



ANNO VICESIMO NONO

# VICTORIÆ REGINÆ.

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## Cap. lxxxviii.

An Act to authorize the *Bristol and Portishead* Pier and Railway Company to alter the Pier at *Portishead* and to construct other Works, to extend the Time for the Purchase of Lands and Completion of Works, to amend the Act relating to the Company; and for other Purposes  
[11th June 1866.]

**W**HEREAS by "The *Bristol and Portishead* Pier and Railway Act, 1863," (in this Act called "the Act of 1863,") 26 & 27 Vict. c. cvii.  
"The *Bristol and Portishead* Pier and Railway Company" (in this Act called "the Company") was incorporated, and authorized to make a Pier in the Parish of *Portbury*, and a Railway from such Pier to the *Bristol and Exeter* Railway at *Bedminster*, and a Branch Railway diverging therefrom to *Portishead*: And whereas the Company were authorized to raise by the Act of 1863 the Sum of Two hundred thousand Pounds by Shares, and Sixty-six thousand six hundred Pounds by borrowing: And whereas by Agreement, confirmed in Schedule D. of the Act of 1863, the *Bristol and Exeter* Railway Company agreed to work and maintain on the Terms and in manner therein specified the Railways and Works of the Company, with the Exception of the Pier: And whereas an Agreement, confirmed in  
[Local.] 13 C Schedule

*The Bristol and Portishead Pier and Railway Act, 1866.*

Schedule E. of the Act of 1863, was entered into between the Company and Sir *William Miles* Baronet, with reference (amongst other Objects) to the Works to be executed through the Estate of the said Sir *William Miles* Baronet, and the Lands to be purchased by the Company from him for the Purposes of the Railway : And whereas it is expedient that the Site of the Pier and the Works connected therewith should be altered, and that the Company should be enabled to construct the Pier and other Works herein-after described in lieu of the Pier authorized to be made by the Act of 1863, and to abandon so much of the Main Line of Railway as is shown on the deposited Plans referred to in the Act of 1863 as is situate between the Pier and the Divergence of the Branch Railway to *Portishead* : And whereas it is expedient that the Company be authorized to make such Works and exercise such Powers in connexion with the Pier, and for facilitating the Access thereto and Accommodation thereof of Vessels, and also such other Works as are in this Act expressed, and that the Company should be authorized to purchase the Lands herein-after mentioned, and to enter into Agreements with respect thereto : And whereas certain Portions of the Railway and Works described in the Agreement set forth in Schedule E. to the Act of 1863 have, with the Consent of Sir *William Miles* Baronet, been constructed and executed in a Manner different from that prescribed by the said Agreement, and it is expedient that such Variations be confirmed : And whereas it is expedient to extend the Time limited by the Act of 1863 for the compulsory Purchase of Lands authorized to be taken by that Act, and for the Completion of the Railway and Works thereby authorized : And whereas it is expedient that the Company be authorized to raise further Sums of Money, and that some of the Provisions of the Act of 1863 be amended and enlarged ; but the Objects aforesaid cannot be effected without the Authority of Parliament : May it therefore please Your Majesty that it may be enacted ; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows :

Short Title.

1. This Act may be cited for all Purposes as "*The Bristol and Portishead Pier and Railway Act, 1866.*"

8 & 9 Vict.  
 cc. 18. & 20.,  
 10 & 11 Vict.  
 c. 27., and  
 23 & 24 Vict.  
 c. 106. in-  
 corporated.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Harbours, Docks, and Piers Clauses Act, 1847," save so far as the same respectively are expressly varied or excepted by this Act, shall be 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



*The Bristol and Portishead Pier and Railway Act, 1866.*

to Lifeboats, and with respect to keeping a Tide and Weather Gauge, shall not be in force under or for the Purposes of this Act, unless and until and except only so far as the Board of Trade, by Notice in Writing under the Hand of One of the Secretaries of that Board to the Company, require the Company to conform either wholly or in part to those Provisions respectively.

3. The following Provisions of "The Companies Clauses Consolidation Act, 1845;" (to wit,)

With respect to the Distribution of the Capital of the Company into Shares;  
 With respect to the Transfer or Transmission of Shares;  
 With respect to the Payment of Subscriptions and the Means of enforcing the Payment of Calls;  
 With respect to the Forfeiture of Shares for Nonpayment of Calls;  
 With respect to the Remedies of Creditors of the Company against the Shareholders;  
 With respect to the borrowing of Money by the Company on Mortgage or Bond;  
 With respect to the Conversion of borrowed Money into Capital;  
 With respect to the Consolidation of the Shares into Stock;  
 With respect to the Provisions to be made for affording Access to the Special Act by all Parties interested;  
 And Part I. and Part II. of "The Companies Clauses Act, 1863," are incorporated with this Act.

Parts of  
 8 & 9 Vict.  
 c. 16. and  
 26 & 27 Vict.  
 c. 118. in-  
 corporated.

4. In construing the incorporated Acts in connexion with this Act, the Expression "the Railway" means the Railways authorized to be made by the Act of 1863, as altered by this Act, and the same Expression shall not include the Pier, or any of the Works connected therewith; except that in the Provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the temporary Occupation of Lands near the Railway during the Construction thereof (but not in any other Provision of that Act), the Expression "the Railway" shall be taken to include also the Pier, or any of the Works connected therewith; and in the same Provisions, the Expression "the Centre of the Railway" shall be taken to mean the Landward Boundary of the Pier, or of any of the Works connected therewith; and the Expression "the Undertakers," in "The Harbours, Docks, and Piers Clauses Act, 1847," shall mean the Company; and in this Act the Term "the Corporation" shall be taken to mean the Mayor, Aldermen, and Burgesses of the City of *Bristol*; and the Term "Dues" shall include Tolls, Rates, and Charges of every Description.

Exceptions  
 and Inter-  
 pretations of  
 Terms.

5. All

*The Bristol and Portishead Pier and Railway Act, 1866.*

Powers of  
26 & 27 Vict.  
c. cvii. ex-  
tended to  
this Act.

5. All the Powers, Authorities, Regulations, Clauses, Provisions, Matters, and Things contained in the Act of 1863 (except such of them or such Parts thereof respectively as are by this Act repealed, altered, or otherwise provided for, or are inapplicable) shall extend to and operate in respect of this Act, and the Objects and Purposes of this Act, as fully and effectually to all Intents and Purposes whatsoever as if the same Powers, Authorities, Regulations, Clauses, Provisions, Matters, and Things were repeated and re-enacted in this Act and made Part thereof.

Power to  
make  
Deviation.

6. And whereas Plans showing the Line and Situation of the Pier, and of the Works authorized by this Act, and the Lands in, through, or upon which the same may be made, and other Lands in the Parishes of *Portbury* and *Portishead* which may be required for the Purposes of the Company, and Sections showing the Levels of the Pier and Works connected therewith, and a Book of Reference to the said Plans, have been deposited with the Clerk of the Peace for the County of *Somerset* (which are in this Act respectively referred to as the deposited Plans, Sections, and Book of Reference) : Therefore, subject to the Provisions of this Act, the Company may make and maintain the Pier, and the several other Works herein-after described, in the Lines and upon the Lands delineated upon the deposited Plans and described in the deposited Book of Reference, and according to the Levels described in the deposited Sections, and the Company may enter upon, take, and use such of the Lands delineated on the deposited Plans and described in the deposited Book of Reference as the Company may require for the Purposes of this Act or of the Act of 1863.

Powers for  
compulsory  
Purchases  
limited.

7. The Powers for the compulsory Purchase of Lands given by this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Works  
authorized.

8. The Works which the Company may execute under the Provisions of this Act are the following :

Description  
of Pier.

In the Parishes of *Portishead* and *Portbury*, or One of them, in the County of *Somerset*, and on the Foreshore thereof, extending along *Portishead Pill* and into the River *Severn*, a Pier (in this Act referred to as "the Pier,") with Embankments, Wharf Walls, Jetties, Rails, Tramways, Sidings, Cranes, Sheds, Machinery, and other Works and Conveniences for the landing and embarking Passengers, Animals, and Goods, commencing at the Sea Bank or Sea Wall adjoining a Field the Property of the Trustees of the *Bristol Charities*, and now or lately occupied by *John Wedmore* and *Samuel Wedmore*, by a Junction with the Branch Railway authorized by the Act of 1863, and extending from thence across *Portishead Pill*, along the North-westward Side thereof, and Sea-wards



*The Bristol and Portishead Pier and Railway Act, 1866.*

wards in a North-easterly Direction into the River *Severn*, and terminating in the River *Severn* at a Point distant Seventy-one Chains or thereabouts from the said Point of Commencement ;

The stopping up, Alteration, Diversion, Reclamation, inclosing, Embankment, Appropriation, Excavation, dredging, scouring, widening, and deepening, for the Purposes of this Act, at any Time and from Time to Time of any Part or Parts of the Pill or Creek called *Portishead Pill*, situate in the said Parishes of *Portishead* and *Portbury* ;

Portishead  
Pill.

The making, providing, and maintaining at any Time and from Time to Time of Landing and other Stages, Floats, Quays, Walls, Gates, Approaches, Basins, Drains, Sluices, Culverts, Embankments, Wharves, Rails, Tramways, Sidings, Roads, Jet-ties, Shipping Places, Staiths, Slips, Timber Ponds, Bonded and other Warehouses, Buildings, Lighthouses, Channels, Conduits, Drains, Tanks, Dolphins, Buoys, Light Ships, Tug Boats, Dredge Boats, Moorings, Engines, Cranes, Lifts, Drops, Machinery, and other like Works and Conveniences on and in connexion with the Pier, and on the Bed or Shores of the River *Severn*, *Portishead Pill* or Creek, and on the Lands to be taken under the Powers of this Act ;

Other  
Works.

The crossing, Alteration, or Diversion of any Streams, Sewers, Creeks, Watercourses, Cuts, Roads, Ways, Tramways, or Railways, within the Limits of Deviation defined on the deposited Plans, for the Construction of any of the Works by this Act authorized, or for any of the Purposes of this Act.

Alteration of  
Streams, &c.

9. The Pier, beyond the average Line of Low Water of such Tides as rise at *Bristol* to the Level of Thirty Feet, and not higher on the Tide Gauge at *Cumberland Basin* as existing and in use at the passing of this Act, shall not, without the previous Consent of the Corporation in Writing, under their Corporate Seal, be constructed as a solid Embankment or Masonry Work, but shall be an open Work, Viaduct, or Floating Pier, or Landing Stage.

Mode of  
Construction  
of Pier.

10. The Company shall, before opening the Pier for public Use, construct near the Site of the present Wharf in *Portishead Pill* and in lieu thereof a new Wharf (in this Act called "the Parish Wharf"), of not less than Half an Acre in extent, and capable of accommodating at one and the same Time at least Two Vessels of Fifty Tons each, which Wharf may at all Times be used for the loading and unloading of Bricks, Tiles, Coals, and Culm, by all Persons who for the Time being would be entitled to use for that Purpose the present Wharf there if this Act had not been passed, and the Site of the Parish Wharf shall be such as the Corporation and the Company agree on.

Parish  
Wharf in  
Pill.

[Local.]

13 D

11. The

*The Bristol and Portishead Pier and Railway Act, 1866.*

Road to  
Parish  
Wharf.

**11.** The Company shall make and maintain a good and convenient new Road to the Parish Wharf from the existing public Road leading to the present Wharf, and shall permit all Persons for the Time being entitled to use the Parish Wharf to have at all Times free Access and Right of Way on Foot and with Horses and Carriages to and along that new Road.

Parish  
Wharf  
vested in  
Corporation  
in trust.

**12.** The Parish Wharf shall be and the same is hereby vested in the Corporation and their Successors, who shall hold the same in trust for themselves and all other Bodies, and all Persons for the Time being entitled to use the same, and shall have the Regulation and Management thereof, subject to the Provisions of this Act.

Sect. 68,  
&c., of  
8 & 9 Vict.  
c. 20. to  
apply to  
Lands ad-  
joining  
Lands  
taken under  
this Act.

**13.** Section Sixty-eight of "The Railways Clauses Consolidation Act, 1845," and all Provisions of that Act relative thereto, shall be applicable to the Lands adjoining the Lands to be taken for the Purposes of this Act, and to the Lands so to be taken, as if the same Section and Provisions had been set forth at length in the Body of this Act, and herein enacted with especial Reference to the Lands adjoining the Lands to be taken for the Purposes of this Act, and also to the Lands so to be taken; and in the said Section and Provisions, wherever Words denoting or referring to Lands adjoining the Railway occur, they shall, as often as such a Change of Signification shall be necessary for the Purpose of such Reference or Application as aforesaid, be taken to denote or to refer to Lands adjoining the Lands to be taken for the Purposes of this Act; and whenever in the said Section and Provisions the Word "Railway" occurs it shall, as often as such a Change of Signification shall be necessary for the Purpose of such Reference or Application as aforesaid, be taken to denote or to refer to as well the Lands to be taken for the Purposes of this Act as the Works to be constructed thereupon.

Time for  
completing  
Pier.

**14.** If the Pier shall not be completed within Seven Years after the passing of this Act then, on the Expiration of such Period the Powers by this Act granted to the Company for making and completing the Pier, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed: Provided always, that this Enactment shall not prevent the Company at any Time and from Time to Time from dredging or deepening the Channels, Bed, and Shores of the River *Severn* within the Limits described on the deposited Plans, or from constructing any Works required for the Safety or Accommodation of the Shipping resorting to the Pier and other Works of the Company.

Pier and  
Works to be  
Part of

**15.** The Pier and other Works by this Act authorized shall for all Purposes be deemed Part of the Undertaking of the Company as if the



*The Bristol and Portishead Pier and Railway Act, 1866.*

the same respectively had been authorized by the Act of 1863, and the Company may apply any Money authorized to be raised by that Act for the Purposes of the Pier and Works authorized by this Act.

Under-taking.

**16.** The Company may demand, recover, and take for and in respect of the Pier and within the Limits thereof as herein-after described the Dues specified in Sections Forty-three and Forty-six of the Act of 1863, and in Schedule (A.) thereto, and also the Dues by this Act authorized to be taken.

Dues for Pier as in Schedule (A.)

**17.** Section Forty-four of the Act of 1863 and Schedule (B.) thereto are by this Act repealed, and in lieu thereof respectively the Company may demand, recover, and take for all Goods, Wares, and Merchandise mentioned in the First Schedule to this Act which shall be shipped or unshipped, received or delivered from or upon the Pier, or within the said Limits thereof, any Sum not exceeding the several Dues specified in the said First Schedule to this Act.

Repeal of Dues in 26 & 27 Vict. c. cvii., and Substitution of new Dues on Goods shipped and unshipped at the Pier as in Schedule (B.)

**18.** Section Forty-five of the Act of 1863 and Schedule (C.) thereto are by this Act repealed, and in lieu thereof respectively the Company may demand, recover, and take for Vessels using the Pier or coming within the Limits thereof any Sums not exceeding the several Dues specified in the Second or in the Third Schedule to this Act (as the Case may be).

Dues on Vessels as in Schedule (C.)

**19.** Nothing in this Act shall authorize the Company to demand, recover, or take any Dues under the Third Schedule to this Act, unless and until they make a convenient Floating Pier or Landing Stage for the Use of Vessels passing to and from the Docks at *Bristol*, or authorize them to demand, recover, or take such Dues, except as long as they maintain in good Order such Floating Pier or Landing Stage.

Dues in Third Schedule conditional on Floating Pier.

**20.** Notwithstanding anything in this Act, any Vessel not exceeding Fifty Tons using the Parish Wharf, and all Goods landed there from any such Vessel, shall be exempt from the Dues by the Act of 1863 or this Act authorized to be taken by the Company, and shall be liable only to the Dues from Time to Time by Law leviable by the Corporation.

Dues at Parish Wharf.

**21.** Section Forty-seven of the Act of 1863 is hereby repealed, and in lieu thereof the following Provision shall have effect; namely, nothing in this Act or in the Act of 1863 shall authorize the Company to levy any Due for any Vessel coming within the Limits of the Pier for the Purpose only of passing up or down the Channel, or of Anchorage or Shelter from Stress of Weather, and not loading, unloading,

Exemption from Dues of Vessels passing up or down the Channel.

*The Bristol and Portishead Pier and Railway Act, 1866.*

unloading, embarking, or disembarking Passengers, Live Stock, or Goods of any Description within such Limits; but the Exemption conferred by the present Section shall not under any Circumstances apply to any Vessel for any longer Time than Twelve Hours; and if in any Case any Question arises as to the Existence or Continuance of the Right to that Exemption, it shall be determined by the Haven Master of the Port of *Bristol* for the Time being, who shall for that Purpose have all the Authorities of a sole Arbitrator appointed by all Parties interested.

Exemption  
of Pilots,  
Seamen,  
&c.

22. Nothing in the Act of 1863 or in this Act, or in any Schedule thereto respectively, shall authorize the Company to demand, recover, or take any Due whatever from or in respect of any Person landing on or embarking from any Pier or Landing Place, or any Part of the Company's Works, such Person being a Pilot or Assistant to a Pilot, or being an Officer, Seaman, or other Person forming Part of the Crew of any Vessel trading to the Port of *Bristol*; and every such Pilot, Officer, Seaman, and Person shall be wholly exempt from such Dues, and shall at all proper and reasonable Times for the Purpose of landing or embarking have free Access to any Landing Place or any Part of the Company's Works used for the landing or embarking of Passengers.

Dues for  
other  
Works.

23. The Company may demand, recover, and take for the Use of Rails, Tramways, Hauling Ways, Buildings, and Conveniences on the Pier, and for the Use of the several Works by this Act authorized other than Works for which special Dues are by this Act given, and for the Use of Carriages, Trucks, and Waggons of the Company, on any of the Works by this Act authorized, of and from every Person using or conveyed on the same respectively, and of and from every Owner or Person having the Charge of any Goods, Articles, or Things deposited or conveyed in or upon any of the Works by this Act authorized, such reasonable Dues as the Company may from Time to Time appoint.

Dues leviable  
by Corpora-  
tion at  
*Bristol*.

24. Where any Vessel lands upon the Pier, or any Jetty, Wharf, Embankment, or other Work of the Company the whole or any Part of her Cargo and afterwards proceeds to *Bristol*, the Corporation shall be entitled to levy in respect of that Vessel such Tonnage Due as with the Tonnage Due payable to the Company under this Act in respect of the Vessel will equal but not exceed the Tonnage Due which for the Time being the Corporation might have levied in respect of that Vessel under "The *Bristol Dock Act, 1848*," if this Act had not been passed, and shall also be entitled to levy in respect of the Goods discharged at the Docks or Works of the Corporation at

*Bristol*



*The Bristol and Portishead Pier and Railway Act, 1866.*

*Bristol* the respective Dues which would for the Time being be payable under "The *Bristol Dock Act, 1848*," to the Corporation in respect of those Goods if this Act had not been passed.

25. Goods imported into the Docks or Works of the Corporation at *Bristol* in a Vessel coming from a Port not being a Port of the United Kingdom, shall not be deemed to be Goods carried Coastwise by reason only of the Vessel having previously used the Pier or any Jetty, Wharf, Embankment, or other Work of the Company.

Goods not to be deemed carried Coastwise in certain Cases.

26. Subject to any Agreement from Time to Time made between the Company and the Corporation, the Company shall pay to the Corporation for every Vessel (whether coming from Foreign Parts or trading Coastwise), if a Sailing Vessel not exceeding One thousand two hundred Tons Measurement, and if a Steamer not exceeding Eight hundred Tons Measurement, using the Pier or any Jetty, Wharf, Embankment, or other Work of the Company, a Sum equal to Twenty-five *per Centum* of the Tonnage Dues which, under "The *Bristol Dock Act, 1848*," would be payable to the Corporation in respect of such Vessel on her entering the Port of *Bristol* if this Act had not been passed, but so that the Amount to be paid by the Company under this Provision do not in any Case exceed Twopence *per Ton*.

Payments by Company to Corporation on Vessels.

27. Subject to any Agreement from Time to Time made between the Company and the Corporation, the Company shall pay to the Corporation for all Goods on which at the passing of this Act Dues are leviable by the Corporation under "The *Bristol Dock Act, 1848*," and which are landed upon the Pier, or any Jetty, Wharf, Embankment, or other Work of the Company, from Sailing Vessels and Steamers, not exceeding the respective Tonnages in the last foregoing Section specified, a Sum equal to Ten *per Centum* on the Dues actually levied by the Company on those Goods under the First Schedule to this Act.

The like on Goods.

28. Notwithstanding anything in this Act, all Tonnage Dues on Vessels levied under the Third Schedule to this Act shall be received and retained by the Company for their own Use exclusively, and the Company shall not be required to make any Payment to the Corporation in respect thereof; and such of those Vessels as pass Inwards shall be liable on their Arrival at the *Bristol Docks* to Dues leviable by the Corporation as if this Act had not been passed.

Vessels under Third Schedule.

29. If at any Time the Company obtain Powers to convert the whole or any Part of the Works by this Act authorized into a Dock, [Local.]

Dues in case of Conversion of Pier into Dock, or &c.

*The Bristol and Portishead Pier and Railway Act, 1866.*

or to add a Dock to those Works, then (notwithstanding anything in this Act) the like Payments shall be payable to the Corporation by the Company, in respect of the Dock, as are for the Time being payable to the Corporation under Section Forty-six of "The Bristol Port and Channel Docks Act, 1864," in respect of the Dock authorized to be constructed by the Company incorporated by that Act.

Corporation  
not to levy  
Dues on  
Vessels  
using Pier,  
&c., except  
as in this  
Act ex-  
pressed.

30. From and after the opening of the Pier for public Use it shall not be lawful for the Corporation, under or by virtue of any Charter, Act of Parliament, Prescription, or Usage, or otherwise, to levy any Dues for any Vessel which uses the Pier, or any Jetty, Wharf, Embankment, or other Work of the Company, or for any Passengers, Animals, Goods, or Things landed at or upon the same, except as in this Act they are expressly authorized to do.

Separate  
Accounts.

31. The Company shall cause separate Accounts to be kept of all Ships or Vessels in respect of which any Payments are by this Act required to be made by the Company to the Corporation, and such Accounts shall specify the Name of every such Ship or Vessel, and the Name of the Master thereof, the Number of Tons Measurement thereof, the Date of Entry, and the Place from which such Ship or Vessel shall have arrived, and the Sums payable by the Company to the Corporation in respect of such Ship or Vessel, and also an Account of all Dues levied by the Company upon Goods in respect of which any Payments are to be made to the Corporation as aforesaid, and within Seven Days from the Period prescribed for making the Half-yearly Balance Sheet of the Company shall deliver to the Town Clerk of the Corporation a Copy of such Accounts, verified by the Signature of the Chairman or Deputy Chairman and Secretary of the Company, and within One Month from the Delivery of such Accounts the Company shall pay to the Corporation all Monies which shall appear to be due to the Corporation upon such Accounts.

Certain  
Sections of  
26 & 27 Vict.  
c. cviii. to  
apply.

32. The following Sections of the Act of 1863 shall extend and apply to the Works authorized by this Act as fully and effectually as if they had been re-enacted in this Act; namely, Section Thirty-five, "Working Plans to be submitted to the Board of Trade;" Section Thirty-six, "Board of Trade may have Survey at the Expense of the Company;" Section Thirty-seven, "Board of Trade may abate disused Works;" Section Forty-one, "Saving Rights of the Crown;" Section Forty-two, "Saving Rights of the Trinity House."

Officers of  
Customs.

33. It shall be lawful for all Officers of Customs, being in the Exercise of their Duty, to have free Ingress and Egress into and out of the Pier and Works by this Act authorized; and all such Officers who



*The Bristol and Portishead Pier and Railway Act, 1866.*

who may be required to attend at the Pier shall at all Times be furnished by the Company, free of Charge, with proper and sufficient Passes or Tickets for and in respect of such of the Works and Conveniences by this Act authorized as the Commissioners of Customs shall deem proper and convenient.

**34.** Notwithstanding anything in this Act or in any Act wholly or partially incorporated therewith, the Company shall not, without the Consent of the Corporation in Writing under their Corporate Seal, purchase or take any Part of the Lands of the Corporation in the Parish of *Portishead* respectively numbered 35, 37, 41, 42, 43, 44, 45, 46, 47, and 48 in the deposited Plans and Book of Reference which lies to the Southward of the Limits of Deviation authorized by the Act of 1863, or any Part of the Land numbered 28 in the deposited Plans and Book of Reference, or any Part of the Land numbered 22 in the deposited Plans and Book of Reference, which lies to the Westward of an imaginary straight Line drawn from the North-east Corner to the South-west Corner of the last-mentioned Land, or any Part of the Lands respectively numbered 11, 14, 15, 16, and 20, in the deposited Plans and Book of Reference, except a Belt of 300 Feet in Width from the outer or River Face of the Pier or Wharf Wall by this Act authorized to be constructed.

As to not taking Lands of Corporation except for Works.

**35.** Notwithstanding anything in this Act or in any Act wholly or partially incorporated therewith, the Company shall not, without the Consent of the Corporation in Writing under their Corporate Seal, enter on, occupy, or use any Land of the Corporation (not purchased by the Company) for Side Cutting or Deposit of Spoil, or for any other Purpose; but this Enactment shall not prevent the Company from entering on and using by virtue of this Act, or of any Act wholly or partially incorporated therewith, during the Construction of the Pier and Works, the Lands of the Corporation respectively numbered 11, 14, 15, 16, and 20 in the deposited Plans and Book of Reference to the Extent necessary for making permanently secure the Cutting Slope at the Back of the said Belt of 300 Feet wide, the Company in respect of such Entry and User doing as little Damage as may be, and conforming to such reasonable Regulations as the Engineer of the Corporation from Time to Time prescribes.

Provision as to Side Cutting.

**36.** If the Corporation, by Writing under their Corporate Seal before the Completion of the Works connected with the said Slope, so require, the Slope shall be cut to an uniform Face, and shall be turfed and ornamentally planted by the Company to the Satisfaction of the Corporation; but the Company shall not be bound to maintain the

Formation of Slope.

*The Bristol and Portishead Pier and Railway Act, 1866.*

the turfing and ornamental planting after they have given over Possession of the Slope to the Corporation.

Power to  
Corporation  
of Bristol to  
sell Lands on  
Rentcharge.

**37.** The Corporation may sell or dispose of their Interest in any Lands, Houses, or Hereditaments which the Company may require for the Purposes of the Undertaking, and may grant and convey their Interest in such Lands, Houses, and Hereditaments, or any Part thereof, in consideration of an annual Rentcharge or annual Rentcharges payable by the Company.

Extension of  
Sect. 73. of  
10 & 11 Vict.  
c. 27.

**38.** Section Seventy-three of "The Harbours, Docks, and Piers Clauses Act, 1847," shall extend and apply to the Limits of the Pier as fully and effectually as if such Limits were a Harbour and Dock

Alteration of  
Limits of  
Pier.

**39.** Section Thirty-four of the Act of 1863 (relative to the Limits of the Pier) is hereby repealed, and in lieu thereof the following Provisions shall have Effect; namely, the Limits of the Pier for the Purposes of this Act, and of the Act of 1863, shall be the Structure of the Pier itself and *Portishead Pill*, and the Part of the River *Severn* which lies within an imaginary straight Line drawn East North-east and West South-west, through a Point distant One hundred Yards North North-west from the Middle of the *Firefly Rock*, as shown on *Beechy's* Admiralty Chart of *King Road*, dated One thousand eight hundred and forty-seven, another imaginary straight Line drawn at a Right Angle from a Point on the above-mentioned Line, at Four hundred Yards to the West South-west of the same Rock to the Shore, and another imaginary straight Line drawn at a Right Angle from a Point on the first-mentioned Line, at Eight hundred Yards to the East North-east of the same Rock to the Shore, which Lines are drawn in a Red Colour on Two Copies of the said Chart, signed by the respective Engineers of the Corporation and the Company, one whereof is deposited with the Town Clerk and the other with the Clerk of the Peace of the City of *Bristol*; and all the Provisions of the Act First *Victoria*, Chapter Eighty-three, with respect to the Documents therein referred to, shall apply to the said Copies of the Chart.

Limits of  
Powers of  
Harbour-  
master.

**40.** The Limits within which the Powers of the Company's Harbour-master may be exercised shall be the Limits of the Pier: Provided that those Powers shall not be so exercised as to interfere with the free Navigation of the River *Severn*.

Certain  
Works to be  
deemed in  
conformity  
with Act of  
1863.

**41.** Any Works constructed by the Company in or through the *Ham Green Estate* and *Leigh Court Estate*, or either of them, with the Consent of and sanctioned by Sir *William Miles* Baronet, and any Parts of those Estates purchased by the Company, and Deviations from



*The Bristol and Portishead Pier and Railway Act, 1866.*

from the Line, Levels, and Curves of the Railway consequent thereon in Lands respectively near the said Estates or either of them, shall, notwithstanding anything in the said Agreement comprised in Schedule (E.), be deemed to be Works constructed and Lands taken by the Company in conformity with the said Act and Agreement, and may be maintained, used, and held by the Company accordingly.

42. Inasmuch as the Company upon certain Lands purchased or agreed to be purchased by them, numbered 24, 25, and 26 in the Parish of *Bedminster* on the Plans referred to in the Act of 1863, have provided Sidings and other Accommodation Works, the Company may hold and retain such Lands and Works as Parts of their Undertaking.

Certain Works may be held by Company.

43. The Company may and shall relinquish the Construction of the Pier or Jetty authorized by "The *Bristol and Portishead Pier and Railway Act, 1863*," and of so much of the Main Line of Railway thereby authorized as lies between the Commencement of the said Railway at the said authorized Pier or Jetty and the Junction of the said authorized Railway with the Branch Railway by the said Act also authorized to be made.

Power to relinquish Pier and Portion of Railway.

44. The Abandonment by the Company, under the Authority of this Act, of the said Portion of Railway or Works shall not prejudice or affect the Right of the Owner or Occupier of any Land to receive Compensation in accordance with the Provisions in that Behalf of "The Lands Clauses Consolidation Act, 1845," for any Damage occasioned by the Entry of the Company on such Land for the Purpose of surveying and taking Levels, or probing or boring to ascertain the Nature of the Soil, or setting out of the Line of Railway, and shall not prejudice or affect the Right of the Owner or Occupier of any Land which may have been temporarily occupied by the Company to receive Compensation in accordance with the Provisions in that Behalf of "The Railways Clauses Consolidation Act, 1845," for such temporary Occupation, or for any Loss, Damage, or Injury which may have been sustained by such Owner or Occupier by reason thereof, or of the Exercise, as regards such Land, of any of the Powers contained in the last-mentioned Act or the Act of 1863.

Compensation for Damage to Land by Entry, &c., for Purposes of Railway abandoned.

45. Where before the passing of this Act any Contract may have been entered into or Notice given by the Company for the purchasing of any Land for the Purposes of or in relation to the said Portion of Railway or Works authorized to be abandoned by this Act, and which shall not be required for the Purposes of any of the Works by this Act authorized, full Compensation shall be made by the Company to the Owners and Occupiers or other Persons interested in such Lands for all Injury or Damage sustained by them respectively by reason of

Compensation to be made in respect of Portion of Railway abandoned.

[*Local.*]

13 F

the

*The Bristol and Portishead Pier and Railway Act, 1866.*

the Purchase not being completed pursuant to the Contract or Notice; and the Amount and Application of the Compensation shall be determined in manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of Compensation paid for Lands taken under the Provisions thereof.

Railway as altered to be the Railway under Agreement in Schedule (D.) of 26 & 27 Vict. c. cvii.

46. The Railway, as altered under the Powers of this Act, including the Branch Railway authorized by the Act of 1863, shall be and be deemed to be the Railway to which the Agreement in Schedule (D.) of the Act of 1863 relates, and the said Agreement shall be construed accordingly: Provided, that the Pier by this Act authorized, together with proper and sufficient Lines, Cranes, and other Conveniences for loading and unloading Railway Trucks at the Vessel's Side, and for conveying the same to the Railway, and also all Facilities for the Interchange of Passenger and all other Traffic, shall be constructed, altered, modified, worked, controlled, and managed by the Company only: Provided always, that after such Construction no Alteration or Modification shall be made therein which shall lessen or impair the Efficiency thereof for the Receipt, Dispatch, and Transmission of Traffic to or from the *Portishead* Railway; and all the Provisions of the said Agreement with reference to the Pier to be abandoned under the Powers of this Act, except Articles Sixteen and Seventeen of such Agreement, shall cease to have any Operation or Effect, and the said Articles Sixteen and Seventeen shall extend and apply to the Pier by this Act authorized to be made: Provided also, that nothing in this Act contained shall be construed to compel the *Exeter* Railway Company to work the *Portishead* Railway, until the Pier by this Act authorized is opened for public Traffic.

As to doubling Tunnels.

47. Notwithstanding anything contained in the said Agreement in Schedule D. of the Act of 1863, if at or at any Time after the Expiration of Five Years from the opening of the Railway and Pier for public Traffic, the *Exeter* Company shall be of opinion that the Traffic upon the Railway requires that the Tunnels should be made as and for a double Line of Rails, whether by altering any existing Tunnels, so as to allow of an additional Line of Rails, or by constructing additional Tunnels by the Side of any existing Tunnels, or otherwise, then the *Exeter* Company may give Notice to the *Portishead* Company requiring them to construct such Tunnels as and for a double Line of Rails, and to lay an additional Line of Broad Gauge Rails therein, and the *Portishead* Company shall, subject to the following Proviso, with all convenient Speed construct such Tunnels as and for a double Line of Rails, and lay an additional Line of Rails therein accordingly: Provided always, that if the *Portishead* Company shall object that such doubling of the Tunnels is unnecessary, or if the Two Companies shall differ as to the Mode of effecting the same, then



*The Bristol and Portishead Pier and Railway Act, 1866.*

then the Question whether such doubling of the Tunnels is or is not necessary, and also the Question in what Manner the same shall be effected, or either of such Questions on which the Parties differ, shall be determined by an independent Arbitrator, to be agreed on between the Parties, or, in default of Agreement, to be nominated by the Board of Trade, on the Application of either Company, and such Arbitrator shall have Power to determine by whom the Costs and Expenses of such Reference shall be paid.

48. The Time limited by the Act of 1863 for the compulsory Purchase of the Lands authorized to be taken by that Act, and described on the Plans and in the Book of Reference thereto deposited as mentioned in such Act, shall be extended and enlarged for the Period of Two Years, to be computed from the Expiration of the Period limited by such Act.

Extension of Time for purchasing certain additional Lands.

49. The Time limited by the Act of 1863 for the Construction of the Railway and Works authorized by that Act, other than the Pier Portion of the Railway and Works by this Act authorized to be relinquished, shall be extended and enlarged for the Period of Two Years, to be computed from the Expiration of the Period limited by such Act; but this Provision shall not be construed to alter Provisions contained in the Thirty-second Section of the Act of 1863, nor to relieve the Company from the Obligation contained in that Section.

Extension of Time for completing Works.

50. In addition to the Sum or Sums of Money which the Company are authorized to raise by the Act of 1863, the Company may from Time to Time raise, by Creation of new Shares of the nominal Value of Twenty-five Pounds each, any Sums not exceeding in the whole Sixty thousand Pounds, and the Company may create and issue such Shares at such Times and to such Persons as the Company from Time to Time may think fit, and such Shares may be issued as new Ordinary Shares or new Preference Shares, as the Company from Time to Time think fit.

Power to raise additional Capital by new Shares.

51. Except as otherwise authorized under the Powers of this Act, the new Share Capital created by virtue of this Act shall be considered as Part of the general Capital of the Company, and shall be subject to the same Provisions in all respects, whether with reference to the Payment of Calls or the Forfeiture of Shares on Nonpayment of Calls, or otherwise, as if it had been Part of the original Capital of the Company, except as to the Times of making Calls thereon, and the Amount of such Calls which respectively it shall be lawful for the Directors of the Company, subject as herein mentioned, from Time to Time to fix as they shall think fit.

New Capital to be subject to same Incidents as Capital authorized by recited Act.

52. It

*The Bristol and Portishead Pier and Railway Act, 1866.*

Restriction  
as to Issue of  
Shares.

**52.** It shall not be lawful for the Company to issue any Share created under the Authority of this Act, nor shall any such Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth Part of the Amount of such Share is paid up in respect thereof.

Votes and  
Qualifica-  
tions in  
respect of  
new Shares.

**53.** The new Shares shall confer on the Holders thereof Rights of voting and Qualifications in proportion to the whole Amount for the Time being paid up thereon respectively.

Power to  
borrow on  
Mortgage.

**54.** It shall be lawful for the Company to borrow on Mortgage any Sums not exceeding in the whole the Sum of Twenty thousand Pounds, in addition to the Sums authorized to be borrowed by the Act of 1863, but no Part of such additional Sum of Twenty thousand Pounds shall be borrowed until the whole of the Share Capital of the Company under this Act shall have been subscribed for or taken, and One Half thereof shall have been actually paid up, and until the Company shall prove to the Justice who is to certify under the Provisions contained in the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that Shares for all the Capital authorized to be raised by this Act are issued and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share has been paid up on account thereof before or at the Time of the Issue or Acceptance thereof, and that all such Shares are taken in good Faith and are held by the Subscribers or their Assigns, those Subscribers or their Assigns being 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.

Priority of  
existing  
Mortgages.

**55.** All Mortgages granted by the Company before the passing of this Act, and which shall be in force at the Time of the passing of this Act, shall during the Continuance thereof have Priority over all Mortgages granted by virtue of this Act.

Lands may  
be appro-  
priated to  
Business  
Purposes.

**56.** Notwithstanding anything in this Act or in any Act wholly or partially incorporated therewith, the Company may sell or grant Leases to any Person or Persons, and also may appropriate any of the Lands shown in the deposited Plans (except such of those Lands as may be acquired for the Purposes of the Branch Railway authorized by the Act of 1863, and except Lands purchased from the Corporation), for the Purpose of erecting thereon Wharves, Warehouses, Sheds, Offices, and other Conveniences in connexion with the Business or Objects of the Company, and Article Eight in Schedule (D.)

to



*The Bristol and Portishead Pier and Railway Act, 1866.*

to the Act of 1863 shall not be applicable to any of the Lands shown in the Plans deposited for the Purposes of this Act, except as aforesaid; but nothing in this Enactment relative to Lands purchased from the Corporation shall preclude the Company from exercising the Powers vested in them by this Act or any Act wholly or partially incorporated therewith of leasing or granting the Use or Occupation of any Warehouses, Buildings, Wharves, Yards, or other Conveniences in connexion with their Works erected on Lands so purchased to Traders or others desirous of occupying them for Business Purposes: Provided always, that the *Portishead* Company shall not sell, grant, lease, or otherwise appropriate any of the said Lands to any Company, Person, or Persons so as to interfere with the full and effectual working by the *Bristol and Exeter* Company of the *Portishead* Railway in connexion with the Pier.

57. All Monies raised under the Powers of this Act by Shares or by borrowing shall be applied for the Purposes of constructing the Pier and the several other Works by this Act authorized, and in purchasing Lands, and other Purposes of the Company. Application of Capital.

58. The Agreement bearing Date the Twelfth Day of *April* One thousand eight hundred and sixty-six, and made between the Company of the one Part and Sir *William Abdy* Baronet of the other Part, which Agreement is set forth in the Fourth Schedule to this Act, is hereby confirmed, and the same as between the Parties thereto and all Persons and Bodies claiming under them respectively, shall be as effectual as if the Provisions thereof were set forth at length and enacted in the Body of this Act, and the Provisions of this Act shall be read and have Effect accordingly. Confirmation of Agreement in Fourth Schedule.

59. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him: Provided always, that this Act shall not prevent the Company from paying Interest on Money paid in anticipation of Calls in conformity with "The Companies Clauses Consolidation Act, 1845." Interest on Calls not to be paid out of Capital.

60. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised, pay or deposit any Sum of Money, which by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Work or Undertaking. Deposits for future Bills not to be paid out of Capital.

[Local.]

13 G

61. Nothing

*The Bristol and Portishead Pier and Railway Act, 1866.*

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

**61.** Nothing in this Act contained shall be deemed or construed to exempt the Pier and Works by this Act authorized or the Company from the Provisions of any General Act relating to Harbours and Piers or Dues on Shipping or on Goods carried in Ships, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the Rates or Duties authorized by this Act or the recited Act.

Deposit of  
Material in  
Rivers.

**62.** Nothing in this Act, or in any Act wholly or partially incorporated therewith, shall empower the Company to deposit in the River *Avon*, or in the River *Severn*, or in *King Road*, any of the Material excavated in the Construction, Alteration, or Maintenance of the Company's Works, or to discharge any Mud or Material dredged or excavated within the Limits of the Company's Works while the Tide is flowing, or in any Place where it will, in the reasonable Judgment of the Engineer of the Corporation, cause or tend to cause the silting up of the Channel, or where it may be conveyed by the Action of the Tides into the Roadstead.

Position of  
Buoys, &c.

**63.** All Buoys, Dolphins, Mooring Posts, Mooring Craft, or other Apparatus fixed by the Company, shall be so placed as not to interfere with the free Navigation of the River *Severn* or of *King Road*.

Saving  
Rights of the  
Corporation.

**64.** Nothing in this Act shall invalidate or prejudicially affect any Rights, Powers, Duties, or Privileges of the Corporation, either as Conservators of the Rivers *Avon*, *Froome*, and *Severn*, within the Port of *Bristol*, or in their corporate Character of the Mayor, Aldermen, and Burgesses of the City of *Bristol*, or as the Local Board of Health, or as the Docks Committee for the said City, except as far as those Rights, Powers, Duties, or Privileges are expressly varied by this Act; nor shall anything in this Act invalidate or prejudicially affect any of the Powers at the passing of this Act vested in or exercised by the Corporation as Owners of the Port and Docks of *Bristol*, and Conservators of the River *Avon*, to cleanse, dredge, and scour the Floating Harbour and Docks there, or the River *Avon*.

Difference to  
be settled by  
Arbitration.

**65.** If any Difference arises between the Corporation and the Company touching the true Intent and Construction or the Incidents or Consequences of any Provision of this Act, or the Manner in which any such Provision is to be carried into effect, or touching any Matter the Regulation whereof is by this Act left to be determined by Agreement between the Corporation and the Company, every such Difference shall (except as otherwise expressly provided in this Act), be referred to and determined by Arbitration, according to "The Railway Companies Arbitration Act, 1859," by a single Arbitrator to be agreed on by



*The Bristol and Portishead Pier and Railway Act, 1866.*

by the Corporation and the Company, or to be, on the Application of the Corporation and the Company, or either of them, nominated by the Board of Trade, as if the Corporation and the Company were Two Railway Companies, and they had entered into an Agreement for reference to Arbitration under that Act.

**66.** If in the course or by means of the Execution of any of the Works by this Act authorized any Land below High-water Mark belonging to Her Majesty shall be inned, gained, or reclaimed from the Water, the said Company shall not have or exercise any Right upon the same, or in respect thereof, and shall not enter upon, take, use, or interfere with the Lands so inned, gained, or reclaimed for any Purpose whatsoever without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, but such inned, gaining, or Reclamation shall enure absolutely for the Benefit of the Queen's Majesty, Her Heirs and Successors.

Any Land reclaimed by the Works not to be taken without the Consent of the Commissioners of Woods, &c.

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

Saving Rights of the Crown.

**68.** All the Costs, Charges, and Expenses of and incidental to the obtaining of this Act, and preparatory thereto, shall be paid by the Company.

Expenses of Act.

SCHE.



*The Bristol and Portishead Pier and Railway Act, 1866.*

## SCHEDULES referred to in the foregoing Act.

## THE FIRST SCHEDULE.

	INWARDS.		OUTWARDS.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
	s. d.	s. d.	s. d.	s. d.
Alum, per Ton	6	3	3	1½
Annatto, per Ton	2 0	1 0	1 0	6
Argols, per Ton	1 0	6	6	3
Arrowroot, per Ton	2 0	1 0	1 0	6
Apothecaries Wares and Drugs, per One hundred Pounds	2	1	1	0½
Bacon and Hams, per Ton	1 0	6	6	3
Bark, per Ton	9	4½	4½	2½
Beef and Pork	Tins, Score	4	2	1
	Hogsheads, each	6	3	1½
	Puncheons, each	4	2	1
	Box or Tierce	2	1	0½
	Barrel	2	1	0½
	Half Barrel	1	0½	0¼
Black Lead, per Ton	1 0	6	6	3
Bran, per Ton	6	3	3	1½
Bones, Bone Ashes, and Dust, per Ton	6	3	3	1½
Bricks, per Thousand	1 0	6	6	3
Butter, {	per Cask or Firkin	1	0½	0½
	per Half Firkin	0½	0¼	0¼
Brimstone, per Ton	9	4½	4½	2½
Caoutchouc, per Cwt.	2	1	1	0½
Charcoal, per Ton	9	4½	4½	2½
Cheese, per Ton	9	4½	4½	2½
Chicory, per Ton	1 0	6	6	3
Cider, per Tun	1 0	6	6	3
Coal and Culm, per Ton	4	2	2	1
Cocoa and Coffee, per Ton	1 4	8	8	4
Cocoa and Coker Nuts, per One hundred	2	1	1	0½
Cod Fish, per Ton	9	4½	4½	2½
Copper, per Ton	1 0	6	6	3
Ore, per Ton	6	3	3	1½
Corn.—Barley, Beans, Indian Corn, and Peas, per Quarter	1½	1	1	0½
Oats, per Quarter	1½	1	1	0½
Wheat, per Quarter	2	1½	1½	1
Cork, per Ton	1 4	8	8	4
Corks, per Ton	1 4	8	8	4
Cotton, per Bale or Pocket	4	2	2	1
Cream of Tartar, per Ton	1 0	6	6	3
Divi Divi, per Ton	1 0	6	6	3
Earths, per Ton	8	4	4	2



*The Bristol and Portishead Pier and Railway Act, 1866.*

## THE FIRST SCHEDULE—continued.

OUTWARDS.		INWARDS.		OUTWARDS.	
To Parts beyond the Seas.	Coastwise.	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
s.	d.	s.	d.	s.	d.
Elephants Teeth, per Cwt.	-	4	2	2	1
Farina, per Ton	-	9	4½	4½	2½
Fish, per Basket	-	3	3	3	3
Flax, per Ton	-	2 0	1 0	1 0	6
Flour { per Barrel	-	1	0½	0½	0½
{ per Ton (Bags)	-	1 0	6	6	3
Meal of all Sorts of Grain, per Ton	-	1 0	6	6	3
Fruit.—Almonds, Currants, Figs, Plums, Prunes, and Raisins, per Ton	-	1 6	9	9	4½
Nuts, per Bushel	-	1	0½	0½	0½
Oranges and Lemons, per Box or Chest	-	1	0½	0½	0½
Green, per Basket or Sack	-	3	3	3	3
Gambier, per Ton	-	9	4½	4½	2½
Grease, per Ton	-	9	4½	4½	2½
Guano, per Ton	-	9	4½	4½	2½
Guinea Grains, per Cwt.	-	4	2	2	1
Gums, per Cwt.	-	2	1	1	0½
Gypsum Stone, per Ton	-	6	3	3	1½
Hardware, per Ton	-	1 0	6	6	3
Hair, per Cwt.	-	2	1	1	0½
Hemp, per Ton	-	1 6	9	9	4½
Hides, Dry, per Cwt.	-	2	1	1	1
Wet, per Cwt.	-	1½	1	1	1
Glue Pieces, per Cwt.	-	1	0½	0½	0½
Hoofs of Cattle, per Ton	-	9	4½	4½	2½
Horns, per Cwt.	-	2	1	1	1
Ice, per Ton	-	4	2	2	1
Indigo, per Cwt.	-	6	3	3	1½
Iron, per Ton	-	8	4	4	2
Old, per Ton	-	4	2	2	1
Ore, per Ton	-	3	1½	1½	1
Jute, per Ton	-	1 0	6	6	3
Lard, per Ton	-	1 4	8	8	4
Lemon and Lime Juice, per Pipe	-	1 0	6	6	3
Lead, per Ton	-	9	4½	4½	2½
Lead Ore, per Ton	-	6	3	3	1½
Litharge, per Ton	-	1 0	6	6	3
Lime, per Ton	-	6	3	3	1½
Madder, per Ton	-	1 4	8	8	4
Manganese, per Ton	-	9	4½	4½	2½
Marble, per Ton	-	9	4½	4½	2½
Mats, per One hundred and twenty	-	2	1	1	1
Meat, per Basket	-	3	3	3	3
Metal, Old, per Ton	-	1 0	6	6	3
Molasses, per Ton	-	9	4½	4½	2½
Myrabollams, per Ton	-	1 0	6	6	3
Ochre, per Ton	-	9	4½	4½	2½
Orange, Lemon, and Citron Peel, per Cwt.	-	2	1	1	0½
Oil.—Fish and Blubber, per Tun	-	1 4	8	8	4
Nut, per Tun	-	1 6	9	9	4½
Olive, per Tun	-	1 8	10	10	5
Palm, per Tun	-	1 4	8	8	4
Rape, and all other Seed Oil, per Tun	-	1 6	9	9	4½
Salad, Chest or Half Chest	-	2	1	1	0½
Oil Cake, per Ton	-	8	4	4	2

[Local.]

13 H





*The Bristol and Portishead Pier and Railway Act, 1866.*THE FIRST SCHEDULE—*continued.*

	INWARDS.		OUTWARDS.	
	From Parts beyond the Seas.	Coastwise.	To Parts beyond the Seas.	Coastwise.
Wood— <i>continued.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Deals and Deck Planks, per Hundred and twenty -	1 6	9	9	4½
Lathwood and Firewood, per Fathom -	1 4	2	2	1
Oars and Oar Rafters, per Hundred and twenty -	1 2	7	7	3½
Spars, Twenty-two Feet long and above, One hundred and twenty -	1 4	8	8	4
under Twenty-two Feet long, per Hundred and twenty -	1 0	6	6	3
Staves, One and a Half Inches thick and above, per Hundred and twenty -	6	3	3	1½
under One and a Half } per Hundred } Inches thick } and twenty }	2	1	1	0½
exceeding Fifty Inches } not exceeding Fifty Inches, per Hundred and twenty -	1	0½	0½	0½
Timber, Fir, Birch, Elm, and Ash, including Masts, per Load -	9	4½	4½	2½
Oak, Teak, and Wainscot, Log, per Load -	9	4½	4½	2½
Wood Hoops, per Thousand -	6	3	3	1½
Wool, per Ton -	1 6	9	9	4½
Zinc, per Ton -	1 0	6	6	3

All Goods not enumerated in the Table to pay such reasonable Dues as the Company shall from Time to Time order and direct, being as nearly as possible similar to the Dues on Articles of like Bulk and Value.

*The Bristol and Portishead Pier and Railway Act, 1866.*

## THE SECOND SCHEDULE.

## CLASS I.

s. d.

For every Vessel trading with Africa, Honduras, Surinam, and other Ports of South America, the United States of America, the East and West Indies, all the Ports within the Straits of Gibraltar, the Southern Whale Fishery, the British Colonies, Portugal, Prussia, Russia, Spain without the Straits, and Sweden, with Liberty to remain at or within the Limits of the Pier any Time not exceeding One Week, per Ton - - - - - 0 9

For every Day such Vessel shall remain after such Time, per Ton - 0 1

## CLASS 2.

For every Vessel trading with Flanders, France without the Straits, Germany, Holland, Norway, Poland, Zealand, Guernsey, Jersey, and the Channel Islands, with Liberty to remain at or within the Limits of the Pier any Time not exceeding Four Days, per Ton - 0 6

For every Day such Ship or Vessel shall remain after such Time, per Ton 0 1

## CLASS 3.

For every Vessel trading with Ireland, the Isle of Man, Scotland, or as a Coaster, not including Vessels from Cardiff, Newport, and other Ports Eastward of the Holmes, with Liberty to remain at or within the Limits of the Pier any Time not exceeding Forty-eight Hours, per Ton - - - - - 0 3

For every Twelve Hours such Vessel shall remain after such Time, per Ton - - - - - 0 1

## CLASS 4.

For every Vessel trading with Cardiff, Newport, Bristol, or any other Port to the Eastward of the Holmes, with Liberty to remain at or within the Limits of the Pier any Time not exceeding Twenty-four Hours, per Ton - - - - - 0 2

For every Six Hours such Vessel shall remain after such Time, per Ton 0 0½

## CLASS 5.

For every Vessel not herein-before classified, and for every Fishing Boat, Yacht, or Pleasure Boat, Tug Boat, or Steamer, with Liberty to remain at or within the Limits of the Pier any Time not exceeding One Hour, per Ton - - - - - 0 0½

For every Quarter of an Hour such Vessel shall remain after such Time, per Ton - - - - - 0 0¼

Pilot Boats free.

THE



*The Bristol and Portishead Pier and Railway Act, 1866.*

## THE THIRD SCHEDULE.

## CLASS 1.

For every Vessel trading with Africa, Honduras, Surinam, and other Ports of South America, the United States of America, the East and West Indies, all Ports within the Straits of Gibraltar, the Southern Whale Fishery, the British Colonies, Portugal, Prussia, Russia, Spain without the Straits, and Sweden, and passing directly to or from the Bristol Docks, and calling at or within the Limits of the Pier, and remaining there not more than Six Hours, Twopence per Ton for the first Two Hours, and One Penny per Ton for every Two Hours or Fraction of Two Hours after the first Two Hours.

## CLASS 2.

For every Vessel trading with Flanders, France without the Straits, Germany, Holland, Norway, Poland, Zealand, Guernsey, Jersey, and the Channel Islands, and passing directly to or from the Bristol Docks, and calling at or within the Limits of the Pier, and remaining there not more than Three Hours, Three Halfpence per Ton for the First Hour, and Three Farthings per Ton for every Hour or Fraction of an Hour after the First Hour.

## CLASS 3.

For every Vessel trading with Ireland, the Isle of Man, Scotland, or as a Coaster, not including Vessels from Cardiff, Newport, and other Ports Eastward of the Holmes, and passing directly to or from the Bristol Docks, and calling at or within the Limits of the Pier, and remaining there not more than One Hour and a Half, One Penny per Ton for the first Half Hour, and One Halfpenny per Ton for every Half Hour or Fraction of a Half Hour after the first Half Hour.

## CLASS 4.

For every Vessel trading with Cardiff, Newport, Bristol, or any other Port to the Eastward of the Holmes, and passing directly to or from the Bristol Docks, and calling at or within the Limits of the Pier, and remaining there not more than Three Quarters of an Hour, One Halfpenny per Ton for the First Quarter of an Hour, and One Farthing per Ton for every Quarter of an Hour or Fraction of a Quarter of an Hour after the First Quarter of an Hour.

*The Bristol and Portishead Pier and Railway Act, 1866.*

## THE FOURTH SCHEDULE.

AN AGREEMENT made the Twelfth Day of April One thousand eight hundred and sixty-six between The Bristol and Portishead Pier and Railway Company (hereafter in this Agreement called the Company) of the one Part, and Sir William Abdy, of Hill Street, Berkeley Square, in the County of Middlesex, Baronet (hereafter in this Agreement called Sir William Abdy), of the other Part.

THE Company for themselves and their Successors, and Sir William Abdy for himself, his Heirs and Assigns, hereby mutually agree, as follows:

Article 1.

This Agreement is made subject to Confirmation by Act of Parliament.

Article 2.

In the subsequent Articles of this Agreement the Expression "Sir William Abdy, and his Successors in Estate," includes Sir William Abdy, his Heirs and Assigns, and such other Person or Persons as is or are for the Time being entitled for an Estate of Freehold in possession to the settled Estate of which Sir William Abdy is now Tenant for Life in possession.

Article 3.

The Company shall not, without the Consent in Writing of Sir William Abdy or his Successors in Estate, acquire any Lands of Sir William Abdy, or his Successors in Estate, other than the Land shown on a Plan signed in Duplicate by John Robinson McClean and Richard James Ward, the respective Engineers of the Company, and of Sir William Abdy, and thereon coloured Pink.

Article 4.

Sir William Abdy and his Successors in Estate, and his and their Tenants and Under-tenants, shall have and may exercise over the intended Parish Wharf in Portishead Pill, or over any other Wharf which may be hereafter constructed in substitution thereof, or of the existing Wharf at Portishead, the same Rights and Privileges (if any) which he or they now exercise over the said existing Wharf, and the Company shall provide him and them free and convenient Access by a Road to be made by and at the Expense of the Company, for joining the existing public Road with the said intended Parish Wharf, or such other Wharf as aforesaid; and to facilitate the Exercise by him and them of such Rights and Privileges (if any), the Company shall also provide for him and them from the said settled Estate, through Lands of the Company, by means of a Roadway, convenient Access for all Purposes to the said Road to be made for joining the existing public Road with the intended Parish Wharf, or such other Wharf as aforesaid; such last-mentioned Roadway to be made and maintained by Sir William Abdy and his Successors in Estate at his or their own Expense, on Lands of the Company, for the User whereof for the Purposes of the said Roadway Compensation in a Form and to an Extent to be agreed on shall be made to the Company by Sir William Abdy and his Successors in Estate.

Article 5.

The Company shall permit Sir William Abdy and his Successors in Estate, his and their Tenants and Under-tenants, to have free and convenient Access (for all Purposes of the said settled Estate), through Lands of the Company to any of the Company's Railways, such Access to be obtained by means of One Siding or Branch Railway to be made and maintained by Sir William Abdy, and



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*The Bristol and Portishead Pier and Railway Act, 1866.*

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and his Successors in Estate, at his or their own Expense, on Lands of the Company, for the taking or User whereof for the Purposes of the Siding or Branch Railway Compensation in a Form and to an Extent to be agreed on shall be made to the Company by Sir William Abdy and his Successors in Estate.

The Company shall permit Sir William Abdy and his Successors in Estate, Article 6.  
his and their Tenants and Under-tenants, to have free and convenient Access (for all Purposes) from the said settled Estate through Lands of the Company, to the Goods and Passenger Stations of the Company, such Access to be obtained by means of a Road to be made and maintained by Sir William Abdy and his Successors in Estate, at his or their own Expense, on Lands of the Company, for the taking or User whereof for the Purposes of the Road Compensation in a Form and to an Extent to be agreed on shall be made to the Company by Sir William Abdy and his Successors in Estate; provided that in case the Company erect a Station or Stations for Goods and Passengers at or near the Point on the deposited Plan where the Words "Commencement of Pier" are written, then this Article shall not apply to any Station to the Northwards of such Goods and Passenger Station, or of the Northernmost of such Stations if more than One.

If any Difference arises between the Company and Sir William Abdy, or his Successors in Estate, touching the true Intent and Construction or the Incidents or Consequences of any Article of this Agreement, or the Manner in which any such Provision is to be carried into effect, or touching any Matter the Regulation whereof is by this Agreement left to be determined by Agreement, but so far only as such Difference shall have reference to the Cost, Construction, Direction, Position, Maintenance, or User of or other Matters relating to the said Siding or Branch Railway or Roads herein-before mentioned or referred to, or some or One of them, the Matter in Difference shall be determined by an Arbitrator to be appointed by the Board of Trade, on the Application of either Party, whose Decision shall be final and be binding on the Parties. Article 7.

The Extension by the Company's Act of 1866 of the Time limited by the Act of 1863 (therein described) for the compulsory Purchase of Lands shall not Article 8.  
apply to any Lands of Sir William Abdy or his Successors in Estate, without his or their Consent in Writing, in Witness whereof the Company have hereunto affixed their Common Seal, and Sir William Abdy has hereunto set his Hand and Seal the Day and Year first above written.

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