, &c.

87. The Commissioners on the one hand, and the Great Western Railway Company, the South Wales Mineral Railway Company, the Neath and Brecon Railway Company, the company of proprietors of the Neath Canal Navigation, and the proprietors of the Tennant Canal, or any of those companies or proprietors, on the other hand, may, subject to the provisions of Part III. of "The Railways Clauses Act, 1863," as amended or varied by "The Regulation of Railways Act, 1873," (so far as such provisions are in each case applicable,) from time to time enter into and carry into effect agreements with respect to branch railways or tramways, cuts, branch canals, locks, sidings, and other communications between their respective undertakings and the port, harbour, river, and works of the Commissioners, and with respect to the funds to be provided and appropriated for such purposes, and all such agreements may be for such periods and on such terms and conditions as may be mutually agreed upon between the Commissioners and the other contracting parties, or any of them: Provided always, that nothing in this section contained shall be construed to give any power of raising additional capital or of borrowing money.

Power to Commissioners, railway and canal companies, &c., to enter into agreements.

MISCELLANEOUS.

88. Nothing contained in this Act shall be deemed to exempt the harbour or the Commissioners from the provisions of "The

Nothing to exempt works from

A.D. 1874.
—
provisions of
Merchant
Shipping
Acts.

Merchant Shipping Act, 1854," or "The Merchant Shipping Act Amendment Act, 1855," or of any general Act relating to merchant shipping, harbours, or docks, or dues on shipping or on goods carried in ships, now in force or which shall be passed during the present or any future session of Parliament, or from any future revision or alteration, under the authority of Parliament, of the rates authorised by this Act.

Saving rights
of the Earl
of Jersey.

89. Except as is by this Act expressly provided, nothing in this Act shall extend to take away, alter, abridge, lessen, interrupt, or affect the rights, powers, privileges, jurisdictions, or property of the Earl of Jersey, his heirs or assigns, in the ancient ferry or passage over the river Neath at Briton Ferry, or any customary or other tolls and payments arising to him or them in respect thereof, or in the mudlands or foreshore of the river Neath, or any affluent thereof, or any other rights of the said Earl, but the same shall continue strictly to him and them as if this Act had not been passed.

Saving
rights of
lords or
ladies of
manors of
Avon Wallia
and other
manors.

90. Nothing in this Act contained shall prejudice, alter, affect, or take away any royalties, rights, privileges, liberties, or franchises whatsoever of the lords or ladies of the manor of Avon Wallia, or of the manor of Neath, or of the manor of Neath Citra and Briton, or of the lords or ladies of the borough of Avon, or shall divest, alter, or prejudice the property, right, or title in or to any mudland or foreshore part of or belonging to either of those manors or that borough, except in so far as the same, or any easement or right over the same, shall have been purchased or acquired in accordance with the provisions of this Act, and then only to the extent and for the estate, right, or interest so purchased or acquired, or any right of fishing belonging to the lords or ladies of either of the said manors or of the said borough, or to the owner from time to time of the Gnoll estate.

Saving rights
of the Crown
in the fore-
shore.

91. Nothing contained in this Act shall authorise the Commissioners to take, use, or in any manner interfere with any portion of the shore or bed of the sea or of any river, channel, creek, bay, or estuary, or any right in respect thereof, belonging to the Queen's most Excellent Majesty in right of her Crown, and under the management of the Board of Trade, without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give), neither shall anything in this Act contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors.

92. Nothing contained in this Act or to be done under the authority thereof shall in any manner affect the title to any of the subjects, or any rights, powers, or authorities mentioned in or reserved by sections twenty, twenty-one, and twenty-two of "The Crown Lands Act, 1866," or shall divest, alter, or affect any other estate, right, or interest belonging to the Queen's most Excellent Majesty, her heirs or successors.

A.D. 1874.
—
Saving rights
of the Crown.

93. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid and discharged out of the funds of the Commissioners.

Expenses of
Act.

A.D. 1874.

SCHEDULES referred to in the foregoing Act.

SCHEDULE (A.)

PARTS OF ACT OF 1843 REPEALED.

Sections 10 to 14, both inclusive; 18, 20, 22; so much of 23 as relates to the first general meeting; 24, 28, 30, 32, 33, 35, 37, 38, 50, 59, 61, 62, 65 to 126, both inclusive; 128 to 136, both inclusive; 138, 139, 142 to 151, both inclusive; 181, 189 to 195, both inclusive; 198 to 200, both inclusive; 202 to 205, both inclusive; 207 to 213, both inclusive; 219 to 231, both inclusive.

SCHEDULE (B.)

TONNAGE RATES ON VESSELS.

Class 1.

	<i>s.</i>	<i>d.</i>
For every vessel bound from or to any port or place in the United Kingdom or the Isle of Man, under 150 tons - - - per ton	0	3
150 tons and under 250 - - - - - „	0	4½
250 tons and under 350 - - - - - „	0	6
350 tons and upwards - - - - - „	0	8

Class 2.

For every vessel bound to or from any port or place in Europe, or any port or place within the Straits of Gibraltar, under 100 tons per ton	0	3
100 tons and under 150 - - - - - „	0	4½
250 tons and under 350 - - - - - „	0	7
350 tons and upwards - - - - - „	0	9

Class 3.

For every vessel bound to or from any port or place other than above specified, under 150 tons - - - - - per ton	0	6
150 tons and under 250 - - - - - „	0	8
250 tons and under 350 - - - - - „	0	10½
350 tons and upwards - - - - - „	1	2

Class 4.

In respect of any vessel driven into the harbour by stress of weather or other sufficient cause, and not loading or unloading within the harbour any part of the cargo thereof, or unloading the same for the purpose of repairs to such vessel, and remaining in the harbour exceeding four tides, the Commissioners are empowered to demand one half of the full tonnage rates above specified.

And in respect of vessels entering in ballast and departing with cargo, or entering with cargo and departing without, and steam vessels entering for cargo with Bunker coal only on board, and steam tugs entering for the purpose only of coaling, the following rates:—

Class 5.

For every vessel bound to any port in the United Kingdom or the Isle of Man, under 150 tons	-	-	-	-	per ton	s.	d.
						0	2
150 tons and under 250	-	-	-	-	„	0	3
250 tons and under 350	-	-	-	-	„	0	4
350 tons and upwards	-	-	-	-	„	0	6

Class 6.

For every vessel bound to any port in Europe or within the Straits of Gibraltar, under 150 tons	-	-	-	-	per ton	0	2½
150 tons and under 250	-	-	-	-	„	0	4½
250 tons and under 350	-	-	-	-	„	0	6
350 tons and upwards	-	-	-	-	„	0	7
Vessels bound to any other ports under 150 tons	-	-	-	-	per ton	0	6
150 tons and under 250					„	0	7
250 tons and under 350					„	0	9
350 tons and upwards	-	-	-	-	„	0	11

And in respect of vessels entering in ballast and leaving without cargoes, and vessels entering with cargo, and leaving without having discharged any part thereof, or taken in any addition thereto, the following rates:—

Class 7.

For every vessel bound from or to any port or place in the United Kingdom or the Isle of Man, under 150 tons	-	-	-	-	per ton	0	2
150 tons and under 250	-	-	-	-	„	0	3
250 tons and under 350	-	-	-	-	„	0	3½
350 tons and upwards	-	-	-	-	„	0	4½

Class 8.

For every vessel bound to or from any port or place in Europe, or any port or place within the Straits of Gibraltar, under 150 tons	per ton	0	2
150 tons and under 250	„	0	2½
250 tons and under 350	„	0	3½
350 tons and upwards	„	0	5

Class 9.

For every vessel bound to or from any other port or place than above specified, under 150 tons	-	-	-	-	per ton	0	4
150 tons and under 250	-	-	-	-	„	0	5
250 tons and under 350	-	-	-	-	„	0	6
350 tons and upwards	-	-	-	-	„	0	7½

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Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Apples - - - - per barrel, box, or basket	s. 0	d. 1
” - - - - - loose, per ton	1	0
Aquafortis - - - - per carboy	0	6
Argol - - - - - per ton	1	0
Arrowroot and powder - - - - per cwt.	0	3
Arsenic - - - - - per ton	0	3
Ashes, barilla - - - - - ”	0	2
” pearl and pot - - - - - ”	0	6
” black - - - - - ”	0	2
” bleaching - - - - - ”	0	2
” common Irish - - - - - ”	0	2
” soda weed and wood - - - - - ”	0	2
Asphaltum - - - - - ”	2	0
Asphalte rock - - - - - ”	0	6
Assafoetida - - - - - per cwt.	0	3
Bacon - - - - - ”	0	0½
Baggage - - - - per small package under 56 lbs.	0	1
” - - - - per package, 56 lbs. and under 2 cwt.	0	2
” - - - - per package, 2 cwt. and upwards	0	4
Bagging - - - - - per piece	0	0½
Bags and bundles of goods not otherwise rated - each	0	2
Baskets of goods not otherwise rated - - - - - ”	0	3
Balsams - - - - - per cwt.	0	3
Bark, medicinal - - - - - ”	0	6
” tanners' and others - - - - - per ton	0	6
Basket rods - - - - - per bundle	0	0¼
” - - - - - per 1,000	0	2
Bass mats - - - - - per 120	0	3
Bast rope - - - - - per ton	1	0
Beads - - - - - per package	0	6
Beef or pork - - - - - per hogshead	0	6
” - - - - - per puncheon	0	4
” - - - - - per tierce	0	2
” - - - - - per barrel	0	1½
” - - - - - per smaller package	0	1
Beehives - - - - - per dozen	0	3
Bees' wax - - - - - per ton	3	4
Bell metal - - - - - ”	0	4½
Bellows, smiths' - - - - - each	0	6
Berries - - - - - per cwt.	0	1
Beetlenut - - - - - ”	0	1
Birdlime - - - - - ”	0	3
Bituma - - - - - per bale	0	1
Blacking - - - - - per hogshead	0	6
” - - - - - per puncheon	0	4
” - - - - - per cask	0	1
” - - - - - per tierce	0	3
” - - - - - per barrel	0	1½
” - - - - - per smaller package	0	1

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	s.	d.
Black jack - - - - - per ton	0	2 $\frac{1}{4}$
Black lead - - - - - "	0	10
Bleaching powder (chloride of lime) - - - - - "	0	2
Blocks, heel - - - - - per gross	0	1
Blocks, last - - - - - per 1,000	0	6
Blocks, ship - - - - - per 100	1	0
Blubber - - - - - per ton	1	6
Blue - - - - - per package	0	3
Boats - - - - - each	1	0
Bobbins - - - - - per cask	0	6
" - - - - - per bag	0	1
Bones - - - - - per ton	1	0
Bones for manure - - - - - "	0	6
Bonnets - - - - - per package	0	6
Boots and shoes - - - - - per hogshead	1	0
" - - - - - per case or tierce	0	6
" - - - - - per package or box	0	3
Boracic acid - - - - - per ton	2	0
Borax or tincae - - - - - "	5	0
Bottles, empty - - - - - per gross	0	2
" loose, glass or stone - - - - - each	0	1
Bowls, of wood - - - - - per dozen	0	0 $\frac{1}{2}$
" for cattle - - - - - "	0	0 $\frac{1}{2}$
Boxes, empty - - - - - each	0	1
Bran - - - - - per ton	0	3
Brandy. (See Spirits.)		
Brass - - - - - "	0	4 $\frac{1}{2}$
" old - - - - - "	0	4 $\frac{1}{2}$
Bread and biscuits - - - - - per cwt.	0	2
Bricks, common, and drain tiles and pipes - - - - - per 1,000	0	2
" Bath and fire - - - - - "	0	4
" pantiles and crests - - - - - "	0	8
" slabs and bearers - - - - - "	1	0
Brimstone - - - - - per ton	0	3
Bristles - - - - - "	10	0
Broom and brush handles - - - - - per bundle	0	0 $\frac{1}{2}$
" " - - - - - per 1,000	0	9
Broom ties - - - - - per bundle	0	0 $\frac{1}{4}$
Brooms - - - - - per bundle	0	0 $\frac{1}{4}$
Brown powder - - - - - per ton	2	0
Brush heads and stocks - - - - - per bag	0	1
" " - - - - - per 1,000	0	6
Brushes - - - - - per cask	0	6
Brushes - - - - - per bundle or bag	0	2
Buckets of wood - - - - - per dozen	0	1
Bugle - - - - - per ton	2	0
Bullion and coin - - - - - per 100 <i>l.</i> value	1	0
Bullrushes - - - - - per load (63 bundles)	1	0

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	<i>s.</i>	<i>d.</i>
Buoys - - - - - each	1	0
Burr stones - - - - - per 100	1	0
Butter - - - - - per cask or firkin	0	1
" - - - - - per half firkin or keg	0	0½
" - - - - - in larger casks, per ton	1	3
Cables or cordage - - - - - "	2	0
Cakes, linseed or rape - - - - - "	0	6
Calamine - - - - - "	0	2½
Callavances - - - - - per quarter	0	3
Calves velves - - - - - per cwt.	0	2
Camomile flowers - - - - - "	0	3
Camphor - - - - - "	0	3
Canalla alba - - - - - "	0	3
Candle wick - - - - - "	0	2
Candles - - - - - "	0	1
" in boxes - - - - - per 30 lbs.	0	0¼
Canes, common rattan - - - - - per 1,200	0	4
" ground rattan, or walking sticks - - - - - "	1	0
Cane or reeds, for making brooms - - - - - per package	0	6
Cantharides - - - - - per cwt.	0	3
Canvas - - - - - per dozen bolts	0	3
Caoutchouc - - - - - per cwt.	0	3
Capers - - - - - "	0	3
Capillaire - - - - - per 10 gallons	0	1
Capsicums - - - - - per cwt.	2	0
Cardamoms - - - - - "	0	3
Carpets. (See Woollens.)		
Carriages and coaches - - - - - each wheel	1	0
Carriages for guns - - - - - "	0	3
Carts, waggons, and trucks - - - - - "	0	6
" hand carts - - - - - "	0	3
Cassia buds - - - - - per cwt.	0	6
" fistula and lignea - - - - - "	0	3
Cases, casks, and bales of goods not enumerated:—		
Per butt, bale, or case, 80 feet and upwards - - - - -	1	0
Per hogshead, bale, or case, 56 to 80 feet - - - - -	0	10
Per puncheon, bale, or case, 20 to 56 feet - - - - -	0	8
Per tierce, bale, or case, under 20 feet - - - - -	0	6
Per barrel - - - - -	0	4
Per box - - - - -	0	4
Per keg - - - - -	0	2
Casks, empty, pipe, butt, or puncheon - - - - - each	0	1
Castor seed - - - - - per cwt.	0	3
Cattle, asses and mules - - - - - each	0	6
" bulls, cows, and oxen - - - - - "	0	6
" calves - - - - - "	0	2
" horses - - - - - "	2	0
" lambs and sheep - - - - - "	0	1
" swine and goats - - - - - "	0	2

Two thirds of the rates in dock.

A.D 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	s.	d.
Catlings or harpstrings, &c. - - per package	0	6
Caviare - - - - per cwt.	0	3
Cements - - - - per ton	1	0
Chalk - - - - - "	0	1
Chairs - - - - - each	0	0½
Charcoal - - - - per ton	0	4
Chassum - - - - per cwt.	0	1
Cheese - - - - per ton	0	10
Chesnuts - - - - per bushel	0	1
Chicory root - - - - per cwt.	0	1
Chilies - - - - - "	0	1
China, per crate or other package - - - - - "	0	1
" root - - - - - "	0	3
Chirt stones - - - - per ton	0	8
Chirango root - - - - per cwt.	0	2
Chirayita - - - - - "	0	1
Chocolate and cocoa paste - - - - - "	0	3
Cider. (See Ale.)		
Cigars - - - - per 100 lbs.	0	6
Cinnabar - - - - - "	0	6
Cinnamon - - - - - "	1	0
Citron, preserved - - - - - "	0	6
" salted - - - - per package	0	1
" " - - - - per pipe	0	6
" " - - - - per hogshead	0	3
Clay, viz., Cambria, pipe and fire - - - - per ton	0	1
" China and stone - - - - - "	0	3
" for manufacture of common bricks - - - - - "	0	1½
Clocks - - - - per case	1	0
Clog soles - - - - per 1,000	0	6
Cloth, linen, woollen, and cotton - - - - per parcel	0	2
" " per truss under 8 cubic feet	0	2
" " per truss under 12 cubic feet	0	3
" " per truss under 16 cubic feet	0	4
" " per truss under 24 cubic feet	0	6
	(Above in proportion.)	
Cloves - - - - per cwt.	1	0
Coals - - - - per ton	0	1½
Coke - - - - - "	0	1½
Cobalt - - - - per cwt.	1	0
" ore - - - - per ton	0	4½
" regulus - - - - - "	1	0
Cobbles - - - - - "	0	6
Cochineal - - - - per cwt.	1	0
Cocoa - - - - per ton	2	0
" nuts - - - - per 100	0	3
" fibre - - - - per ton	1	0

Two thirds of the rates in dock.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	<i>s.</i>	<i>d.</i>
Coculus Indicus - - - - - per cwt.	0	3
Cocque de perle - - - - - per chest	0	3
Coffee - - - - - per cwt.	0	1
Coir, rough, press-packed - - - - - per ton	0	6
„ yarn - - - - - „	1	0
„ rope, under 6 inches - - - - - „	1	0
Colocynth - - - - - per cwt.	0	3
Coloquintida - - - - - „	0	2
Colomba root - - - - - „	0	3
Conch shells - - - - - „	0	3
Copper - - - - - per ton	0	4½
„ old copper and regulus - - - - - „	0	4½
„ yellow, and copper metals - - - - - „	0	4½
Copper ore - - - - - „	0	3½
„ dross and slag - - - - - „	0	2½
Coppers and stills - - - - - „	1	6
Coral - - - - - per cwt.	0	6
Cork - - - - - per ton	2	0
Corks - - - - - per bag	0	4
Corn, wheat, barley, bere, big, beans, } and peas - - - - - } per quarter	0	1
„ malt - - - - - „	0	1
„ oats, Indian corn, rye, and other grain - - - - - „	0	1
„ oatmeal, Indian and other meal - - - - - per ton	0	6
„ flour - - - - - „	0	8
Cortex eluthera - - - - - per cwt.	0	6
Cotton seed - - - - - per bushel	0	1
„ in the seed, or unginned cotton - - - - - per 100 lbs.	0	1
„ twist, thread, and yarn - - - - - per cwt.	0	4
„ waste - - - - - per 100 lbs.	0	3
„ wool - - - - - „	0	3
Cotton. (See Cloth.)		
Corries - - - - - per cwt.	0	2
Cranberries - - - - - per 5 gallons	0	1
Crates of goods not otherwise rated - - - - - each	0	6
Cream of tartar - - - - - per ton	1	8
Crystal, rough - - - - - „	1	8
Cubebs - - - - - per cwt.	0	6
Curiosities, natural or artificial - - - - - per package	0	6
Currants - - - - - per cwt.	0	1
Damsons - - - - - „	0	1
Dates - - - - - „	0	1
Diamonds and other } precious stones } - per package of 100 <i>l.</i> value	0	6
Divi divi - - - - - per ton	1	6
Dogs - - - - - each	0	6
Dollies - - - - - „	0	0½
Dragon's blood - - - - - per cwt.	0	3
Drapery. (See Cloth.)		

Two thirds of the rates in dock.

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Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	s.	d.
Drugs - - - - - per cwt.	0	6
Dyers' ware - - - - - per ton	1	6
Dye woods - - - - - "	3	4
Earth, black or brown - - - - - "	2	0
" fuller's - - - - - "	1	0
" red or yellow - - - - - "	2	0
Earthenware, china, and } stone ware - - - - - } - per crate or other package	0	1
Earthenware, Barnstaple, or red ware - - - per dozen	0	0 $\frac{1}{4}$
Eau de Cologne - - - - - per case	0	6
Eggs - - - - - per 1,200	0	6
Emery - - - - - per cwt.	0	6
Engines, locomotive - - - - - each	20	0
Essence, lemon, lime, and other - - - per package	0	6
Euphorbium - - - - - per cwt.	0	3
Extract, medicinal - - - - - "	0	6
" oak or other bark for manufacturing } purposes - - - - - } "	0	3
Fans - - - - - per case or package	0	4
Feathers, bed - - - - - per cwt.	0	6
" ostrich and other - - - - - per 100 lbs.	2	0
Felspar - - - - - per ton	0	6
Felt - - - - - per package	0	0 $\frac{1}{2}$
Figs - - - - - per cwt.	0	1
Filtering stones and drip stones - - - each	0	2
Fire-arms - - - - - per case or package	0	4
Fish, fresh, in packages - - - - - per package	0	1
" pickled, cured, and salted, of all } descriptions - - - - - } - per cwt.	0	1
Flax - - - - - per ton	1	0
" waste, codilla and tow - - - - - "	1	0
Flint, ground - - - - - "	0	6
" dried - - - - - "	0	6
" stones - - - - - "	0	1
Floorcloth - per bag, mat, or box (containing one roll)	0	1
Flower roots, plants, and trees - - - per package	0	4
Flowers, artificial - - - - - "	0	6
Frankincense - - - - - per cwt.	0	1
Fruit, green - - - - - per hogshead	0	4
" - - - - - per tierce	0	2
" - - - - - per barrel, box, or basket	0	1
" - - - - - per sieve or half basket	0	1
" - - - - - loose, per barrel	0	1
Furniture, household, under } 20 cubic feet } - per case or package	0	2
" 20 feet and under 40 feet - - - - - "	0	4
	(And so in proportion.)	
Gates, wooden - - - - - each	0	1
Galangal - - - - - per cwt.	0	3

Two thirds of the rates in dock.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	s.	d.
Galbanum - - - - - per cwt.	0	3
Galls - - - - - "	0	3
Gamboge - - - - - "	0	3
Gambree or terra japonica - - - - - per ton	1	6
Gentian root - - - - - per cwt.	0	3
Ginger - - - - - per ton	5	0
Ginseng - - - - - per cwt.	0	3
Glass - - - - - per case or crib	0	6
" broken - - - - - per cwt.	0	0½
" carboys, new - - - - - each	0	1
Glue - - - - - per ton	2	6
" spatches - - - - - "	1	0
Gold ores - - - - - "	0	9
Granilla (cochineal refuse) - - - - - per cwt.	0	3
Grapes - - - - - per package	0	1
Grass - - - - - per ton	0	3
Grease or Greaves - - - - - "	1	3
Grummets or woodbanks - - - - - per gross	0	2
Guinea grains - - - - - per cwt.	0	6
Gum ammoniac - - - - - per ton	5	0
" animi - - - - - "	5	0
" arabic - - - - - "	5	0
" cashen - - - - - "	5	0
" copal - - - - - "	5	0
" elimi - - - - - "	5	0
" guaiacum - - - - - "	5	0
" senegal - - - - - "	5	0
" tregacanth - - - - - "	5	0
Gums not enumerated - - - - - "	10	0
Gunpowder - - - - - special rate.		
Gypsum - - - - - per ton	0	1½
Grates, stoves, and fenders - - - - - per cwt.	0	1
Guano - - - - - per ton	0	3
Gutta-percha, unmanufactured - - - - - per cwt.	0	2
" manufactured - - - - - "	0	6
Groceries, not otherwise rated - - - - - per hogshead	2	0
" " - - - - - per tierce	1	0
" " - - - - - per other package	0	6
Hair - - - - - per ton	3	4
Hammocks - - - - - per dozen	0	3
Haberdashery. (See Cloth.)		
Hats. (See Cloth.)		
Hams, loose - - - - - per dozen	0	3
Hams in packages. (See Beef and Pork.)		
Hardens - - - - - per package	1	0
" loose - - - - - per piece	0	0½
Hardware - - - - - per hogshead	0	3
" - - - - - per tierce	0	2
" - - - - - all other packages	0	1

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	s.	d.
Harrows - - - - - each	0	6
Hay - - - - - per ton	0	8
Hampers of goods, not otherwise rated - - - each	0	4
Hemp, rough - - - - - per ton	1	0
Hides, dry - - - - - "	2	0
" wet - - - - - "	1	0
" pieces of, or glue pieces - - - - - "	1	0
Honey - - - - - per cwt.	0	2
Hoops, mast and truss - - - - - per 120	0	9
" wood - - - - - per 1,200	1	6
Hoofs of cattle - - - - - per ton	1	0
Hops - - - - - per cwt.	0	2
" - - - - - per bag or pocket	0	6
Horns, horn tips, and pieces of horns - - - per cwt.	0	1
" shavings and slugs - - - - - per ton	1	0
Hosiery. (See Cloth.)		
Hurdles - - - - - per dozen	0	6
Hartall or orpiment - - - - - per cwt.	0	1
Jackscrews - - - - - per pair	0	6
Jars, jugs, and cans, containing goods not otherwise rated - - - - - each	0	4
Iceland moss or lichen islandicus - - - per cwt.	0	3
Indigo - - - - - "	1	0
Ipecacuanha root - - - - - "	0	3
Iron, pig, broken, old, and metal - - - per ton	0	2
" bar, bolt, rod, rail, plate, sheet, hoop, and wire - - - - - "	0	2
" ore, stone, cinders, blackband, and pyrites - - - "	0	1½
" anchors, boilers, castings, engines, guns, pipes, and other ironwork under 20 cwt. } per cwt.	0	0½
" 20 cwt. and under five tons - - - per ton	1	0
" 5 tons and above - - - - - "	1	6
" in packages. (See Hardware.)		
Isinglass - - - - - per cwt.	0	3
Juice—lemon, lime, and orange - - - per 25 gallons	0	6
Junk - - - - - per ton	0	9
Jute hemp - - - - - "	1	0
Ivory and sea-horse teeth - - - - - per cwt.	1	0
Ice - - - - - per ton	0	2
Kelp - - - - - "	0	2
Kips, dry - - - - - "	2	0
" wet - - - - - "	1	0
Lac, gum, stick, seed, and shell - - - - - "	0	3
Lace - - - - - per case or box	0	4
Lampblack - - - - - per ton	0	1
Lard. (See Butter.)		
Laths - - - - - per bundle	0	0½
Latten black - - - - - per ton	2	0
Lavender flowers - - - - - per cwt.	0	2

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Lead - - - - - per ton	s. 0	d. 3
„ ores - - - - - „	0	2½
„ black, red, and white - - - - - „	1	8
„ powder - - - - - „	1	8
„ shot - - - - - „	1	8
Leather - - - - - „	2	6
Leeches - - - - - per package	0	2
Lemons - - - - - per chest or package	0	2
Lime - - - - - per ton	0	1½
„ salt, acetate of lime - - - - - „	0	2
Limes - - - - - per chest or package	0	2
Limestone - - - - - per ton	0	1
Liquorice paste - - - - - per cwt.	0	3
Liquorice, or luccus liquorita - - - - - per ton	1	0
„ root, bundles or loose - - - - - „	1	6
Litharge - - - - - „	0	3
Maccaroni - - - - - per cwt.	0	6
Mace - - - - - „	1	0
Machines and agricultural implements not otherwise rated, under 20 cubic feet - - - - - } each	0	4
„ 20 feet to 40 feet - - - - - „	0	8
And so in proportion.		
Madder root - - - - - per cwt.	0	1
Mangles - - - - - each	0	6
Magnesia - - - - - per cwt.	0	3
Manganese - - - - - per ton	0	3
Manna - - - - - per cwt.	0	3
Manure, artificial, not otherwise rated - - - - - per ton	0	3
Marble, and other stones sculptured - - - - - per package	0	3
Marble baths - - - - - each	2	0
„ mortars - - - - - per ton	1	0
„ slabs - - - - - per cwt.	0	2
„ rough, in packages - - - - - „	0	1
„ block - - - - - per ton of 12 cubic feet	1	4
Marbles - - - - - per barrel	0	3
Marmalade - - - - - per cwt.	0	3
Mastich - - - - - per ton	5	0
Mats - - - - - per 120	0	3
„ Indian - - - - - per chest or package	0	3
Melons, loose - - - - - per dozen	0	1
Melting pots - - - - - per hogshead	0	6
Metals and alloys, not containing copper, and not otherwise rated - - - - - } per ton	1	0
Mill boards - - - - - per 120	0	6
Mineral waters - - - - - per package	0	6
Mohair yarn - - - - - per cwt.	0	3
Molasses - - - - - „	0	0½
Morels - - - - - „	0	3
Mother-of-pearl shell - - - - - „	0	6

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	<i>s.</i>	<i>d.</i>
Mum - - - - - per 25 gallons	0	6
Muriatic acid - - - - - per carboy	0	1
Musical instruments - - - - - per package	0	6
Mustard - - - - - per cwt.	0	2
" - - - - - per keg or package	0	1
Myrobalans - - - - - per cwt.	0	3
Myrrh - - - - - "	0	1
Nails, iron and zinc - - - - - per bag	0	0½
" other sorts - - - - - per cwt.	0	2
Nanari - - - - - "	0	2
Naphtha, camphine, and spirits of wine - per 10 gallons	0	2
Natron - - - - - per ton	0	2
Nests of trunks - - - - - each	0	6
Nickel - - - - - per ton	0	4½
" ore of - - - - - "	0	2½
Nitrate of soda - - - - - "	0	2
Nutmegs - - - - - per cwt.	1	0
Nuts - - - - - per bushel	0	1
" coquiltra - - - - - per 1,000	0	3
Nux vomica - - - - - per cwt.	0	3
Oakum - - - - - per ton	0	9
Oclive or oker - - - - - "	1	8
Oil in flasks - - - - - per package	0	1
" castor - - - - - per cwt.	0	3
" chemical - - - - - "	0	3
" animal - - - - - per ton	0	9
" cocoa-nut - - - - - "	1	6
" palm - - - - - "	1	3
" cod - - - - - per 36 gallons	0	2
" dubbing - - - - - "	0	4
" linseed and olive - - - - - "	0	4
" rape - - - - - "	0	4
" spermaceti - - - - - "	0	4
" seal - - - - - "	0	3
" train or whale - - - - - "	0	2
" all others - - - - - "	0	6
" refuse of oil - - - - - per 40 gallons	0	3
Oil of tar - - - - - per 36 gallons	0	2
Oil cake - - - - - per ton	0	6
Olives - - - - - per barrel	0	1
" - - - - - per keg	0	1
" - - - - - per jar of 2 quarts	0	1
Onions - - - - - per cwt.	0	0½
Opium - - - - - "	0	3
Oranges - - - - - per package, case, or chest	0	1
Orchilla weed - - - - - per ton	2	0
Orchill - - - - - "	1	0
Orpiment - - - - - per cwt.	0	1
Orrice root - - - - - "	0	3

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Ostrich feathers - - - - - per package	s. 0	d. 4
Oysters - - - - - per 1,000	0	1
Paddy, or rice in the husk - - - - - per quarter	0	3
Paint and painters' colours and materials not otherwise rated :—		
Per ton - - - - -	2	0
Per chest or case - - - - -	1	0
Per hogshead, tierce, or puncheon - - - - -	0	8
Per barrel - - - - -	0	4
Per box or bundle - - - - -	0	4
Per keg, jar, or jug - - - - -	0	1
Painters' pegs - - - - - per 1,000	0	3
Palm leaf - - - - - per bale	0	3
„ nuts - - - - - „	0	3
Paper, writing and printing - - - - - per cwt.	0	1
„ hanging (house) - - - - - „	0	1
„ packing and cap - - - - - „	0	0 $\frac{1}{2}$
Parcels, 12 inches square - - - - - each	0	1 $\frac{1}{2}$
Patent and other fuels not otherwise rated - - - - - per ton	0	1 $\frac{1}{2}$
Pearl and shelled barley - - - - - per cwt.	0	1
Peas - - - - - per tierce	0	2
„ - - - - - per barrel	0	1
Pepper, black and white - - - - - per cwt.	0	1
Pewter - - - - - per ton	0	6
Pickles - - - - - per gallon	0	2
Pill boxes, in vats - - - - - large vat	1	6
„ „ - - - - - smaller packages	0	8
Pimento - - - - - per cwt.	0	1
Pineapples (loose) - - - - - per dozen	0	1
Pink root - - - - - per cwt.	0	3
Pitch - - - - - per barrel	0	2
„ - - - - - per ton	0	4
Plants and trees, above 5 cwt. - - - - - per package	0	6
„ „ 2 cwt. - - - - - „	0	4
„ under 2 cwt. - - - - - „	0	2
Plaster of Paris - - - - - per ton	0	4
Plate and plated ware - - - - - per package	0	6
Platina - - - - - every 100 <i>l.</i> value	0	6
„ ore - - - - - „	0	2
Ploughs (loose) - - - - - each	0	6
Pomegranates - - - - - per package, case, or chest	0	1
Pomegranate peel - - - - - per cwt.	0	1
Potatoes - - - - - per ton	0	4
„ in packages - - - - - per package	0	1
Poultry, fowls, &c. - - - - - per dozen	0	1
„ geese, &c. - - - - - „	0	2
Pozzolano - - - - - per ton	1	0
Preserves - - - - - per cwt.	0	3
Prints or pictures - - - - - per case or box	0	6

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Prunes - - - - - per cwt.	s. 0	d. 3
Pumice stone - - - - - "	0	1
Pianofortes and organs - - - - - each	1	0
Pyroligneous acid - - - - - per carboy	0	6
Prussiate of potash - - - - - per ton	1	0
Quassia wood - - - - - per cwt.	0	3
Quicksilver - - - - - per bottle	0	3
" ore - - - - - per ton	0	6
Quills - - - - - per 1,200	0	1
Quinine - - - - - per cwt.	0	6
Rabbits - - - - - per score	0	1
Rags - - - - - per ton	1	0
Raisins - - - - - per cwt.	0	1
Regulus of metal, other than copper or tin - - - - - per ton	0	6
Resin - - - - - per cwt.	0	1
Rhatany root, or radix rhatania - - - - - "	0	3
Rhubarb - - - - - "	0	3
Rice - - - - - per ton	1	8
Rockmoss - - - - - "	2	0
Rotten stone - - - - - "	0	2
Rum. (See Spirits.)		
Rushes - - - - - per load (63 bundles)	1	0
Sacks of goods not otherwise rated - - - - - each	0	3
Saccarum saturni - - - - - per cwt.	0	3
Saddlery - - - - - per package	0	3
Safflower - - - - - per ton	5	0
Saffron - - - - - "	10	0
Sago - - - - - "	5	0
Sailcloth - - - - - per dozen bolts	0	3
Sails - - - - - each	0	6
Sal ammoniac - - - - - per ton	0	3
Salep - - - - - per cwt.	0	3
Salmon - - - - - per tierce or chest	0	2
Saltpetre - - - - - per ton	0	2
Salt, rock, rough, broad, and agricultural - - - - - "	0	1½
Salt, table and bay - - - - - "	0	2
Salts, Epsom - - - - - "	0	1
Sand or loam - - - - - "	0	1
Sarsaparilla - - - - - per cwt.	0	3
Sassafras - - - - - "	0	3
Sandars wood, white and yellow - - - - - per ton	5	0
Sausages - - - - - per package	0	2
Scammony - - - - - per cwt.	0	3
Sealing wax - - - - - "	0	3
Seeds, aniseeds, canary, carraway, castor, cinnamon, coriander, cummin - - - - - }	0	1
Seeds, flax or linseed, clover, grass, turnip, furze, and other seeds for manufacturing, garden, or agricultural purposes } per quarter	0	3

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
	s.	d.
Senna - - - - - per cwt.	0	3
Shaddocks - - - - - per chest, case, or package	0	2
Sheep pelts - - - - - per cwt.	0	1
Shovels or spades, scythes and sickles - per dozen	0	1
Shumac - - - - - per ton	1	8
Sieves - - - - - per dozen	0	1
Silk, raw or thrown - - - - - per 100 lbs.	1	0
„ waste - - - - - „	0	4
„ manufactured. (See Cloth.)		
Silkworm gut - - - - - per package	1	0
Silver ore - - - - - per ton	0	6
Skins, kip and calf, dry - - - - - „	2	0
„ „ wet - - - - - „	1	0
„ badger, beaver, deer, marten, otter, elk, } ermine, fisher, fox, and seal (fur) - } per dozen	0	1
„ leopard, lion, panther, tiger, and bear - each	0	3
„ cat, chinchilla, husse, mink, racoon, seal } (hair), goat, fitch, kid, lamb, mus- } per score quash, nutria, sheep, and swan - }	0	1
„ hare, mole, and rabbit - - - - - per 100	0	1
Slates and stone tiles - - - - - per ton	0	3
Slate slabs - - - - - „	0	6
Smalts - - - - - „	5	0
Snuff - - - - - per 100 lbs.	0	6
Soap - - - - - per cwt.	0	1
Soda, crystals - - - - - per ton	0	2
Soda and other aerated water - per dozen bottles	0	0 $\frac{1}{2}$
Sofas - - - - - each	1	0
Spelter - - - - - per ton	0	3
Spermaceti - - - - - per cwt.	0	3
Spinnel - - - - - per bale	0	3
Spirits and wines - - - - - per butt	1	0
„ - - - - - per pipe	0	10
„ - - - - - per puncheon	0	8
„ - - - - - per hogshead	0	6
„ - - - - - per smaller cask	0	3
„ - - - - - per jar	0	2
„ - - - - - bottled, per dozen bottles	0	1
Sponge - - - - - per cwt.	0	6
Spruce beer - - - - - per 32 gallons	0	6
Squills - - - - - per ton	5	0
Starch - - - - - per cwt.	0	1
Stationery - - - - - per packet	0	6
Steel - - - - - per cwt.	0	0 $\frac{1}{2}$
Steel rails - - - - - per ton	0	3
Stone blocks - - - - - per ton of 16 cubic feet	0	6
Stone, flags and slate slabs per ton of 12 superficial yards	0	6
„ mill and grave - - - - - per ton of 16 cubic feet	0	8

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Stone, burr - - - - - per score	s. 0	d. 4
„ grinding - - - every 12 inch diameter	0	1
„ lithographic and Turkey - - - per ton	1	0
„ works of art - - - every 5l. ad valorem	0	1
Straw - - - - - per ton	0	4
Straw plait - - - - - per package	0	6
Succades and sweetmeats - - - per 28 lbs.	0	3
Sugar - - - - - per ton	1	0
„ refined - - - per score loaves	0	4
Sugar of lead - - - - - per ton	0	4½
Sulphur roll and flowers - - - per cwt.	0	10
Sulphuric acid (oil of vitriol) - - - per carboy	0	1½
Sulphate of soda (salt cake) - - - per ton	0	2
„ potash (sal inixum) - - - „	0	3
„ copper (blue vitriol) - - - „	0	3
„ zinc (white vitriol) - - - „	0	2
„ iron (green vitriol) - - - „	0	1½
Talc - - - - - per cwt.	0	3
Tallow - - - - - per ton	1	0
Tamarinds - - - - - per cwt.	0	3
Tapioca - - - - - „	0	3
Tar - - - - - per barrel	0	1
„ coal and gas - - - per 100 gallons	0	1½
„ „ - - - per ton	0	4½
„ water - - - per 100 gallons	0	3
Tea - - - for every chest of 86 lbs.	0	3
„ - - - less quantity	0	1½
Teazles - - - per 1,000	0	0¼
Terrapins - - - per barrel	0	2
Tessera - - - per ton	1	0
Thread, linen - - - per cwt.	0	4
Thrumbs - - - per bag	0	3
Timber, viz.: anchor stocks - - - each	0	2
„ axe handles - - - per 120	0	2
„ battens, 6 feet to 20 feet - - - „	0	6
„ „ above 20 feet - - - „	0	9
„ batten ends - - - „	0	3
„ boards - - - „	1	0
„ deals, 6 feet and under 21 feet - - - „	1	0
„ „ exceeding 21 feet - - - „	1	6
„ deal ends - - - „	0	6
„ lath wood - - - per fathom	0	3
„ masts, 6 inches and under 8 inches each	0	2
„ „ 8 inches and under 12 inches „	0	4
„ „ 12 inches and upwards. (See Fir timber.)		
„ knees, under 8 inches square - per 120	1	3
„ oar rafters and oars - - - „	0	6
„ planks - - - „	1	6

Two thirds of the rates in dock.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Timber, viz.: spars, viz.: under 22 feet long - per 120	s. 0	d. 6
„ „ 22 feet long and upwards „	1	0
„ staves above 1½ inches thick, not exceeding 36 inches long - „	0	2
„ staves above 1½ inches thick, exceeding 36 inches and under 60 inches - - - „	0	3
„ staves above 1½ inches thick, exceeding 60 inches long - „	0	5
„ staves not above 1½ inch thick, not exceeding 36 inches long - „	0	1
„ staves not above 1½ inch thick, exceeding 36 inches and under 60 inches long - - - „	0	2
„ staves not above 1½ inch thick, exceeding 60 inches long - „	0	3
„ staves, teak or oak - - - per load	0	4½
„ „ pine, fir, and all other timber „	0	3
„ wainscoat logs - - - „	0	9
„ wedges and trenails - - - per 1,200	0	9
„ wheel spokes and fellies - - - „	1	9
„ bar wood - - - per ton	1	6
„ box wood - - - „	1	6
„ Brazil and braziletto - - - „	2	0
„ camwood - - - „	2	0
„ cedar wood - - - „	1	6
„ ebony - - - „	1	6
„ fustic - - - „	1	6
„ Guinea wood - - - „	1	6
„ gumwood planks - - - per load	0	9
„ „ „ - - - per 120	2	0
„ gunstocks - - - „	0	3
„ handspikes - - - „	0	3
„ lignum vitæ - - - per ton	1	6
„ logwood and mahogany - - - „	1	6
„ Nicaragua wood - - - „	2	0
„ rosewood - - - „	2	0
„ red and red sanders - - - „	1	6
„ satin wood - - - „	2	0
„ coal-pit props, copper poles, sleepers, crate and crop wood, old wood, and wood for distillation - }	0	1½

Two thirds of the rates in dock.

Timber and wood lying in docks beyond 14 days to be charged 2*d.* per load per week, in addition to the rates before specified.

All timber requiring measurement must be measured by the officer appointed by the Harbour Commissioners. Charge for measurement, 4*d.* per load.

A.D. 1874.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Tin - - - - - per ton	s. 0	d. 4½
Tin ore - - - - - "	0	2½
Tin plates - - - - - "	0	3
Tobacco pipes - - - - - per box	0	1
Tobacco, unmanufactured, and stalks - - - per cwt.	0	3
Tobacco, manufactured, cigars and snuff - per 100 lbs.	0	6
Tongues, loose - - - - - per dozen	0	1
" in packages. (See Beef and Pork.)		
Tonquin beans - - - - - per package	0	3
Tortoise shell - - - - - per cwt.	0	6
Toys. (See Furniture.)		
Trees, loose, or in pots or tubs only - - - each	0	1
Tripe. (See Beef and Pork.)		
Truffles - - - - - per cwt.	1	0
Turmeric - - - - - "	0	1
Turnips, carrots, beets, parsnips, and mangolds - per ton	0	3
Turpentine, rough - - - - - "	1	0
" spirits of - - - - - per 10 gallons	0	2
Twine - - - - - per cwt.	0	2
Types - - - - - "	0	3
Umbrellas - - - - - per package	0	6
Valerian - - - - - per cwt.	0	3
Valonia - - - - - "	0	1
Vanilla - - - - - "	0	6
Varnish - - - - - per can	0	2
Vermicelli - - - - - per cwt.	0	3
Vermillion - - - - - "	0	6
Vinegar and verjuice. (See Ale.)		
Weld - - - - - "	0	3
Whalebone - - - - - "	0	3
Whale fins - - - - - per ton	1	0
Wheels, wooden - - - - - per pair	0	1
Wheelbarrows - - - - - each	0	2
Whetstones - - - - - per box	0	1
Whetstones - - - - - per cask	1	0
Whips - - - - - per package	1	0
Whipsticks - - - - - per bundle	0	1
Whiting - - - - - per ton	0	6
Window frames - - - - - per case or package	0	3
Wine. (See Spirits.)		
Woad - - - - - per cwt.	0	3
Wool - - - - - per ton	1	0
Works of art - - - - - every 5 <i>l.</i> ad valorem	0	1
Yams - - - - - per package	0	2
Yarn bags - - - - - per ton	2	0
" cotton or twist - - - - - "	4	0
" grogram - - - - - "	2	0
" linen - - - - - "	4	0
" mohair - - - - - "	2	0

Two thirds of the rates in dock.

Description.	Dues.	
	In Dock.	In River or Navigable Cut.
Yarn, worsted - - - - - per ton	s. 2	d. 0
Zaffres - - - - - per cwt.	0	4
Zinc - - - - - per ton	0	3
„ ores - - - - - „	0	2½

Two thirds of the rates in dock.

Not more than one shilling per ton to be levied on any goods imported or exported in quantities of ten tons or upwards at the same time in same vessel.

SCHEDULE (D.)

For the use of warehouses, or for articles, goods, wares, or merchandise shipped from or landed or deposited upon any wharf or quay constructed under the authority of this Act, the Commissioners may charge such reasonable rates, rents, or sums as they may from time to time think fit.

Charges for use of hand cranes belonging to the Harbour Commissioners :—

	s.	d.	
Not exceeding 1 ton - - - - -	0	3	per lift.
Above 1 ton and not exceeding 5 tons - - - - -	0	6	per ton.
Above 5 tons and not exceeding 10 tons - - - - -	1	0	per ton.

For use of steam and hydraulic cranes :—

Special charges according to weights of lifts and quantity.

SCHEDULE (E.)

RAILWAY TOLLS.

Class 1. For all dung, compost, and all sorts of manure, other than artificial manure, and all undressed materials for the repair of public roads or highways, and for all coals, culm, coke, ironstone and iron ore, per ton per mile not exceeding one halfpenny; and if conveyed in carriages belonging to the Commissioners an additional sum per ton per mile not exceeding one-eighth of a penny:

Class 2. For all iron, lead, tin, and tin plates (except nails, utensils, or other articles of merchandise), per ton per mile not exceeding one penny; if conveyed in carriages belonging to the Commissioners an additional sum per ton per mile not exceeding one-eighth of a penny:

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Class 3. For all lime, limestone, charcoal, and cinders, all stones for building, pitching, and paving, all bricks, tiles, slates, clay, sand, per ton per mile not exceeding one halfpenny; and if conveyed in carriages belonging to the Commissioners an additional sum per ton per mile not exceeding one eighth of a penny:

Class 4. For all sugar, grain, corn, flour, meal, bread, potatoes, hay, straw, flax, tow, linen or cotton yarn, hides, dyewoods, earthenware, timber, staves, and deals, nails, anvils, vices, and chains, per ton per mile not exceeding twopence; and if conveyed in carriages belonging to the Commissioners an additional sum per ton per mile not exceeding one halfpenny:

Class 5. For all cotton and other wools, drugs (except vitriol), manufactured goods, Manchester packs, and metals (except iron, lead, tin, ironstone, and iron ore), per ton per mile not exceeding twopence; and if conveyed in carriages belonging to the Commissioners an additional sum per ton per mile not exceeding three farthings:

Class 6. For all fish, feathers, canes, cochineal, household furniture, hats, shoes, toys, and all other articles, matters, and things, per ton per mile not exceeding twopence; and if conveyed in carriages belonging to the Commissioners an additional sum per ton per mile not exceeding one penny:

Class 7. And for every carriage, of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, carried or conveyed on a truck or platform not belonging to the Commissioners, per mile not exceeding sixpence, and a like sum of twopence per mile for every additional quarter of a ton or fractional part of a quarter of a ton which any such carriage so conveyed may weigh; and if conveyed on a truck or platform belonging to the Commissioners, twopence per mile in addition.

TOLLS FOR ANIMALS, &c.

In respect of animals conveyed in carriages upon the railway or any part thereof, as follows:

Class 8. For every horse, mule, ass, or other beast of draught or burden, ox, cow, bull, or head of neat cattle conveyed in or upon any carriage, per mile not exceeding threepence; and if conveyed in or upon any carriage belonging to the Commissioners an additional sum not exceeding one penny:

Class 9. For every calf, pig, sheep, lamb, or other small animal conveyed in or upon any carriage, the sum of one penny per mile; and if conveyed in any carriage belonging to the Commissioners an additional sum per mile not exceeding one farthing.

TOLLS FOR PASSENGERS.

In respect of passengers conveyed in carriages upon the railways or any part thereof, as follows:

For every person conveyed in or upon any carriage, per mile not exceeding twopence; and if conveyed in or upon any carriage belonging to the Commissioners an additional sum per mile not exceeding one penny halfpenny.

TOLLS FOR PROPELLING POWER.

For the use of steam engines for propelling carriages on the railways or any part thereof, any tolls, in addition to the several other tolls by this Act authorised to be taken, not exceeding the following ; videlicet,

For each passenger or animal, one penny per mile ;

For coals, culm, coke, ironstone and iron ore, and for iron, lead, tin, and tin plates (except nails, utensils, or other articles of merchandise), three eighths of a penny per ton per mile ; and

For other goods or articles, one penny per ton per mile.

MAXIMUM RATES OF CHARGES FOR PASSENGERS.

The maximum rates of charge to be made by the Commissioners for the conveyance of passengers upon the railways or any part thereof, 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 three-pence per mile ;

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

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

RESTRICTION AS TO CHARGES NOT TO APPLY TO SPECIAL TRAINS.

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 railways or any part thereof, but shall apply only to the ordinary and express trains appointed from time to time by the Commissioners for the conveyance of passengers upon the railways.

PASSENGERS LUGGAGE.

Every passenger travelling upon the railways may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight if a first-class passenger, one hundred pounds in weight if a second-class passenger, and sixty pounds in weight if a third-class passenger, without any charge being made for the carriage thereof.

MAXIMUM CHARGE FOR GOODS AND ANIMALS.

The maximum rate of charge to be made by the Commissioners for the conveyance of animals, articles, matters, or things respectively included in the classes before mentioned, including the tolls for the use of the railway, and of carriages, and for locomotive power, and every other expense incidental to such conveyance, (except a reasonable sum for loading, covering, and unloading goods at any terminal station of such goods, and for delivery and collection, and any

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other service incidental to the business or duty of a carrier, where such services or any of them are or is performed by the Commissioners,) shall not exceed the amounts following; (to wit),

For the matters mentioned in Class 1, not exceeding one penny per ton per mile;

For the matters mentioned in Class 2, not exceeding one penny halfpenny per ton per mile;

For the matters mentioned in Class 3, not exceeding one penny and five eighths of a penny per ton per mile;

For the matters mentioned in Class 4, not exceeding threepence per ton per mile;

For the matters mentioned in Class 5, not exceeding threepence farthing per ton per mile;

For the matters mentioned in Class 6, not exceeding threepence halfpenny per ton per mile;

For any carriage mentioned under Class 7, 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 or fractional part of a quarter of a ton;

For every animal mentioned in Class 8, not exceeding fivepence per mile;

For every animal mentioned in Class 9, not exceeding one penny halfpenny per mile.

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.

REGULATIONS AS TO TOLLS.

The following provisions and regulations shall be applicable to the fixing of the tolls and maximum rates of charge:

For articles, animals, or persons conveyed on the railway or any part thereof, the Commissioners may demand tolls and charges as for two miles;

For a fraction of a ton the Commissioners 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.

With respect to small packages and single articles of great weight, notwithstanding the rate of tolls prescribed by this Act, the Commissioners may demand any tolls not exceeding the following; (to wit),

For the carriage of small parcels on the railways or any part thereof, as follows:

A.D. 1874. £ paid by *A.B.* of for the purposes of [*here insert the purposes*], do grant unto the said *A.B.* an annuity or yearly sum of to be issuing out of [*here insert the security*], and to be paid to the said *A.B.* during the term of his natural life [*or, as the case may be, to the said A.B., his executors, administrators, and assigns for ever, or during the natural life of , or during the natural lives of and , and the life of the survivor of them*], *or, [as the case may be, to the said A.B., his executors, administrators, and assigns, for the term of years]*, upon the day of and the day of in every year during his natural life [*or, as the case may be, to the said A.B., his executors, administrators, and assigns for ever, or during the natural life of the said , or during the natural lives of the said and , and the life of the survivor of them*], [*or, as the case may be, during the said term of years*] by equal [*half-yearly or quarterly*] payments, the first payment thereof to be made on the day of next ensuing the date hereof.

In witness whereof we have hereunto set the common seal of the said Commissioners this day of one thousand eight hundred and .

Countersigned by
Clerk to Commissioners.



FORM OF TRANSFER OF ANNUITY.

I, *A.B.* of , in consideration of £ paid to me by *C.D.* of do transfer to him, his executors, administrators, and assigns, the annuity [*or annuities*] No. of £ *or, [as the case may be,] £ , each charged by the Neath Harbour Act, 1874, on [here insert security]*, and payable at the office of the Commissioners for improving the Port and Harbour of Neath by equal half-yearly or quarterly payments [*as the case may be*], and all my right and interest therein. As witness my hand and seal this day of one thousand eight hundred and .

Signed, sealed, and delivered by the said
A.B. in the presence of

