

A N
ABRIDGEMENT
O F T H E
C L A U S E S
I N T H E
A C T S O F P A R L I A M E N T
O F T H E T E N T H A N D T W E N T Y - T H I R D Y E A R S
O F H I S M A J E S T Y K I N G G E O R G E T H E
T H I R D , S O F A R A S T H E S A M E
R E L A T E T O T H E R E G U L A T I N G T H E
T R A D E A N D B O A T M E N
U P O N T H E
LEEDS AND LIVERPOOL CANAL,
T H E
RIVER DOUGLAS A L I A S *ASLAND NAVIGATION*
A N D T H E C U T S A N D C A N A L S T H E R E T O
B E L O N G I N G ;
A N D A L S O T H E B Y E L A W S , E S T A B L I S H E D
B Y T H E C O M P A N Y O F P R O P R I E T O R S
O F T H E S A I D C A N A L A N D N A V I G A -
T I O N F O R T H E B E T T E R R E G U -
L A T I N G S U C H T R A D E A N D
B O A T M E N .



Nicholsons, Printers, Bradford.

MDCCLXXXVI.



A N

A B R I D G M E N T

& c.



THE Rates of Tonnage are for
Clay, Brick, or Stones, Tonnage Rates. One
Halfpenny per Ton, per Mile.
Coal or Lime, One Penny per Ton, Page 50 of the
10 Geo. 3. per Mile.

Timber, Goods, Wares, Merchandises,
or other Commodities, One Penny Half-
penny per Ton, per Mile.

And in that Proportion for a greater or
lesser Quantity than a Ton or for a great-
er or lesser Distance than a Mile.

Soap Ashes, Salt, Salt-Scrow, Foul-
Salt, and Gray Salt, Pigeon's Dung, Rape
or Coal Seed, or Dust, Rags, Tanner's
Bark, to be used for manuring the Land of
any Person, whose Land is cut through for
the Canal, such Lands lying in any Town-
ship through which the Canal shall pass,
One Farthing per Ton, per Mile.

The said Rates to be recovered by Ac-
tion

tion of Debt, or upon the Cafe or by Distrefs and Sale of the Boat, Veffel, or Goods in refpect whereof any Rates or Duties ought to be paid, as in the Cafe of Distrefs for Rent.

Page 55.
The Ton afcer-
tained.

§ 3 Geo. 3. Page
19.

Fifty Feet of round, or Forty Feet of fquare Oak, Afh, or Elm Timber; or Fifty Feet of Fir or Deal Balk, Poplar, and other Timber Wood, fhall be rated for a Ton Weight, and the Ton of Coals and Limestones fhall confift of 22 Cwt. of 112 lb. each to the Ton; and on the Yorkfhire End, Ten Yards of Flags or Paving Stones between 1 Inch and 2 $\frac{1}{4}$ Inches thick fhall be called 1 Ton.

Pages 51 52
Things exempted

Small Rubbifh or Wafte Stones from Delfs, alfo Gravel and Sand for making Roads, not being Turnpike, in any Townfhip through which the Canal fhall be made and not carried more than five Miles on the Canal, alfo Dung, Soil, Marl, Afhes of Coal and Turf for the Improvement only of Lands in any Townfhip or Place through which the Canal fhall pafs, belonging to Perfons whose Lands are taken for the Canal, fhall be exempt from the faid Rates, fo that the faid Things do not pafs through any Lock, but when the Water flows over the Wafte-Wear or Conductor thereof, and fo that thofe claiming fuch Exemptions, give Notice to the Company's neareft Toll-Gatherer or Collector

lector, of their Intention of passing through any Lock, and specifying the Lock they intend to pass through, six Hours at least before passing through the same.

For Goods remaining upon Companies' Wharfs above 24 Hours, the Company shall be intitled to such Allowance for the same (above the Tonnage) as shall be agreed between the Company's Agents, and the Owners of the Goods, and in Case of Difference, the same to be ascertained by the Commissioners.

Wharfage
Page 53

Nothing to be taken for Wharfage by Lords on Land Owners at their Wharfs for Coal or other Goods, loaded or discharged from Boats, which do not lay longer than six Hours upon the Wharf; and no more than a Half-penny per Ton to be taken for Coal, Stone, or Brick; nor more than Three-pence per Ton for other Goods, which are not to continue thereon more than six Days; and that the Company may erect, repair, and use any Cranes, or Weighing Machines on every such Wharf or Quay, in Case the Proprietors thereof refuse to make the same after three Kalendar Months Notice in Writing from the Company for that Purpose.

Private Wharfs
Page 63





REGULATIONS, FORFEITURES
AND PENALTIES DIRECTED
AND INFLICTED BY 10 GEO. 3.

Page 52
Persons fraudu-
lently, &c.
claiming Ex-
emptions

Persons claiming Exemptions from the said Rates, and not being entitled thereto, or not giving the Notice required, touching the same or using or disposing of any of the exempted Articles in any other Manner than as described and limited, to forfeit FIVE POUNDS.

Page 54
Masters, &c. to
give an Ac-
count in Wri-
ting to the
Company or
Collectors, of
the Particulars
of their Load-
ing

Masters, Owners, or Managers of Vessels, to give a just Account in Writing signed by such Master, &c. to the Collectors of the Tonnage or Duties of the Quantity of Goods in each Boat, from whence brought, and where they intend to land the same; and if the Goods be liable to Payment of different Tolls, shall specify the Quantity of each respectively, and refusing it, or giving a false Account, or delivering any of the Loading at any other Place than that mentioned in the Account, shall forfeit and pay to the Company for every Ton of Goods, TENS HILLINGS, over and above the Rates and Duties they are obliged to pay for the same, to be recovered as the said Rates or Duties.

In Case of Difference between Collectors, and the Masters of any Boats, concerning the Weight of the same, the Collector may stop and detain the Boat and weigh the Goods; and if they are of greater Weight than the Master affirmed the same to be, then the Master shall pay the Costs and Charges of such weighing, which may be recovered as the Rates and Duties: But if such Goods be of the same or less Weight, then the Collector shall pay the Costs and Charges of such weighing.

Page 55
Differences concerning Weight of Goods in Vessels how to be determined

That no Boat of less Burden than Twenty Tons shall pass through any of the Locks without the Consent of the Company, or their principal Agent, in Writing; or unless the Owner or Navigator of such Boat pay Tonnage equal to a Boat of Twenty Tons. *Repealed by the Twenty-third of George the Third.*

Page 56
Vessels under 20 Tons not to pass any Lock without the Company's Consent.

Altered. See Page 22 of the New Act

Masters of Boats shall cause his Name and the Number of his Boat to be entered with the Company's Clerk, and such Name and Number to be painted in large white Capital Letters, on a black Ground, six Inches high, and of a proportionable Breadth, on each of the Outfides of every such Boat, higher than the same shall sink into the Water when full loaden, and shall permit every such Boat to be measured at the Company's Expence whenever required by the Company or any Person or Persons

Page 64
Masters to put their Names on the Outside of the Boats, and Boats to be measured

Persons by them appointed; so that no such Vessel shall be measured more than Four Times in any One Year on Pain of forfeiting to the Company FORTY SHILLINGS.

Page 65
Masters of Boats
answerable for
Damages done
by the Crew

Masters of Boats shall be answerable for any Damage, Spoil, or Mischief done by his Boat or Vessel, or the Boatman or Waterman employed therein to any of the Bridges, Weirs, Locks, Dams, Engines, or other Works upon the Canal, Trenches, Sluices and Passages, by loading or unloading any Boat or Vessel, and for any Trespass or Damage done to the Owners of any Buildings, Erections, Lands or Tenements adjoining to the same; and the said Damages shall be recovered by Action with Costs of Suit, as between Attorney and Client.

Page 66
Regulations for
Vessels passing
the Locks

Boatmen shall not suffer the Water to remain in the Locks longer than is necessary for the passing a Boat or Vessel, and in coming down shall shut the Lower Lockgates before they draw the Cloughs of the Upper Gates; and after the Boat or Vessel is brought into the Lock, shall shut the Upper Gates, before they shall draw the Cloughs of the Lower Gates; and in going up as soon as the Boat has passed the Locks, shall shut the Upper Gates thereof, and afterwards draw the Cloughs of the lower Gates, unless there be then a Boat in sight of the Lock coming
ing

ing down, in which Case the Lower Gates of the Lock shall be left shut, and the uppermost Gates open; and in all dry Seasons when there is a Scarcity of Water in the Canal, the Vessel going up, if within Sight of, and not above 300 Yards below a Lock, shall pass through such Locks before the Vessel coming down, and then the Vessel next above shall come down, and if there be more Vessels than one below and above any Lock at the same Time in such dry Season within the Distance aforesaid, such Vessels shall go up and come down at such Lock by turns, till all have passed; and every Person offending in any of these Particulars, shall for every such Offence forfeit any Sum not exceeding TWENTY SHILLINGS. N. B. *This Regulation of passing the Boats upwards and downwards alternately is by the subsequent Bye-Laws restricted to SINGLE Locks.*

If any Boat be placed so as wilfully to obstruct the Navigation, and on request be not removed, the Owner or Master shall for every such Offence forfeit a Sum not exceeding TEN SHILLINGS, nor less than FIVE SHILLINGS; and also a Sum not exceeding TWO SHILLINGS, and not less than ONE SHILLING for every Hour such Obstruction shall continue after such Request; and the Company's Agents or Servants may cause such Boats to be unladen, if necessary, and to be removed so as

Page 67
Vessels laying so
as to obstruct
the Navigation,
to be removed

to prevent such Obstruction, and to seize and detain the Boat and the Loading or any Part thereof till the Charge of such Removal be paid. And if any Boat be sunk in the Canal, and the Owner or Person having the Use thereof shall not without Loss of Time, weigh or draw up the same, the Company's Agents or Servants may cause it to be weighed or drawn up, and detain the Vessel till Payment be made of all the Expences necessarily occasioned relating thereto.

Page 68
Floating Timber,
or loading
Boats with it
so as to obstruct
the Passage of
the Canal

Persons who shall float Timber on the Canal, or load any Boat or Vessel with Timber over the Sides, or shall overload any Boat or Vessel, so as to obstruct the Passage of any other Boat or Vessel, and shall not immediately on Notice given to the Owner or Person having Care of such Boat, hale the said Boat back into some of the Places made for Vessels to pass each other, every Person so offending, shall forfeit and pay to the Company FIVE POUNDS.

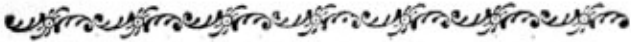
Same Page
Throwing Ballast, &c. into
the Canal

Persons throwing Ballast, Gravel, Stones, or Rubbish into the Canal, or any of the Trenches or Watercourses thereof, shall for every such Offence forfeit FIVE POUNDS.

Page 69
Unqualified Persons Fishing,
&c. Masters
of Vessels accountable for
permitting the
same

Persons navigating, or working, or living on board any Boat within the limits of the said Navigations not being qualified by the Laws

Laws relating to Game, who shall carry on Board any Fishing-Net, Gun, Engine or other Instrument for taking or destroying Fish or Game, shall on Conviction forfeit FIVE POUNDS for every Offence; and in Case any Master or other Person having the Command of any Boat or Vessel, shall suffer any such unqualified Person as aforesaid to have, carry on Board, or make use of any Fishing Net, Gun, Engine or other Instrument for taking or destroying any Fish or Game on being Convicted shall forfeit the Sum of FIVE POUNDS.


REGULATIONS, FORFEITURES,
AND PENALTIES DIRECTED
AND INFLICTED BY THE 23
GEO. 3.

Boatmen to shut
the Swivel
Bridges

That the Boatman or Person having the Command of any Boat or Vessel, when and so soon as such Boat or Vessel shall have passed through any of the Swivel Bridges, shall cause such Bridge or Bridges to be turned back, shut, and fastened (other than such Private or Occupation Bridge as shall not be opened for such Boat or Vessel); and in Case of Neglect in turning back, shutting, and fastening such Bridge or Bridges, every Person offending shall upon Conviction for every Offence forfeit any Sum not exceeding TWENTY SHILLINGS.

No Vessel to pass
a Lock without
paying Tonnage
for 20
Tons

That no Boat which shall not be capable of carrying a greater Burthen than Twenty Tons, or which shall not have a Loading of Twenty Tons shall not be allowed to pass through any Lock without the Consent of the Company of Proprietors, or their principal Agent in Writing or without paying Tonnage equal to a Boat or Vessel of Twenty Tons.

That

That the Person or Persons who shall take away any Goods, Wares, or Merchandise from any Wharf, Quay, or Warehouse without the Consent of the Owner of such Wharf, Quay, or Warehouse, or Person chiefly intrusted with the Care thereof, without paying the Wharfage, in every such Case the Person or Persons so offending shall upon Conviction forfeit and pay to the Owner of such Wharf, Quay, or Warehouse, the Sum of FIVE POUNDS, to be recovered by Distress and Sale of the Offender's Goods; over and besides the said Wharfage, which may be recovered by Action of Debt, or upon the Case with Costs of Suit as between Attorney and Client.

No Goods to be removed until Wharfage paid

That the Person or Persons who shall fix, put or place any false Cap or Plank upon any of the Gates of Sollom Lock, or shall make any Addition thereto, shall for every such Offence forfeit the Sum of FIVE POUNDS; to be recovered as aforesaid and for Non-payment thereof be committed to the common Goal at Lancaster, or to the House of Correction at Preston, for the Space of Three Months.

No false Caps to be put upon the Gates of Sollom Lock

That if any Person or Persons shall keep open the Paddles or Cloughs in Rufford Lock, or in any other Lock which shall be erected between the said Lock and Sollom Lock *in the County of Lancaster*, longer

The Paddles of Sollom Lock not to be left open

er than are necessary for Boats to pass the same, or for the necessary Management of the Canal; the Person or Persons offending in any of the said Cases, shall upon Conviction forfeit FORTY SHILLINGS; and for Non-payment thereof be committed to the common Goal at Lancaster, or to the House of Correction at Preston, for the Space of one Calendar Month.

The Provisions
of the 10 Geo.
3 extended to
the Douglas
Navigation

That the several Regulations, and Penalties enacted by the recited Acts of the 10. Geo. 3. (and which are herein before abstracted) shall extend, operate and be put in Execution in Respect of the Navigation of the River Douglas alias Asland, and the Cuts and Canals thereto belonging.

BYE



BYE LAWS.

That every Bargeman, Waterman, Boatman and other Person having the Care of any Boat, Barge, Keel or other Vessel, navigated upon the said Canal, using any Pole, Stower or other Instrument for the Purpose of pushing or forwarding his Boat or Vessel, of less Diameter at the End thereof than three Inches, for every Offence shall forfeit the Sum of TWENTY SHILLINGS.

Form of Stowers
to be used by
Boatmen, &c.

And it is directed that the Warehouse-keeper at Leeds, shall furnish to Boatmen navigating out of the River Aire, into the said Canal (and who shall require the same and shall leave their own Stowers in Exchange) Stowers of the Dimensions aforesaid, which said Stowers shall be re-exchanged upon the Return of such Boatmen into the said River.

The Warehouse-
Keeper at
Leeds, to fur-
nish Boatmen
navigating out
of the River
Aire with
Stowers of pro-
per Dimensions

That every Bargeman, Waterman, Boatman or other Person leaving open any Gate or Gates on the Towing-path of the said Canal, after passing through the same, shall for every Offence forfeit the Sum of TEN SHILLINGS.

Penalty upon
Persons leav-
ing open Gates
on the Tow-
ing-paths

That

Penalty upon
Persons leav-
ing open Road
Bridges

That every Boatman, Bargeman, Waterman or Person having the Conduct of any Boat or Vessel, shall (as soon as his or their Boat or Vessel shall have passed any Bridge, being in, over or across the said Canal and upon any Highroad or Bridle-Way) shut to and fasten the same and in Case any such Bridge shall be left unshut or unfastened longer than is necessary for the Passage of any Vessel as aforesaid, the Person offending shall forfeit for every such Offence, the Sum of FIVE POUNDS; (except where there are Two or more Boats or Vessels in Company within 50 Yards of each other, in which Case the Boatman, Bargeman, Waterman or other Person having the Conduct of the last Boat or Vessel passing any such Bridge) shall only be subject to the Penalty of FIVE POUNDS.

Penalty upon
Persons not
shutting Occu-
pation Bridges

That if any Boatman, Waterman, Bargeman or Person as aforesaid after his Boat or Vessel shall have passed any Bridge made over or across the said Canal for the Use of any Occupation-Road, and which shall be found shut, shall leave the same unshut or unfastened longer than is necessary for the Passage of such Boat or Vessel through the same, the Person or Persons so offending, shall forfeit for every such Offence the Sum of TEN SHILLINGS.

That

That if any Boatman, Waterman, Bargeman, or Person as aforesaid, do not before his Boat or Vessel come to any Swivel Bridge, open the same so as to prevent his Vessel running against it, the Person so offending shall for every such Offence forfeit the Sum of TWENTY SHILLINGS.

Penalty upon
Persons running
their Boats against
Swivel Bridges

That every empty Boat navigated upon the said Canal shall give Way to every loaded Boat, until the loaded Boat hath perfectly cleared the empty Boat, and that every loaded Boat going from the Basin or Summit shall take Place of every Boat passing towards the Summit, upon Pain that the Master of such last mentioned Boat shall for every Offence forfeit the Sum of TEN SHILLINGS.

Empty Boats to
give Way to
loaded Boats,
&c.

That every Master of any Boat or Vessel navigating upon the said Canal, shall have affixed to each such respective Boat or Vessel, Four Indexes, properly figured or marked, viz. One of which to be placed at each End of the Boat and One on each Side, so that the Water each such Boat or Vessel draws, and the Burthen with which it is laden may be thereby clearly ascertained, in Order that none of the Locks or Stop-gates may receive Injury by the passing of any such Boat or Vessel through the same. No Boat or Vessel shall pass any such Lock or Stop-gate, when it shall appear

Every Boat to
have Indexes
properly placed
to shew the
Quantity of
Water she
draws and to
ascertain the
Burthen she
carries

pear by fuch Indexes or Marks fo affixed to fuch Boat or Veffel, and from the Indexes affixed to fuch Locks or Stop-gates, that there is not a clear Inch of Water between the Bottom of fuch Boat or Veffel and the Sill of fuch Lock or Stop-gate, on Pain that the Master of each Boat for every Offence fhall forfeit the Sum of FORTY SHILLINGS.

No Boats to be navigated without haling by a Line at the Maft and a Rudder fixed at the Stern with a Perfon to guide the fame

That no Boat or Veffel fhall be navigated upon the faid Canal with the Rudder foremoft or without a Rudder at the Stern, nor fhall any Boat whether loaded or unloaded be haled along the Canal without a Perfon at the Helm to guide the fame, nor without the haling Rope fixed to the Maft, fo as to prevent the Boat from running or beating againft the Bridges, Banks and other of the Works and Conveniences on the Canal; except from the Place of unloading back again to the laft turning Place, upon Pain that the Master of fuch Boat for every Offence fhall forfeit the Sum of TWENTY SHILLINGS.

All Boats not navigating to be kept moored

That every Boatman or Perfon having the Conduct of a Boat, fhall when the fame is not navigating on the Canal, hale the fame as clofe to the Side of the Canal as poffible, and there moor and faften the fame at both Ends, and keep the fame fo moored, with the Maft down, when moored, on the Towing-path Side; but fhall

shall not moor the same so as to incommode the Passage of the said Canal or Towing-path, or the unloading or loading of any other Boat or Vessel, upon Pain that the Master of every such Boat shall forfeit for every Offence the Sum of TWENTY SHILLINGS.

That if any Person or Persons whomsoever, shall wilfully cut or unmoor any Boat so moored and fastened as aforesaid, and leave the same adrift, such Person or Persons shall forfeit for every Offence the Sum of FORTY SHILLINGS.

That if any Boatman or Person having the Conduct of any Boat, do moor or fasten the same to any Bridge or other Works belonging to the Company, the Master or Person so offending shall forfeit for every such Offence the Sum of TEN SHILLINGS.

That all Coal, Stone, Goods, Commodities and other Things, which shall be unladen upon the Towing-path, or any Wharf belonging to the Company, shall be unladen and placed at least Five Feet from the Edge of the Bank of the Canal next to the Water, upon Pain that the Owner of such Coal, Stone, Goods, Commodities or other Things, shall forfeit for every Offence the Sum of TWENTY SHILLINGS.

Penalty upon
Persons un-
mooring the
same

Penalty upon
Persons moor-
ing or fasten-
ing their Boats
to any of the
Company's
Bridges or
Works

All Coal, Stone,
and Goods un-
laden on the
Wharf, to be
placed Five
Feet from the
Water Edge

That

Carriages not to remain above Three Hours on the Wharf during the Time of Business without a Horse in the Shafts

That no Waggon or Carriage shall remain upon the Wharf more than Three Hours, in Time of Business, without a Horse in the Shafts; after being requested by the Clerk to remove the same, upon Pain that the Owner shall forfeit for every Offence the Sum of FIVE SHILLINGS.

The Lock-keeper to keep the Paddles of the highest Lock locked down so that no Boatman pass thro' but when he is present

That the Lock-keeper do keep the Paddles of the highest Lock locked down, and suffer no Boatman to pass through but when he the Lock-keeper is present, upon Pain of forfeiting FIVE SHILLINGS for the First Offence, and for the Second Offence to be discharged from the Service of the Company.

Penalty upon Boatmen neglecting to give a just Account of the Number of Passengers they shall at any Time carry in their Boats, with the Distance each Passenger shall have gone

That every Person passing in any Boat between Wigan and Liverpool, or any other Part of the Line, shall pay for every Two Miles or under, One Halfpenny, each Passenger to be allowed 14 lb. Weight of Luggage; and in Case any Boatman shall neglect to give a just Account of the Number of Passengers he shall at any Time carry in his Boat, with the Distance each Passenger shall have passed, he shall forfeit the Sum of TEN SHILLINGS.

Penalty upon drawing Boats with Horses into Locks

That no Boat be drawn with a Horse or Horses into or through any of the Locks, upon Pain of forfeiting for every Offence the Sum of ONE POUND.

That

That no Boat shall pass over the Sill of any Lock, until the Depth of Water upon such Sill shall be at least Two Inches more than such Boat shall then draw, upon Pain of forfeiting for each Offence the Sum of ONE POUND.

Penalty upon passing Boats over the Sills of any Lock before the Water shall be there Two Inches deeper than the Boat shall draw

That if any Boatman or other Person shall open or attempt to open any Lock-Gate before the Water is upon a Level on both Sides, he shall forfeit and pay a Sum not more than THREE POUNDS, nor less than ONE POUND, over and above the Damages the Company shall sustain in Consequence of the Offence.

Penalty upon Boatmen, &c. attempting to open any Lock-Gate until the Water is upon a Level

Whenever through Scarcity of Water the long Pool above Bingley Locks, shall be reduced to Three Feet and Nine Inches or under, in Depth, IT IS ORDERED, That all Boats going upwards, not loaded with Merchandise, shall be stopped at the Entrance into the lowest Lock-Pit of the great Lock above Bingley, until there shall be Four or more of such Boats, or until there shall be One Boat loaded with Merchandise ready to pass up through such Lock, when all such Boats shall go up in Succession without Delay, and before any Boat coming down shall be permitted to pass that Lock.

Regulations for passing the great Lock at Bingley

That

Regulations for
passing any
Threefold
Lock

That all Boats going upwards not loaded with Merchandise, when and as they shall come to the Entrance into the lowest Pit of any Threefold Lock, shall be there stopped, until there shall be Two or more of such Boats, or until there shall be One Boat loaded with Merchandise ready to pass up through such Lock, when all such Boats shall go up in Succession through such Lock without Delay, and before any Boat coming down shall be permitted to pass such Lock.

Regulations for
passing down-
wards the said
great Lock and
Threefold
Locks

That after the said Four, or Two, or any greater Number of Boats shall be collected at such respective Locks, or after the arrival of a Boat going upwards loaded with Merchandise, no Boat shall pass downwards through such respective Locks until the whole Number of Boats then waiting to go upwards through such respective Locks shall have passed the same, on Pain of the Person or Persons navigating such Vessel downwards forfeiting for every such Offence the Sum of TWO POUNDS.

The Lock-keepers of such respective Locks to fix a Board giving Notice of such Regulations

That in Order Boatmen may know when they are to navigate under and observe such Restraint, the Lock-keeper of such aforesaid respective Locks, shall cause a Board giving Notice of such Restraint, to be affixed on some conspicuous Part of the Outside of his House, or otherwise
give

give Personal Notice to the said Boatmen, and that every Person offending against such Notice shall forfeit for every Offence the Sum of TWO POUNDS.

That so much of a Clause in the Act of Parliament of the Tenth Year of his present Majesty, intituled " An Act for making
 " and maintaining a navigable Cut or Canal, from Leeds Bridge, in the County of
 " York, to the North Lady's-Walk, in Liverpool, in the County Palatine of Lancaster, and from thence to the River
 " Mersey," as relates to the Manner in which Vessels navigating upon the said Canal shall pass through the Locks thereupon, shall as to Locks of Two or more Rises, be, and the same is, hereby revoked.

The Clause in
 the Act of the
 10 Geo. 3 re-
 voked

F I N I S.

ADDITIONAL LAWS, &c.

THAT in Case any Person or Persons shall at any Time ride upon, or drive any Horses, or Cattle upon the Banks of the said Canal, (other than and except such Person or Persons as have a Right so to do, or are Proprietors of the said Canal) every such Person or Persons shall forfeit for every such Offence the Sum of TEN SHILLINGS.

Persons not to ride or drive any Cattle upon the Canal Banks.

That every Master or Manager of any Boat or Vessel, who shall Moor or fasten his Boat to any Bridge, or other Works of the Canal, or within Twenty-Yards of any Bridge, shall forfeit and pay not more than TEN SHILLINGS, nor less than FIVE SHILLINGS, for every such Offence.

Masters, &c. of Vessels, not to moor the same to any Bridge, or within twenty Yards of the same.
See Page 19.

That every Master, Owner, or other Person, having the Direction of a Boat navigating upon the Liverpool End of the said Canal, or upon the Douglas Navigation, who shall see or have Notice of a Packet being within the Distance of Three Hundred Yards of any Lock, that such Master, Owner, or other Person, shall not enter or

Masters, &c. navigating on the Liverpool End, & Douglas Navigation to give Precedence to Packets passing through Locks.

go into such Lock with his Boat, until the said Packet shall have passed the said Lock, on Pain of forfeiting, for every such Offence, not more than TEN SHILLINGS, nor less than FIVE SHILLINGS.

Lock-keepers to detain Vessels not having sufficient Men on board to navigate the same.

That the several Lock-keepers belonging to the said Canal Navigation, do stop and detain every Boat or Vessel navigating upon the said Canal, which shall not have sufficient strength on Board to navigate and steer such Boat or Vessel, and at the same Time to open the Bridges and Lock-gates, over or belonging to the said Canal; and that they do not permit any such Boat or Vessel to pass any Lock until there shall be sufficient strength on board (in the Opinion of such Lock-keeper) for the aforesaid Purposes.

Persons not to draw Water from the Basen at Leeds, or the Pool above.

That no Person or Persons whomsoever, shall be suffered to draw the Water from the Basen at Leeds, or draw the Water from the Pool next above such Basen, without the Express Order and Direction of the Person or Persons appointed to the Care of the same, on Pain of forfeiting for each and every such Offences, not more than TEN SHILLINGS nor less than FIVE SHILLINGS.

Regulations for passing the Tunnel at Foulridge.

That Vessels intending to go into or pass the Tunnel, at or near *Foulridge*, shall enter into the East End thereof, between the

Hour of Twelve and half past, between the Hour of Four and Half past, and between the Hour of Eight and Half past of the Day or Night; and that no Vessel shall enter into such End at any other Time, under the Penalty of TWENTY SHILLINGS, for every Offence, to be paid by the Person and persons who shall then navigate any such Vessels.

That Vessels intending to go into or pass such Tunnel, shall enter into the West-end thereof, between the Hour of Two and Half past, between the Hour of Six and Half past, and between the Hour of Ten and Half past, of the Day or Night; and that no Vessel shall enter into such West-end at any other Time, under the Penalty of TWENTY SHILLINGS, for every Offence, to be paid by the Person and Persons who shall then navigate any such Vessel.

That the Hours of doing Business at the several Warehouses belonging to the Company upon this Canal, shall be from Six in the Morning until Eight at Night, between the Twenty-first Day of March, and the Twenty-first Day of September, in every Year; and from Eight o'Clock in the Morning until Six at Night, between the Twenty-first Day of September, and the Twenty-first Day of March, in every Year, under a Penalty of TWENTY SHILLINGS, and not less than TEN SHILLINGS, for every Offence.

Hours of doing Business at the several Warehouses belonging to the Company.

Masters of vessels not to deliver any Part of their Cargo until they have delivered Bill of lading to the Company's Warehouse-keeper.

That no Master, of any Vessel trading upon the Canal, shall deliver any Part of his Cargo into any Warehouse, or upon any Staith belonging to the Company, until he shall have delivered to the Warehouse-keeper, the Bill of Lading of his Vessel, for the Inspection and Entry of such Warehouse-keeper, under a Penalty of TWENTY SHILLINGS, and not less than FIVE SHILLINGS for every Offence.

Vessels not loading or unloading not to be moored alongside the Warehouse belonging to the Company.

That no Boat or Vessel which shall not be loading, or unloading Goods intended to be deposited in any Warehouse, belonging to this Company, be permitted to be moored, or stationed alongside the said Warehouse, upon any Pretence whatsoever; nor shall any Vessel, loading or unloading such Goods, be moored or stationed alongside any Warehouse, longer than shall be reasonably necessary for loading or unloading the same from or into such Warehouse, under the Penalty, by the Person or Persons so offending, not exceeding TWENTY SHILLINGS, nor less than TEN SHILLINGS for each and every Offence.

Coals, Slate, and Flags not to be landed in the Warehouse Yard at Skipton.

That the Ground opposite to the Warehouse at *Skipton*, shall be a Quay or Staith, for the landing of Flags, Slate, and Stones, and that no Coals, Flags, Slate, or Stones, shall be hereafter landed in the Warehouse Yard there, under a Penalty, by the Person or Persons, offending, not exceeding

TWENTY SHILLINGS, nor less than **TEN SHILLINGS**, for each and every Offence.

That each Bill of Lading, of every Boat navigated on the *Lancashire* End of this Canal, shall contain a true Account, to the best of the Master's Knowledge, of the Feet and Inches such Boat draws light, and the Feet and Inches such Boat drew when loaded; and for every Offence against this Order, the Owner of such Boat shall forfeit not more than **FORTY SHILLINGS**, nor less than **FIVE SHILLINGS**.

Bills of lading on the Lancashire End to contain the Feet & Inches such Boat draws light & loaded.

That all loaded Flats, which shall be waiting to pass *Sollom Lock* and Stop-gate, be moored in a Line on the West-side of the Canal, until there shall be Water, in such Lock, to pass a loaded Flat, and that the empty Flats shall, until that Time, pass such Lock before any loaded Flats shall pass the same.

Regulations for passing Sollom Lock.

That as soon as there is Water in the said Lock, for loaded Flats to pass the same, no empty Flats shall pass such Lock, until the loaded Flats shall have passed the said Lock or until there shall not be sufficient Water, in such Lock to pass a loaded Flat.

That a Boat drawing less Water than another shall not be prevented from passing the said Lock, by any Boat of greater Draft, but that such lighter Boat shall pass upward

or downward without any Obstruction by such heavier Vessel, at the Discretion of the Lock-keeper.

That in Case any Flat-man shall go through the said Lock, with his loaded Flat, contrary to the foregoing Orders, or contrary to the Direction of the Lock-keeper, and shall obstruct the Navigation, such Flat shall be unloaded at the Expence of the Owner.

That the Master of, or Person having the Command of any Boat or Flat, which shall be navigated contrary to any of the aforesaid Orders, shall for each and every Offence forfeit and pay not more than FORTY SHILLINGS, nor less than TEN SHILLINGS.



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