CHAPTER cxli.

An Act to dissolve and re-incorporate and to confer further powers upon the Port Talbot Company and to authorise them to construct an additional Dock and Railways and for other purposes. [31st July 1894.]

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WHEREAS by the Local and Personal Act 4 William IV. chapter xliii. (in this Act called the Act of 1834) the Aberavon Harbour Company were incorporated and authorised to make deepen straighten divert form improve scour and maintain the port and harbour of Aberavon and the River Avon in the county of Glamorgan and for that purpose to construct and maintain piers breakwaters and other works and to dig cut carry away and use stone soil and other material and to make build and erect upon the lands and seashore adjoining the said port and harbour piers jetties breakwaters quays wharfs warehouses cranes and other works and conveniences and for the purposes of the said Act to raise a share capital of twelve thousand pounds in shares of one hundred pounds each and to borrow on mortgage the sum of nine thousand pounds And the said Company were by the said Act authorised to demand certain tonnage and wharfage rates on vessels entering the harbour and certain wharfage and warehousing rates specified in the said Act And the said Company were by the said Act authorised to appoint and license pilots or hoblers who should alone conduct vessels into and out of the said port and harbour :

4 Wm. IV. c. xliii.

And whereas by the Local and Personal Act 6 William IV. chapter xcviii. (herein-after called the Act of 1836) the name of the Company was changed to the Port Talbot Company and the said Company under their altered name (in this Act referred to as the Port Talbot Company) were authorised to alter the entrance to Port Talbot by means of a new navigable cut and to construct a dock and in order to supply the said dock with water to construct a weir across the said river below the tail watercourse of the Margam Tinworks and to divert the water of the said river into the said

6 Wm. IV. c. xcviii.

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dock by means of the said weir and to make certain scouring sluices to be approved by and to be under the control of the governors and company of the copper miners in England (in this Act called the copper miners) and when so required by them a navigable cut from the said dock to certain works (which were held on lease by them from the trustees of the will of Thomas Mansel Talbot Esquire) and to raise an additional share capital of eighteen thousand pounds in shares of one hundred pounds each and the said power to borrow on mortgage nine thousand pounds was repealed but in lieu thereof the Port Talbot Company were authorised to borrow on mortgage twenty-five thousand pounds and the said tolls were increased:

3 Vict. c. lxxi.

And whereas by the Local and Personal Act 3 Victoria chapter lxxi. the Port Talbot Company were authorised to raise an additional share capital not exceeding forty thousand pounds and the rights of the copper miners under the Act of 1836 were transferred to Christopher Rice Mansel Talbot the tenant for life under the said will of the Margam Estates or other the person for the time being entitled to the rents thereof:

And whereas at the date of the application for the Act next herein-after recited the share capital of the Port Talbot Company then raised consisted of seventy thousand pounds whereof the copper miners were the registered owners of fifty-seven thousand pounds and the said Christopher Rice Mansel Talbot was the owner of thirteen thousand pounds and the Port Talbot Company had granted mortgages to the extent of twenty-four thousand five hundred pounds whereof the copper miners held nine thousand pounds and the said Christopher Rice Mansel Talbot fifteen thousand five hundred pounds:

28 Vict. c. lxxxv.

And whereas by the Port Talbot Company's Act 1865 (in this Act called the Act of 1865) the Port Talbot Company were authorised to raise an additional share capital not exceeding eighty thousand pounds and either wholly or partially as ordinary or preference shares and to borrow any sum not exceeding twenty-five thousand pounds and the tonnage rates and wharfage rates granted by the Act of 1836 were repealed and new tonnage rates and wharfage rates were granted in lieu thereof:

And whereas the Port Talbot Company in the year 1874 entered into a contract with certain persons for the execution of various works for the improvement of the said harbour:

And whereas at a statutory meeting of the Port Talbot Company held on the 2nd day of April 1874 that Company authorised the creation and issue under the powers of the Act of 1865 of such a number of guaranteed preference shares not exceeding four hundred of one hundred pounds each called A shares to be entitled to a

dividend of five pounds per centum per annum (such shares to be issued as fully paid-up shares to the said Christopher Rice Mansel Talbot) as should be equal in amount to the sums he should pay for the execution of works by the Port Talbot Company under the provisions of the agreement in that behalf herein-after recited and the Port Talbot Company also authorised the creation of one hundred and five preference shares called B shares of one hundred pounds to be entitled to a dividend of five pounds per centum per annum after payment of the said dividend on the A shares:

And whereas two hundred and fifty of the said A shares were issued to the said Christopher Rice Mansel Talbot but no interest has ever been paid thereon:

And whereas by an agreement bearing date the 3rd day of April 1874 and expressed to be made between the Port Talbot Company of the one part and the copper miners of the other part the Port Talbot Company undertook to make certain specified improvements in the said harbour which would benefit the property of the copper miners in consideration of a guarantee by the copper miners that the tolls and dues payable by them in every year in respect of the user of the said harbour should after such improvement either amount or be made up to the sum of one thousand seven hundred and twenty pounds:

And whereas by an agreement also bearing date the 3rd day of April 1874 and made between the Port Talbot Company of the one part and the said Christopher Rice Mansel Talbot of the other part the Port Talbot Company undertook that the works specified in the said contract should be carried out and the said Christopher Rice Mansel Talbot undertook to pay to that company or as they should direct the moneys payable under the said contract the Port Talbot Company issuing to him mortgages bearing interest after the rate of five pounds per centum per annum to the amount of nine thousand pounds and A shares for the balance:

And whereas at the end of the year 1876 the paid-up share and loan capital of the Port Talbot Company was as follows:—

Stock.	Registered Owner.	Amount.
		£
Original - -	Trustees for Copper Miners -	57,000
	C. R. M. Talbot and Trustees for him.	13,000
A Shares - -	C. R. M. Talbot - -	25,000
B Shares - -	Trustees for Copper Miners -	9,000
	C. R. M. Talbot - -	1,500
Mortgages - -	C. R. M. Talbot - -	23,500

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And whereas by an order of Vice-Chancellor Hall made the 1st day of August 1876 the copper miners were ordered to be wound up under the provisions of the Companies Acts 1862 and 1867 and by an order of the said vice-chancellor made the 7th day of August 1876 John Young was appointed the official liquidator:

And whereas by an agreement dated the 31st day of December 1877 and made between the copper miners of the first part the said John Young of the second part and the Port Talbot Company of the third part and approved by the said vice-chancellor (being a mutual release of cross claims between the said two companies) all stocks or shares in the capital of the copper miners held by them or by any person or persons on their behalf were transferred surrendered and released to the Port Talbot Company and the copper miners covenanted with the Port Talbot Company to execute or procure the execution of any documents necessary to effect such transfer surrender or release:

And whereas the share and loan capital of the Port Talbot Company now consists of—

£25,000 in A shares;
£1,500 in B shares;
£13,000 in ordinary shares; and
£23,500 in mortgages;

and Emily Charlotte Talbot is the registered owner of the whole of the said share and loan capital with the exception of twelve shares which are registered as to two of such shares in the name of John Felton and as to the remainder in the name of Edward Knox as trustees for the said Emily Charlotte Talbot and the Port Talbot Company is indebted to the said Emily Charlotte Talbot in the sum of twenty-seven thousand six hundred and nineteen pounds for unpaid interest and moneys expended by her and her predecessor in title for the said Company in improvements of the said port and harbour:

And whereas further works are required for the improvement of the said port and harbour and the accesses thereto and for the development of the traffic in connexion therewith and additional capital is required for the execution of those works and it is expedient that the recited Acts be repealed and that the Port Talbot Company be reconstituted and the capital be reorganised:

And whereas the said Emily Charlotte Talbot has agreed that the whole of her interest in and claims on the Port Talbot Company should be cancelled on her being registered as the owner of five thousand shares of ten pounds each in such reorganised capital and it is expedient that such agreement should be sanctioned:

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And whereas it is expedient that the reconstituted Company should be authorised to construct and maintain the dock railways and works by this Act authorised and to exercise the powers by this Act conferred on them:

And whereas it is expedient that the limits of the port and harbour should be altered as herein-after provided:

And whereas it is expedient that the Company should be authorised to run over and use a portion of the Garw Branch of the Great Western Railway:

And whereas it is expedient that the other provisions herein-after contained should be made:

And whereas the objects of this Act cannot be attained without the authority of Parliament:

And whereas plans and sections showing the lines and levels of the works authorised by this Act and the lands in or through which the same are intended to be made and plans of the lands which are authorised to be acquired under the powers of this Act 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 the said lands have been deposited with the clerk of the peace for the county of Glamorgan and those plans sections and books of reference are in this Act referred to as the deposited plans sections and books of reference respectively:

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:—

PART I.—PRELIMINARY.

Short title.

1. This Act may be cited as the Port Talbot Railway and Docks Act 1894.

Act divided into parts.

2. This Act is divided into parts as follows:—

Part I.—Preliminary.

Part II.—Dissolution and re-incorporation of Company capital &c.

Part III.—Works &c.

Part IV.—Running powers &c.

Part V.—Railway rates.

Part VI.—Dues.

Part VII.—Transit sheds and warehouses.

Part VIII.—Pilotage.

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Part IX.—Steam-tugs.
Part X.—Byelaws.
Part XI.—Miscellaneous.

Incorporation of Acts.

3. The following Acts and parts of Acts (that is to say):—
The Companies Clauses Consolidation Act 1845;
The Companies Clauses Act 1863 as amended by the Companies Clauses Act 1869;
The Lands Clauses Acts;
The Railways Clauses Consolidation Act 1845;
Part I. (construction of a railway) and Part III. (working agreements) of the Railways Clauses Act 1863; and
The Harbours Docks and Piers Clauses Act 1847;
so far as the same are applicable for the purposes of and not varied by or inconsistent with this Act are incorporated with and form part of this Act Provided always that the provisions of the Harbours Docks and Piers Clauses Act 1847 with respect to lifeboats and with respect to keeping a tide and weather gauge shall not be in force for the purposes of this Act except so far as may from time to time be required by the Board of Trade.

Interpretation.

4. In this Act unless the subject or context otherwise requires—
Terms to which meanings are assigned in enactments incorporated with this Act or which have therein special meanings have in this Act the same respective meanings unless there be something in the subject or context repugnant to such construction;
"The recited Acts" means the Acts recited in the preamble of this Act;
"The Company" means the Company re-incorporated by this Act;
"The directors" means the directors of the Company;
"The Great Western Company" and "the Rhondda Company" respectively means the Great Western Railway Company and the Rhondda and Swansea Bay Railway Company;
"The port" and "the harbour" respectively means the port and the harbour of Port Talbot;
"The docks" means the existing dock of the Port Talbot Company and the entrances thereto and the dock and lock by this Act authorised and the approaches thereto;
"The dock" means the dock by this Act authorised;
"The dock works" or "works" mentioned in conjunction with the dock means and includes all lands navigations docks quays depôts cuts channels graving docks slips warehouses sheds buildings erections tramways sidings cranes lifts staithes drops trucks barges machinery gear apparatus appliances and

conveniences of the Company and appropriated or provided for the purposes of or appurtenant to the undertaking;

"The railway" and "the railways" respectively means the railways authorised by this Act;

"Quays" or "quay" means the wharves quays piers or breakwaters embankments jetties and landing-places of which the Company are the owners;

"Dues" includes all tolls dues rates duties fees and charges of every description payable to the Company under this Act;

"Articles" "goods" respectively mean and include all goods wares merchandise commodities matters and things in respect of which the Company may for the time being demand dues;

"Animals" includes horses mules asses bulls oxen cows calves pigs sheep lambs and goats;

"Cargo" includes articles and animals;

"Vessels" includes ships trows barges boats and craft of every class and description however propelled;

"Crane" includes cranes lifts shearlegs and capstans by whatsoever power worked:

In this Act and for the purposes of this Act in enactments incorporated with this Act—

"The Company" or "the undertakers" means the Company;

"The undertaking" means the undertaking of the Company by this Act authorised:

In the Railways Clauses Consolidation Act 1845 for the purposes of this Act—

"The railway" and "the centre of the railway" respectively includes the piers or breakwaters dock and lock by this Act authorised to be constructed and the centre line of such piers or breakwaters dock and lock respectively.

Port and harbour of Port Talbot.

5. The area (excepting the railways of the Rhondda Company leading to Briton Ferry and all railways works and property of that company northward and westward of high-water mark on the left bank of the River Avon) included within a line commencing at a point on the shore at high-water mark (which throughout this Act is to be taken as high-water mark of ordinary spring tides) one thousand yards north-west of the tower on the pier of Port Talbot thence proceeding along high-water mark to the boundary of the land belonging or reputed to belong to the Port Talbot Company thence in a northerly direction along the western boundary of that land to the point where that boundary first crosses high-water mark thence along the right bank of the River Avon at high-water mark

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to the existing weir at the Avon Vale Tin Plate Works thence across the said river and the Rhondda and Swansea Bay Railway to the Mansel Tin Plate Works thence along the north-west side to the west corner of those works thence along and to the end of the south-west side thereof thence along the south-west and south sides of the siding connecting those works with the Oakwood Tramway to the point where the siding of the Port Talbot Company connecting the harbour quays with the Great Western Railway crosses the Oakwood Tramway thence along the northern boundary of the said siding to the south-west boundary of the Great Western Railway thence along that boundary to the south side of that siding thence along the southern side of that siding in a westerly direction to the west side of the land held on lease by Messieurs Robert Byass and Company at Llewellyn's Quay thence along the west and south-west sides of that land to the south-east corner thereof thence in a straight line in a south-easterly direction to the south-west corner of the land held on lease by Messieurs Vivian and forming part of the Margam Copper Works thence along the south-west boundary of the said land and works to the south-west corner thereof thence in a straight line in a south-westerly direction to a point on low-water mark of ordinary spring tides one thousand yards south-east of the said tower thence along the circumference of a semi-circle having a radius of one thousand yards from the said tower as a centre to the point of commencement of the said line shall be and is hereby constituted the port and harbour of Port Talbot and the Company shall be the harbour authority of that port and harbour Provided as follows:—

Such port and harbour shall not by virtue of this Act be deemed a port for customs purposes nor shall anything in this Act contained abridge or affect in any way the powers of the Commissioners of the Treasury to appoint a port of Port Talbot under the Customs Consolidation Act 1876 with such limits as they may think fit nor abridge or affect any powers whatsoever conferred by the said Act;

The Company may within a radius of two thousand yards from the termination of the pier or breakwater (Work A) by this Act authorised exercise the powers of the Removal of Wrecks Acts 1877 and 1889;

The inclusion of portions of the Rhondda Company's railways works and property (other than quays or wharves) within the limits of the harbour shall not be deemed to confer any authority on the harbour master over such railways works or property except as regards the pursuit of offenders and as

regards explosives combustibles or materials or operations brought or carried on within such limits likely to be injurious to shipping within the said port. A.D. 1894.

PART II.—DISSOLUTION AND RE-INCORPORATION OF COMPANY CAPITAL &c.

Dissolution and re-incorporation of Company.

6. The recited Acts are hereby repealed and from and after the passing of this Act the Port Talbot Company shall be dissolved and the several persons and corporations who immediately before the passing of this Act were members of that company and all other persons and corporations who have subscribed to or who shall hereafter become proprietors in the undertaking of the Company and their executors administrators successors and assigns respectively shall be and they are hereby united into a company for the purpose herein-after mentioned and shall be incorporated by the name of "the Port Talbot Railway and Docks Company" and by that name shall be a body corporate with perpetual succession and a common seal with power to purchase take hold and dispose of lands and other property for the purposes of this Act.

Present property of Port Talbot Company vested in Company incorporated by this Act.

7. Subject to the provisions of this Act all the lands docks locks quays works erections buildings rights and easements which immediately before the passing of this Act were vested in the Port Talbot Company or any person in trust for them or to which the Port Talbot Company were in anywise entitled and all vessels machinery gear apparatus stock effects matters and things which immediately before the passing of this Act were the property of the Port Talbot Company and all moneys securities credits effects and other property whatsoever which immediately before the passing of this Act belonged to the Port Talbot Company or to any trustee on their behalf and the benefit of all contracts and engagements entered into by or on behalf of the Port Talbot Company and immediately before the passing of this Act in force shall be and the same are hereby vested in the Company to the same extent and for the same estate and interest as the same were previously to the passing of this Act vested in the Port Talbot Company or any trustee on their behalf.

Nothing to affect previous rights and liabilities.

8. Except as is by this Act otherwise expressly provided everything before the passing of this Act done or suffered by or with reference to the Port Talbot Company or the shareholders thereof as such shall be as valid as if the Port Talbot Company had not been dissolved and the Company had not been incorporated and the recited Acts had not been repealed by this Act and such dissolution

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incorporation and this Act respectively shall accordingly be subject and without prejudice to everything so done or suffered and to all rights liabilities claims and demands both present and future which if the Company were not incorporated and the recited Acts had not been repealed by this Act and this Act were not passed would be incident to or consequent on any and every thing so done or suffered and with respect to all such rights liabilities claims and demands the Company and its shareholders and property shall to all intents and purposes represent the Port Talbot Company and the shareholders thereof as such and the property of the Port Talbot Company as the case may be and the generality of this enactment shall not be restricted by any of the other clauses and provisions of this Act.

Contracts prior to Act to be binding.

9. Except as is by this Act otherwise specially provided all purchases sales conveyances grants assurances deeds contracts bonds and agreements entered into or made before the passing of this Act by to or with the Port Talbot Company or any trustees or persons acting on behalf of the Port Talbot Company or by to or with any other person to whose rights and liabilities they have succeeded and now in force shall be as binding and of as full force and effect in every respect against or in favour of the Company and may be enforced as fully and effectually as if instead of the Port Talbot Company or the trustees or persons acting on behalf of the Port Talbot Company the Company had been a party thereto.

Actions &c. not to abate.

10. Nothing in this Act contained shall release discharge or suspend any action suit or other proceeding which was pending by or against the Port Talbot Company or any shareholder thereof in relation to the affairs of the Port Talbot Company or to which the Port Talbot Company or any shareholder thereof in relation to such affairs were parties immediately before the passing of this Act but such action suit or other proceeding may be maintained prosecuted or continued by or in favour of or against the Company (as the case may be) in the same manner and as effectually and advantageously as the same might have been maintained prosecuted or continued by or in favour of or against the Port Talbot Company or any shareholder thereof if this Act had not been passed the Company and the shareholders therein being in reference to the matters aforesaid in all respects substituted for the Port Talbot Company and its shareholders respectively.

Trustees of Port Talbot Company to be indemnified.

11. Every trustee or other person in whom or in whose name any lands works buildings easements rights property or effects belonging to the Port Talbot Company were vested immediately before the passing of this Act and who (being authorised so to do)

entered into any bond covenant contract or engagement in respect of the same or otherwise on behalf of the Port Talbot Company shall be indemnified out of the funds and property of the Company against all liability (including costs charges and expenses) which he may sustain or incur or be put unto by reason of his having entered into such bond covenant contract or engagement.

Company to satisfy liabilities of Port Talbot Company.

12. From and after the passing of this Act and subject to the provisions of this Act as to mortgage and other debts owing or claimed to be owing to the said Emily Charlotte Talbot the Company shall in all respects be subject to and shall discharge all obligations and liabilities to which the Port Talbot Company immediately before the passing of this Act were subject and shall indemnify the shareholders directors officers and servants of the Port Talbot Company and their respective representatives from all such obligations and liabilities and from all expenses and costs in that behalf.

As to payment of debts owing before passing of Act.

13. All persons who immediately before the passing of this Act owed any money to the Port Talbot Company or to any person on their behalf shall pay the same with all interest (if any) due or accruing upon the same to the Company And all debts and moneys which immediately before the passing of this Act were due or recoverable from the Port Talbot Company or for the payment of which the Port Talbot Company were or but for this Act would be liable shall (subject to the provisions of this Act as to mortgage and other debts owing or claimed to be owing to the said Emily Charlotte Talbot) be paid with all interest (if any) due or accruing upon the same by or be recoverable from the Company.

Books &c. continued evidence.

14. All documents books and writings which if the said dissolution had not taken place would have been receivable in evidence shall be admitted as evidence in all courts of law and equity and elsewhere notwithstanding such dissolution.

Officers to continue until removed.

15. All officers and servants of the Port Talbot Company who were in office immediately before the passing of this Act shall hold and enjoy their respective offices and employments together with the salaries and emoluments thereunto annexed until they shall resign the same or be removed therefrom by the Company and shall be subject and liable to the like conditions obligations pains and penalties and to the like powers of removal and to the like rules restrictions and regulations in all respects whatsoever as if they had been appointed under this Act.

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Present registers of members to be continued.

16. The books kept by the Port Talbot Company for entering the names and designations of the members thereof with the numbers of their shares and the proper distinguishing number of each share shall until some other register of shareholders shall be provided by the Company continue to be kept for the same purpose by the Company and be taken and considered as the register of shareholders required to be kept by the Companies Clauses Consolidation Act 1845.

Cancellation of mortgage debt of £23,500.

17. Forthwith after the passing of this Act the said Emily Charlotte Talbot her executors administrators or assigns shall hand over and surrender to the Company the mortgages granted by the Port Talbot Company to the amount of twenty-three thousand five hundred pounds and the said mortgages shall upon such surrender be ipso facto void and shall be cancelled by the Company.

Arrears of interest cancelled &c.

18. All arrears of interest up to the date of the passing of this Act owing to or claimed by the said Emily Charlotte Talbot in respect of the said mortgage debt of twenty-three thousand five hundred pounds are hereby cancelled and all claims of the said Emily Charlotte Talbot against the Port Talbot Company are hereby discharged.

Capital of the Company.

19. The capital of the Company shall be six hundred thousand pounds in sixty thousand shares of ten pounds each.

When the directors allot the shares Miss Talbot to apply for 7,500 shares.

20. When and so soon as the directors proceed to allot the shares in the capital of the Company the said Emily Charlotte Talbot shall apply to the directors to allot to her 7,500 shares in the said capital and the directors shall allot the same to her accordingly and upon such allotment she shall pay not less than one-fifth of the amount of every such share and she or her legal representatives shall duly pay the calls on the said shares as and when the same shall be made in accordance with the provisions of this Act.

Shares not to be issued until one-fifth part paid.

21. The Company shall not issue any share nor shall any such share vest in the person accepting the same unless and until a sum not being less than one-fifth of the amount of such share is paid in respect thereof.

Receipt clause in case of persons not being sui juris.

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

Vesting of certain shares in new Company in shareholders of Port Talbot Company.

23.—(1) There are by this Act vested—

In the said Emily Charlotte Talbot her executors administrators and assigns in quit of all mortgage and other debts owing or claimed to be owing by the Port Talbot Company to her and of all shares belonging or claimed to belong to her in the capital of that company and of all claims and demands by her against that company five thousand shares in the capital by this Act created as the capital of the Company; and

In each of the several persons who immediately before the passing of this Act were the registered holders of the shares in the capital of the Port Talbot Company other than the said Emily Charlotte Talbot five shares in the said capital by this Act created in respect of every one hundred pounds in the capital of the Port Talbot Company held by him.

(2) All the said shares so vested shall be deemed to be fully paid up.

Company shall call in and cancel existing share certificates and issue new certificates in lieu thereof.

24. The Company shall call in and cancel the existing certificates of shares in the Port Talbot Company and issue in lieu thereof certificates in the form and under the conditions prescribed by the Companies Clauses Consolidation Act 1845 but the holders of such existing certificates of shares shall not be entitled to any certificates of proprietorship under this Act until they shall have delivered up to the Company to be cancelled the certificates of proprietorship in the Port Talbot Company or shall have proved to the reasonable satisfaction of the Company the loss or destruction thereof.

Power to borrow.

25. The Company may from time to time borrow on mortgage of the undertaking any sum not exceeding in the whole one hundred and seventy-four thousand pounds Provided that in respect of every one hundred thousand pounds of the capital issued and accepted and one-half whereof shall have been paid up the Company may borrow a sum or sums not exceeding in the whole twenty-nine thousand pounds but no part of any of the before-mentioned sums of twenty-nine thousand pounds shall be borrowed until shares for the said portion of the capital in respect of which the borrowing powers are to be exercised are issued and accepted and one-half of such capital is paid up and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares for the whole of such portion of capital have been issued and accepted and that one-half of such portion has been paid up and that not less than one-fifth part of the amount of each separate share in such portion of capital has been

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paid on account thereof before or at the time of the issue or acceptance thereof and that such shares were issued bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and also that such persons or corporations or their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which certificate shall be sufficient evidence thereof.

For appointment of a receiver.

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

Debenture stock.

27. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 but notwithstanding anything therein contained the interest of all debenture stock and of all mortgages at any time created and issued or granted by the Company under this or any subsequent Act shall subject to the provisions of any subsequent Act rank pari passu (without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock and mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages Notice of the effect of this enactment shall be endorsed on all mortgages and certificates of debenture stock.

Application of moneys.

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

First ordinary meeting.

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

Number of directors.

30. The number of directors shall until the first general meeting of the Company be five but the Company may at that or any subsequent meeting increase the number to nine and may from time to time reduce and again increase the number provided that the number of directors be never less than five nor more than nine.

Qualification of directors.

31. The qualification of a director shall be the possession of not less than fifty shares.

Quorum.

32. The quorum of a meeting of directors shall be three.

First directors.

33. John Roper Wright Charles Richard Franklen and Sidney Hutchinson Byass and two other persons to be nominated by them or the majority of them and consenting to such nomination shall be the first directors of the Company and shall continue in office until the first ordinary meeting held after the passing of this Act At that meeting the shareholders present in person or by proxy may (subject to the power herein-before contained for varying the number of directors) either continue in office the directors appointed by this Act or nominated as aforesaid or any of them or may elect a new body of directors or directors to supply the place of those not continued in office the directors appointed by this Act or nominated as aforesaid being (if they continue qualified) eligible for re-election and at the first ordinary meeting to be held in every year after the first ordinary meeting the shareholders present in person or by proxy shall (subject to the power herein-before contained for varying the number of directors) elect persons to supply the places of the elected directors then retiring from office agreeably to the provisions of the Companies Clauses Consolidation Act 1845 and the several persons elected at any such meeting being neither removed nor disqualified nor having died or resigned shall continue to be elected directors until others are elected in their stead in manner provided by the same Act.

Election of directors.

PART III.—WORKS &c.

Power to make works.

34. Subject to the provisions of this Act the Company may in the lines and situations shown on the deposited plans and according to the levels shown on the deposited sections make and maintain wholly in the county of Glamorgan or in the bed of the sea adjacent thereto the piers or breakwaters dock lock railways and other works shown on the deposited plans among which are the following principal works and may enter upon and take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for those purposes :—

(A) A pier or breakwater commencing at the seaward end of the existing pier of Port Talbot and continuing thence seaward in the same line as that pier and terminating at a point about 330 yards measured in a westerly direction from the said point of commencement;

(B) A pier or breakwater commencing at a point on or near Aberavon Burrows at or near high-water mark and distant about 1,100 yards measured in a westerly direction from the

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mitre point of the seaward gates of the existing lock of Port Talbot and terminating at a point about 530 yards measured in a south-westerly direction from the said point of commencement and distant about 270 yards measured in a north-westerly direction from the seaward end of the said existing pier;

(C) A dock to be constructed on the south-east side of the existing cut or channel leading to the said existing lock and extending from the seaward entrance of that lock for a length of about 330 yards in a south-westerly direction along and absorbing for that distance the said cut or channel and having throughout a width of about 198 yards;

(D) An entrance lock commencing in and out of the south-west side of the said dock and terminating in the River Avon at a point about 217 yards south-west of the said point of commencement of the said lock;

The foregoing works will be wholly in the parish of Aberavon or in the bed of the sea adjacent thereto;

(E) Railway No. 1.—A railway 8 miles 7 furlongs 3·20 chains in length wholly in the parishes of Aberavon Margam and Llangynwyd commencing in the said parish of Aberavon at a point distant about 150 yards measured in an east-by-north direction from the north-east corner of the house described on the 25-inch Ordnance map of the parish of Aberavon as the "Pilot's Rest" and about 37 yards measured in a north-westerly direction from the boundary line separating the parishes of Aberavon and Margam and terminating in the said parish of Llangynwyd at a point about 4 yards measured in a southerly direction from the centre line of the old tramway connecting the old Llynfi Ironworks with the old Maesteg Ironworks and distant about 16 yards measured in an easterly direction from the centre of the bridge carrying the said old tramway over the River Llynfi;

(F) Railway No. 2.—A railway 3 miles in length wholly in the parishes of Llangynwyd and Bettws commencing in the said parish of Llangynwyd by a junction with Railway No. 1 at the termination thereof and terminating in the said parish of Bettws in the wood or enclosure numbered 174 on the 25-inch Ordnance map of that parish;

(G) Railway No. 3.—A railway 3 miles 2 furlongs 5·70 chains in length wholly in the parishes of Bettws and Llangeinwyr commencing in the said parish of Bettws by a junction with Railway No. 2 at the termination thereof and terminating in the said parish of Llangeinwyr by a junction with the Great

Western Railway (South Wales Division) Garw Branch at a point about 150 yards measured in a south-easterly direction from the south-east end of the east platform of the Pont-y-Rhyll Station of the said branch railway;

(H) Railway No. 4.—A railway 5 furlongs 1·70 chains in length wholly in the said parish of Margam commencing by a junction with the Rhondda and Swansea Bay Railway at a point opposite to and in line with the northern end of the east platform of the Aberavon Station of that railway and terminating at a point in the field or enclosure numbered 817 on the 25-inch Ordnance map of that parish;

(I) Railway No. 5.—A railway 3 furlongs 2·20 chains in length wholly in the said parish of Margam commencing at a point about 4 yards measured in a south-easterly direction from the centre line of the Oakwood Tramway at a distance of about 26 yards measured in a north-easterly direction from the line of the front of the Port Talbot Hotel and terminating by a junction with Railway No. 4 at the termination thereof;

(J) Railway No. 6.—A railway 3 furlongs 5·60 chains in length wholly in the said parish of Margam commencing by a junction with Railways Nos. 4 and 5 at the termination thereof and terminating by a junction with Railway No. 1 at a point on the line of the old tramway leading to the Goetre level distant 24 yards from the northernmost corner of the farmhouse described on the 25-inch Ordnance map as Dyffryn Isaf;

(K) Railway No. 7.—A railway 4 furlongs 4·10 chains in length wholly in the said parish of Margam commencing by a junction with Railway No. 1 at a point on the western side of the old breakwater near to the Margam Copper Works distant about 4 yards measured in a north-westerly direction from high-water mark and about 248 yards measured in a south-westerly direction from the south-west corner of the old brickworks and terminating by a junction with the Great Western Railway main line (South Wales Division) at a point about 165 yards measured in a north-westerly direction along the said railway from the north-west corner of the signal cabin near the junction of the Morfa Colliery tramway with the said Great Western Railway.

Subsidiary works.

35. The Company may within the limits of the harbour upon lands shown on the deposited plans and either already owned by the Company or acquired by them under the powers of this Act

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construct and maintain all cuts channels locks weirs dams basins reservoirs ponds trenches pounds graving docks lay-byes gates sluices culverts by-passes arches bridges (fixed or opening) sewers drains embankments towing-paths walls jetties landing places dolphins moorings buoys beacons lights groynes quays wharves warehouses sheds buildings engines pumps machinery cranes lifts staithes drops railways tramways rails junctions sidings turn-tables signals stations roads approaches works and appliances which may be necessary or convenient for or incidental to the before-mentioned works or any of them or for the general purposes of their undertaking.

Power to divert waters.

36. The Company may divert into the intended dock lock and works the waters of the River Avon at the point where the sluices now exist under the said Rhondda and Swansea Bay Railway and west of the said Mansel Tin Plate Works and all waters under the control of or to which the Port Talbot Company are in any way entitled.

Power to dredge &c. the harbour.

37. The Company may dredge deepen preserve and improve the harbour or any part or parts thereof and improve the approaches thereto and may purchase hire provide and maintain all necessary dredging and other machines engines tug-boats barges craft machinery and appliances necessary or expedient for the said purposes.

Power to cross certain roads on the level.

38. Subject to the provisions in the Railways Clauses Consolidation Act 1845 and in Part I. (relating to the construction of a railway) of the Railways Clauses Act 1863 contained in reference to the crossing of roads on the level the Company may in the construction of the railway carry the same with a single line only whilst the railway shall consist of a single line and afterwards with a double line only across and on the level of the roads next herein-after mentioned (that is to say):—

No. on deposited Plans.	Parish.	Description of Road.
40	Margam - - -	Private.
101	Margam - - -	Public.
112	Margam - - -	Public.
120	Llangynwyd - - -	Public.

The Company shall provide and maintain throw-off points interlocked with the gates on each side of the said roads numbered 101 and 112 respectively where so crossed on the level.

Inclination of roads.

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

No. on deposited Plans.	Parish.	Description of Road.	Intended Inclination.
101	Margam - -	Public - - -	1 in 7·4.
34	Bettws - - -	Public - - -	1 in 10.
48	Bettws - - -	Public - - -	1 in 12.
48	Bettws - - -	Public - - -	1 in 8.
190	Margam - -	Public - - -	1 in 10.

Height and span of bridges.

40. The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of any heights and spans not less than the heights and spans herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plans.	Parish.	Description of Road.	Height.	Span.
101	Margam - -	Public - -	15 feet.	25 feet.
348	Margam - -	Public - -	15 feet.	25 feet.
48	Bettws - -	Public - -	15 feet.	25 feet.
126	Bettws - -	Public - -	15 feet.	25 feet.
139	Bettws - -	Public - -	15 feet.	25 feet.
165	Margam - -	Public - -	15 feet.	25 feet.

Widths of certain roadways.

41. The Company may make the roadway over the bridges by which the following roads will be carried over the railway of such width between the fences thereof as the Company think fit not being less than the respective widths herein-after mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plans.	Parish.	Description of Roadway.	Width of Roadway.
36	Margam - -	Public - - -	25 feet.
348	Margam - -	Public - - -	25 feet.
41	Llangynwyd - -	Public - - -	25 feet.
78	Llangynwyd - -	Public - - -	25 feet.
34	Bettws - - -	Public - - -	25 feet.
47	Bettws - - -	Public - - -	25 feet.
48	Bettws - - -	Public - - -	25 feet.
89	Bettws - - -	Public - - -	25 feet.
114	Bettws - - -	Public - - -	25 feet.
190	Margam - -	Public - - -	20 feet.

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Power to divert roads as shown on deposited plans.

42. The Company may divert the public highways referred to in the next following table in the manner shown upon the deposited plans and sections and when and as in each case the new portion of any road is made to the satisfaction of two justices and is open for public use may stop up and cause to be discontinued as a road so much of the existing road as will be rendered unnecessary by the new portion of road (that is to say) :—

Railway.	Parish.	No. of Road on deposited Plans.
No. 1.	Margam - - -	101.
No. 1.	Margam - - -	101.
No. 2.	Llangynwyd - - -	108.
No. 2.	Llangynwyd - - -	108A.

And when and so soon as each of the said roads is so stopped up all rights of way over the same shall cease and the Company may subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway appropriate and use for the purposes of their undertaking the site of the road stopped up as far as the same is bounded on both sides by lands of the Company.

Limits of deviation.

43. In constructing the works by this Act authorised the Company may deviate laterally from the lines thereof as shown on the deposited plans to any extent not exceeding the limits of deviation shown on those plans and they may deviate vertically from the levels of the said works as shown on the deposited sections to any extent not exceeding in the case of the railways the extent prescribed by the Railways Clauses Consolidation Act 1845 and in the case of any other works five feet upwards and ten feet downwards Provided that no deviation either lateral or vertical below high-water mark shall be made without the previous consent in writing of the Board of Trade.

As to mines &c.

44.—(1) From and after the passing of this Act the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near the railway shall extend and apply to and in relation to the mines and minerals lying under the lands taken or purchased by the Company in the parish of Aberafon under the powers of the Act of 1834 and the Act of 1836 or either of those Acts so far as such mines and minerals belong to or are vested in Charles Evan-Thomas and Henry Jeffreys Bushby their

heirs and assigns (herein-after called "the owners") and are leased or agreed to be leased to or are in the occupation of the Sandhill Boring Company Limited or their assigns (herein-after referred to as and included under the expression "the Sandhills Company") and in construing those provisions for the purposes of this section the expression "the railway" shall mean the port and harbour the River Avon and the works authorised by the Act of 1834 and the Act of 1836 respectively.

(2) Notwithstanding anything in the Act of 1834 or the Act of 1836 or in the Railways Clauses Consolidation Act 1845 or in this Act no mines or minerals belonging to or vested in the owners or leased or agreed to be leased to or in the occupation of the Sandhills Company shall be worked under any part of the areas coloured red on a plan signed by Sir Theodore Fry the Chairman of the Committee of the House of Commons to whom the Bill for this Act was referred and deposited in the Private Bill Office but such mines and minerals shall be reserved as against the owners and the Sandhills Company for the support of the works of the Company and no airway headway gateway or water level shall be constructed in or through such mines or minerals by the owners or the Sandhills Company and the Company shall not be required to pay compensation to the owners or the Sandhills Company for the value thereof or for any additional expense or loss incurred by them or any of them by reason of such reservation.

For the protection of the Great Western Railway Company.

45. For the protection of the Great Western Company the following provisions shall have effect (that is to say) :—

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

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

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

(2) In constructing Railway No. 1 by this Act authorised through or over the land and property of the Great Western Company the Company shall not deviate from the centre line shown on the deposited plans where Railway No. 1 crosses the railway of the Great Western Company more than one chain on either side thereof without the previous consent in writing of that company under their common seal and the said Railway No. 1 where the same is intended to cross the railway of the Great Western Company shall be carried over that railway and works by means of a bridge of 3 spans of not less than a central span of 30 feet and 2 side spans of 26 feet measured on the square and a headway of not less than 14 feet 3 inches and the Railway No. 2 where the same is intended to cross the railway of the Great Western Company shall be carried over that railway by means of the existing bridge with or without alteration provided that if altered the headway thereof shall not be reduced at any part so as to be less than 14 feet 3 inches and if re-erected shall have a span sufficient for the second line of rails and which measured on the square shall be not less than 26 feet and a headway of not less than 14 feet 3 inches and such crossings of the said railways and works shall be effected in such a manner as not to injure the respective railways and works of the Great Western Company in any way whatever and should it be necessary in constructing the said railways or either of them or in consequence of the construction thereof for the Great Western Company to alter or remove the telegraph posts and wires on or connected with their said railways respectively or some of them at or near to the said respective crossings the Company shall bear and on demand pay to the Great Western Company the reasonable expense of and connected with such alteration and removal and of restoring the same to their former or placing them in a different position or of substituting other telegraph posts and wires therefor;

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

(3) The Company shall bear and on demand pay to the Great Western Company the reasonable expense of the employment by them during the making of the railways by this Act authorised over and adjacent to the Great Western Company's railways of a sufficient number of inspectors signalmen or watchmen to be appointed by them for watching their respective railways and works and the conduct of the traffic thereon 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 Company with reference thereto;

Damages sustained by Great Western Company to be repaid.

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

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

(5) The Company shall at their sole expense at all times maintain the bridges and other works by which the said Railways Nos. 1 and 2 shall be carried over the respective railways of the Great Western Company in substantial repair and good order and condition to the reasonable satisfaction in all respects of the engineer for the time being of the Great Western Company and if and whenever the Company fail so to do after one month's notice from the Great Western Company for that purpose or in case of urgency the Great Western Company may make and do in and upon as well the land of the Company as their own lands all such works and things as shall be reasonably requisite in that behalf for ensuring such repair and the expenditure reasonably incurred in that behalf shall be repaid to them by the Company and in default of full repayment the amount due may be recovered with full costs by the Great Western Company from the Company in any court of competent jurisdiction;

Not to interfere with traffic on railways of Great Western Company.

(6) In constructing the railways by this Act authorised the Company shall not in any way obstruct or interfere with the traffic passing along any of the railways of the Great Western Company and if by reason of any works or proceedings of the Company there shall be any unnecessary obstruction or interference with the said railways or any of them of the Great Western Company so as to impede or prevent the convenient passage of engines and carriages along the same the Company shall make good to the Great Western Company any loss they may sustain by reason of any such obstruction or interference;

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No land of Great Western Company to be taken except for certain works.

(7) Except for the purpose of the crossing of Railways Nos. 1 and 2 and for the junction of Railways Nos. 3 and 7 with the railways respectively of the Great Western Company and which junctions or the substituted junctions herein-after referred to are to be maintained and worked at the expense and risk of the Company the Company shall not take or acquire any land of the Great Western Company or any right in or over the same and save as aforesaid nothing in this Act contained shall extend to authorise or enable the Company to take or enter upon or use either temporarily or permanently any of the lands of the Great Western Company or to alter vary or interfere with the railway of that company or with any of the works thereof further or otherwise than is necessary for the construction and maintenance of the Railways Nos. 1 2 3 and 7 by this Act authorised without the consent in writing in every instance for that purpose first had and obtained of the Great Western Company under their common seal and with respect to any lands of the Great Western Company which the Company are by this Act from time to time authorised to purchase take use enter upon or interfere with for the purpose of such crossings or otherwise the Company shall not purchase or take any greater or other estate or interest in any such lands than an easement or right of using such lands in perpetuity for the purposes for which but for this enactment the Company might purchase and take the same and the provisions of this Act and of the Acts incorporated with this Act shall be construed and apply accordingly and the provisions of the Lands Clauses Consolidation Act 1845 with respect to lands shall extend and apply to such easement or right of using so far as such provisions are not inconsistent with this enactment and the Great Western Company may at any time or times hereafter should it be necessary for them to do so at their own expense alter or remove the respective junctions by this Act authorised with their railways and substitute a new junction or junctions therefor as the case may be but so as such alteration or removal or substituted junction or junctions as the case may be shall not stop the traffic of the Railways Nos. 1 3 and 7 respectively by this Act authorised or unnecessarily interfere therewith or cause increased expense to the Company in the working or maintenance of the junctions or the substituted junctions as the case may be or the signals works and conveniences connected therewith;

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

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

Works below high-water mark not to be commenced without consent of Board of Trade.

46. The Company shall not under the powers of this Act construct on the shore of the sea or of any creek bay arm of the sea or navigable river communicating therewith where and so far up the same as the tide flows and reflows any work without the previous consent of the Board of Trade to be signified in writing under the hand of one of the secretaries or assistant secretaries of the Board of Trade and then only according to such plan and under such restrictions and regulations as the Board of Trade may approve of such approval being signified as last aforesaid and where any such work may have been constructed the Company shall not at any time alter or extend the same without obtaining previously to making any such alteration or extension the like consents or approvals If any such work be commenced or completed contrary to the provisions of this Act the Board of Trade may abate and remove the same and restore the site thereof to its former condition at the costs and charges of the Company and the amount of such costs and charges shall be a debt due from the Company to the Crown and shall be recoverable accordingly with costs.

Lights on works.

47. The Company shall on or near the works below high-water mark hereby authorised during the whole time of the constructing altering or extending the same exhibit and keep burning at their own expense every night from sunset to sunrise such lights (if any) as the Board of Trade from time to time require or approve.

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

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Company to exhibits lights.

48. The Company shall at the outer extremity of their works below high water exhibit and keep burning from sunset to sunrise such lights (if any) as the Corporation of Trinity House of Deptford Strond shall from time to time direct.

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

Provision against danger to navigation.

49. In case of injury to or destruction or decay of the pier or works or any part thereof the Company shall lay down such buoys exhibit such lights or take such other means for preventing so far as may be danger to navigation as shall from time to time be directed by the Corporation of Trinity House of Deptford Strond and shall apply to that Corporation for directions as to the means to be taken and the Company shall be liable to a penalty not exceeding ten pounds for every month during which they omit so to apply or refuse or neglect to obey any direction given in reference to the means to be taken.

Abatement of works abandoned or decayed.

50. If any of the works constructed by the Company under the powers of this Act on in over through or across tidal lands or tidal waters are abandoned or suffered to fall into decay the Board of Trade may abate and remove the same or any part of them and restore the site thereof to its former condition at the expense of the Company and the amount of such expense shall be a debt due from the Company to the Crown and be recoverable as a debt due to the Crown is recoverable with costs or the same may be recovered with costs as a penalty is recoverable from the Company.

Survey of works by Board of Trade.

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

Period for completion of works.

52. If the works by this Act authorised are not completed within the following periods from the passing of this Act (that is to say) :—

The piers breakwaters dock and lock within seven years ;

The railways within three years ;

then on the expiration of those respective periods the powers by this Act granted to the Company for making and completing the same

respectively or otherwise in relation thereto shall cease except as to so much thereof respectively as shall then be completed. A.D. 1894.

Lands to be reserved for fortification.

53.—(1) Whereas it is expedient that power should be reserved for Her Majesty's Principal Secretary of State for War to provide for the defence of the port and harbour of Port Talbot and the dock works by this Act authorised and the channel and approaches leading thereto And whereas the piece of land coloured pink on a plan signed by Sir Theodore Fry (the Chairman of the Committee of the House of Commons to which the Bill for this Act was referred) is suitable for the erection thereon of a fort or battery for such defensive purposes and the said piece of land belongs or is claimed to belong to Emily Charlotte Talbot Therefore the said piece of land together with a right of way thereto for foot passengers and vehicles from Taibach shall before the opening of the dock be acquired by the Company and be conveyed by them to the said Secretary of State or as he shall direct and the said piece of land may be used by him at any time after the completion of the dock works for the purpose of establishing a fort battery or defensive works.

(2) From and after such conveyance and until the said Secretary of State requires to use the said land coloured pink for the said purpose it shall be deemed to belong to the said Emily Charlotte Talbot and may be used by her accordingly :

From and after the passing of this Act the Company shall not without the consent of the said Secretary of State erect on the land coloured green on the said plan any buildings other than such lighthouses as the Corporation of Trinity House of Deptford Strond may under the provisions of this Act direct nor shall the Company do or suffer to be done any act which may be prejudicial to the use of any fort or battery constructed on the said land coloured pink and any buildings constructed in contravention of this section may be at any time taken down and removed by the said Secretary of State without making any compensation.

(3) If the said Trinity House should require the erection of more than one lighthouse on the land coloured green the site proposed for such additional lighthouse or lighthouses shall be submitted to the said Secretary of State before the erection of any such additional lighthouse shall be commenced.

(4) By agreement between the said Secretary of State the Company and the said Emily Charlotte Talbot or her successors in title any other piece of land of the Company may be substituted for the said piece of land coloured pink.

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Railway deposit money not to be repaid except so far as railways are opened.

54. Whereas pursuant to the standing orders of both Houses of Parliament and to the Parliamentary Deposits Act 1846 a sum of twenty-four thousand six hundred and sixty-five pounds whereof a part namely ten thousand five hundred and eighty-nine pounds (herein-after referred to as "the railway deposit fund") represents five per centum upon the amount of the estimate in respect of the railways by this Act authorised and the balance whereof namely fourteen thousand and seventy-six pounds (herein-after referred to as "the dock deposit fund") represents four per centum upon the amount of the estimate in respect of the works other than railways by this Act authorised has been deposited with the Paymaster General for and on behalf of the Supreme Court in respect of the application to Parliament for this Act Be it enacted that notwithstanding anything contained in the said Act the railway deposit fund shall not be paid or transferred to or on the application of the person or persons or the majority of the persons named in the warrant or order issued in pursuance of the said Act or the survivors or survivor of them which persons survivors or survivor are or is in this Act referred to as "the depositors" unless the Company shall previously to the expiration of the period limited by this Act for completion of the railways open the railways (except that portion of Railway No. 1 which lies between its commencement and its point of junction with Railway No. 7) for the public conveyance of passengers and open the said portion of Railway No. 1 for the conveyance of goods traffic and if the Company shall make default in so opening the railways or portion of railway as the case may be the railway deposit fund shall be applicable and be applied in manner provided in the next following section Provided that if within such period as aforesaid the Company open any portion of the said railways for the public conveyance of passengers or open the said portion of Railway No. 1 for the conveyance of goods traffic then on the production of a certificate of the Board of Trade specifying the length of the portion of the railways or the portion of Railway No. 1 opened as aforesaid and the portion of the railway deposit fund which bears to the whole of the railway deposit fund the same proportion as the length of the railways or portion of railway so opened bears to the entire length of the railways or portion of railway the High Court shall on the application of the depositors or the majority of them order the portion of the railway deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of

this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Application of railway deposit fund.

55. If the Company do not previously to the expiration of the period limited for the completion of the railways so complete and open the same respectively in manner aforesaid then and in every such case the railway deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railways or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the railway deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the railway deposit fund or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the railways have been abandoned be paid or transferred to such receiver or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or re-transferred to the depositors Provided that until the railway deposit fund has been repaid or re-transferred to the depositors or has become otherwise applicable as herein-before mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

Release of dock deposit fund.

56. On the application of the depositors at any time after the passing of this Act the High Court may order that the dock deposit fund and the interest and dividends thereon shall be transferred to the depositors or to any other person or persons whom the depositors may appoint in their behalf.

Railways except part of Railway No. 1 and Railway No. 7 to be passenger lines.

57. The respective railways by this Act authorised (except that portion of Railway No. 1 which lies between its commencement and its point of junction with Railway No. 6 and the whole of Railway No. 7) shall be laid out constructed and equipped so as to satisfy the requirements of the Board of Trade with respect to

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railways to be used for the conveyance of passengers and the Company shall within twelve months after any of the said railways shall have been opened for the conveyance of goods traffic open such railway for the public conveyance of passengers and in default of the Company so opening and until they shall so open such railway they shall cease to convey goods traffic on any portion thereof.

Power to Company to purchase additional lands.

58. Subject to the provisions of this Act the Company in addition to the other lands which they are by this Act authorised to acquire may enter upon and take compulsorily or by agreement and may hold for the purposes of the undertaking the lands herein-after described which are delineated upon the deposited plans and described in the deposited books of reference and may with the consent of the local authority and subject to the making of compensation to any person injuriously affected thereby stop up or divert the streets roads and footpaths shown on the deposited plans of the said lands as intended to be stopped up or diverted respectively and situate in or upon such of the lands as already belong to or as shall hereafter be acquired by the Company :—

Certain lands and quays partly in the parish of Margam and partly in the parish of Aberavon adjoining the said harbour and along and through which the Rhondda and Swansea Bay Railway runs which lands belong or are reputed to belong to the Port Talbot Company and are held on lease by Messieurs Wright Butler and Company ;

Certain unenclosed lands in the parish of Aberavon comprising an area of about 12 acres wherein stands a house called the "Pilot's Rest" which lands are held on lease by Evan Thomas.

Owner may be required to sell parts only of certain buildings.

59. And whereas in the construction of the works hereby authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the houses or other buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the houses or other buildings or manufactories described in the First Schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto be

required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof or other parties interested therein by severance or otherwise.

Power to limited owners to take shares for land.

60. Subject to the provisions herein-after contained it shall be lawful for the limited owners named in the Second Schedule to this Act of any lands shown on the deposited plans and described in the deposited books of reference required by the Company for the purposes of their undertaking to agree with the Company that the consideration to be paid for the same and the compensation (if any) to be paid for any permanent damage or injury to any such lands shall be wholly or in part the allotment to such limited owners of such number of shares in the capital of the Company as shall be agreed upon between such owners and the Company :—

(1) For the purposes of this section the expression "limited owners" means the persons named in the said Second Schedule and empowered under the seventh section of the Lands Clauses Consolidation Act 1845 to sell and convey or release lands or any estate or interest therein to the promoters of the undertaking ;

(2) All shares issued pursuant to this section to such limited owners shall be deemed to be fully paid-up shares in the capital of the Company and the names of the holders thereof shall be inserted as such in the register of shareholders and such issue and registration shall for the purposes of sections 76 and 77 of the Lands Clauses Consolidation Act 1845 be deemed equivalent to and have the same effect as the deposit in the bank of the purchase money or compensation ;

(3) All shares issued pursuant to this section to such limited owners shall be held upon the like uses and trusts and for the same purposes and in the same manner as the lands in consideration for which such shares are issued stood settled or were subject immediately before the conveyance of such lands to the Company and as if such shares were an investment of purchase money or compensation duly authorised by section 70 of the Lands Clauses Consolidation Act 1845 ;

(4) The Company shall make an entry in their register of shareholders of the uses trusts and purposes aforesaid and subject to the uses trusts and purposes affecting such shares such limited owners shall in respect thereof have all the other rights and powers of shareholders of the Company ;

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(5) The Company shall not be bound to see to the application of any dividend payable to such limited owners or be in any way responsible with respect to the application thereof.

Restrictions on displacing persons of labouring class.

61.—(1) The Company shall not under the powers of this Act purchase or acquire in any city borough or other urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until—

(A) They shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(B) They shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme.

(2) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally and after the Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced:

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions (if any) as they may see fit.

(4) Any provisions of any scheme under this section or any conditions subject to which the Local Government Board may have approved of any scheme or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the Local Government Board out of the High Court.

(5) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or caused to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court and shall be carried to and form part of the Consolidated Fund of the United Kingdom:

Provided that the Court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purpose of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The Company may on any lands belonging to them or purchased or acquired under this section or any Provisional Order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking:

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the date of such scheme be appropriated for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment:

Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this sub-section subject to such conditions (if any) as they may see fit.

(8) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under

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any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9) The Local Government Board may direct any inquiries to be held which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and the inspectors of the Local Government Board shall for the purposes of any such inquiry have all such powers as the inspectors of the Local Government Board have for the purposes of inquiries directed by that Board under the Public Health Act 1875.

(10) The Company shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any Provisional Order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11) Any houses on any of the lands shown on the deposited plans occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act which have been acquired by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Local Government Board under the powers of any previous Act relating to the Company shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition Provided that if the Local Government Board is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the Local Government Board they might have been sufficient to accommodate.

(12) For the purposes of this section the expression "labouring class" includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

Company may stop up and extinguish rights of way &c.

62. Subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near the railway the Company may stop up and discontinue for public traffic any roads and footpaths shown on the deposited plans as intended to be stopped up and upon the stopping up and discontinuance for traffic of the same respectively the sites and soil thereof respectively shall be by this Act vested in the Company so far as they are or under the powers of this Act become the owners of the adjoining lands on both sides freed from all public and other rights of way or passage or other rights in over or affecting the same.

Period for compulsory purchase of lands.

63. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act.

Consideration for lands of Miss Talbot acquired by the Company to be paid in shares.

64. The consideration to be paid to the said Emily Charlotte Talbot for any lands shown on the deposited plans and sections which shall be acquired from her by the Company under the powers of this Act and the compensation (if any) to be paid for any permanent damage or injury by the acquisition of such lands shall be the allotment to her of such number of fully paid-up shares as shall at par value be equal to the amount of such consideration and compensation.

Power to take easements &c. by agreement.

65. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which other than parties to the agreement have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Power to acquire additional lands by agreement.

66. The Company may for the purposes of this Act (in addition to any lands they are authorised to acquire and hold under the other powers of this Act) from time to time by agreement acquire in fee either by purchase or by way of exchange or otherwise any land or foreshore not exceeding in the whole two hundred acres and any right easement or privilege therein thereunder thereover or thereupon (not being an easement right or privilege of water in which other than parties to the agreement have an interest) but nothing in this Act shall exempt the Company from any indictment

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action or other proceeding for nuisance in the event of any nuisance being caused by them upon any land so taken.

Power to lease certain lands.

67. With respect to lands taken compulsorily under the powers of this Act and which may not be required for the purposes of the harbour or its incidental works or for the other purposes of the Company or to enable them to comply with the provisions of this Act the following provisions shall have effect:—

(A) The Company may grant leases of any of such lands for any terms not exceeding ninety-nine years to any persons corporations or companies (such corporations or companies being capable at law of accepting such leases) who shall covenant to improve such lands by laying out money in the construction or erection thereon of docks basins ship-yards wharves landing-places warehouses sheds and other buildings and conveniences calculated to promote or facilitate the business of the Company and they may also grant to such lessees the use (during the continuance of their respective leases) of such wharfage water-space quayage and other easements as may be requisite for the purpose of the trade or business to be carried on in or at the places and buildings so to be constructed or erected and as will not interfere with the general traffic and use of the docks;

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

Power to retain &c. certain lands.

68. With respect to lands shown on the deposited plans and comprised in the deposited books of reference and taken compulsorily or by agreement under the powers of this Act and which in pursuance of a resolution or resolutions of the Company passed upon a certificate in that behalf at any time or from time to time given by the engineer of the Company the Company declare may be required for the purposes of the docks or incidental works or for other the statutory purposes of the Company the Company may let or lease any of such lands for any of the purposes specified in the

preceding section Provided that in every lease they reserve the right to re-enter on the demised premises or any part thereof which they may require for any of the purposes specified in this section on giving to the lessee six months notice in writing of their intention so to re-enter.

As to reversion of certain lands.

69. Notwithstanding anything in the Lands Clauses Acts to the contrary the Company shall not be bound to sell or dispose of any lands let or leased under the provisions of either of the preceding sections or the reversion thereof.

For the protection of the Earl of Jersey.

70. Notwithstanding anything contained in this Act the Company shall not enter upon take or use any land belonging to the Right Honourable Victor Albert Child Villiers Earl of Jersey his heirs or assigns except with his or their previous consent in writing.

Land of Rhondda Company not to be taken compulsorily.

71. Notwithstanding anything in this Act the Company shall not enter upon take or use any land belonging to the Rhondda Company except with their previous consent in writing save for the purpose of effecting the junction between Railway No. 4 and the Rhondda and Swansea Bay Railway.

PART IV.—RUNNING POWERS &c.

Power to run over portion of Great Western Railway.

72.—(1) The Company and all bodies and persons lawfully using any railway of the Company may run over and use with their engines carriages waggons and trucks and their officers and servants and for the purposes of traffic of every description the Garw Branch Railway of the Great Western Railway from the junction therewith of Railway No. 3 by this Act authorised to the northern termination of that branch with all ways sidings turntables stations buildings offices warehouses approaches water supplies telegraphs telephones signals machinery appliances and conveniences on or connected with such portion of railway and as regards traffic conveyed by the Company and such other companies they may demand and take rates and charges upon and in respect of the said portion of railway not exceeding the rates and charges authorised to be demanded in respect thereof.

(2) The terms and conditions pecuniary and otherwise and the tolls rates and charges or other consideration to be paid for the same shall if not agreed on be determined by the Railway and Canal Commission under the provisions of the Railway and Canal Traffic Acts 1873 and 1888.

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(3) In running over or using the said portion of railway and in using any stations and conveniences in accordance with the provisions in this section contained the byelaws and regulations for the time being in force on the undertaking so used shall be at all times observed so far as they are respectively applicable.

(4) Where any such traffic is conveyed on the railway of the Great Western Company for a less distance than three miles such company shall be entitled to charge as their proportion of the through rate in respect of such traffic as if it were carried on their railway for a distance of three miles and the Company shall in all respects be placed on as favourable a footing as any other company with regard to traffic exchanged with such company to or from the portion of railway of that Company to which the foregoing provisions apply.

(5) The Great Western Company shall afford all requisite facilities for the before-mentioned purpose and shall receive book through invoice forward and deliver to and from the said portion of railway and at the stations warehouses booking offices and premises of such company all traffic of every description coming from or destined for the undertaking of the Company upon such terms and conditions as may be agreed on or as in default of agreement shall be determined in manner aforesaid.

Running powers to Great Western Railway Company over certain railway of Company.

73.—(1) The Great Western Company may run over and use with their engines carriages waggons and trucks and their officers and servants and for the purpose of traffic of every description the Railway No. 7 or any part or parts thereof by this Act authorised with all ways sidings turntables stations buildings offices warehouses approaches water supplies telegraphs telephones signals machinery appliances and conveniences on or connected with such portion of railway and as regards traffic conveyed by the Great Western Company they may demand and take rates and charges upon and in respect of the said railway and station not exceeding the rates and charges authorised to be demanded in respect thereof.

(2) The terms and conditions pecuniary and otherwise and the tolls rates and charges or other consideration to be paid for the same shall if not agreed on be determined by the Railway and Canal Commission under the provisions of the Railway and Canal Traffic Acts 1873 and 1888.

(3) In running over or using the said railway and in using any stations and conveniences in accordance with the provisions in this section contained the byelaws and regulations for the time being in force on the undertaking so used shall be at all times observed so far as they are respectively applicable.

(4) The Company shall afford all requisite facilities for the before-mentioned purpose and shall receive book through invoice forward and deliver to and from the same and at the stations warehouses booking offices and premises of the Company all traffic of every description coming from or destined for the undertaking of the Great Western Company upon such terms and conditions as may be agreed on or as in default of agreement shall be determined in manner aforesaid.

Company to provide a junction with Great Western Railway &c.

74. The Company shall provide a junction between their railway and the Great Western Railway so as to enable the traffic of that company to be conveyed from and to their railway to and from the dock and shall receive and forward all such traffic with all reasonable despatch.

Confirming heads of agreement between the Company and the Rhondda Company.

75. The heads of agreement made between the Company and the Rhondda Company and set forth in the Sixth Schedule to this Act are hereby confirmed and made binding on those companies.

Power to enter into working agreements with the Rhondda and Swansea Bay Railway Company.

76. The Company on the one hand and the Rhondda and Swansea Bay Railway Company on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Railway and Canal Traffic Acts 1873 and 1888 from time to time enter into agreements with respect to the following purposes or any of them (that is to say):—

The maintenance and management of the railways of the Company or any one or more of them or any part thereof respectively and of the works connected therewith respectively or any of them;

The use or working of the railways or railway or of any part thereof and the conveyance of traffic thereon;

The regulation collection transmission and delivery of traffic coming from or destined for the undertakings of the contracting companies or either of them;

The fixing collecting and apportionment of the tolls rates charges receipts and revenues levied taken or arising in respect of traffic;

The supply under any agreement for any railway of the Company being worked and used by the said railway company of rolling stock and plant necessary for the purposes of such agreement;

The employment of officers and servants for the conveyance and conduct of traffic and all incidental matters.

Short distance charge in

77. During the continuance of any agreement to be entered into under the provisions of this Act for the working or use of the

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case of working agreement where rates and charges fixed with reference to existing Rates and Charges Order of another company.

railway of the Company by the Rhondda Company the railways of the contracting companies shall for the purpose of short distance rates and charges be considered as one railway and in estimating the amount of rates and charges in respect of passengers conveyed partly on the railway of the Company and partly on the railway of the Rhondda Company rates and charges may be charged as for three miles and for every mile or fraction of a mile beyond three miles as for one mile only and in estimating the amount of rates and charges in respect of merchandise traffic conveyed partly on the railway of the Company and partly on the railway of the Rhondda Company the Company shall be deemed to be a company connected with the Rhondda Company and specified in the appendix to the schedule to the Railway Rates and Charges No. 18 (Taff Vale Railway &c.) Order 1892 confirmed by the Railway Rates and Charges No. 18 (Taff Vale Railway &c.) Order Confirmation Act 1892.

PART V.—RAILWAY RATES.

Rates for merchandise.

78. The classification of merchandise traffic including perishable merchandise exceeding fifty-six pounds in weight by passenger train and the schedule of maximum rates and charges applicable thereto and the regulations and provisions contained in the schedule to the Railway Rates and Charges No. 18 (Taff Vale Railway &c.) Order 1892 (which Order is scheduled to and confirmed by the Railway Rates and Charges No. 18 (Taff Vale Railway &c.) Order Confirmation Act 1892) shall be applicable and apply to the Company as if it were one of the railway companies named in the schedule to the Order confirmed by the said Act:

Provided as follows (that is to say):—

The maximum rate for conveyance in respect of the conveyance of merchandise comprised in Class A shall be 0·85 of a penny;

In calculating the distance over which any passenger or merchandise is conveyed and for all purposes of rates and charges the tunnel on Railway No. 1 shall be calculated as one and a half miles.

Charges for small parcels.

79. With respect to small parcels (other than perishable merchandise) not exceeding five hundred pounds in weight conveyed by passenger trains other than small parcels exceeding fifty-six pounds in weight of perishable merchandise the Company may demand and take any charges not exceeding the following (that is to say):—

For any parcel not exceeding seven pounds in weight three-pence;

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight fivepence;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight sevenpence;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight ninepence;

And for any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Company may demand any sum they think fit:

Provided always that articles sent in large aggregate quantities although made up in separate parcels such as bags of sugar coffee meal and the like shall not be deemed small parcels but that term shall apply only to single parcels in separate packages.

Maximum rates for passengers.

80. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway including every expense incidental to such conveyance shall not exceed the following (that is to say):—

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

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

For every passenger conveyed in a third-class carriage one penny per mile;

For every passenger conveyed on the railway for a less distance than three miles the Company may charge as for three miles and every fraction of a mile beyond three miles or any greater number of miles shall be deemed a mile.

Passengers luggage.

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

Foregoing charges not to apply to special trains.

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

Rates for subsidiary railways &c.

83. Subject to the provisions of the said Sixth Schedule the Company may demand and take for the use of any railways or

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tramways made under the provisions of the section of this Act the marginal note whereof is "Subsidiary works" such reasonable rates and charges as they think fit not exceeding the rates and terminals specified in Scale 2 of Part I. of the maximum rates and charges contained in the schedule to the Railway Rates and Charges No. 18 (Taff Vale Railway &c.) Order Confirmation Act 1892.

PART VI.—DUES &c.

Ship dues.

84. The Company may demand and take for or in respect of—

Every vessel in the respective classes specified in the Third Schedule to this Act on entering either of the docks any sum not exceeding the dues specified in that schedule with respect to such classes respectively;

Every vessel which shall not enter either of the docks but which shall receive or deliver passengers or cargo at upon or from or in any way use any lock quay channel or other work of the Company or any lands of the Company the rates mentioned in the said schedule for vessels not entering the dock:

The said dues are in this Act referred to as "ship dues."

Statement of draught of water of vessel entering lock.

85. The master or other person in charge of any vessel desiring to enter and before entering the lock shall state in writing to the harbour master the draught of water of such vessel and if he fail so to do or if he shall make any false statement as to such draught he shall be liable to a penalty not exceeding fifty pounds and such penalty shall be in addition to any damages recoverable in respect of any injury or damage caused by reason of any such failure or false statement.

Wharfage rates.

86.—(1) The Company may demand and take in respect of cargo mentioned in the Fourth Schedule to this Act which shall be shipped or unshipped received or delivered whether on or from any works of the Company or on or from any lands of the Company within the harbour or into or out of any vessel within the dock works any sums not exceeding the several rates specified in the said Fourth Schedule and as to all cargo not specified therein the Company may demand and take a rate equal to the rate for the time being payable in respect of cargo of a similar nature package and quality and every such rate shall be payable by the owner or consignee of the cargo.

(2) The Company may demand and take in respect of any cargo which remains upon any quay or land of the Company for more than forty-eight hours any sum not exceeding one penny per square

yard of space occupied by such cargo for every twenty-four hours and every fresh period of twenty-four hours entered upon but not completed shall be deemed to be twenty-four hours.

Rates on passengers.

87. The Company may demand and take for every passenger embarking or disembarking at any work or on any land of the Company within the harbour any sum not exceeding twopence.

Vessels only to land &c. at a licensed quay.

88. Except with the previous consent in writing of the Company under the hand of their harbour master or other duly authorised officer of the Company no vessel shall land or embark receive or deliver passengers or cargo within the harbour except at or upon some one of such quays or places as shall from time to time be licensed in that behalf by the Company in accordance with byelaws in that behalf approved by the Board of Trade under the provisions of this Act and any person knowingly committing or wilfully permitting a breach of this enactment shall be liable for every such offence to a penalty not exceeding fifty pounds and to a further penalty not exceeding five pounds for every hour such breach shall continue.

Rhondda Company to have in respect of new wharfage rates any exemption they now have from wharfage rates under Act of 1865.

89. The Rhondda Company shall have and enjoy at any wharf now belonging to them (if any) or which they may acquire by way of exchange therefor from the Company the same exemption (if any) from the wharfage rates in respect of cargo received or delivered thereat as they would be entitled to have and enjoy from the wharfage rates authorised by the Act of 1865.

Saving certain powers of Rhondda Company.

90. Nothing in this Act shall prejudice alter diminish or affect the powers authorities and rights conferred upon the Rhondda Company by sections 23 to 27 of the Rhondda and Swansea Bay Railway Act 1890 and the Acts incorporated with that Act.

Company may appropriate parts of works to use of particular trades &c.

91. The Company may from time to time as they think fit set apart and appropriate any lands or any part or parts of the harbour or the whole or any part of any graving dock quays warehouses or other buildings works or conveniences other than private wharves to or for the use and accommodation of any particular trades persons companies vessels or class of vessels or goods and may in addition to the other rates by this Act authorised to be demanded and taken demand and take such reasonable charges for such use and accommodation as they from time to time think fit No other person company or vessel shall make use of any lands part or parts of the harbour or any graving dock quay warehouse building work or convenience so set apart and appropriated without the consent in writing of the Company under the hand of the harbour master and any person or any officer agent or representative of any company

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knowingly offending against this enactment shall be liable to a penalty not exceeding twenty pounds and to a further penalty not exceeding ten pounds for every day during any part of which such offence shall continue and the harbour master may cause such person and the agent representative or any person employed by such company and any such vessel to be removed and the provisions of section fifty-eight of the Harbours Docks and Piers Clauses Act 1847 shall extend and apply mutatis mutandis to and in relation to any such vessel Provided that this section shall not apply to any lands belonging to any railway company.

Exemption of portion of dues.

92. The Company may from time to time confer exemptions from such portion as they think fit of any dues payable under this Act Provided that every such exemption shall be made equally to all persons in respect of all vessels and all cargo falling within the same class or description and subject to the same dues and in the like circumstances.

Power for Company to remit dues.

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

Company may load &c. vessels.

94. The Company upon request in that behalf made by the owner or captain of the vessel or the consignee of the cargo may load and discharge any vessel in the harbour or at any quay and may perform all or any services in respect of shipping unshipping transhipping stowing unstowing landing relanding housing unhousing handling weighing coopering packing cording tying marking numbering labelling lettering sorting lotting tareing filling sewing bagging sampling piling unpiling watching loading unloading protecting delivering and repairing cargo and for preparing and furnishing certificates of weights or contents and for trimming coal and for any other service with respect to cargo shipped or unshipped or warehoused or deposited at their harbour works and the Company may provide all such trucks planks gear machinery and appliances and labour as may be necessary to effect the purposes

aforesaid and may make such reasonable charges as they think fit for any such service performed and (subject as herein-after provided) for any such plant or material used in rendering such service Provided that the charge for tipping coal shall not exceed twopence per ton.

If unnecessary delay Company may discharge vessels.

95. Whenever in the opinion of the harbour master any unnecessary or inconvenient delay shall take place in the discharging or loading of any vessel in any part of the docks other than alongside of a private wharf the harbour master may employ a sufficient number of persons to discharge unload or load or assist in the discharging unloading or loading of such vessel and the Company may recover in any court of competent jurisdiction from the owner or agent of such vessel or the consignee of the cargo as the case may be the reasonable cost thereby incurred The master or other person in charge of any vessel who shall not when required so to do cause the deck of such vessel to be properly cleared of any articles or things which may impede the discharge or loading of the cargo of such vessel shall be liable to a penalty not exceeding fifty pounds.

Company may supply ballast.

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

Craneage rates.

97. The Company may demand and take for the use of any crane supplied by them the respective rates specified in that behalf in the Fifth Schedule to this Act.

Rates for repairing slips.

98. The Company may from time to time demand and take for the use of their graving dock and repairing slips from the owner or master of each vessel or craft using such graving dock and repairing slips such rates and sums respectively as the Company shall from time to time reasonably appoint.

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Dues to be paid upon arrival of vessels.

99. All dues shall be paid upon the arrival of the vessel to some collector of dues at the dock office of the Company or at such other place or places as the Company may fix by any byelaw in that behalf.

Authorising deposit on account of dues.

100. Any collector of dues may receive by way of deposit and on account of the dues to which any vessel or cargo may be liable such a sum of money as shall in his opinion be sufficient to cover the amount thereof.

Penalty for not making a true report of the ship's destination.

101. Any person applying to make payment of dues may be questioned by the collector of dues as to the most distant port from which such vessel has arrived or to which such vessel is bound and if such person shall refuse to answer any reasonable question or shall wilfully give a false or untrue answer he shall be liable to a penalty not exceeding fifty pounds.

Securing duties on ships entering and departing in ballast.

102. No vessel shall leave the port until a certificate from some collector of dues of the payment of all dues payable to the Company in respect of such vessel shall have been produced to and left with the collector of dues for that part of the harbour where such vessel was stationed and if any vessel liable to such dues shall depart from the port without the production and leaving of such certificate as aforesaid the owner of such vessel shall be liable to the payment by way of damages to the Company of a sum not more than double the amount of the dues which should have been paid and in addition thereto the master of such vessel shall be liable to a penalty not exceeding twenty pounds.

Collectors to refuse entry when previous rates on vessels are unpaid and vessels may be detained.

103. While any dues remain unpaid in respect of any vessel or any goods therein liable thereto the collector of dues shall not receive any further or other entry in respect of such vessel and the Company may cause such vessel to be detained until all such dues shall have been paid.

Officers of customs and of the Board of Trade to have free access to dock without payment of toll &c.

104. All officers of customs and of the Board of Trade being in the execution of their duty shall have free ingress and egress into and out of the docks and premises and through the entrance of the same and also freely to pass with their vessels and boats through the water communications of the docks and premises at all times and over all ferries constructed under the powers of this Act without payment of any toll or sum for so doing.

PART VII.—TRANSIT SHEDS AND WAREHOUSES.

Power to Company to

105. With the consent and subject to the regulations of the Commissioners of Customs the Company may provide on any of the

quays transit sheds for the reception of goods on such plan and of such dimensions as the said commissioners may approve Such transit sheds shall be part of the docks and subject to the approval of the said commissioners the Company may from time to time repair renew alter discontinue or remove them and may keep the same provided with all requisite apparatus and conveniences for weighing and measuring goods and may demand and take for the use of such sheds apparatus and appliances such rents and charges as they may from time to time fix.

provide and declare transit sheds.

106. The master or owner of or the agent for any vessel lying at or in and using the docks or the owner of any of the cargo of such vessel lying on the quay upon which any transit shed may have been erected and be open for the reception of goods may with the permission of the Company or the superintendent of the transit sheds and subject to such regulations as the Commissioners of Customs may deem necessary for the security of the revenue cause such goods or any part thereof upon giving due notice to the proper officer of customs to be landed and deposited in such transit shed without previously making any entry thereof and such goods so landed and deposited in such transit sheds shall for all purposes be considered as still on board the vessel from whence the same shall have been landed and shall be removable only from such transit sheds in the same manner and by the same process in all respects as the same might by law have been removed from such vessel in case the same were still actually on board thereof Provided always that nothing herein shall affect or limit the rights or obligations of the said master agent or owner of the said vessel or the owner of the goods under the contract made for the carriage thereof with respect to the mode time or place of delivery or landing thereof.

Deposit of goods in transit sheds.

107. If the cargo of any vessel lying at any quay shall not be duly entered with the customs and the landing order lodged with the proper officer of the customs the Company may on the requisition of the shipmaster or shipowner or of the agent of such shipmaster or shipowner or without such requisition if and when the despatch of business is hindered by reason of such vessel not being so reported cause a landing entry to be made of such cargo or of so much thereof as shall not have been entered and passed as aforesaid (such goods being such as by law may be warehoused) and may land such goods and warehouse or otherwise take charge of the same and the Company may retain the goods as security for the payment of the customs duties (if any) to which they may be

Company may enter goods if not entered by owner or consignee.

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subject and of the rents rates and charges payable thereon to the Company and also of the freight dead freight demurrage salvage or other charges due by the owners of such goods when any notice to detain the same therefor shall have been given.

Power to Company to charge for service and to detain &c.

108. The Company may make reasonable charges for work and labour done by them in relation to any goods which they enter as aforesaid and may retain such goods as security for the payment of the customs duties and of the Company's charges and the Company may if they think fit also detain the same for rent freight lien or other charges claimed in respect thereof in case they have notice in writing to do so.

Company may erect or adapt warehouses on quays.

109. The Company may provide upon and around any of the quays such and so many warehouses of such dimensions and of such height and with such and so many vaults and cellars and of such materials and in such manner and form in all respects as they shall deem proper and may from time to time alter vary and remove the same and also may fit up adapt and use for the said purpose any existing warehouses or buildings now belonging to or which may be hereafter acquired by the Company which warehouses shall thereupon be subject to all the provisions and entitled to all the privileges herein regarding warehouses which might be erected under the authority of this Act.

Power to appoint superintendent of warehouses and transit sheds.

110. The Company may from time to time appoint a superintendent of the warehouses and a superintendent of the transit sheds who shall respectively take the charge and management of the same respectively on behalf and under the direction of the Company and all notices or other documents which are hereby required to be given to the Company with respect to the transit sheds or warehouses or the business connected therewith respectively if addressed to the Company and left at the place of business of the proper superintendent during the usual business hours shall be deemed to be given to the Company.

Power to appoint interim superintendent.

111. The Company also may from time to time appoint an interim superintendent to act in place of the superintendent in case of his absence.

Same person may be superintendent &c. of both warehouses and transit sheds.

112. The Company may appoint the same person to be superintendent and interim superintendent of the warehouses and of the transit sheds.

Power to appoint weighers and

113. The Company may from time to time appoint license and employ weighers and recorders of weights in connexion with the powers by this Act conferred on them as warehouse keepers and

may pay such salaries and wages to the superintendents and interim superintendents and such remuneration to the said weighers and recorders of weights as to them shall seem proper and they may also from time to time fix the remuneration to be paid to such parties when and if employed by parties other than the Company.

Power to recorders of weights and others and to pay salaries and wages.

114. The provisions of the Harbours Docks and Piers Clauses Act 1847 as to providing huts and weighing materials for the officers of the revenue and imposing penalties for not providing the same and for allowing the same to fall into disrepair shall apply to the warehouses erected adapted or to be acquired or leased by the Company under the provisions of this Act.

Provision as to huts &c. for Revenue officers.

115. Subject to the provisions of any Act for the time being in force and the regulations of the Commissioners of Customs or Inland Revenue with respect to approval and otherwise in relation to warehouses the Company may at their discretion use as a customs or excise warehouse any warehouse belonging to or leased by them or any part of such warehouse.

Warehouses to be used as customs or excise warehouses.

116. The Company may act as warehouse-keepers on payment by the owners of goods warehoused and deposited or the person in charge of such goods of such fair and reasonable rents or charges as may from time to time be fixed by the Company Provided always that the Company shall not be entitled to act as aforesaid or make such charges if and so long as the owners of such goods are themselves ready and willing to perform such acts.

Power to take rents and charges.

117. The Company may require previous to any goods being warehoused by them as aforesaid that the said goods shall be weighed by weighers and recorders appointed by them and they shall be entitled to make such reasonable charges in respect of such weighing as they may from time to time fix.

Goods to be warehoused by Company to be previously weighed &c.

118. The Company shall be entitled to make all reasonable charges for work done and services rendered and for facilities afforded and plant machinery or appliances provided by them and used for the despatch of business at the docks and works for the convenience of shipmasters merchants and others concerned with the traffic thereat in so far as such charges are not expressly provided for by this Act.

Company may make other charges.

119. All rents and charges payable under this Act to the Company in respect of perishable goods shall be paid at or before the expiration of two days and in respect of any goods not of a perishable nature at or before the expiration of three calendar months next after the cargoes of the vessels importing the same respectively

Rents &c. for goods when to be paid.

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shall have been completely discharged or unloaded into any warehouse of the Company or next after such goods respectively shall have been brought into any such warehouse and at the expiry of every six months thereafter so long as the goods shall remain in the warehouse or previously to the removal of the same from such warehouse which shall first happen.

Company may sell goods for payment of rents and charges or may bring action.

120. In case default shall be made in payment of any rents or charges in respect of goods it shall be lawful for the Company first paying the customs and excise duties (if any) to retain and sell the goods or any part thereof and after retaining the amount of such duties to retain and pay in the first place the rents and charges so unpaid as aforesaid including the expenses of such sale and in the next place the freight due on such goods (in case the Company shall have received notice that such freight has not been paid) paying the surplus (if any) and also delivering such of the said goods as shall remain unsold (the rents and charges due in respect thereof having been discharged as aforesaid) to the person entitled thereto upon demand Provided always that it shall be lawful for the Company either in lieu of selling such goods or notwithstanding such sale if the produce of such sale shall be insufficient to recover the amount of such rents and charges or the balance thereof as the case may be which shall be due to them by action or claim to be brought or made in any court of competent jurisdiction.

Goods warehoused to remain subject to freight.

121. All goods warehoused by the Company or deposited in any of their warehouses by any person having or claiming an interest in such goods or by the owner or master of the vessel out of which the same may have been warehoused or by any person interested in the freight of such vessel or entitled to or claiming the benefit of any other claim or lien whatsoever to which the goods were subject while the same were on board and before the warehousing thereof shall continue liable to such and the same claim or lien for freight and also to all other claims or liens whatsoever in favour of the owner or master of such vessel or of any other person interested in such goods or in the freight of the same or entitled to or claiming the benefit of any other claim or lien thereon as such goods were liable to whilst the same were on board such vessel and before the warehousing thereof.

Transfer of goods in sheds detained for freight.

122. The Company may (but only with the consent of the collector of customs when such consent is requisite) transfer from any shed or warehouse to any other shed or warehouse any goods deposited in such first-mentioned shed or warehouse and detained therein for payment of freight.

Freight not to be affected by removal.

123. No removal of goods from any shed or warehouse of the Company to any other shed or warehouse of the Company shall prejudicially affect any lien for freight attaching to such goods.

Notice may be given to Company to detain goods until freight &c. be satisfied or deposit made.

124. If notice in writing to detain such goods shall be given to the Company by such owner or master or other person interested as aforesaid previously to the warehousing thereof being completed the Company shall detain and keep such goods in their warehouses until such claims or liens together with all rates rents and charges to which the same shall have become subject or liable shall be paid or until such rates rents and charges shall be paid and a deposit equal in amount to the demand made by the owner or master of the vessel or other person interested as aforesaid for or on account of any such claim or lien as aforesaid shall have been made by such owner master or other person interested as aforesaid which deposit the Company shall receive and hold in trust until the amount due in respect of such claim or lien shall have been tendered or satisfied when upon proof thereof being given to the Company to their satisfaction and payment made to them of all rates rents and charges (if any) due upon such goods such deposit shall be returned upon demand to the person by whom the same was made or to his executors administrators or assigns.

Deposit to be considered as made in payment of claim.

125. Such deposit shall be considered as made in payment of the claim or lien in respect of which such deposit shall have been made and the Company on the expiration of ten days next after such deposit shall have been made and in case notice in writing to retain the amount of such deposit shall not in the meantime have been given to the Company by some person claiming to be entitled to such goods shall out of so much of the said deposit as shall remain after deducting and retaining the rates rents and charges (if any) then due to the Company on the goods in respect of which such deposit shall have been made and all other expenses (if any) incurred by the Company in respect thereof pay to the master or owner of the vessel from which such goods shall have been warehoused or other person entitled to or interested in such claim or lien the amount of his claim or lien and the payment so made by the Company shall release and discharge them from all claims and demands whatsoever in respect of so much of such deposit as they shall have paid to such master owner or other person interested as aforesaid.

Notice to have effect for thirty

126. Such notice to the Company to retain the amount of any such deposit as aforesaid shall not continue to operate or have effect for a longer period than thirty days from the service thereof

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days only unless action &c. be brought.

unless some action claim suit or other proceeding for determining the title or liability to the claim or lien in respect of which such deposit shall have been made or the right to or the ownership of such deposit shall in the meantime be actually commenced and notice in writing thereof served on the Company.

Power of sale if deposit be not made.

127. If such deposit shall not be made within ninety days next after any such goods shall have been warehoused and in case notice to detain such goods shall have been given as aforesaid the Company may after the payment of duty (if any) payable to the Commissioners of Customs or Inland Revenue sell all or any part of such goods and out of the proceeds thereof retain the amount of the duties so paid and also retain and pay the rents rates and charges payable to the Company and the expenses of such sale and in the next place may pay the freight and other claims or liens to which such goods may be liable paying the overplus (if any) to the person entitled thereto on demand.

Power of sale only to be exercised after notice.

128. No such sale shall be made by the Company until ten days previous notice in writing of such claim or lien thereon as aforesaid and of the intention to sell the said goods for satisfaction thereof shall have been given to the owner thereof if his name and residence or place of business shall appear on the manifest of the cargo or shall have been entered in the books of the warehouse in which such goods shall have been deposited by sending such notice in a registered letter by post to such residence or place of business and if such owner shall not be known then until ten days after such notice shall have been inserted once in some newspaper published in London and one or more newspapers published in Glamorganshire and also posted in the Custom House at Port Talbot and the Company shall not sell a greater portion of such goods than shall in their judgment be sufficient to cover the amount of the said duties rents charges and expenses and of such claim or lien as aforesaid.

Notice to detain goods must be given.

129. Notice to detain goods for payment of freight or any other claims or liens to which such goods were liable whilst on board any vessel and before the warehousing thereof shall not be available unless the same shall be given to the Company before the warehousing thereof shall have been completed.

Preserving rights of parties at common law.

130. Nothing in this Act contained shall be held to take away limit prejudice or affect any power of the shipmaster or shipowner or other party having claims and liens for freight dead freight demurrage salvage average or other charges in respect of or relating

to goods imported into or unshipped at the port to enforce and secure such claims and liens in conformity with the contract express or implied under which such claims and liens arise Provided that the Company shall not be in any manner responsible for or affected by the invalidity of any such alleged claim or lien.

Charges for use of warehouses &c.

131. The Company may demand and take in respect of the use of warehouses provided by them or of sheds wherein goods are temporarily stored other than transit sheds such rents and charges as the Company may from time to time fix and the same may be recovered as dues on goods are recoverable by the Company.

Power for Company to insure against fire.

132. The Company may if they think fit insure from loss or damage by fire their sheds and warehouses and the contents thereof or any of them but they shall not be under any obligation to do so.

Company not to be liable for loss by fire &c.

133. The Company shall not under any circumstances or in any case whatsoever be answerable or accountable for or be liable to make good any loss or damage which may happen to any goods or to any vessel or to any property of any description by fire theft storm tempest floods or vermin or from any civil commotion or by the act of the Queen's enemies or other inevitable accident or from any other cause not arising directly from the default or neglect of the Company their officers or servants.

Delivery warrants.

134. With respect to the giving of certificates and warrants by the Company for the delivery of goods the following provisions shall have effect (that is to say) :—

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

(1) The Company from time to time at the request of any person warehousing or depositing any goods in any warehouse or upon or in any of the quays or sheds of the Company specially appropriated for the purpose or entitled to any goods so warehoused or deposited may if the Company think fit issue and deliver to him a certificate in a form approved by the Company of the goods so warehoused or deposited or a warrant in a form approved by the Company for the delivery of the goods so warehoused or deposited or any part thereof to be respectively specified in the warrant;

Warrant not to be given till freight rates &c. paid.

(2) No such warrant for delivery shall be given unless and until all liens and claims for freight and all other liens or claims whatsoever to which the goods were liable while on board any vessel and before the warehousing or depositing of the same and of which the Company have notice in writing and all rates rents charges and expenses payable to the Company with

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respect to the warehousing or depositing of the goods or for services performed by the Company in respect thereof are paid or discharged;

Warrant not to be given until certificate given up.

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

Effect of certificate or warrant.

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

Notice of effect of certificate or warrant to be endorsed thereon.

(5) Every such certificate or warrant shall state on the face thereof the effect of the last preceding sub-section and that the certificate or warrant is issued under the powers of this Act;

(6) The Company may charge for each certificate or warrant any sum not exceeding two shillings.

Lands &c. for transit sheds and warehouses.

135. For the purpose of providing transit sheds and warehouses (whether free or bonded) the Company may exercise the following powers and the following provisions shall have effect (that is to say):—

(1) They may by agreement purchase or take by way of exchange or on lease or hire any lands warehouses or buildings;

(2) They may on any lands for the time being belonging to them erect fit up and maintain transit and other sheds and warehouses with all necessary conveniences and appliances;

(3) They may sell let on lease or otherwise dispose of any such lands for the erection thereon by any person or company of such sheds and warehouses;

(4) They may erect fit up and maintain such sheds and warehouses;

(5) They may hold use or let such sheds and warehouses and may appropriate them or any of them to and for the use of certain trades persons or companies for such periods and at such rents or for such other payments and upon such terms

and conditions as may be agreed on between the contracting parties;

(6) They may enter into and fulfil contracts and agreements with any person or company for and in relation to the exercise of the powers of this section either by the Company alone or jointly with any such person or company;

(7) They may with the consent and subject to the regulations of the Commissioners of Customs make all such usual and proper provisions and regulations as they think fit with respect to the management and user of the transit sheds and warehouses and the security of the goods therein;

(8) All transit sheds and bonded warehouses shall be erected or provided only with the consent and subject to the regulations of the Commissioners of Customs.

PART VIII.—PILOTAGE.

Company to be the pilotage authority for the port.

136.—(1) The Company shall be the pilotage authority for the port and harbour and may appoint fit and proper persons to act as pilots to conduct navigate and move vessels within the harbour and may suspend or revoke the licence of any such person.

(2) If any person not so licensed or during any suspension of his licence shall pilot or attempt to pilot any vessel within the docks or any channel leading thereto he shall be liable to a penalty not exceeding twenty pounds.

(3) The Company may fix the charges to be paid by the owners and masters of vessels to licensed pilots rendering pilotage assistance to any vessel.

(4) Nothing in this Act shall take away or alter the right of the master of any vessel bound for the port to require the assistance of any licensed pilot (other than one licensed by the Company) whose boat may be within reach of signalling if no pilot licensed by the Company be within reach of signalling or if a pilot so licensed be within reach he do not answer the signal made by such master but such first-mentioned pilot may at the request of such master be superseded by a pilot licensed by the Company and the pilotage rate shall be divided between the two pilots in such proportion as the Company may determine.

PART IX.—STEAM TUGS.

Company may license steam tugs.

137. The Company may from time to time build purchase or hire and let and take charges and remunerations for steam tugs and other towing power and may also from time to time license such

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number of steam tugs or other such power belonging to any person for such period and on such terms and conditions as they may think fit and may from time to time fix such rates and charges as appear to them reasonable for or in respect of the use of such steam tugs or other power and such rates and charges shall be paid by the owner master agent manager or other person having charge of the vessel obtaining assistance of such steam tugs or other power to the Company or to the owner of such steam tugs or other power if licensed by them as the case may be and such rates and charges shall be due and payable whether such steam tugs or other power shall be actually employed or not provided the assistance thereof shall have been required and shall in consequence of such requisition have been tendered by the master or other person having the command of such steam tugs or other power.

Penalty for steam tugs plying without a licence.

138. Every person who without the licence of the Company first applied for and obtained shall use or employ any steam tug or other power for towing vessels within the harbour except such as shall be provided or employed by the Company or other person having their authority shall for every such offence be liable to a penalty not exceeding five pounds Provided that no licence shall be refused to any suitable and efficient tug.

PART X.—BYELAWS.

Additional byelaws.

139. In addition to the powers of making byelaws contained in any other enactment enabling the Company to make byelaws they may from time to time subject to the provisions of this Act make such byelaws as they think fit for all or any or either of the following purposes (that is to say):—

For preventing any part of the docks or works specially appropriated by the Company for any particular trade business or purpose being used for any other purpose so as to prevent or interfere with its use for the purpose for which it is so appropriated;

For preventing and removing obstructions or impediments at or in the docks and works and the roads and accesses thereto respectively;

For regulating the use of and the moving of carriages waggons and trucks along the quays and the rails sidings and turntables of the Company thereon;

For regulating the user of the quays;

For regulating the conduct of the owners masters and crews of vessels propelled by steam with respect to the rate of speed at

which they may proceed within the harbour and for requiring such vessels to stop or slow their engines at such times and places as the Company may require and to keep the advertised times of sailing and for regulating the taking on board landing or putting out of passengers;

For regulating the towing of vessels within the harbour the size and number of vessels to be towed in one train or by one or more tugboats the speed at which tugboats or other towing power shall proceed whether towing or not the order and manner in which the towage shall be given and the duties and conduct of all persons employed in or upon tugboats or other towing power;

For regulating the terms and conditions of the granting of licences for tugboats or other towing power;

For regulating the terms and conditions of and the payments to be made for the granting of any licences under the powers of this Act;

For the prevention of cruelty in the shipping unshipping landing and removal of animals;

For fixing the rents rates tolls duties and charges for and for regulating the use of warehouses sheds depôts quays trucks barges machinery plant and appliances and labour provided by the Company;

For fixing the rates and charges for pilotage;

For fixing the rates to be charged for hire and use of tugboats and for the towing of vessels;

For regulating the times and manner of paying and the places for payment of the dues and rents payable to the Company;

For berthing and removing vessels lying in any part of the harbour and regulating the conduct and behaviour of boatmen lumpers jobbers stevedores and others resorting to the docks or works;

For regulating the ballasting of vessels within the docks and the order and manner in which they shall be supplied with ballast and the discharging and removal or disposal of ballast;

For preventing the exhibiting or placing in or on any of the works of any goods for sale other than such goods as the Company from time to time think fit to be permitted to be sold there and other than perishable articles landed on the quays and sold within forty-eight hours of their being landed;

For directing regulating or preventing the user of fires candles and lamps within and upon the docks and works or on board of

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any vessel being within the docks or works or within fifty yards of the entrance to the lock;

For preventing the smoking lighting or burning of tobacco or any herb or substance whatsoever in any such vessel or in upon or within the limits of the docks or works:

And such byelaws except so far as they relate solely to the Company or their officers or servants shall be subject to the provisions with respect to byelaws of the Harbours Docks and Piers Clauses Act 1847 except section 85 of that Act but no such byelaws shall have any force or effect unless and until the same be confirmed by the Board of Trade and no byelaws relating to transit sheds or bonded warehouses shall have any force or effect unless and until they shall have been sanctioned by the Commissioners of Customs and only so long as such sanction shall continue:

Any person who offends against any byelaw shall be liable for every offence to a penalty not exceeding five pounds and to a daily penalty not exceeding forty shillings for every day such offence shall continue after conviction therefor and such penalties shall be in addition to any damages which may be recoverable by the Company or by any person or company for any loss or injury to them or him or to their or his property consequent on such offence.

PART XI.—MISCELLANEOUS.

Saving rights of the Crown in the foreshore.

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

Saving rights of Crown under Crown Lands Act.

141. 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 20 21 and 22 of the Crown Lands Act 1866 and belonging to or exerciseable on behalf of Her Majesty Her heirs or successors.

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Saving rights of the Duchy of Lancaster.

142. Nothing contained in this Act shall extend or operate to authorise the Company to take use enter upon or in any manner interfere with any land soil water or hereditaments or any land parcel of any manor or any manorial rights or any other rights of whatsoever description belonging to Her Majesty in right of Her Duchy of Lancaster without the consent in writing of the Chancellor for the time being of the said duchy first had and obtained (which consent the said Chancellor is hereby authorised to give) or take away prejudice or diminish any estate right privilege power or authority vested in or enjoyed or exerciseable by Her Majesty Her heirs or successors in right of Her said duchy.

Power to pay interest out of capital during construction.

143. Notwithstanding anything in this Act or in any Act or Acts incorporated herewith contained it shall be lawful for the Company out of any money by this Act authorised to be raised to pay interest at such rate not exceeding three pounds per centum per annum as the directors may determine to any shareholder on the amount from time to time paid up on the shares held by him from the respective times of such payments until the expiration of the time limited by this Act for the completion of the works by this Act authorised or such less period as the directors may determine but subject always to the conditions herein-after stated (that is to say):—

(A) No such interest shall begin to accrue until the Company shall have obtained a certificate from the Board of Trade that two-thirds at least of the share capital authorised by this Act in respect of which such interest may be paid has been actually issued and accepted and is held by shareholders who or whose executors administrators or assigns are legally liable for the same;

(B) No such interest shall accrue in favour of any shareholder for any time during which any call on any of his shares is in arrear;

(C) The aggregate amount to be so paid for interest shall not exceed seventy-five thousand pounds and the amount so paid shall not be deemed share capital in respect of which the borrowing powers of the Company may be exercised but such borrowing powers shall be reduced to the extent of one-third of the amount paid for interest as aforesaid;

(D) Notice that the Company has power so to pay interest out of capital shall be given in every prospectus advertisement or other document of the Company inviting subscriptions for shares and in every certificate of shares;

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(E) The half-yearly accounts of the Company shall show the amount of capital on which and the rate at which interest has been paid in pursuance of this section:

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

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

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

Provision for Merchant Shipping Acts and general Acts.

145. Nothing in this Act contained shall exempt the docks or the Company from the provisions of 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 authorised.

Provision as to general Railway Acts.

146. Nothing in this Act contained shall exempt the Company or the railways 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 this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this Act.

Costs of Act.

147. 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 by the Company.

The SCHEDULES referred to in the foregoing Act. A.D. 1894.

THE FIRST SCHEDULE.

DESCRIBING BUILDINGS OF WHICH ONLY PARTS MAY BE TAKEN.

Parish.	No. on deposited Plans (all numbers inclusive).
	RAILWAY No. 1.
Margam - - - -	9 10 12 13 14 22 25 32 to 35 37 38 40 to 49 51 52 54 65 to 71 100 108 216 219 to 221 223A 225 230 270 277 317 346 386
Llangynwyd - - - -	4A 6 10 79 to 83 85 86 89
	RAILWAY No. 2.
Llangynwyd - - -	96 97 99 102 103 104 106 107 110 151 154 158 162 to 165 168 169 173 176 177 178 182 184 188A 215
Bettws - - - -	1 1A 2 to 6 9 12 14 15
	RAILWAY No. 3.
Bettws - - - -	124
Llangeinwyr - - -	9 10 14
	RAILWAY No. 4.
Margam - - - -	128 129 131 140 141 142 157 158 159 161 to 164 164A 167 170
	RAILWAY No. 6.
Margam - - - -	196 to 199

THE SECOND SCHEDULE.

NAMES OF LIMITED OWNERS.

John Popkin Traherne.
Henry Lewis.

A.D. 1894.

THE THIRD SCHEDULE.

SHIP DUES CHARGEABLE ON EACH REGISTERED TON.

	Rate per Ton. s.	d.
FIRST CLASS.		
On all sailing steam or other vessels entering from or departing for any port in the United Kingdom Isle of Man Jersey Guernsey Alderney and Sark under 100 tons register - - -	0	1½
100 tons and under 200 tons register - - - -	0	2
200 tons register and upwards (except steam vessels) - -	0	3
Steam vessels of 200 tons register and upwards - - -	0	2
SECOND CLASS.		
On all sailing steam or other vessels entering from or departing for any port in Europe between the North Cape and Cape Finisterre -	0	5
THIRD CLASS.		
On all sailing steam or other vessels entering from or departing for any other port in Europe and the Mediterranean - - -	0	7
FOURTH CLASS.		
On all sailing steam or other vessels entering from or departing for all other foreign ports whatsoever - - - - -	0	9
FIFTH CLASS.		
On all sailing steam or other vessels which do not enter within the gates of any dock but which either discharge or receive passengers or goods at upon or from or in any way use any lock quay channel or other work of the Company or any lands of the Company -	0	3

If any sailing steam or other vessel being of less than 200 tons measurement shall remain within any dock for a period longer than ten days or being of 200 tons and less than 400 tons measurement for a longer period than fourteen days or being of 400 tons measurement or upwards for a longer period than 21 days then for the period during which the vessel remains beyond those periods respectively the further rates following (that is to say):—

For every day or part of a day in the first week one-seventh of one penny per ton;

For every day or part of a day in the second week one-seventh of three halfpence per ton;

For every day or part of a day in any week after the second week one-seventh of twopence per ton;

Every day entered on but not completed shall be deemed a day.

THE FOURTH SCHEDULE.

Wharfage Rates.

		s.	*d.*
Aërated waters - - - - - -	per ton	1	8
Ale beer porter or cider - - - - -	,,	0	10
Alum - - - - - - -	,,	0	8
Ammoniacal liquor (gas water) - - - -	,,	0	4
Anchors - - - - - -	,,	0	9
Apples - - - - - - -	,,	0	10
Arrowroot - - - - - - -	,,	1	8
Arsenic - - - - - - -	,,	1	0
Ashes - - - - - - -	,,	0	8
Bacon - - - - - - -	,,	0	8
Barley - - - - - - -	,,	0	7½
Bags (empty) - - - - - -	,,	1	8
Baskets (fancy) per package not exceeding 1 cwt. in weight - -		0	2
,, or hampers (empty) - - -	per dozen	0	1
Beans - - - - - - -	per ton	0	7½
Bedsteads (see Furniture)			
Beef - - - - - - -	,,	0	8
Beer (see Ale)			
Bellows (large) - - - - - -	each	0	3
,, (small) per package - -	not exceeding 1 cwt. in weight	0	1
Biscuits - - - - - - -	per ton	1	0
,, (fancy) - - - - - -	,,	1	8
Blocks and dead eyes (ships) - - -	per 1,000	5	0
Boats (ships) - - - - - -	each	1	0
Bones - - - - - - -	per ton	0	6
Boots and shoes - - - - - -	,,	1	8
Bottles (empty) - - - - - -	,,	1	8
Bran - - - - - - -	,,	0	7½
Brass - - - - - - -	,,	0	10
Brass wire - - - - - - -	,,	1	8
Bread - - - - - - -	,,	1	0
Bricks or tiles (common) - - - -	per 1,000	0	6
Bricks or tiles (fire blue or fancy) - - - -	,,	0	9
Brimstone - - - - - - -	per ton	0	8
Brooms - - - - - - -	per dozen	0	0½
Brushes - - - - - - -	,,	0	2
Buckets (iron) - - - - - -	,,	0	2
,, (wooden) - - - - - -	,,	0	1
Butter - - - - - - -	per ton	1	8
Cabbages (see Vegetables)			
Candles - - - - - - -	,,	1	8
Canvas - - - - - - -	,,	1	0

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		s.	*d.*
Carriages carts or waggons of all descriptions - -	per ton	2	0
Casks (empty) - - - - - -	„	1	0
Cattle—			
Calves sheep lambs and pigs - - - -	each	0	1
Horses - - - - - - -	„	1	0
Oxen and cows - - - - -	„	0	6
Yearlings ponies mules and asses - - -	„	0	3
Cement of all descriptions - - - -	per ton	0	9
Chaff - - - - - - -	„	0	8
Chains or chain cables - - - - -	„	1	0
Chairs (see Furniture)			
Charcoal - - - - - - -	„	0	9
Cheese - - - - - - -	„	0	8
China (see Glass)			
Chrome ore - - - - - -	„	0	6
Cider (see Ale)			
Cigars (see Tobacco)			
Clay—china or pipe - - - - -	„	0	3
„ (common) - - - - - -	„	0	1½
„ (fire) - - - - - - -	„	0	2
Coal coke culm or stone coal - - - -	„	0	2
Cocoa - - - - - - - -	„	1	8
Coffee - - - - - - - -	„	1	8
Confectionery - - - - - -	„	1	8
Copper - - - - - - - -	„	1	0
„ (dross and slag) - - - - -	„	0	2½
„ (old and regulus) - - - - -	„	0	4½
„ ore - - - - - - -	„	0	3
Copperas - - - - - - -	„	0	4
Cordage - - - - - - -	„	1	0
Cordwood - - - - - - -	„	0	3
Cork fenders - - - - - -	each	0	1
„ - - - - - - -	per ton	1	8
Corkwood - - - - - - -	„	1	0
Corn or other seed not otherwise quoted - - -	„	0	7½
Cotton - - - - - - - -	„	2	6
„ (twist thread or yarn) - - - -	„	5	0
Cotton seed - - - - - -	„	1	0
Cotton waste or wool - - - - -	„	2	6
Cranberries - - - - - - -	„	3	4
Creosote - - - - - - -	„	0	8
Currants - - - - - - -	„	0	10
Dead eyes (see Blocks)			
Deals and deal ends - - - - -	„	0	8
Dogs - - - - - - -	each	0	1
Drapery - - - - - - -	per ton	1	8
Drugs - - - - - - -	„	1	8

	s.	*d.*	
Earthenware - - - - - - per ton	1	8	
Eggs - - - - - - - „	1	8	
Engines - - - - - - - „	2	0	
Esparto (see Fibre)			
Fat - - - - - - - „	0	8	
Farina - - - - - - - „	1	8	
Feathers - - - - - - - „	5	0	
Felt - - - - - - - „	0	8	
Fencing - - - - - - - „	1	6	
Fibre (Esparto Diss or Crin) - - - - - „	1	8	
Fish - - - - - - - „	0	10	
Firearms (see Guns)			
Fireclay (see Clay)			
Figs - - - - - - - „	0	10	
Flax - - - - - - - „	1	0	
Flour or meal - - - - - - - „	0	10	
Flagstones - - - - - - - „	0	4	
Fowls - - - - - - - „	0	10	
Fruit (fresh or dried) - - - - - - „	0	10	
Freestone - - - - - - - „	0	4	
Furniture - - - - - - - „	1	8	
Fuel (patent) - - - - - - - „	0	2	
Galvanized iron - - - - - - - „	0	9	
Glass or china - - - - - - - „	1	8	
„ (plate) - - - - - - - „	2	6	
Glue - - - - - - - - „	1	8	
Grates or stoves (see Ironmongery)			
Granite (broken or small) - - - - - „	0	2	
„ stone blocks - - - - - - „	0	4	
Gravel - - - - - - - - „	0	2	
Greaves - - - - - - - - „	0	4	
Grease - - - - - - - - „	0	6	
Grindstones or millstones - - - - - - „	1	0	
Guano - - - - - - - - „	0	9	
Guns or firearms - - - - - - - „	1	8	
Gypsum stone - - - - - - - „	0	3	
Hair - - - - - - - - „	1	0	
Hampers (see Baskets)			
Handspikes - - - - - - - per dozen	0	1	
Hardware (see Ironmongery)			
Hats - - - - - - - - per ton	1	8	
Hay - - - - - - - - „	0	10	
Hemp - - - - - - - - „	1	0	
Herrings (see Fish)			
Hides - - - - - - - - „	1	6	
Hoops (wood) - - - - - - - - „	0	10	
Hops - - - - - - - - „	3	4	

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——	Horns or hoofs	-	-	-	-	-	-	-	per ton	1	6
	Horses (see Cattle)										
	Hosiery (see Drapery)										
	Ice	-	-	-	-	-	-	-	„	0	3
	Indigo	-	-	-	-	-	-	-	„	15	0
	Iron ore	-	-	-	-	-	-	-	„	0	3
	„ pig	-	-	-	-	-	-	-	„	0	4
	„ or steel castings		-	-	-	-	-	-	„	0	6
	„ „ rails	-	-	-	-	-	-	-	„	0	4
	„ „ sheet bar bolt scrap or wire			-	-	-	-	-	„	0	6
	„ „ girders and railway sleepers			-	-	-	-	-	„	0	9
	„ „ not otherwise quoted			-	-	-	-	-	„	0	10
	Iron machinery	-	-	-	-	-	-	-	„	2	0
	Ironmongery	-	-	-	-	-	-	-	„	1	8
	Juice (lime) (see Wines)										
	Junk	-	-	-	-	-	-	-	„	0	8
	Jute	-	-	-	-	-	-	-	„	1	0
	Kernels (palm or ground nut)			-	-	-	-	-	„	1	0
	Knives (see Ironmongery)										
	Lard	-	-	-	-	-	-	-	„	1	0
	Lathwood	-	-	-	per fathom of 144 feet of 4-feet wood					0	4
	Laths	-	-	-	-	-	-	-	per ton	0	8
	Lead (pig sheet or shot)		-	-	-	-	-	-	„	1	0
	„ (white or red)	-	-	-	-	-	-	-	„	1	0
	Lead ore	-	-	-	-	-	-	-	„	0	3
	Leather	-	-	-	-	-	-	-	„	1	8
	Lemons (see Oranges)										
	Lime	-	-	-	-	-	-	-	„	0	3
	Lime (superphosphate of)		-	-	-	-	-	-	„	0	6
	Limestone	-	-	-	-	-	-	-	„	0	2
	Litharge	-	-	-	-	-	-	-	„	1	0
	Linseed	-	-	-	-	-	-	-	„	0	8
	Linen (see Drapery)										
	Loam	-	-	-	-	-	-	-	„	0	3
	Logwood	-	-	-	-	-	-	-	„	1	6
	Machines	-	-	-	-	-	-	-	„	2	0
	Macaroni	-	-	-	-	-	-	-	„	1	8
	Malt	-	-	-	-	-	-	-	„	0	7½
	Manure (common)	-	-	-	-	-	-	-	„	0	1
	„ (patent)	-	-	-	-	-	-	-	„	0	6
	Marble	-	-	-	-	-	-	-	„	0	8
	Mast yard or bowsprit spars—										
	6 inches and under 8 inches diameter						-	-	each	0	3
	8 „ „ 12 „ „						-	-	„	0	6
	12 „ diameter and upwards						-	-	„	1	0
	Maize	-	-	-	-	-	-	-	per ton	0	7½
	Matches	-	-	-	-	-	-	-	„	1	8

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	s.	*d.*	
Mats - - - - - - - per ton	1	8	
Matting - - - - - - - „	1	8	
Manganese - - - - - - - „	1	0	
Millstones (see Grindstones)			
Mineral waters - - - - - - „	1	8	
Millpuff (see Wool)			
Molasses - - - - - - - „	0	8	
Moss (Irish or Iceland) - - - - - „	3	4	
Muntz's metal - - - - - - „	1	0	
Mustard - - - - - - - „	1	6	
Musical instruments - - - - - „	2	6	
Nails (copper or brass) - - - - - „	1	8	
„ (iron) - - - - - - „	1	0	
Nickel ore - - - - - - - „	1	0	
Nuts - - - - - - - „	0	10	
Oakum - - - - - - - „	0	8	
Oak bark - - - - - - - „	1	0	
Oats or oatmeal - - - - - - „	0	7½	
Oil - - - - - - - - „	1	0	
Oilcake - - - - - - - „	0	7½	
Onions - - - - - - - „	0	8	
Oranges and lemons exceeding 1 cwt. but not exceeding 2 cwt. - - - - - - - per box	0	1	
Oranges and lemons not exceeding 1 cwt. - - - „	0	0½	
Paper - - - - - - - per ton	1	8	
Palings - - - - - - - „	0	3	
Paints and painters material - - - - „	1	8	
Paving stones or sets - - - - - „	0	4	
Patent fuel - - - - - - - „	0	2	
Peas - - - - - - - „	0	7½	
Pepper - - - - - - - „	1	8	
Petroleum - - - - - - - „	0	10	
Phosphate stone - - - - - - „	0	3	
Phosphates - - - - - - - „	1	6	
Pipes (drainage to 12 inches in diameter) - - - „	1	8	
„ (12 inches in diameter and upwards) - - - „	2	6	
„ (tobacco) - - - - - - „	1	8	
„ (wrought iron or steel) - - - - „	0	9	
„ (cast iron) - - - - - - „	0	9	
Pitwood poles or fencing - - - - - „	0	3	
Pitch - - - - - - - - „	0	8	
Piassava - - - - - - - „	1	0	
Plaster of Paris (see Cement)			
Plants or trees - - - - - - „	5	0	
Porter (see Ale)			
Potatoes - - - - - - - „	0	6	
Pork - - - - - - - - „	0	8	
Provisions - - - - - - - „	0	8	

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		s.	d.
Provisions (preserved)	per ton	1	8
Putty	„	0	8
Pyrites	„	0	4
Raisins	„	0	10
Rabbits	per score	0	1
Rags	per ton	0	8
Rape seed	„	0	7½
Resin	„	0	8
Rice	„	0	9
Rigging	„	1	0
„ (old)	„	0	9
Rifles (see Guns)			
Roman earth (see Cement)			
Rope	„	1	0
„ (old)	„	0	8
Rum (see Spirits)			
Salt (white)	„	0	6
„ (rock)	„	0	3
Saltpetre	„	1	0
„ (refined)	„	1	8
Sand	„	0	2
Sago	„	0	9
Semolina	„	0	10
Shoes	„	1	8
Shumac	„	1	8
Sheep pelts	„	1	6
Silk	„	10	0
Skins (seal)	„	2	6
Slates	„	0	6
Sleepers	„	0	6
Soap	„	1	8
Soda	„	0	8
Soot	„	0	6
Spades and shovels	„	0	10
Spices	„	15	0
Spirits (see Wines)			
Starch	„	1	8
Staves	„	0	6
Steel (see Iron)			
Stone (Bath or block)	„	0	4
„ (paving)	„	0	4
„ (broken)	„	0	2
„ (rough building)	„	0	3
Straw	„	0	6
Stationery	„	1	8
Sugar	„	0	8
Sulphur ore	„	0	6
Sulphur	„	0	8

		s.	d.
Swords	per ton	1	8
Tallow	„	1	0
Tar or turpentine	„	0	8
„ (coal or gas)	„	0	4
Tapioca	„	0	10
Tea	„	5	0
Tiles (see Bricks)			
Tin	„	1	0
„ (Barilla)	„	0	8
Tin plates	„	0	6
Tinplate boxes	per 1,000	1	0
Timber	per ton	0	8
Tobacco (unmanufactured)	„	5	0
„ and cigars	„	10	0
Toys	„	0	10
Trenails	„	0	8
Turnips (see Vegetables)			
Vegetables	„	0	10
„ (preserved in tins)	„	1	8
Vermicelli	„	1	8
Vinegar	„	0	10
Vitriol	„	1	8
Wheat	„	0	7½
Whiting	„	0	6
Whalebone	„	5	0
Wheelbarrows	each	0	2
Witheys	per ton	0	8
Wines and spirits	„	2	6
Wool (millpuff or yarn)	„	2	6
Yarn (see Wool)			
Yellow metal	„	1	0
Zinc	„	0	9
Zinc nails	„	1	8
Zinc ore	„	0	4

A "ton" shall mean either one ton dead weight or forty cubic feet by measurement at the option of the Company.

When the rate per unit is ninepence or less than ninepence parts of a unit may be charged as a whole unit.

When the rate per unit is more than ninepence parts of a unit may be charged at the proportional rate provided that sub-divisions smaller than one-tenth of a unit shall be reckoned as one-tenth.

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

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

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THE FIFTH SCHEDULE.

Rates for the Discharge Removal and Deposit of Ballast Use of Cranes &c.

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

Additional Rates.

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

Rates for the use of Cranes.

For Cranes lifting up to Six Tons.

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

For Cranes lifting up to Ten Tons

	For the first Lift. s.	d.	For each succeeding Lift. s.	d.
Under six tons	5	0	2	6
Six tons and under seven tons	10	0	5	0
Seven tons and under ten tons	20	0	10	0

For Cranes lifting Ten Tons and upwards.

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

Fifty tons and upwards any sum the Company think fit to demand

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

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

For Steam Cranes lifting up to Six Tons.

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

Rates for the use of Shearlegs.

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

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

Fifty tons and upwards any sum the Company think fit to demand

For masting or dismasting vessels and for bowsprits.

For vessels under three hundred tons register	1	0	0
For vessels of three hundred tons register and under five hundred tons	1	10	0

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	For each Lift. £	s.	d.
For vessels of five hundred tons register and under one thousand tons	2	0	0
For vessels of one thousand tons register and under one thousand five hundred tons	3	0	0
For vessels of one thousand five hundred tons register and upwards	4	0	0

For putting on and taking off tops.

For vessels under three hundred tons register	0	5	0
For vessels of three hundred tons register and under five hundred tons	0	7	6
For vessels of five hundred tons register and under one thousand tons	0	10	0
For vessels of one thousand tons register and under one thousand five hundred tons.	0	12	6
For vessels of one thousand five hundred tons register and upwards	0	15	0

The Company to provide men to work the shearlegs but not the slings nor are they to undertake the slinging in masting or dismasting nor to be responsible for accidents occurring during the use of the shearlegs.

Masts after being landed to be placed so as not to interfere with the working of the shearlegs and to be removed from the dock quay within twenty-four hours after being landed.

THE SIXTH SCHEDULE.

HEADS OF AGREEMENT made the 20th day of April 1894 between the PORT TALBOT COMPANY and the RHONDDA AND SWANSEA BAY RAILWAY COMPANY.

(1) Compulsory running powers to come out The Company only to have by agreement running powers over the Rhondda and Swansea Bay Railway between the junction therewith of their Railway No. 4 and the proposed dock as provided by the Bill.

(2) Should any additional land be required by the Rhondda Company between Aberavon and Port Talbot belonging to Miss Talbot or the Company for providing an additional line of rails to facilitate the passage of such traffic over the Rhondda Railway the owners to allow the Rhondda Company to acquire the same.

(3) Railways 4 and 6 to be made and opened simultaneously with Railway No. 1.

(4) The Company to give Rhondda Company agreement running powers over their railways from the junction of No. 4 with the Cwmavon Railway to the southern side of the dock.

(5) The Company to give Rhondda Company (1) access over lines of railway to be laid down by the Company from the present Cwmavon Railway of the Rhondda Company at Port Talbot to the northern side of the said dock and shipping accommodation there on the same conditions as other traders and Company to do the shipping business (2) access to Margam Copper Works Ffrwd-Wylld and Taybach Tin Plate Works so far as their works or land enable them to do so.

(6) The terms on which such running powers are to be exercised and the contributions to be made by the Rhondda Company to the expense of any railways giving them access to the north side of the dock and by the Company to the expense of any additional works rendered necessary by the exercise of the aforesaid running powers over the Cwmavon Railway to be agreed or settled by arbitration.

For the Port Talbot Company
CHESTON & SONS
1 Great Winchester Street.
For the Rhondda Company
E. V. FRERE.

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