CHAP. cxlix.

An Act for extending and amending the Acts relating to the Navigation and Conservancy of the Thames, and for other purposes. [1st August 1870.]

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WHEREAS divers Acts have been passed relating to the Navigation and Conservancy of the Thames, including those mentioned in the first schedule to this Act (which are in this Act referred to collectively as the Thames Acts, and severally by the respective short descriptions in that schedule given), and the execution of those Acts is entrusted to the body called the Conservators of the River Thames (in this Act referred to as the Conservators):

And whereas it is expedient that the Thames Conservancy Act of 1857 and the Thames Navigation Act of 1866 be amended with respect to elections of Conservators and qualifications of electors:

And whereas the bridge across the Thames, in the parish of St. Thomas the Martyr, Oxford, presents a serious obstruction to the flow of the water of the Thames, and it is expedient that the Conservators be empowered by compulsion or otherwise to alter and if need be to remove that bridge:

And whereas the limits within which the Conservators are authorised to exercise their powers of enforcing the discontinuance of the pollution of the water of the Thames are too narrow, and it is expedient that they be extended, and that those powers be made to apply to the Thames below the metropolis, except as in this Act provided:

And whereas it is expedient that powers be conferred on the Conservators to establish ferries above Teddington Lock, and to take tolls and charges for the use of ferry boats, and in respect of pleasure boats, and to establish a registration of and to regulate and license pleasure boats, and to collect tonnage dues, and charges in the nature of port dues, in respect of certain vessels now liable thereto, and to enforce the consumption of smoke in steam vessels, and to purchase, by compulsion or otherwise, the pier at Gravesend

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known as the Royal Terrace Pier, with the appurtenances, and that provision be made for the improvement of the bridges known as Putney and Battersea Bridges:

And whereas it is expedient that the Thames Conservancy Acts, 1857 and 1864, and the Watermen's and Lightermen's Amendment Act, 1859, should be amended:

Whereas it is expedient that measures shall be taken as hereinafter provided for the purpose of preventing obstructions to the navigation from the flow of the sewage of the metropolis into the river:

And whereas it is expedient that the Acts relating to the Conservators be in divers respects extended and amended:

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

And whereas plans and sections describing the line and levels of the alterations in bridges and other works proposed to be authorised by this Act, and plans of the land, piers, and property to be taken compulsorily for the purposes of the Act, and a book of reference to those plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of those lands, piers, and property, and describing the same, have been deposited with the respective clerks of the peace for the counties of Middlesex, Surrey, Kent, Oxford, and Berks (which respectively are in this Act referred to as the deposited plans, sections, and book of reference):

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows; (that is to say,)

Short title.

1. This Act may be cited as The Thames Navigation Act, 1870, and this Act and the Thames Acts (exclusive of the Thames Act of 1810) may be cited together as The Thames Acts, 1857 to 1870.

Provisions of Acts herein named incorporated.

2. The following enactments are hereby incorporated with this Act; (namely,)

The Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

Interpretation of terms.

3. With respect to the interpretation of terms in and for the purposes of this Act the following provisions shall have effect; (namely,)

In this Act the term "the Thames" (unless a different meaning is expressed or implied) means the river Thames from Cricklade, in the county of Wilts, to Yantlet Creek, in the county of Kent:

In this Act the term "the Conservators" means the Conservators of the River Thames:

In this Act, and, for purposes of this Act, in any Act incorporated with this Act, the term "court of competent jurisdiction" shall have effect as if the debt or demand with respect to which it is used was a common simple contract debt, and not a debt or demand created by statute; and the term "superior courts" shall include courts of competent jurisdiction within the meaning of this Act:

Subject to the foregoing interpretations, words in this Act have the same meaning as in the Thames Acts, and the Thames Acts and this Act shall be read and have effect together as one Act, and for this purpose the expression "this Act" when used in any of the Thames Acts shall be taken to apply to the present Act as well as to the Act in which it is used, as the case requires.

Qualifications of electors under Act of 1866.

4. A person shall not be qualified to be an elector or an elected Conservator under the Thames Act of 1866 at any election after the passing of this Act by being seized of lands, or being heir apparent, or residing as therein mentioned, except subject to the conditions following; (namely,)

Not by being seized of lands, as therein mentioned, unless the lands or a sufficient part thereof are or is in a parish or parishes some part of which or of each of which is within five miles of the Thames:

Not by being heir apparent, as therein mentioned, unless the estate of the person of whom he is heir apparent, or a sufficient part thereof, is in such a parish or parishes as aforesaid:

Not by residing, as therein mentioned, unless he resides in such a parish as aforesaid.

Candidates under Act of 1866.

5. A person shall not be entitled to be elected a Conservator at any election under the Thames Act of 1866 unless twenty-one clear days at least before the election he has given notice of his intention to be a candidate at the election by writing under his hand delivered at the office of the Conservators, and the Conservators shall before each election publish the names of the candidates, which publication shall be completed seven clear days at least before the day appointed for the election.

Improvement of bridge at Oxford.

6. The Conservators, by compulsion or otherwise, may enter on the bridge across the Thames in the parish of St. Thomas the Martyr, Oxford, and may according to the deposited plans and sections, or within the limits of deviation shown on the deposited plans, alter, raise, lower, or remove wholly or in part, and if need be rebuild

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wholly or in part that bridge, and the Conservators and the local board for the district of Oxford may from time to time enter into and carry into effect such agreements as they think fit relative to the alteration, raising, lowering, removal, or rebuilding wholly or in part of that bridge, and relative to any contribution to be made by the local board towards the expenses of any such works, and relative to the levying of rates and the borrowing of money on the security of rates by the local board for the purposes of any such contribution; and every such agreement shall have the like effect as if it were in terms contained in and enacted by this Act, and shall be binding on and enforceable against the Conservators and the local board and the ratepayers of their district accordingly.

Extension to five miles of provisions as to pollution of water.

7. Section 64 of the Thames Act of 1866 shall have effect as if the words five miles were therein inserted instead of the words three miles, and all provisions of that Act relative to that section shall have effect accordingly.

Ferries above Teddington.

8. The Conservators may from time to time establish and maintain ferries across the Thames at such places above Teddington Lock as they think fit, and may afterwards discontinue the same or any of them if they think fit, and may from time to time demand and receive in respect thereof, and for the use of ferry boats belonging to them, tolls and charges to be from time to time appointed by byelaw allowed by Order in Council: Provided always, that no ferry shall be established under this section within one mile of any legal ferry or bridge at or in respect of which any toll is now taken, nor shall the establishment of any ferry under this section give a right of way over any towing-path or other place where a right of way does not at present exist.

Pleasure boats.

9. So much of section 27 of the Thames Act of 1810 as exempts pleasure boats from tolls or duties is hereby repealed, and the Conservators may by byelaw allowed by Order in Council make provision for the registration and regulation and licensing of pleasure boats let for hire, and may from time to time demand and receive in respect of all pleasure boats passing through locks on the Thames tolls or annual payments to be appointed by byelaw allowed as aforesaid not exceeding the amounts mentioned in the second schedule to this Act.

Improvement, &c. of Putney Bridge.

10. With respect to the improvement and management of the bridge across the Thames between Fulham in the county of Middlesex and Putney in the county of Surrey, (in this section referred to as Putney Bridge,) the following provisions shall have effect; (namely,)

(1.) The committee of management for the time being of Putney Bridge (in this section referred to as the committee of management) shall within twelve months after the passing of this Act widen the centre arch of Putney Bridge, in accordance with the deposited plans and sections:

(2.) If the committee of management desire to erect a landing place in connexion with Putney Bridge, they may do so without payment to the Conservators, but so that the same be made at such place and in accordance with such plan as the Conservators approve, and the same shall be subject to the byelaws and regulations of the Conservators:

(3.) In widening the centre arch and erecting a landing place as aforesaid, the committee of management may close Putney Bridge and its approaches to such extent and for such time as in their judgment may be expedient:

(4.) For the purposes of this section the committee of management may raise money not exceeding the sum of six thousand pounds by mortgage of all or any part of the tolls, revenues, profits, income, or property of or belonging to Putney Bridge, with such powers of sale and other incidental powers as the lenders and the committee of management agree on, and the receipts in writing of the committee of management, or of any four or more of them, shall effectually discharge the lenders from the money lent and from all responsibility in respect of the application thereof:

(5.) All money so borrowed by the committee of management shall be applied for the purposes aforesaid, and not otherwise:

(6.) The improvements of Putney Bridge authorised by this section, and the same bridge and the lands thereunto belonging, and the tolls, revenues, profits, and income of or belonging to the same, shall be vested in the committee of management and their successors for the time being, subject to the trusts on which the same are held at the passing of this Act:

(7.) In case at any time Putney Bridge is purchased compulsorily under the authority of Parliament, due regard shall be had in the ascertainment of the amount of compensation to be paid in respect thereof to the money expended by the committee of management in widening the centre arch as aforesaid, and to the costs and charges incurred by them in relation thereto.

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Improvement of Putney Bridge.

11. The Conservators on the one hand, and the proprietors of the bridge across the river Thames between Fulham in the county of Middlesex and Putney in the county of Surrey, commonly called Putney Bridge, on the other hand, may from time to time enter into and carry into effect such agreements as they think fit relative to the alteration, raising, lowering, removal, or rebuilding, wholly or in part, of Putney Bridge, and relative to any contribution to be made by the proprietors of Putney Bridge to the expenses of any such works, and to the raising of money by the proprietors of Putney Bridge for the purposes of any such works or contribution; and every such agreement shall have the like effect as if it were in terms contained in and enacted by this Act, and shall be binding on and enforceable against the Conservators and the proprietors of Putney Bridge party thereto accordingly.

Improvement of Battersea Bridge.

12. The Conservators on the one hand, and the proprietors of the bridge across the Thames between Chelsea and Battersea, (in this section referred to as Battersea Bridge,) and the Albert Bridge Company, or either of those bodies, on the other hand, may from time to time enter into and carry into effect such agreements as they think fit relative to the alteration, raising, lowering, removal, or rebuilding wholly or in part of Battersea Bridge, and relative to any contribution to be made by the proprietors of Battersea Bridge and the Albert Bridge Company, or either of them, to the expenses of any such works, and to the raising of money by the proprietors of Battersea Bridge and the Albert Bridge Company, or either of them, for the purposes of any such works or contribution, and every such agreement shall have the like effect as if it were in terms contained in and enacted by this Act, and shall be binding on and enforceable against the Conservators and the proprietors of Battersea Bridge and the Albert Bridge Company party thereto accordingly: Provided always, that sections 37, 38, and 45 of the Albert Bridge Act of 1864, relating to the roads, the width of the bridge, the inclination of the roadway, and the protection of the sewers of the Metropolitan Board of Works, shall apply to the works, matters, and things provided for in this section, and shall be read and construed as if the said works, matters, and things had been included amongst the works in such sections referred to.

Alteration of Watermen's Act of 1859.

13. Section 43 of "The Watermen and Lightermen's Amendment Act, 1859," shall be read as if the words "for hire" were not inserted therein, and the expression the Watermen's Company in this Act shall mean the company incorporated by the last-mentioned Act.

Penalty for false statement on

14. If any person, with intent to obtain for himself or any other person the grant or renewal of a certificate from the Watermen's

Company, makes any false representation or statement, knowing the same to be false, or with like intent offers or utters to any person in the service of the company or of the Conservators any false document, knowing the same to be false, he shall for every such offence be liable on summary conviction to a penalty not exceeding twenty pounds, or to be imprisoned for any term not exceeding six months, with or without hard labour.

application, &c.

15. Within one month after the annual audit of the accounts of the Watermen's Company they shall cause their balance sheet (prescribed by section 27 of their Act of 1859) to be printed, and shall send printed copies thereof to the Conservators and to the Board of Trade, and to such other authorities and persons as the Board of Trade from time to time direct, and if in any year they fail to do so they shall be liable to a penalty not exceeding five pounds.

Printing, &c. of Company's balance sheet.

16. If at any time it appears to the Board of Trade that the income of the Watermen's Company is more than sufficient to meet the proper expenditure for the time being of the company, the Board of Trade may direct the company to reduce the fees taken by them on grants or renewals of licenses or certificates under any former Act to such amounts as the Board of Trade prescribe, with power to the Board of Trade to authorise the raising again of any such fee to an amount not exceeding that allowed by any former Act, and notwithstanding anything in any former Act it shall not be lawful for the company to take any fee of a higher amount than that so from time to time prescribed by the Board of Trade.

Regulation of income of Company.

17. The Conservators may from time to time appoint persons, qualified as they from time to time direct, to be inspectors of steamboats, lighters boats, and other craft navigated, plying, or worked for gain on the Thames, and any such inspector may from time to time in the execution of his duty enter into and on any such steamboat, lighter boat, or other craft, and inspect and examine the same, and every part thereof, and every such inspector shall be entitled to prefer any complaint against any licensed person before the Court of the Watermen's Company as well as before a magistrate in the same manner as if he were an inspector appointed by the Watermen's Company.

Inspectors of steamboats, &c.

18. The provisions of section 52, and sections 63 to 67, both inclusive, of the Thames Act of 1866, are hereby extended so as to apply to the Thames from the eastern boundary of the metropolis to Yantlet Creek, and to so much of every river, stream, cut, dock, canal, and watercourse communicating with that part of the Thames

Extension below metropolis of provisions as to pollution of water.

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as lies within three miles of the Thames, measured in a direct line therefrom, and for that purpose the term "this Act" used in those provisions shall be taken to include the present Act, but nothing in this section contained shall in anywise prejudice, lessen, affect, or interfere with any of the rights, powers, authorities, or privileges of the Metropolitan Board of Works.

Excepting rivers Lee and Medway from Act.

19. Nothing in this Act contained shall be deemed to apply to or give the Conservators any authority or jurisdiction over the river Lee (except the portion the jurisdiction whereof is by the Lee Conservancy Act, 1868, vested in them) or over the river Medway, or any stream, creek, or indraught connected therewith.

Metropolitan Board of Works to remove banks, &c. from river, caused by sewage from outfall works.

20. The Metropolitan Board of Works shall, at their own expense, keep the Thames free from such banks, or other obstructions to the navigation thereof, as may have arisen or may arise from the flow of sewage at their outfalls for the time being into the river, and for the purposes aforesaid the said board shall have full power and authority from time to time to dredge the said river and to remove such banks or obstructions, but all such dredging operations shall be subject to the approval of the Conservators, and if they so require be carried on under their superintendence.

For settlement of disputes between the Metropolitan Board of Works and the Conservators.

21. If at any time any difference shall arise between the Metropolitan Board of Works and the Conservators as to anything to be done by the said Board of Works under the provisions of this Act, or as to the origin of any banks or other obstructions to the navigation of the said river, the same shall be referred to two arbitrators, one to be appointed by the Conservators and the other by the Metropolitan Board of Works, and an umpire to be appointed on the application of either party by the Board of Trade, and in the event of an application to the Board of Trade by both parties, to such one or more referee or referees to be nominated by the said Board of Trade as the said Board of Trade may determine; and the clauses of the Railways Clauses Consolidation Act, 1845, with respect to the settlement of disputes by arbitration, shall, so far as they are applicable, extend and apply to any arbitration under this enactment, and the said arbitrators and umpire, or referee or referees, shall determine upon the several matters so referred to them as aforesaid, and shall make a report thereon to the Board of Trade, and the Board of Trade may thereupon make such order and give such directions as to the removal of any such bank or other obstruction to the navigation of the river as they shall think fit, and if they shall be of opinion that any such bank or other obstruction shall have arisen partly from the flow of sewage from the said outfall works or either of them, and partly from other causes, they shall determine the

proportion in which the expense of removing any such bank or obstruction shall be borne by the said Board of Works and the Conservators respectively, and the said Board of Works shall carry out, under the superintendence of the Conservators, all such orders and directions of the said Board of Trade, and the Conservators shall pay to the said Board of Works such proportion of any of the expenses incurred as shall be fixed by the Board of Trade, and in case of default by the said Board of Works to carry out any such order or directions, the Conservators may themselves perform the work directed to be done, and recover from the said Board of Works the costs and expenses incurred by them in respect of such works, or such proportion of such costs and expenses as shall have been awarded by the Board of Trade from the said Board of Works.

As to expenses of Metropolitan Board of Works.

22. Any expense which may be incurred or any outlay which may be made by the Metropolitan Board of Works under this Act shall be paid by the board out of and be charged upon the consolidated or any other rate which they are or may be authorised to levy, or any moneys which they are for the time being authorised to borrow.

Extending powers of Metropolis Management Act, 1855, as to purchase of lands to lands required in exercise of dredging powers of this Act.

23. The powers of taking land given to the Metropolitan Board of Works by the Metropolis Management Act, 1855, shall extend and be applicable to, and may, subject to the provisions of that Act with reference to such powers, be exercised by, the said Board of Works in respect of any land which may be required by the said board for the purpose of landing and depositing any gravel, sand, and other substances raised by them from the bed of the Thames under this Act, and all dredging operations under this Act shall for the purposes of this enactment be deemed works for the purpose of the sewerage or drainage of the metropolis.

Purchase of pier at Gravesend.

24. The Conservators may enter on, purchase, and take by compulsion or otherwise the pier and landing-place at Gravesend known as the Royal Terrace Pier, as the same is shown on the deposited plans and described in the deposited book of reference, and all works, lands, approaches, and houses connected therewith and shown on the deposited plans and described in the deposited book of reference, and all rights and privileges connected with that pier and landing-place, for which purpose that pier and landing-place, works, lands, approaches, houses, property, rights, and privileges, shall be deemed lands within the meaning of the Lands Clauses Consolidation Acts, 1845, 1860, and 1869.

Effect of purchase of pier.

25. After the purchase of the pier and landing-place aforesaid at Gravesend, the Conservators may take down and remove the whole

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or any part of the pier and landing-place purchased, or any work or convenience connected therewith, and from and after that purchase all rights, privileges, and customs connected with the pier and landing-place, or in any way incident thereto, and particularly the right or privilege of levying tolls, rates, or duties thereon, or in connexion therewith, shall be by virtue of this Act extinguished, and all the provisions of any special Act of Parliament relating to the pier purchased that would interfere with any of the effects or consequences of that purchase, or with any of the objects of this Act, or of any of the Acts relating to the Conservators, shall cease to operate, and the Conservators shall, notwithstanding any such special Act, have in relation to the pier and landing-place purchased, and the site thereof, all the like powers and rights of making works, and levying tolls, and exercising authority, and other rights, as they would have had if the pier and landing-place purchased had been made by them under the powers of the Thames Act of 1857, or any subsequent Act relating to the Conservators, instead of being made by any other body under any such special Act, and the maximum tolls, rates, and duties leviable thereon or in connexion therewith shall be the same as if this Act had not been passed.

Compensation to officers on purchase of pier.

26. On the purchase of the pier and landing-place aforesaid at Gravesend the Conservators may, if they think fit, with the consent of the Commissioners of Her Majesty's Treasury, grant to any officer or person compensation for loss of emoluments sustained by him in consequence of such purchase.

Vessels sunk or stranded.

27. With respect to vessels sunk or stranded in the Thames the Conservators in case of emergency (of which emergency they shall be sole judges) shall perform the duties and exercise the powers imposed and conferred on them by section 86 of the Thames Act of 1857, without having given such notice as is in that section directed.

Regulation of vessels at draw dock, &c.

28. Sections 80 to 83 (both inclusive) of the Thames Act of 1857 shall extend and apply to vessels lying at public draw docks and landing-places in the Thames, and to the loading and unloading of such vessels.

Extension of power to dredge, &c.

29. Sections 6 and 7 of the Thames Act of 1867 relative to dredging and matters connected therewith shall extend and apply to the Thames between the City Stone near Staines and Yantlet Creek.

Power to deal with materials, fill up creeks, &c.

30. The Conservators may, between Teddington Lock and Yantlet Creek, carry away, deposit, and sell, or otherwise dispose of the gravel, sand, and other substances taken from the Thames by dredging or straightening thereof, or may use the same in repairing existing towing-paths and roads, and in forming other roads, and, subject to

the provisions of this Act, in straightening and improving the course of parts of the Thames by filling up and raising creeks, inlets, bends, flats, and sloblands in and adjoining to the Thames, and in connexion therewith may place piles and make groynes, retaining walls, and other works, and may sell and dispose of lands formed or reclaimed in or upon lands belonging to the Conservators by the exercise of any of the powers of this section: Provided always, that no such sale or disposition of any land between Teddington Lock and Yantlet Creek shall take place for a less sum than shall be certified to be the value of the land intended to be sold, every such valuation being signed by the person for the time being appointed and approved in manner provided by the 58th section of the Thames Act, 1857, and a copy of every such valuation shall be transmitted by the Conservators to the Commissioners of Woods as provided by that section, and a statement of every such sale and disposition in this section mentioned shall be included in the schedule to be from time to time rendered and delivered in manner provided by section 103 of the Thames Act of 1857, and one equal third part of the consideration money for every such sale or disposition shall be from time to time paid over by the Conservators unto the Commissioners of Woods in manner provided by section 104 of the same Act: Provided also, that this section shall not apply to any part of the Thames in front of or adjoining to any land belonging to the Crown.

Saving rights of the Crown.

31. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorise the Conservators to take, use, or in any manner interfere with any land or hereditaments, or any rights of whatsoever description, belonging to the Queen's most Excellent Majesty in right of her Crown, and under the management of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, or either of them, without the consent in writing of the same Commissioners or one of them, on behalf of Her Majesty, first had and obtained for that purpose, (which consent such Commissioners are hereby respectively authorised to give,) neither shall anything in the said Act or Acts 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 and successors.

Saving as to ballast.

32. Nothing in this Act shall affect such of the provisions of the Thames Acts relating to ballast as are in force at the passing of this Act.

Collection of tonnage dues on certain vessels.

33. The Conservators may from time to time make byelaws to be allowed by Order in Council for the better collection of tonnage dues and other charges payable on and for the registration of sailing and

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steam vessels exceeding forty-five tons registered tonnage navigating the river Thames and trading beyond Gravesend, but not entered at the office of Her Majesty's Customs, and not exempted from the payment of dues by the fifth section of an Act passed in the fourth and fifth years of the reign of His Majesty King William IV., chapter thirty-two, intituled An Act for reducing the tonnage rates payable in the port of London.

Consumption of smoke by steam vessels.

34. The Act of the session of the 16th and 17th years of Her Majesty's reign (chapter 128), "to abate the nuisance arising from "the smoke of furnaces in the Metropolis, and from steam vessels "above London Bridge," and the Act of the session of the 19th and 20th years of Her Majesty's reign (chapter 107), "to amend the "Smoke Nuisance Abatement (Metropolis) Act, 1853," shall as far as those Acts relate to steam vessels be read and have effect as if in and by section 5 of the former of those Acts the Conservators had been named and authorised to direct informations to be laid for the recovery of penalties.

Byelaws under this Act.

35. The Conservators may from time to time make byelaws for any purpose by this Act expressly authorised or directed to be regulated by byelaws, and the provisions of the Thames Act of 1864 relative to the making of byelaws and the allowance thereof by Order in Council shall apply to byelaws under this Act.

Act not to affect rights, &c. saved by Act of 1864, except as expressed.

36. This Act, or any power conferred by this Act or any byelaw made or other thing done under any such power, shall not:—

(1.) Take away, alter, interfere with, abridge, prejudice, or derogate from any right, title, claim, privilege, franchise, exemption, immunity, possession, profit, power, jurisdiction, or authority saved or intended to be saved from or out of the operation of the Thames Act of 1864 by sections 79 to 81 thereof (both inclusive), or any of them, or saved or intended to be saved from or out of the operation of the Thames Conservancy Act, 1857, by section 179 thereof:

(2.) Repeal, alter, or prejudicially affect the same sections, or any of them, or any enactment saved or intended to be saved from or out of the operation of any former Act by the same sections or any of them:

(3.) Prejudice, lessen, or interfere with further or otherwise than is expressly provided by this Act, any of the rights, powers, privileges, and duties saved or intended to be saved from or out of the operation of the Thames Act of 1864 by section 82 thereof.

Saving rights of Bridewell Hospital.

37. Nothing in this Act contained shall extend or be deemed or construed to extend to abridge, prejudice, or derogate from the

property, estate, right, title, interest, or power, if any, belonging to Bridewell Hospital, or vested in or exerciseable by the governors thereof, in, to, or over the bed or soil or shore of the river Thames, but all such property, estate, right, title, interest, and power, if any, belonging to the said hospital, or vested in or exerciseable by the said governors thereof, shall henceforth continue in full force.

Saving rights of owners of Swynford Bridge.

38. Nothing in this Act contained shall extend or be construed to extend to repeal, prejudice, diminish, alter, or affect any of the clauses and provisions contained in an Act passed in the seventh year of the reign of his late Majesty King George III., chapter 63, intituled "An Act for building a bridge across the river Thames "from Swynford in the county of Berks to Eynsham in the county "of Oxford," or any of the rights, privileges, powers, or authorities conferred thereby, or to authorise the establishment or use of any ferry or ferries or ferry boat within two miles of the bridge called Swynford Bridge mentioned in such Act.

Saving rights of Commissioners of Sewers for limits extending from Lombard's Wall to Gravesend Bridge.

39. Notwithstanding anything in this Act contained it shall not be lawful for the Conservators in any way to interfere with the banks of the Dartford and Crayford Creeks, or either of them, or with the navigation thereof, without the consent of the Commissioners of Sewers for the limits extending from Lombard's Wall to Gravesend Bridge in the county of Kent, and upon and under such terms and conditions as to the said Commissioners may seem fit, and nothing in this Act contained shall repeal or be construed to repeal, or in anywise prejudice, affect, lessen, abridge, or interfere with any of the powers, rights, privileges, or authorities vested in the said Commissioners.

Saving rights of Commissioners of the Dartford and Crayford Navigation.

40. Notwithstanding anything in this Act contained, it shall not be lawful for the Conservators to interfere with so as to obstruct or impede the navigation of the Dartford and Crayford Creeks, or either of them, and nothing in this Act contained shall repeal or be construed to repeal, or in anywise prejudice, affect, lessen, abridge, or interfere with any of the powers, rights, privileges, or authorities vested in the Commissioners of the Dartford and Crayford Navigation.

Provision as to West Ham Local Board.

41. With respect to the sewerage works of the West Ham Local Board of Health, in this section referred to as the local board, nothing in this Act contained shall prejudice or affect the right of the said board to continue the flow or passage of sewage through the lower of their two present outfalls situate near the West Marsh Sluice in the river Lee until the thirtieth day of June one thousand eight hundred and seventy-one, or until such further day as the Board of Conservancy may think fit to appoint. If before such day the local board shall make provision by proper depositing tanks and

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filter beds or otherwise by the best-known practicable process for the purification, clarifying, and disinfecting sewage in the works belonging to them or under their control, and if after the time lastly above mentioned, if and so long as the effluent water is clarified and disinfected, so as not to be offensive or injurious in the judgment of the Conservators of the Thames, or in case of difference in the judgment of an arbitrator appointed by the Board of Trade on the application of either party (which decision of the arbitrator shall be final), and the cost of the arbitration shall be in his discretion, the local board may discharge the effluent water into the river Lee through such lower outfall.

Saving rights of Metropolitan Board of Works.

42. Except as in this Act expressly provided, nothing in this Act contained shall prejudice, lessen, affect, or interfere with any of the powers, rights, authorities, and privileges of the Metropolitan Board of Works under any Act or Acts of Parliament now in force.

Expenses of Act.

43. The costs, charges, and expenses preliminary to and of and incidental to the preparing, applying for, obtaining, and passing of this Act shall be paid by the Conservators.

The SCHEDULES to which the foregoing Act refers.

THE FIRST SCHEDULE.

Thames Acts referred to.

Session and Chapter, and Title or Short Title.	Short Description of Act used in the foregoing Act.
50 Geo. III. c. 204.—An Act for amending, altering, and enlarging the powers of two Acts passed in the fourteenth and seventeenth years of his present Majesty, in relation to the Navigation of the river Thames westward of London Bridge, within the liberties of the city of London, and for the further improvements of the said Navigation.	The Thames Act of 1810.
20 & 21 Vict. c. 147.—The Thames Conservancy Act, 1857.	The Thames Act of 1857.
27 & 28 Vict. c. 113.—The Thames Conservancy Act, 1864.	The Thames Act of 1864.
29 & 30 Vict. c. 89.—The Thames Navigation Act, 1866.	The Thames Act of 1866.
30 & 31 Vict. c. 101.—The Thames Conservancy Act, 1867.	The Thames Act of 1867.

A.D. 1870.

THE SECOND SCHEDULE.

For every steam pleasure boat not exceeding 35 feet in length, passing any lock - - - - - - Ninepence.
For each pleasure steamboat exceeding 35 feet in length, for every additional five feet of length - - - - Threepence.
Class 1.—For every row boat, canoe, or other pleasure boat rowed by not more than two oars - - - Threepence.
Class 2.—For every row boat rowed by more than two and not exceeding four oars - - - - Sixpence.
Class 3.—For every row boat rowed by more than four oars - Ninepence.
For every house boat - - - - Two shillings and sixpence.

The above charges to be for the voyage up and down.

In lieu of the above tolls, pleasure steamboats or row boats may be registered on the annual payment to the Conservators of the under-mentioned sums, and shall in consideration of such payment pass the several locks free of any other charge:

For every steam pleasure boat not exceeding 35 feet in length - - - -	per annum	Forty shillings.
For every additional number of five feet	,,	Five shillings.
For every row boat of Class 1 - -	,,	Twenty shillings.
For every row boat of Class 2 - -	,,	Thirty shillings.
For every row boat of Class 3 - -	,,	Forty shillings.
For every house boat - - -	,,	One hundred shillings.

In computing the toll-charges every number less than the entire numbers above stated is to be charged as the entire number.

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