ANNO VICESIMO TERTIO & VICESIMO QUARTO

VICTORIÆ REGINÆ.

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Cap. clvi.

An Act for authorizing the Construction of a Railway and Docks and other Works on the North Side of *Milford Haven* in the County of *Pembroke*, and for other Purposes. [23d *July* 1860.]

WHEREAS the Construction of a Railway, in extension of the *Milford* Railway, to *Newton Noyes* on the North Side of *Milford Haven*, and the Formation of a Pier there, and the embanking, deepening, and altering of Part of *Castle Pill*, and the Conversion of the same into a Dock, and the dredging and deepening of Portions of *Milford Haven*, would be of great public Benefit: And whereas Plans and Sections of the intended Works showing the Lines, Situations, and Levels thereof respectively, and a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands in or through which the same are intended to pass or be made, or which will be required for the Purposes of this Act, have been deposited with the Clerk of the Peace for the County of *Pembroke*: And whereas the estimated Expense of constructing the intended Railway and the Works connected therewith is Thirty thousand Pounds, and the estimated Expense of constructing the

intended Dock and Pier and other Works by this Act authorized is One hundred thousand Pounds: And whereas the several Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution; but the same cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title.

I. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *Milford Haven* Dock and Railway Act, 1860."

Interpretation of Terms.

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

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

The Expression "the Dock" shall mean the Dock, and the Works of the Company to be constructed under the Powers of this Act in connexion with the said Dock:

The Expression "the Limits of this Act" shall mean that Portion of *Milford Haven* and the Shore thereof below High-water Mark which is comprised within a Line drawn from a Point on the Shore of *Milford Haven* Six hundred Yards East of the Southern Extremity of *Newton Noyes*, and thence to a Point Five hundred Yards South of the first-mentioned Point, and thence to the Three Fathom Line of Soundings at Low-water Spring Tides to a Point due South of the most Southerly Projection of *Hakin Point*, and thence due North to High-water Mark Spring Tides at *Hakin Point*.

8 & 9 Vict. cc. 16. 18. and 20. and 10 & 11 Vict. c. 27. incorporated.

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

Subscribers incorporated.

IV. The Honourable *Robert Fulke Greville*, *Stephano Xenos*, *Henry James Barker*, *Henry Edward Ransom*, *George Clarke*, *Frederick Wehnhert*,

Wehnhert, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, are united into a Company for the Purpose of making and maintaining the Railway and Dock and executing the several other Works by this Act authorized, according to the Provisions of this Act and of the Acts incorporated herewith, and for other the Purposes herein and in the said Acts contained; and such Company shall be incorporated by the Name of "The *Milford Haven* Dock and Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

V. The Capital of the Company is One hundred and forty thousand Pounds, and shall be applied solely to the Purposes of this Act.

Number and Amount of Shares.

VI. The said Capital shall be divided into Fourteen thousand Shares, and the Amount of each Share shall be Ten Pounds.

Calls.

VII. Twenty-five *per Centum* on the Amount of each Share is the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls.

Power to borrow on Mortgage.

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

Interest or Dividend not to be paid on Calls.

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

visions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Deposits for future Bills not to be paid out of Company's Capital.

X. The Company shall not, out of any Money by this Act authorized to be raised for the Purposes of such Act, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining any Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Number and Qualification of Directors.

XI. Subject to the Provisions herein-after contained for altering the Number of Directors, the Number of Directors is Four, and the Qualification of a Director is the Possession in his own Right of Twenty Shares in the Undertaking.

Power to reduce the Number of Directors.

XII. The Company may from Time to Time increase the Number of Directors, provided that the maximum Number be not more than Six.

First Directors.

XIII. The First Directors of the Company are the Honourable *Robert Fulke Greville*, *Stephano Xenos*, *Henry James Barker*, and *Henry Edward Ransom*.

First Ordinary Meeting.

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

Election of Directors at First Ordinary Meeting.

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

Subsequent Election of Directors.

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

XVII. The

XVII. The Quorum of a Meeting of Directors is Three. Quorum.

XVIII. The Directors may from Time to Time prescribe the Number of Directors constituting the Quorum of any Committee appointed by them. Quorum of Committees.

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

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

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

XXII. Notwithstanding anything in this Act, it shall not be lawful for the Company to enter upon, take, or use any Portion of the Properties numbered upon the said Plans 24, 25, 26, 27, 28, 29, 30 in the Parish of *Steynton* without the previous Consent in Writing of Messieurs *Roberts* and Company, so long as they continue to be Occupiers thereof. Not to take certain Property without Consent.

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

First, a Railway commencing from and out of the *Milford* Railway, authorized by "The *Milford* Railway Act, 1856," near the Termination thereof near *Milford* in the County of *Pembroke*, and terminating at or upon the Pier next herein-after described:

Second, a Pier extending from the Point of Land known as *Newton Noyes* for a Distance of about Two hundred and twenty Yards into the Waters of *Milford Haven*:

Third, the embanking, deepening, and altering of a Portion of *Castle Pill* in *Milford Haven*, between the Mouth of that Pill and a Point thereon about Two hundred Yards from the Mouth thereof, and the Conversion of the same or some Part thereof into a Dock:

Fourth, all proper Stations, Sidings, Embankments, Cuts, Culverts, Drains, Sewers, Sluices, Gates, Locks, Walls, Dams, Slips, Piers, Jetties, Quays, Wharves, Stages, Staiths, Drops, Stairs, Cranes, Bridges,

Bridges, Roads, Approaches, and other Works and Conveniences connected with the aforesaid Railway, Pier, Dock, and other Works.

Railway not to be deviated seaward without Consent of Admiralty.

XXIV. The Railway and other Works shall not deviate seaward of the continuous Centre Line of Way marked on the Plan deposited at the Admiralty without the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland* or the Commissioners for executing the Office of Lord High Admiral, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only in such Manner as may be mentioned in any such Consent.

Deviation made without Consent may be abated at Expense of Company.

XXV. If any Deviation which requires the previous Consent of the said Lord High Admiral or the said Commissioners be made without such Consent, it shall be lawful for the said Lord High Admiral or the said Commissioners to abate every such Deviation or any Part thereof, and the Cost of every such Abatement shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit, or may be recovered, with Costs, as a Penalty is or may be recoverable from the Company.

Access to the Sea Shore to be provided.

XXVI. Where the Railway cuts off or will cut off Access between the Land and tidal Water, the Company shall, during the Formation of the Line of Railway, and from Time to Time thereafter, make and for ever maintain, and allow to be used by all Persons and at all Times, free of Toll or other Charge, all such Footways and Carriageways over, under, or across the Railway or on a Level therewith as the said Lord High Admiral or the said Commissioners shall at any Time or from Time to Time require, such Requirement to be signified in Writing under the Hand of the Secretary of the Admiralty: Provided always, that the Company shall not be required to make such Footways or Carriageways in such a Manner as would prevent or obstruct the working or using of the Railway, nor to make any such Footways or Carriageways over any Lands for the Use of Owners and Occupiers who shall have agreed to receive and shall have been paid Compensation for the Severance of such Lands from the Shore: Provided also, that the Expense of making and maintaining such Footways or Carriageways shall be defrayed by the Body or Persons interested in the Shore for whose Benefit or Convenience such Crossing shall be required; and if any such Carriageway be made across the Railway on the Level, then the Manner of making and watching such level Crossing shall be subject to the Approval of the Board of Trade; and all Expenses attending the watching of such level Crossing shall in like Manner be paid by the Body or Persons interested in the Shore for whose Benefit or Convenience such level Crossing shall have been made.

XXVII. Pre-

Plans, &c. of Works to be approved by Admiralty before Commencement.

XXVII. Previously to commencing the Dock and the Entrance thereto, and the Pier with the Approach thereto, or any of them, or the Works connected therewith, the Company shall deposit at the Admiralty Office Plans, Sections, and Working Drawings of the said Dock, Entrance, Pier, Approach, and Works connected therewith, for the Approval of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty, and such Dock, Entrance, Pier, Approach, and Works shall be constructed only in accordance with such Approval; and when any such Dock, Entrance, Pier, Approach, and Works shall have been commenced or constructed it shall not be lawful for the Company at any Time to alter or extend the same without obtaining, previously to making any such Alteration or Extension, the like Consent or Approval; and if any such Dock, Entrance, Pier, Approach, or Works shall be commenced or completed, or be altered, extended, or constructed, contrary to the Provisions of this Act, it shall be lawful for the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral to abate, alter, and remove the same, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Pier to be constructed of Pile Work.

XXVIII. The Pier, with the Approach thereto, shall be constructed by the Company of Pile Work.

Admiralty may order local Survey, at Expense of Company.

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

Works affecting tidal Waters abandoned may be removed by Admiralty, at Expense of Company.

XXX. If any Work to be constructed by the Company in, under, over, through, or across any tidal Water or navigable River, or if any Portion of any Work which affects or may affect any such Water or River or Access thereto, shall be abandoned or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof

to

to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Gauge of Railway.

XXXI. Subject and without Prejudice to the laying of such Rails on the Narrow Gauge as the Company may think fit, the Railway shall be constructed with Rails on such Gauge as will admit of its being worked continuously with the *Milford* Railway and the *South Wales* Railway.

Company may deviate to Extent marked on Plan.

XXXII. Subject to the Provisions of "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," and of this Act, the Company may, in constructing the Works by this Act authorized, deviate to the Extent of the Limits of Deviation respectively marked on the Plan.

Power to dredge and buoy Portion of Milford Haven.

XXXIII. The Company may, subject to the Provisions of this Act, from Time to Time dredge and deepen and buoy that Portion of *Milford Haven* which lies within the Limits of this Act, and may do, execute, and perform all such Acts, Matters, and Things, either in and upon the Lands or Works belonging to them or within the Limits of this Act, as they shall think necessary and proper, for preventing and removing Obstructions or Impediments thereon or therein, and for preserving and facilitating the Access to and increasing the Convenience or Security of the Dock, and generally for preserving the Navigation within the Limits of this Act: Provided always, that any Materials so dredged shall be disposed of in such Manner as the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral may from Time to Time direct.

As to Junction with Milford Railway.

XXXIV. The Junction of the Railway with the *Milford* Railway shall be effected in a substantial and workmanlike Manner, by means of Connexion Rails and Points of the Construction and laid in the Manner most approved from Time to Time.

Provision as to Control and Expense of Junction.

XXXV. The Expense of the Communication hereby authorized with the *Milford* Railway, and of all necessary Openings in the Rails thereof, and of all other Works which may from Time to Time be requisite for effecting, repairing, and maintaining such Communication, shall be borne and paid by the Company, and such Communication, Openings, and other Works shall be made and from Time to Time repaired and maintained to the reasonable Satisfaction of the principal Engineer for the Time being of the *Milford* Railway Company.

Signals, &c. may be erected and

XXXVI. The *Milford* Railway Company may from Time to Time erect, maintain, and alter such Signals and other Works and Conveniences, and

and appoint and remove such Watchmen, Switchmen, or other Persons as may be necessary for the Prevention of Danger or Obstruction to or Interference with Traffic at or near the Junctions between their Line of Railway and the Railway hereby authorized; and the Working and Management of such Signals, Works, and Conveniences shall be under the exclusive Management and Regulation of the said *Milford* Railway Company; and all the Costs and Expenses of erecting and maintaining such Signals, Works, and Conveniences, and the Wages of such Watchmen, Switchmen, and other Persons, shall at the End of every Half Year be repaid by the Company to the *Milford* Railway Company, and in default of such Repayment the Amount of such Costs, Expenses, and Wages may be recovered by the last-mentioned Company from the Company in any Court of competent Jurisdiction.

maintained, and proper Persons appointed by the Milford Railway Company.

XXXVII. Nothing in this Act contained shall, except where otherwise specifically enacted, affect, prejudice, diminish, alter, or take away any of the Lands, Works, Rights, Powers, or Authorities of or vested in or belonging to the *Milford* Railway Company, but all their Lands, Works, Rights, Powers, and Authorities are, except as before excepted, hereby expressly saved and reserved.

Saving Rights of Milford Railway Company.

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

Lands for extraordinary Purposes.

XXXIX. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Two Years from the passing of this Act.

Powers for compulsory Purchases limited.

XL. The Railway shall be completed within Three Years from the passing of this Act, and after the Expiration of such Period of Three Years all the Powers hereby granted to the Company for making the said Railway, and after the Expiration of Ten Years from the passing of this Act all the Powers hereby granted to the Company for executing the other Works defined upon the said Plans, shall cease to be exercised, except as to so much of the same respectively as shall then be completed: Provided always, that, subject to the Provisions of this Act, the Company may do all Acts after the Expiration of the said Period of Ten Years which shall be necessary for maintaining a proper and sufficient Depth of Water within the Limits of this Act.

Period for Completion of Works.

XLI. If in the Course or by means of the Execution of any of the said Works any Part of the Shores or Bed of the Sea, or of any Creek, Bay, or Inlet thereof, belonging to Her Majesty, shall be inned, gained, or

Any Land reclaimed by the Works not to be

taken without the Consent of the Commissioners of Woods, &c.

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

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

XLII. And whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Two thousand four hundred Pounds, being Eight *per Centum* upon the Amount of the Estimate of the Expense of the Railway by this Act authorized, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum of Two thousand four hundred Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up by means of the Capital in Shares by this Act authorized to be raised the Sum of Fifteen thousand Pounds, being One Half of the estimated Expense of constructing the said Railway, and have expended for the Purposes of this Act in respect of the said Railway a Sum of Fifteen thousand Pounds; and if the said Period shall expire before the Company shall either have opened the said Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Two thousand four hundred Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the

Satisfaction

Satisfaction of and such Surety or Sureties to be approved by the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Two thousand four hundred Pounds if the Company shall not within the Time limited for the Completion of the said Railway either open the said Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up by means of the Capital in Shares by this Act authorized to be raised a Sum of Fifteen thousand Pounds, and have expended for the Purposes of this Act in respect of the said Railway a Sum of Fifteen thousand Pounds, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money and the Interest or Dividends thereof shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Tolls for Use of Railway and Carriages.

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

For Passengers.

With respect to Passengers:

For every Person conveyed in or upon a Carriage upon the Railway, not exceeding the Sum of Sixpence:

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

For Animals.

With respect to Animals:

Class 1. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon a Carriage upon the Railway, not exceeding Ninepence:

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

Class 2. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon a Carriage upon the Railway, not exceeding Sixpence:

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

Class 3. For every Calf, or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon a Carriage upon the Railway, not exceeding Twopence:

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

For Goods.

With respect to Goods and other Things:

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

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

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

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

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

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

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

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

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

Tolls for locomotive Power.

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

Maximum Rates of Charges.

XLV. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for

for the Use of the Railway, and of Carriages and of locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums; (that is to say,)

For Passengers.

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

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

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

For Animals and Goods.

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

For every Animal in Class 1., not exceeding One Shilling;

For every Animal in Class 2., not exceeding Sixpence:

For every Animal in Class 3., not exceeding Threepence;

For everything in Class 4., not exceeding Fourpence;

For everything in Class 5., not exceeding Sixpence;

For everything in Class 6., not exceeding Eightpence;

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

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

Tolls for small Parcels.

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

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

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

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

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

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

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

Tolls for single Articles of great Weight.

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

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

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

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

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

Regulations as to the Tolls.

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

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

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

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

Passengers Luggage.

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

Special Trains.

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

Power to take extra Tolls by Agreement.

LI. This Act, or anything herein contained, shall not prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Goods of any Description, by Agreement

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

Rates payable on Ships as in Sched. (A).

LII. When and so soon as it shall from Time to Time be certified under the Hand of an Officer to be appointed by the Board of Trade for that Purpose, that the Company have constructed and so far completed any Portion of the Dock and other Works connected therewith as to afford convenient Accommodation for Vessels, the Company may, although the whole of the Dock shall not then have been completed, demand for every Vessel entering the Dock, and for every Vessel leaving such Dock, and for every Vessel not entering such Dock but receiving or delivering Passengers or Goods at or upon the Pier, or any Jetty, Wharf, or other Work of the like Nature constructed under the Authority of this Act, any Sum for every Ton Measurement of such Vessel not exceeding the Rates mentioned in the Schedule (A.) to this Act annexed, and every such Rate shall be payable by the Master of such Vessel.

Rates on Passengers.

LIII. When and so soon as any such Certificate as aforesaid shall have been obtained, the Company may demand for every Passenger, including his ordinary Luggage not exceeding Fifty-six Pounds in Weight, embarking or disembarking within the Dock, or at or upon or otherwise using the Pier or any Jetty or other Work of the like Nature, constructed under the Provisions of this Act, any Sum not exceeding the Sums following; (that is to say,)

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

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

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

Rates on Goods, as in Sched. (B.)

LIV. When and so soon as any such Certificate as aforesaid shall have been obtained, the Company may demand for all Goods mentioned in the Schedule (B.) to this Act annexed which shall be brought into, or be shipped or unshipped, received or delivered, within the Dock, or at or upon the Pier or any such Jetty or other like Work as aforesaid, any Sums not exceeding the several Rates in the said Schedule (B.) specified with respect to such Goods respectively, and as to all such Goods respectively as shall not be mentioned in the said Schedule the Company may demand a Rate equal to the Rate for the Time being payable in respect of Goods of a similar Nature, Package, and Quality; and every such Rate shall be payable by the Owner of the Goods.

LV. When

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

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

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

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

For the Use of Staiths, Drops, Slips, Ways, Cranes, Weighing or Shipping Machines, or other Machinery or Apparatus to be constructed or provided under the Authority of this Act, and also for the Use of the Wharves of the Company (where the same shall be occupied for a longer Period than Forty-eight Hours), and also for the landing, shipping, or moving by the Company of all Goods, Wares, Merchandise, or other Commodities, except Coals, Coke, or Culm, and of Animals, Cattle, and other Things, and also for and in respect of the warehousing and safe Custody of any Goods, Wares, Merchandise, or other Commodities which shall be warehoused or deposited with or in Custody of the Company, and also for and in respect of any other Machinery, Accommodation, or Services provided or rendered by the Company, such Rates or Sums of Money as may from Time to Time be agreed upon, or as may be usual and reasonable: Provided that such Rates or Sums of Money be at all Times charged equally to all Persons in respect of the same Description of Vessels, and the same Description of Goods, and the same Description of Machinery, Accommodation, or Services.

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

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

The Company may charge for the Trouble of warehousing, unloading, &c.

LVII. The Company may receive, for shipping, unshipping, landing, relanding, loading, weighing, and depositing in Warehouses all or any Goods, Wares, and Merchandise whatsoever which shall be shipped or landed at the Dock or Pier, or shall be warehoused upon the Premises of the Company, or for all or any of such Acts, and for any other Work or Labour performed by the Company in respect of such Goods, Wares, and Merchandise, such reasonable Rates and Sums of Money as the Company shall from Time to Time fix and determine, so that the same shall

shall not exceed the Rates and Sums of Money then usually paid for or in respect thereof in the Port of *London*, and which Rates or Sums of Money may be recovered or recoverable by the Company in the same Manner and by the same Means as the other Rates, Tolls, and Duties by this Act imposed are or shall be recoverable.

Masters of small Vessels to report within Twelve Hours.

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

Company may maintain Lights, &c.

LIX. Subject to the Provisions of the Merchant Shipping Act, 1854, relating to Lights, Buoys, and Beacons, the Company from Time to Time may erect, provide, maintain, and discontinue Lights, Floating Lights, Beacons, Buoys, Mooring and other Landmarks within the Limits of this Act.

Power to appoint Meters and Weighers.

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

Appointment of Harbour, Dock, and PierMasters.

LXI. The Company may appoint such Person or Persons as they shall think fit for the Time being to be and exercise the Duties of Harbour Master, Dock Master, and Pier Master, and may from Time to Time prescribe the Limits within which the Duties of such Officer or Officers shall be exercised, not exceding the Limits of this Act.

Penalty for casting Ballast within certain limits.

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

Byelaws as to Disposal Ballast.

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

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

LXIV. All Ballast supplied to any Vessel lying within the Limits of this Act, unless such Vessel be lying at any Wharf or Quay, shall be brought in a proper and sufficient Ballast Lighter to the Side of such Vessel, and thence immediately thrown into such Vessel by the Crew or other

other Persons, and every Person offending against this Enactment shall for every such Offence forfeit any Sum not exceeding Five Pounds.

Penalty for delaying Ballast Lighters, Carts, &c.

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

Penalty on Masters of Lighters improperly discharging or taking up Ballast.

LXVI. If within the Limits of this Act any Master of any Ballast Lighter employed to receive or take Ballast from any Vessel, or to remove or discharge any Ballast, or to take up or dredge for Ballast in the Harbour, shall discharge, deposit, or take up any Ballast otherwise than as the Company from Time to Time lawfully direct, every such Master shall for every such Offence forfeit any Sum not exceeding Five Pounds.

Penalty for casting Ballast or Rubbish without a Port Sail.

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

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

LXVIII. If any Owner, Tenant, or Occupier of any Wharf or Quay adjoining the Limits of this Act permit any Ballast or Rubbish cast or placed thereon, after the same is cast or placed thereon, and the Apparatus used in casting or placing the same is removed, to be or remain on and within Five Yards of the Edge of such Wharf or Quay, every Person so offending shall for every such Offence forfeit any Sum not exceeding Forty Shillings.

Penalty on placing Ballast too near the Water.

LXIX. If any Owner, Tenant, or other Occupier of any Beach or other Land within or adjoining the Limits of this Act, without the Consent of the Company, lay or place any Ballast or Rubbish upon such Beach or Land within Five Yards of High-water Mark, or permit any Ballast

Ballast or Rubbish to be cast or placed in any Watercourse within the same, or so near to such Watercourse as that such Ballast or Rubbish or any Part thereof is or may be washed into any Part of the Haven within the Limits of this Act, to the Prejudice thereof, every Person so offending shall for every such Offence forfeit any Sum not exceeding Forty Shillings.

Company may remove Ballast.

LXX. If any Owner, Tenant, or other Occupier of any Wharf, Quay, Beach, or other Land adjoining or within the Limits of this Act whereon any Ballast or Rubbish is cast or placed, contrary to the Provisions of this Act, shall neglect to remove the same from such Wharf, Quay, or Land within Twenty-four Hours after Notice in Writing from the Company to remove the same, the Company may remove all or any Part of such Ballast or Rubbish to such Places as the Company think fit, and the Charges of removing the same shall, in addition to any Penalty by this Act imposed on such respective Owner, Tenant, or Occupier, be paid by him, and if not paid, on Demand, shall be recoverable as a Penalty.

Power to acquire Lands for Deposit of Ballast.

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

Company to fix Ballast Rates.

LXXII. The Company may from Time to Time fix the Rates to be paid within the Limits of this Act for the Removal of Ballast from and into Vessels, and such Ballast Rates shall be payable by the Master or Owner of every Vessel which discharges or loads any Ballast within the Limits of this Act to the Company in respect of the Vessels into or out of which such Ballast is loaded or discharged, and shall be recoverable by the Company as other Rates in respect of Vessels are by this Act recoverable: Provided always, that any Rates demanded by the Company under this Enactment shall not be higher than the Average of the Rates for the Time being charged for the like Services in other Parts of *Milford Haven* or (if and when no such Rates are there charged) in the Port of *Swansea*.

Power to the Company to use the Milford Railway.

LXXIII. The Company, and all Persons lawfully using the Railway of the Company, (subject nevertheless to the Byelaws, Rules, and Regulations, as approved by the Board of Trade, of the *Milford* Railway Company,) may run over and use, with Engines, Carriages, Waggons, Officers, and Servants, all or any Part of the Railway now or hereafter belonging to the *Milford* Railway Company, and all Stations, Platforms, Sidings, Warehouses, Booking and other Offices, Watering Places, Water and other Works and Conveniences belonging to that Company, upon Payment to that Company of such Sum or Sums of Money as may be settled by Agreement between the Companies, or in default thereof as

may

may be settled by an Arbitrator, to be appointed for that Purpose by the Board of Trade, on the Application of either of the Companies.

Power to the Milford Railway Company to use the Railway.

LXXIV. The *Milford* Railway Company, and all Persons lawfully using the Railway of that Company, (subject nevertheless to the Byelaws, Rules, and Regulations, as approved by the Board of Trade, of the Company,) may run over and use, with Engines, Carriages, Waggons, Officers, and Servants, all or any Part of the Railway of the Company, and all Stations, Platforms, Sidings, Warehouses, Booking and other Offices, Watering Places, Water and other Works and Conveniences belonging to the Company, upon Payment to the Company of such Sum or Sums of Money as may be settled by Agreement between the Companies, or in default thereof as may be settled by an Arbitrator, to be appointed for that Purpose by the Board of Trade, on the Application of either of the Companies.

Power for the Company and other Companies to enter into Traffic Arrangements.

LXXV. The Company on the one hand, and the *Milford* Railway Company, the *South Wales* Railway Company, and the *Great Western* Railway Company, (herein-after called the Three Companies,) or each or any of them, on the other hand, may from Time to Time (with the Consent herein-after required) enter into any Agreement with respect to the following Purposes or any of them; (that is to say,)

The Use and working by the Three Companies, or any One or Two of them, of all or any Part of the Railway of the Company, and the Use, Appropriation, and Occupation of any Part of the Dock, or of any Wharf or other Works and Conveniences belonging thereto:

The Conveyance by the Three Companies, or any One or Two of them, of Traffic upon or over the Railway of the Company:

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

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

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

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

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

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

Appointment of Joint Committee for carrying

LXXVI. The Companies Parties to any such Agreement as aforesaid may appoint a Joint Committee, composed of such Number of Directors of the Companies as the Companies may think proper, and from Time to

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

the Agreement into effect.

LXXVII. Any such Agreement shall not in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or any other Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which the Agreement may relate, upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into.

Agreement not to affect Persons not Parties thereto.

LXXVIII. Any such Agreement shall not have any Operation until the same shall have been submitted to and approved of by a Majority of not less than Three Fifths of the Shareholders present, personally or by Proxy, at a Meeting of each of the Companies Parties thereto specially convened for that Purpose, and shall also have been approved of by the Board of Trade: Provided always, that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by the Shareholders of the Companies Parties thereto in the Manner required by this Act; and provided also, that it shall be lawful for the Board of Trade, if they think fit, on the Expiration of every Ten Years from the Commencement of any such Agreement, to cause the same to be revised; and the Board of Trade shall have Power to modify the Terms or Conditions of such Contract as the Board may think necessary, and to declare such Modification to be Part of such Contract, and the same shall be read and shall take effect accordingly.

Agreement not to take effect unless approved by Shareholders of Companies and by the Board of Trade;

and subject to Revision by that Board.

LXXIX. The Meeting of Shareholders to approve of any such Agreement shall be called by Advertisements inserted for Two successive Weeks in a Morning Newspaper published in *London*, and in some Newspaper of the County in which the principal Office of each Company Party to such Agreement is situate, the last of which Advertisements shall be published not less than Seven Days before such Meeting, and also by a Circular addressed to each Shareholder entitled to vote at Meetings of the Company, to be served in the Manner prescribed by "The Companies Clauses Consolidation Act, 1845," with respect to Notices requiring to be served by the Company upon the Shareholders.

Meeting, how to be convened,

30 G. 3. c. lv. not to restrain or impede the Exercise of the Provisions of this Act.

LXXX. The Powers and Provisions of an Act passed in the Thirtieth Year of His late Majesty King *George* the Third, intituled *An Act to enable Sir* William Hamilton, *Knight of the Most Honourable Order of the Bath, his Heirs and Assigns, to make and provide Quays, Docks, Piers, and other Erections, and to establish a Market, with proper Roads and Avenues thereto respectively, within the Manor or Lordship of* Hubberston Pill *in the County of* Pembroke, shall not in any Manner be so used or exercised as to lessen, restrain, impede, or qualify the Exercise of the Powers and Provisions of this Act.

Saving Rights of the Crown.

LXXXI. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose, (which Consent such Commissioners are hereby respectively authorized to give,) or shall 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.

Docks, &c. not exempt from Provisions of Merchant Shipping Acts, &c.

LXXXII. Nothing in this Act contained shall exempt the Docks and the Works connected therewith by this Act authorized, or the Company, from the Provisions of "The Merchant Shipping Law Amendment Act, 1853," "The Merchant Shipping Act, 1854," or any General Act relating to Docks or Dues on Shipping or on Goods carried in Ships, now in force or which shall be passed during the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the Dock Rates or Duties by this Act authorized.

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

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

Expenses of Act.

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

SCHE-

SCHEDULES referred to in the foregoing Act.

SCHEDULE (A.)

Tonnage Rates on Shipping.

First Class.

	s.	d.
Vessels with Cargoes from any Port in the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney, &c., with Liberty to reload for any Port, under Seventy Tons Register or Measurement, as the Case may be, per Register Ton - - - - - -	0	2
Seventy Tons and upwards, per Register Ton - - - -	0	3
Rent after Three Weeks from Date of Entrance, per Ton per Week -	0	1
If with Part of a Cargo, for every Ton of Goods delivered - -	0	3
Rent after One Week from Date of Entrance, per Ton per Week -	0	1

Second Class.

Vessels with Cargoes from any Port in Europe between the North Cape and Usbant, with Liberty to reload for any Port, per Register Ton -	0	5
Rent after Three Weeks from Date of Entrance, per Ton per Week -	0	1
If with Part of a Cargo, for every Ton of Goods delivered - -	0	5
Rent after One Week from Date of Entrance, per Ton per Week -	0	1

Third Class.

Vessels with Cargoes from any Port in Europe and the Mediterranean, with Liberty to reload for any Port, per Register Ton - -	0	7
Rent after Three Weeks from Date of Entrance, per Ton per Week -	0	1
If with Part of a Cargo, for every Ton of Goods delivered - -	0	7
Rent after One Week from Date of Entrance, per Ton per Week -	0	1

Fourth Class.

Vessels with Cargoes from any Port or Place in Africa between the Straits of Gibraltar and the Cape of Good Hope, or from the Canaries, Cape de Verd Islands, or St. Helena, with Liberty to reload for any Port, per Register Ton - - - - - -	0	10
Rent after Four Weeks from Date of Entrance, per Ton per Week -	0	1
If with Part of a Cargo, for every Ton of Goods delivered - -	0	10
Rent after One Week from Date of Entrance, per Ton per Week -	0	1

Fifth Class.

Vessels with Cargoes from all other Foreign Ports or Places whatsoever, with Liberty to reload for any Port or Place, per Register Ton -	1	0
Rent after Five Weeks from Date of Entrance, per Ton per Week -	0	1
If with Part of a Cargo, for every Ton of Goods delivered - -	1	0
Rent after One Week from Date of Entrance, per Ton per Week -	0	1

The Milford Haven Dock and Railway Act, 1860.

Sixth Class.

	s.	d.
Vessels entering the Basin or Dock, light or in Ballast, to lie up, per Register Ton	0	6
Vessels entering the Basin or Dock with Cargoes or Parts of Cargoes, to lie up, per Register Ton	0	10
Rent after Four Weeks from Date of Entrance, per Ton per Week	0	1
New Ships fitting out and Ships repairing, per Register Ton per Week	0	1

If afterwards loading out, to pay Rates according to their Ports of Destination.

Steam Vessels.

Paddle Steam Vessels entering the Basin or Dock to be charged double the above Rates.

Screw Steam Vessels so entering to be charged an Increase of Fifty per Cent. upon the above Rates.

Vessels entering to load, not having discharged their Cargoes in the Dock, to pay the same Tonnage Rates and Rent as Vessels entering with Cargoes from the Ports or Places to which they are destined.

Vessels loading only Part of a Cargo to pay on the Tonnage taken on board according to the Rates per Register Ton to the Ports to which they are destined.

Vessels which shall enter laden and depart without breaking Bulk, or which shall discharge and reload and depart with the same Cargo, per Register Ton or Measurement, as the Case may be	0	6
Rent after Twenty-one Days from Date of Entrance, per Ton per Week	0	2

For every Ship, Barge, Keel, Boat, Craft, Lighter, or other Vessel which shall enter the Basin or Dock for the Purpose of unloading from or discharging Goods, Wares, or other Merchandise on board of any Ship, Barge, Keel, Boat, Craft, Lighter, or other Vessel being within the said Dock or Basin, such and the like Rates and Duties upon the Goods so discharged or loaded as are taken for Wharfage Rates on Goods landed or loaded.

Timber.

When discharged into the Water with Four Days Privilege, after which a Due per Load	0	3
And Rent, per Load per Week	0	2

Landing Charges.

Timber landed for immediate Removal, including Cranage Dues and Labour, per Load	1	0
„ „ and loaded into Waggons for ditto, per Load	1	3
„ „ to remain on the Quays, per Load	1	6
With Rent at the Rate, per Load per Week	0	2

Coals.

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

SCHEDULE (B.)

Table of Wharfage Rates.

	s.	*d.*
Almonds, per Ton	3	0
Ashes, per Ton	1	0
Alum, per Ton	1	0
Apples, per Hogshead	0	9
Argol, per Ton	2	3
Brass Wire, per Ton	2	0
Bricks and Tiles, per 1,000	0	9
„ Paving or Maltkiln, per 100	0	4
„ Fire, per 1,000	1	2
Barilla, per Ton	1	2
Brimstone, per Ton	1	6
Bristles, per Ton	1	6
Beer, per Butt	0	7
Bark, per Ton	3	0
Bones, per Ton	2	0
Butter, per Ton	2	0
Burr Stones, per 100	0	8
Carriages each	3	0
Cotton, per Bag	0	6
Copper Ore, per Ton	0	6
Copper and Brass, per Ton	1	6
„ „ Nails, wrought Copper and Brass, per Ton	2	0
Coals, per Ton	0	$2\frac{1}{2}$
Coke, Cinders, Culm, per Ton	0	$2\frac{1}{2}$
Corn, per Qr.	0	$2\frac{1}{2}$
Cheese, per Ton	2	0
Corkwood, per Ton	2	3
Crates, large	0	9
„ small	0	6
Carboys, Drugs	0	6
Cement, per Ton	2	6
Cattle, each	2	0
Coffee, per Ton	2	0
Cordage, per Ton	1	9
Chicory, per Ton	2	6
Cranberries, per Keg	0	4
Fruit, per Ton	1	2
Flour, per $2\frac{1}{2}$ Cwt. Sack	0	$2\frac{1}{2}$
Flax, per Ton	2	0
Fustic, per Ton	1	6
Fish, cured, per Ton	2	0

	s.	d.
Guano, per Ton	1	0
Glass, per Hhd.	1	6
„ per Crate	0	8
Grease, per Ton	2	0
Grindstones and Millstones, per Chal.	0	5
Hemp, per Ton	1	9
Hops, per Bag	0	4
Horses, Asses, Mules, &c., each	2	6
Hides and Skins, per Ton	3	0
Hoofs and Horns, per Ton	2	0
Iron, Bar, Bolt, Pig, Shot, Cast, and Gun Carriages, per Ton	0	8
„ Broken, Ballast or Bushel, per Ton	0	5
„ Ore, per Ton	0	3
„ Hoops, per Ton	2	0
„ Manufactured, per Ton	1	6
Kelp, per Ton	1	0
Lead or Sheet Lead, per Ton	1	2
Lead Ore, per Ton	0	6
„ White or Red, per Ton	2	0
Linseed, per Quarter	0	4
Limestone or Lime, per Ton	0	4
Leather, per Cwt.	0	4
Logwood, per Ton	1	6
Marble, per Ton	2	0
Ditto, above 5 Tons, per Ton	5	0
Molasses, per Ton	1	0
Mats, per 120	0	5
Manganese, per Ton	2	0
Nitrate of Soda, per Ton	1	0
Oil, per Ton	1	6
Oilcake, per Ton	1	0
Oranges and Lemons, per Chest	0	3
Onions, per 3 Bushels	0	3
Paint and Colours, per Ton	1	8
Pepper, per Ton	2	6
Pork or Beef, per Barrel	0	3
Potatoes, per Ton	1	2
Rags, per Ton	1	6
Rice, per Ton	1	6
Rope, old, per Ton	2	0
Rapeseed, per Quarter	0	4

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

And so on in proportion for any greater or less Quantities.

And for every other Description of Article, Goods, Wares, or Merchandise not enumerated above, a reasonable Charge.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1860.