CHAPTER clxxxiv.

An Act to enable the Barry Dock and Railways Company to construct new railways and for other purposes. A.D. 1891.

[5th August 1891.]

WHEREAS the railways herein-after described will be of public and local advantage and the Barry Dock and Railways Company (who are in this Act referred to as "the Company" or "the Barry Company") incorporated by the Barry Dock and Railways Act 1884 (herein-after referred to as "the Act of 1884") are willing to undertake the construction thereof on being empowered as herein-after provided: 47 & 48 Vict. cap. cclvii.

And whereas plans and sections showing the lines and levels of the railways authorised by this Act and also a book of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace for the county of Glamorgan and are herein-after respectively referred to as the deposited plans sections and book of reference:

And whereas it is expedient that powers should be conferred upon the Company for the construction of the said railways and for enabling them to run over and use the portions of railway and stations herein-after specified and that further powers should be conferred upon the Company such as are herein-after mentioned:

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

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

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

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Commons in this present Parliament assembled and by the authority of the same as follows (that is to say) :—

Short title.

1. This Act may be cited as the Barry Dock and Railways Act 1891.

Incorporation of general Acts.

2. The following Acts and parts of Acts are (except where the same are expressly varied by this Act) incorporated with and form part of this Act namely :—

The Lands Clauses Acts ;

The Railways Clauses Consolidation Act 1845 ;

Parts I. and II. (relating respectively to construction of a railway and extension of time) of the Railways Clauses Act 1863 ; and

Part IV. (relating to change of name) of the Companies Clauses Act 1863.

Extending certain provisions of Companies Clauses Acts.

3. The clauses and provisions of the Companies Clauses Consolidation Act 1845 with respect to—

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and means of enforcing payment of calls ;

The forfeiture of shares for non-payment of calls ;

The remedies of creditors of the Company against the shareholders ;

The borrowing of money by the Company on mortgage or bond ;

The conversion of the borrowed money into capital ;

The consolidation of shares into stock ;

The general meetings of the Company and the exercise of the right of voting by the shareholders ;

The making of dividends ;

The giving of notices ; and

The provision to be made for affording access to the special Act by all parties interested ;

And also Parts I. II. and III. of the Companies Clauses Act 1863 (relating respectively to the cancellation and surrender of shares to additional capital and to debenture stock) as amended by the Companies Clauses Act 1869 ;

shall subject to the provisions of this Act extend and apply to the capital and money hereby authorised to be raised by shares or stock or borrowing and the proprietors thereof.

Interpretation.

4. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated

herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction:

The expression "the Company" means the Barry Railway Company;

The expression "the railway" means the railways by this Act authorised;

And the expression "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall for the purposes of this Act be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

Power to make new railways.

5. Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the railways herein-after described with all proper stations sidings approaches works and conveniences connected therewith and may enter upon take and use such of the lands delineated upon the deposited plans and described in the deposited book of reference as may be required for those purposes The railways herein-before referred to and authorised by this Act are—

A Railway (No. 1) (5 furlongs 8·4 chains or thereabouts in length) commencing in the parish of Canton in the county of Glamorgan by a junction with the railway of the Penarth Harbour Dock and Railway Company leased to the Taff Vale Railway Company and terminating in the parish of Saint Mary the Virgin Cardiff at or about the low-water line (eastern side) of the River Taff to the southward of the viaduct carrying the Great Western Railway over the said River Taff;

A Railway (No. 2) (1 furlong 4·5 chains or thereabouts in length) commencing by a junction with Railway No. 1 at its point of termination and terminating on the western side of the Penarth Road leading from the south end of Saint Mary Street Cardiff to Penarth at a point seventy yards or thereabouts to the south-westward of the bridge carrying the branch railway of the Great Western Railway Company leading to the River Taff over the said Penarth Road;

A Railway (No. 3) (1 furlong 5 chains or thereabouts in length) commencing by a junction with Railway No. 1 at its point of termination above described and terminating by a junction with the said branch railway of the Great Western Railway Company at the western abutment of the bridge carrying that branch railway over the Penarth Road aforesaid;

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A Railway (No. 4) (8·5 chains or thereabouts in length) commencing by a junction with the branch railway of the Great Western Railway Company herein-before described and terminating at the north side of Corporation Road at a point fifty-five yards or thereabouts to the westward of the western end of the bridge carrying Corporation Road over the Glamorganshire Canal.

Method of constructing certain bridges.

6. The bridge to be constructed under the powers of this Act for carrying the railways by this Act authorised across the River Taff shall be prolonged over the western embankment of the said river by means of an additional opening having a clear span throughout of forty-five feet and shall be so constructed that the level of the rails shall be the same as the level of the rails on the existing parallel bridge of the Great Western Railway and the underside of the girders of such opening shall be not lower than three feet below the level of the rails.

The bridge to be constructed under the powers of this Act for carrying the railway over Virgil Street shall have a clear span throughout of not less than fifty feet and a clear headway throughout of sixteen feet The abutments and wing walls of such bridge shall be parallel to the centre line of Virgil Street.

For the protection of the Corporation of Cardiff.

7. The following provisions for the protection of the mayor aldermen and burgesses of the county borough of Cardiff (in this section referred to as "the corporation") shall unless otherwise agreed between the corporation and the Company apply and have effect (that is to say):—

(1) The Company shall not stop up the ends of the following streets (that is to say) Hereford Street Somerset Street Compton Street Salt Mead Road Stoughton Street Allerton Street and Monmouth Street unless and until they shall have provided the land for the diversion of Wedmore Road in the direction shown upon the deposited plans;

(2) The Company shall so construct and maintain the bridge for carrying Railway No. 1 over Clare Road that the abutments thereof shall not in any way encroach upon or interfere with any portion of the street known as Court Road provided that the Company may place an ornamental iron pillar in the line of the intersection of the western side of Clare Road and the southern side of Court Road subject to their making good the foot pavement round the same and such pillar shall be placed in such reasonable position as shall be agreed upon between the corporation and the Company The said bridge shall have a

clear span throughout over Clare Road and a clear headway throughout of not less than sixteen feet above the level of the existing road and the abutments and wing walls shall be so constructed as to be in line with the existing streets known as Clare Road and Court Road;

(3) The Company shall not take or narrow any portion of Penarth Road or Harrowby Street or the street shown upon the deposited plans as Corporation Road and the Company shall not take or narrow any portion of Crawshay Street forming the access to any houses or buildings except such as shall have been purchased by the Company;

(4) The Company shall not stop up the road or road and footpath numbered on the deposited plans 13 in the parish of Canton unless the occupation road and footpath leading therefrom to Canton Common is diverted and some other road and footpath in lieu thereof shall have been constructed to the satisfaction of the corporation and dedicated to public use or arrangements have been made to the satisfaction of the corporation for such diversion;

(5) If the Company construct a bridge over the said road numbered 13 as aforesaid they shall construct and maintain the same of a clear width throughout of not less than forty feet and a clear headway throughout of not less than sixteen feet measured from the existing street level. The abutments and wing walls of such bridge shall be constructed so as to be in line with Salt Mead Road;

(6) In constructing the bridges over any street in the said borough and also over the road numbered on the deposited plans 2 in the parish of Canton and over the western embankment of the River Taff the Company shall provide and maintain on each side of the said bridges substantial parapets or closed screens not less than seven feet in height above the rail level and such parapets or screens shall not be used for posting bills or placards or for other advertising purposes except advertisements of the Company Every such bridge shall be made and maintained so as to prevent as far as reasonably practicable the dripping of water therefrom on any part of the roadway or footways thereunder;

(7) Before the Company under the powers of this Act commence any alteration of or interference with any public street road sewer water-pipe or other work under the jurisdiction or control of the corporation the Company shall give to the corporation twenty-eight days notice in writing of their intention to commence the same by leaving such notice with the town clerk of

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the said borough of Cardiff and the Company in carrying out the same shall take all reasonable precautions and do and maintain such works as may be reasonably necessary for preventing any injury to the property or works of the corporation and make good all damage which may be occasioned thereto;

(8) In every case where the railways cross over any of the sewers of the corporation the Company shall bear any costs necessarily and properly incurred in strengthening and securing such sewers from all damage which may be occasioned by reason of the execution of the said works and shall for ever uphold and maintain in good and efficient repair to the reasonable satisfaction of the corporation such portions of the said sewers as may be altered diverted or otherwise interfered with and the Company shall allow the corporation their officials agents and workmen to have free access at all reasonable times to any part of any such sewers;

(9) In case the corporation at any future time require to construct any sewer or to lay any water main or pipe across or under any land acquired or works constructed under the powers of this Act the Company shall free of charge give the corporation all reasonable facilities for carrying out the work Provided always that the traffic of the Company shall not be stopped;

(10) The provisions of the Railways Clauses Consolidation Act 1845 contained in sections 18 to 23 inclusive so far as the same are applicable shall extend and apply to the water mains pipes and apparatus of the corporation and whenever in those sections the word "company" or "society" is used the same shall for all the purposes of this Act be held to extend to and include the corporation;

(11) Whenever the mains or water pipes of the corporation shall be severed or interfered with by any of the works authorised by this Act and whenever in consequence of such works it is necessary for maintaining the supply of water to lay additional or substituted mains or water pipes such mains or pipes shall previous to the severance or interference be made and laid down by the corporation at the expense of the Company;

(12) If by reason of the execution of any of the powers of this Act any increased length of mains or water pipes shall become necessary the same shall be provided and laid down by the corporation at the expense of the Company;

(13) Whenever by the appropriation or destruction of property by this Act authorised any mains or water pipes laid for the supply of such property except pipes inside such property shall

be rendered unnecessary the Company shall pay to the corporation the cost of providing and laying an equivalent length of main or water pipe in the immediate vicinity thereof so far as such additional pipes are rendered necessary by the construction of the works of the Company and the cost of the works required for the discontinuation of those mains or water pipes rendered unnecessary to such amount as shall be estimated by the water-works engineer of the corporation shall be paid by the Company to the corporation and the mains and water pipes so rendered unnecessary shall be the property of the Company;

(14) If any difference or dispute arise between the corporation and the Company touching this section or anything to be done or any money to be paid thereunder such difference or dispute shall be determined by an arbitrator to be agreed upon between the parties or in default of agreement to be appointed by the Board of Trade on the application of either party and the costs of and incident to the arbitration shall be borne as he shall direct.

For the protection of the Marquess of Bute.

8. For the protection of the Marquess of Bute and the trustees of the will of the late Marquess of Bute and other the person or persons for the time being owner or owners of or interested in the estates in the county of Glamorgan of which the said Marquess is tenant for life (all of whom together with the said Marquess are herein-after deemed to be included in the expression "the said Marquess") the following provisions shall unless otherwise agreed between the said Marquess and the Company apply and have effect (that is to say):—

(a) The Company shall if required by the said Marquess within three years from the passing of this Act allow a road to be formed upon the embankment under the bridge carrying Railway No. 1 over the River Taff and upon their property on either side of the said bridge such road to be of the width of forty-five feet under the bridge and elsewhere of a width not exceeding fifty feet and to be constructed with the necessary river walls or banks and drains and the Company shall allow the said road so far as the same may be upon their property to be dedicated to the public use as a public road and shall at all times permit the free use thereof as such and also the construction of drains sewers and gas and water pipes and the placing of electric and telephonic wires and apparatus along upon under or over the said road Provided that all such works and operations as aforesaid shall be carried out so as not to interfere with the railway of the Company Provided also that the said

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Marquess shall pay the Company for any land provided by the Company for the purposes of this sub-section such sum as failing agreement shall be settled by the arbitrator to be appointed under sub-section (e) of this section;

(b) The Company shall not in the construction of Railway No. 4 or any works by this Act authorised take affect or interfere with any part of the road known as the Dumball Road to the north of the commencement of Railway No. 4 and the Company shall not otherwise than by agreement take affect or interfere with any land of the said Marquess to the westward of a line drawn parallel to and fifty feet to the west of the back boundary walls of the houses in Harrowby Street and continued up to the south-east corner of the Bute Ironworks;

(c) The Company shall not for the purposes of any works by this Act authorised take affect or interfere with any part of the Dumball Road lying to the south of the commencement of Railway No. 4 or with a strip of land thirty feet in width lying immediately to the west of the backlets of the houses in Harrowby Street and extending southward to Corporation Road until they shall have constructed completed and rendered available for traffic with a foundation of not less than nine inches in depth of rough broken stones finished with a coating of not less than six inches of hard metalling a new road extending from the point on the existing road where any such alteration as aforesaid may be made to the road known as Harrowby Street and ending by a junction with the last-mentioned road such new road to be of the clear width of thirty feet at least throughout so as to form an extension of the Dumball Road to Harrowby Street Such new road shall be laid out and constructed in such line and with such curves and generally in such manner as shall be reasonably approved by the surveyor for the time being of the said Marquess and shall be completed in all respects to the reasonable satisfaction of such surveyor including the construction of proper fences where such surveyor may reasonably require the same;

(d) The Company shall not acquire the freehold of any land belonging to the said Marquess for the extension of the Dumball Road but shall acquire an easement only over the same for the purpose of constructing such extension for the said Marquess and if necessary of giving access by means thereof to their station and works and the said Marquess and his tenants and others authorised or permitted by him shall subject as herein-before provided in all respects have the same rights of

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way and user and of laying pipes wires or a single line of rails in along over or under such extension as the said Marquess now has with respect to the existing Dumball Road Provided that if the Company shall use any portion of such extension as the approach to their station and works they shall so long as the said Marquess keeps the same in repair contribute a fair sum towards the maintenance of the same;

(e) If any dispute or difference shall arise between the said Marquess and the Company as to any works to be carried out by the Company under the provisions of this section or as to any matter or thing to which this section relates the same shall be referred to the determination of a single arbitrator to be agreed upon between the parties or failing agreement to be appointed by the Board of Trade on the application of either party.

For the protection of the Taff Vale Railway Company.

9. The following provisions shall have effect for the protection of the Taff Vale Railway Company unless otherwise agreed between that company and the Company (that is to say):—

(1) Notwithstanding anything in this Act contained it shall not be lawful for the Company or any person acting under or in execution of this Act to enter upon occupy or use either permanently or temporarily any of the lands works or property of the Penarth Harbour Dock and Railway Company or in any manner to alter vary or interfere with the railway of that company or the works of or connected therewith without the consent of the Taff Vale Railway Company under their common seal save only for the purpose of constructing the railway (No. 1) by this Act authorised and the Taff Vale Railway Company may at any time or times hereafter should it be necessary for them to do so at their own expense alter or remove the junction of Railway (No. 1) with the railway of the Penarth Harbour Dock and Railway Company and substitute a new junction therefor but so as such alteration or removal or substituted junction shall not stop the traffic of the said Railway (No. 1) or unnecessarily interfere therewith or cause increased expense to the Company in the working or maintenance of the junction or the substituted junction as the case may be or the signals works and conveniences connected therewith;

(2) The junction of Railway (No. 1) by this Act authorised with the railway of the Penarth Harbour Dock and Railway Company shall be formed only at such place within the limits of deviation and in such manner and with such points crossings signals and

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conveniences as the Taff Vale Railway Company may reasonably require;

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

Limiting lands to be taken for the purpose of Railway (No. 3).

10. Notwithstanding anything herein contained it shall not be lawful for the Company to enter upon occupy or use either permanently or temporarily for the purpose of the Railway (No. 3) by this Act authorised any of the lands works or property of the Great Western Railway Company on the northern side of the said Railway (No 3) as constructed or in any manner to alter vary or interfere with the railway of that company or the works of or connected therewith on the said northern side of the said Railway (No. 3) without the consent of the Great Western Railway Company under their common seal save only so far as shall be absolutely necessary for the purposes of constructing the said Railway (No. 3) by this Act authorised with two lines of rails and the Company shall reconvey to the Great Western Railway Company any land purchased by the Company and being more than six feet north of the northern rail of the said Railway (No. 3) on payment of such compensation as failing agreement shall be determined under the provisions of the Lands Clauses Acts.

Saving certain alleged rights of way.

11. Nothing in this Act shall prejudice take away or interfere with any right of way which may exist over or across any of the land numbered 94 and 95 on the deposited plans which may be acquired by the Company for the purposes of the railway over the River Taff.

Lands for extraordinary purposes.

12. The quantity of land to be taken by the Company by agreement under this Act for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act 1845 shall not exceed five acres and nothing in this Act shall exonerate the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused by them upon any land taken by agreement under the powers of this section.

Period for compulsory purchase of lands.

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

Penalty unless railway is opened within the time limited.

14. If the Company fail within the period limited by this Act to complete any of the railways by this Act authorised the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway in respect of which default is made is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of such railway and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name of the Paymaster General for and on behalf of the Supreme Court in the Bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such railway by unforeseen accident or circumstances beyond their control Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty.

15. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the "London Gazette" shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway in respect of which the penalty has been incurred or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent and has been ordered to be wound up or

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the railway or railways in respect of which the penalty has been incurred has been abandoned be paid to such receiver or to the liquidator or liquidators of the Company or be applied in the discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company.

Period for completion of railway.

16. If the railway is not completed within five years from the passing of this Act then on the expiration of that period the powers by this Act granted for making and completing the railway or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed.

Power to take easements &c. by agreement.

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

As to tolls.

18. The Company may demand and take in respect of the railway by this Act authorised the same tolls and charges as they are for the time being authorised to receive for and in respect of the railway authorised by the Act of 1884 as if it were part of that railway.

As to certain house property.

19. Whereas in the construction of the railway it may happen that portions only of the houses or other buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding anything contained in section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the properties numbered on the deposited plans as set out in the First Schedule to this Act respectively may (if such portions respectively can in the judgment of the arbitrator arbitrators umpire or jury assessing or determining the compensation under that Act be severed from the remainder of the properties without material detriment thereto) be required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage

sustained by the owners thereof or other parties interested therein by severance or otherwise:

If for twenty-one days after the service of notice to sell and convey any portion of the said properties the owner or other person interested shall fail to notify to the Company his contention that such portion cannot be severed from the remainder of the property without causing material detriment thereto then the Company may proceed to take such portion only:

But if within such twenty-one days he shall by notice to the Company allege that such portion cannot be severed from the remainder without causing such material detriment as aforesaid then the arbitrator arbitrators umpire or jury shall determine the matter of the said allegation in addition to the other questions required to be determined by them:

Provided that if in the opinion of the arbitrator arbitrators umpire or jury any such portion cannot be severed from the remainder of such property without material detriment thereto the Company may withdraw their notice to treat for the portion of the property required by them and thereupon they shall pay to the owners of and other persons interested in the property in respect of which they have given notice to treat all costs charges and expenses reasonably and properly incurred by them in consequence of such notice and may if they think fit proceed de novo to take the whole or any other portion of the property:

Provided also that if in the opinion of the arbitrator arbitrators umpire or jury any such portion can notwithstanding the allegation of such owner or other person be severed from the remainder without such material detriment then they may in their absolute discretion determine and order that the costs charges and expenses incurred by such owner or person incident to the arbitration or inquiry shall be borne and paid by such owner or person The provisions of this section shall be stated in every notice given thereunder by the Company to sell and convey any premises.

Restrictions on displacing persons of labouring class.

20. (1) The Company shall not under the powers of this Act or under the powers of any former Act extended by this Act purchase or acquire in any city borough or urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December next before the passing of this Act or of the respective former Act by which such purchase or acquisition was originally authorised as the case may be were occupied either

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wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until—

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

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

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

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

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

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

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

be carried to and form part of the Consolidated Fund of the United Kingdom :

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

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

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

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

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

(8) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(9) The Local Government Board may direct any inquiries to be held by their inspectors which they may deem necessary in relation

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to any scheme under this section and for giving effect to any of the provisions of this section and the inspectors of the Local Government Board shall for the purposes of any such inquiry have all such powers as they have for the purposes of inquiries directed by that Board under the Public Health Act 1875.

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

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

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

Company may apply their funds towards purposes of Act and may raise additional capital.

21. The Company may apply towards the construction of the railway and works by this Act authorised and other purposes of this Act any moneys which they are already authorised to raise and which may not be required by them for the purposes for which the same were authorised to be raised and the Company may from time to time subject to the provisions of Part II. of the Companies Clauses Act 1863 raise in addition to the said moneys for the

purposes of this Act and for other purposes of and connected with their authorised undertaking any additional sum or sums not exceeding in the whole one hundred and fifty thousand pounds by the issue at their option of new ordinary shares or stock or new preference shares or stock or partly by any one or more of those methods respectively which shares or stock shall form part of the general capital of the Company.

Shares or stock not to vest until one fifth part paid up.

22. No share or stock created under the authority of this Act shall be issued nor shall any such share or stock 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 or stock shall have been paid in respect thereof.

Receipt in case of persons not sui juris.

23. If any money is payable under this Act to a holder of shares or stock being a minor idiot or lunatic the receipt of the guardian or committee of his estate shall be a sufficient discharge.

As to votes of proprietors of new shares or stock.

24. The proprietors of any ordinary shares or stock to be issued under the authority of this Act shall subject to the provisions of this Act be entitled to such number of votes in respect thereof as the nominal amount represented thereby would have entitled them to if the same had been original shares or stock of the Company.

Except as otherwise expressly provided by the resolution creating the same no person shall be entitled to vote in respect of any new shares or stock to which a preferential dividend shall be assigned.

Power to borrow.

25. The Company may in respect of the additional capital of one hundred and fifty thousand pounds which they are by this Act authorised to raise from time to time borrow on mortgage any sums not exceeding in the whole fifty thousand pounds but no part of the said sum shall be borrowed until shares for so much of the capital by this Act authorised as is to be raised by means of shares are issued and accepted and one half thereof is paid up and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares for so much of such capital as is to be raised by shares have been issued and accepted and that one half thereof has been paid up and that not less than one fifth of the amount of each such separate share therein has been paid on account thereof before or at the time of the issue or acceptance thereof and until stock for one half of so much of such capital as is to be raised by means of stock is fully paid up and the Company have proved to such justice as aforesaid before he so certifies that such shares or stock as the case may be were issued and accepted and paid up bonâ

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fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and also if the said capital is raised by shares that such persons or corporations or their executors administrators successors or assigns are legally liable for the same.

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.

Appointment of a receiver.

26. Section 20 of the Barry Dock and Railways Act 1890 with respect to the appointment of a receiver by mortgagees of the Company is hereby repealed but without prejudice to any appointment made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under that section The mortgagees of the Company may enforce payment of arrears of interest or principal or principal and interest due on their mortgages by the appointment of a receiver In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Debenture stock.

27. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 and of section 44 of the Act of 1884.

Former mortgages to have priority.

28. In the event of any money being borrowed by the Company on mortgage under the powers of this Act the principal moneys secured by all mortgages granted by the Company in pursuance of the powers of any former Act and subsisting at the time of the passing of this Act shall during the continuance of such mortgages have priority over the principal moneys secured by any mortgages granted by virtue of this Act.

Application of moneys.

29. All moneys raised under this Act whether by shares stock debenture stock or borrowing shall be applied for the purposes of this Act or for the general purposes of the Company to which capital is properly applicable and not otherwise.

Running powers over parts of Great Western Railway.

30. The Company may run over and use with their engines carriages and waggons and officers and servants whether in charge of any engines or trains or for other purposes and for the purposes of their traffic of every description—

The branch railway of the Great Western Railway (described as No. 4 in and authorised by the Great Western Railway Act

1880) (which is in this Act called "the Riverside Branch") and any widenings extensions or improvements of the said branch railway;

Together with all stations and all roads platforms points signals water water-engines engine-sheds standing-room for engines booking and other offices warehouses sidings junctions machinery works and conveniences of or connected with the said branch railway.

Stations to be constructed by Great Western Company and consequent provisions.

31. (1) The Great Western Railway Company shall within two years after the passing of this Act construct on the Riverside Branch a passenger station sufficient and convenient for the accommodation of the trains and traffic of the Barry Company and such station shall be placed at or near the point shown on the deposited plans as the termination of the Railway (No. 3) by this Act authorised and so that the said Railway (No. 3) may form a junction with the Riverside Branch at or near the north end of the said station And except as may be otherwise agreed between the Barry Company and the Great Western Railway Company the said junction shall be within the limits of deviation shown on the deposited plans in respect of the said Railway (No. 3) by this Act authorised.

(2) As regards Railway (No. 4) by this Act authorised if within three months after the passing of this Act the Great Western Railway Company by notice in writing addressed to the Barry Company undertake to construct the said Railway (No. 4) with a station suitable for passenger and goods traffic on the land authorised to be acquired under this Act for the purpose of that railway and on the land to the westward thereof which is either vested in the Great Western Railway Company or which is authorised to be acquired by them under their Act of the present session the following provisions shall have effect:—

(i) The Barry Company shall as soon as conveniently may be proceed under the powers of this Act to purchase and acquire such lands shown on the deposited plans and described in the deposited book of reference as may be necessary for the purpose of constructing the said Railway (No. 4) and station and the extent of the said land shall be agreed between the Barry Company and the Great Western Company or in default of agreement shall be determined by arbitration as herein-after provided:

(ii) The Great Western Railway Company shall be at liberty to construct the said Railway (No. 4) and station accordingly and shall be bound to proceed therewith with all practicable despatch and complete the same within two years from the time when they are placed in possession of the land:

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(iii) If and so long as the Great Western Railway Company continue with all practicable despatch to construct the said Railway (No. 4) and stations the powers by this Act conferred on the Company with respect to the construction of the said Railway (No. 4) shall not be exercised except so far as they relate to the purchase and acquisition of land delineated on the deposited plans and described in the deposited book of reference:

(iv) The said station and Railway (No. 4) shall be for the use of the Barry Company and the Great Western Company and if and whenever the Taff Company shall obtain access thereto over the Riverside Branch then also of the Taff Company.

(3) On the completion of the said Railway (No. 4) and the stations in accordance with plans agreed or settled by arbitration as herein-after provided and of the conversion of the Riverside Branch into a passenger railway the Company shall convey to the Great Western Railway Company the lands acquired by them for the purpose of the said Railway (No. 4) under this Act and the purchase money of the said lands with interest thereon at the rate of four per centum from the date or dates of payment and all costs and expenses of the Barry Company of and incidental to the purchase thereof shall be repaid by the Great Western Railway Company to the Barry Company and the powers for the construction of the said Railway (No. 4) conferred on the Barry Company by this Act shall cease and determine.

(4) Before the commencement of either of the said stations plans sections and all other necessary particulars shall be furnished by the Great Western Railway Company to the Barry Company and unless the said plans sections and particulars are agreed between the Great Western Railway Company and the Company within three months after such submission the settlement thereof shall be referred to arbitration as herein-after provided.

Converting branch railway into passenger line.

32. If the Great Western Railway Company fail to convert the Riverside Branch into a passenger railway and to provide the stations sidings works signals points and conveniences necessary for that purpose in the manner and within the time fixed by this Act for the completion of the said Railway (No. 4) and the stations then the Barry Company if they shall have completed the Railways Nos. 1 and 3 by this Act authorised may effect or complete the necessary alterations and adaptation and provide the necessary conveniences:

Provided always that in the event of the Company exercising the powers by this section conferred upon them the following provisions shall apply and have effect:

Nothing in this section shall authorise the Company to take away remove or diminish or prejudicially interfere with any existing sidings junctions or other facilities for conveying traffic from or to any lands or works of the said Marquess or his lessees or tenants or from or to any lands or works of the Company of Proprietors of the Glamorganshire Canal Navigation (herein-after referred to as "the canal company") or alter or prejudice or affect any agreement or arrangement made between the Great Western Railway Company and the said Marquess his lessees or tenants of any existing sidings or junctions from or to any lands or works of the said Marquess or such lessees or tenants or between the Great Western Railway Company and the canal company with reference to any sidings or junctions Provided that notwithstanding anything contained in any such agreement or arrangement any points crossings gates signalling and interlocking and other works which may be requisite at any such sidings or junctions in consequence of the completion and opening of the Riverside Branch by the Company as a passenger railway shall be provided maintained and worked by the Company at their own expense:

Unless otherwise agreed between the Great Western Railway Company or the Company and the said Marquess the existing level crossing leading to the Bute Engineering Company's Works shall be preserved and a footbridge for passengers shall be constructed and maintained by the Company near the site of the first-mentioned level crossing the land (if any) required for the purposes of the footbridge to be granted by the said Marquess free of charge:

In lieu of the existing level crossing about four chains north of the level crossing herein-before mentioned the Company shall make and thereafter for ever keep open and maintain at their own expense a level crossing at a place to be fixed by the engineer for the time being of the said Marquess between two points on the Riverside Branch one fifteen chains or thereabouts and the other twenty-five chains or thereabouts measured along that branch railway in a southeriy direction from the southern abutment of the bridge carrying the same over the canal connecting the two timber ponds existing on either side of the said branch:

The communication canal at present existing under the said branch and connecting the two timber ponds herein-before mentioned shall not be interfered with and the bridge carrying the said branch over the same shall be maintained throughout of at least as great a height and span as at present.

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Differences referred to arbitration.

33. Any difference which may arise between the Company and the Great Western Railway Company with respect to the conversion or adaptation of the Riverside Branch or the plans and sections of the stations and works or as to the amount of the purchase money to be paid for the lands required for the said Railway (No. 4) or the provision of any necessary conveniences in connexion therewith or the amount of the costs and expenses of and incidental thereto or the manner in which such costs and expenses shall be borne and defrayed as between the two companies shall be from time to time determined in manner provided by the Regulation of Railways Act 1873 as amended by the Railway and Canal Traffic Act 1888 with respect to differences between railway companies.

Terms and conditions of using railway and works of Great Western Railway Company.

34. The terms conditions and regulations on and subject to which the Company shall be entitled to run over and use any part of the Great Western Railway under the powers of this Act and the stations and works connected therewith and the tolls or other consideration to be paid in respect of the same shall if not agreed upon between the Company and the Great Western Railway Company be from time to time determined in manner provided by the Regulation of Railways Act 1873 as amended by the Railway and Canal Traffic Act 1888 with respect to differences between railway companies.

Running powers to Taff Vale Railway Company.

35. (1) The Taff Vale Railway Company (in this section called "the Taff Company") may run over and use with their engines carriages and waggons and officers and servants whether in charge of any engines or for other purposes and for the purposes of goods minerals and passenger traffic the undertaking and railways by this Act authorised including all stations sidings and conveniences of or connected therewith but the Taff Company shall not without the consent of the Barry Company carry in their trains run under the powers of this section any local traffic of the Barry Company Local traffic shall not be held to include traffic to or from any station on the Taff Company's Railway (except Penarth Dock) to or from any station on the railways authorised by this Act and on the Riverside Branch of the Great Western Railway.

(2) The terms conditions and regulations in respect of such running powers shall subject to the provisions herein-after contained as regards the use of stations be the same mutatis mutandis as those contained in the agreement between the Barry Company and the Taff Company dated the nineteenth day of March one thousand eight hundred and ninety scheduled to this Act.

(3) The Taff Company shall pay for the use of the Barry Company's stations such sum as in default of agreement shall from

time to time be fixed by the arbitrator to be appointed under the provisions of the said agreement.

Byelaws to be observed.

36. In running over and using any portion of railway and in using any of the said stations and conveniences in accordance with the provisions herein-before contained the regulations and byelaws for the time being in force on the undertaking so used shall be at all times observed so far as such byelaws shall be applicable.

Extension of time for completion of certain works.

37. The period limited by the Act of 1884 for the construction and completion of such of the works thereby authorised as have not yet been completed is hereby extended until the fourteenth day of August one thousand eight hundred and ninety-five.

Change of name.

38. From and after the passing of this Act the name of the Company shall be "The Barry Railway Company."

Period for closing debenture transfer books.

39. The directors of the Company may close the register of transfers of mortgages or debenture stock for a period not exceeding fourteen days previous to the first of January and the first of July in each year or other the half-yearly days whereon the interest on mortgages or debenture stock is payable and they may fix a day for the closing of the same of which seven days notice shall be given by advertisement in some newspaper circulating in the county of Glamorgan and any transfer of mortgages or debenture stock made during the time when the transfer books are so closed shall as between the Company and the party claiming under the same but not otherwise be considered as made subsequently to those days respectively.

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

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

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due from the Company to the Crown and shall be recoverable accordingly with costs.

Saving rights of the Crown in the foreshore.

41. Nothing contained in this Act shall authorise the Company to take use or in any manner interfere with any portion of the shore or bed of the sea or of any river channel creek bay or estuary or any right in respect thereof belonging to the Queen's most Excellent Majesty in right of Her Crown and under the management of the Board of Trade without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give) neither shall anything in this Act contained extend to take away prejudice diminish or alter any of the estates rights privileges powers or authorities vested in or enjoyed or exerciseable by the Queen's Majesty Her heirs or successors.

Interest not to be paid on calls paid up.

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

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

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

Provision as to general Railway Acts.

44. Nothing in this Act contained shall exempt the Company or the railways from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels.

Costs of Act.

45. All the costs charges and expenses of and incident to the preparing for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company.

SCHEDULES referred to in the foregoing Act. A.D. 1891.

FIRST SCHEDULE.

Describing Lands Buildings and Manufactories of which portions only may be required by the Company.

Parish.	Numbers on Plans deposited with respect to this Act.
Railway No. 2.	
Saint Mary the Virgin, Cardiff . .	4 and 5.
Railway No. 4.	
Saint Mary the Virgin, Cardiff . .	27.

SECOND SCHEDULE.

An Agreement made and entered into this nineteenth day of March one thousand eight hundred and ninety between the Barry Dock and Railways Company (herein-after called "the Barry Company") of the one part and the Taff Vale Railway Company (herein-after called "the Taff Company") of the other part.

Whereas the Barry Company are promoting in the present session of Parliament a Bill intituled "An Act to enable the Barry Dock and Railways Company "to construct new railways to Cardiff and to join the Rhymney Railway and for "other purposes":

And whereas the Taff Company are also promoting in the present session of Parliament a Bill intituled "An Act to empower the Taff Vale Railway Company "to construct new railways and for other purposes":

And whereas the Taff Company have intimated their intention of opposing so much of the said Barry Bill as relates to the making and maintaining of the said proposed railways:

And whereas the Barry Company have intimated their intention of opposing so much of the said Taff Bill as relates to the making and maintaining of the said proposed railways:

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And whereas in order to avoid a contest in Parliament it has hereby been mutually agreed between the parties hereto on behalf of their respective successors and assigns and in consideration of the premises as follows :—

1. The Barry Company shall withdraw Railways Nos. 1, 2, 3, 4 and 5.

2. The Barry Company may run over and use with their engines carriages and waggons and officers and servants whether in charge of any engines or trains and for the purposes of their mineral and goods traffic of every description to and from Barry Dock the railways and stations following, i.e. :—

The undertaking and railways including all stations sidings and conveniences of the Penarth Harbour Dock and Railway Company the Penarth Extension Railway Company and the Taff Vale Railway Company lying between the Barry Company's Junction at Cogan with that railway and the Walnut Tree Junction of that railway with the Rhymney Railway.

3. The terms and conditions of the said use and for the use of the lines stations sidings and conveniences referred to in clause 5 (except as herein agreed) and the tolls or other consideration to be paid for the same shall if not agreed between the parties hereto be determined from time to time by reference to an arbitrator agreed upon between the parties or in default of agreement to an arbitrator appointed by the Board of Trade.

4. The said arbitrator shall in deciding such tolls consideration terms and conditions have regard to the fact that the Barry Company hereby withdraw Railway (No. 4) and that if they had obtained an Act for the said Railway (No. 4) mentioned in their Bill withdrawn by them as aforesaid and had constructed such railway the traffic carried by the exercise of the running powers aforesaid would in all probability have been carried over such railway and shall also have regard to all other circumstances of the case from time to time existing.

5. The Taff Company to give running powers for goods minerals and passenger traffic to the Barry Company over so much of the lines of the Penarth Harbour Dock and Railway Company and the Penarth Extension Railway Company and the Taff Vale Railway Company as will give access to the Penarth South Curve of the Great Western Railway Company including all stations sidings and conveniences.

6. The said running powers shall be subject to the byelaws and reasonable regulations for the time being in force on the lines run over and the signalmen and pointsmen of the Taff Vale Company at the various junctions and stations upon the said lines shall in respect of the traffic of the Barry Company conveyed under the powers hereby granted be deemed to be the servants of the Barry Company who shall be answerable for the acts and defaults of their own drivers and other servants in charge of their trains.

7. Free passes shall not be granted by the Barry Company over said lines except to the directors and servants of the Company.

8. The tolls or other consideration to be paid by the Barry Company for the exercise of the said running powers shall be settled and paid monthly and the auditor of the Taff Company shall have access to the books of the Barry Company for the purposes of this clause.

9. The fares to be charged to the passengers to be carried by the Barry Company under the said running powers shall be the same as charged by the Taff Company for their Penarth Dock passengers and the full amount thereof shall be paid by the Barry Company to the Taff Company less one fifth thereof which the Barry Company may retain for their expenses of working the traffic Coaching traffic to be under Clearing House regulations.

10. The Barry Company shall not without the consent of the Taff Company carry in their trains run under this agreement any local traffic of the Taff Company Local traffic shall not be held to include traffic to or from any station on the Barry Company's lines (except Cogan) to or from any station on the Taff Company's lines.

11. The Taff Company shall from time to time afford all reasonable facilities for the exercise of the powers hereby granted.

12. The Taff Company shall use their best endeavours to induce the Great Western Company to give the Barry Company running powers over the Great Western lines between the termination of the Penarth South Curve and the Great Western station at Cardiff including the same and if the Great Western Company shall finally refuse to give such running powers then unless the Taff Company shall be able otherwise to provide equivalent facilities for the Barry Company's traffic from such curve into Cardiff the Taff Company will not oppose an application by the Barry Company for a line from such curve into Cardiff with similar running powers to the Taff Company except so far as may be necessary for their own protection.

13. The arbitrator in fixing the terms and conditions of using for other than passenger and coaching traffic the lines of the Penarth Harbour Dock and Railway Company the Penarth Extension Railway Company and of the Taff Vale Railway giving access to the Penarth South Curve of the Great Western Railway under clause 5 of this agreement shall have regard to the actual distance between the points run over.

14. If any difference shall arise touching any matter referred to in this agreement not herein-before otherwise provided for the same shall be determined by an arbitrator to be appointed on the application of either party by the Board of Trade.

As witness the common seals of the respective Companies.

The Common Seal of the Barry Dock and Railways Company was hereunto affixed in the presence of
G. C. DOWNING
Secretary.

The Seal of the Barry Dock and Railways Company.

The Common Seal of the Taff Vale Railway Company was hereunto affixed in the presence of
J. JONES
Secretary.

The Seal of the Taff Vale Railway Company.

Printed by Eyre and Spottiswoode,
FOR
T. Digby Pigott, Esq., C.B., the Queen's Printer of Acts of Parliament.

And to be purchased, either directly or through any Bookseller, from
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