ANNO VICESIMO TERTIO & VICESIMO QUARTO

VICTORIÆ REGINÆ.

****

Cap. clxxv.

An Act for making a Railway from *Llanidloes* in the County of *Montgomery* to *Pencader* in the County of *Carmarthen*, and for other Purposes.

[23d *July* 1860.]

WHEREAS the making of the Railways herein-after described would be of great public Advantage: And whereas the Persons herein-after named, with others, are willing to carry such Undertaking into execution: And whereas the Objects of this Act cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

I. "The Companies Clauses Consolidation Act, 1845," "The Railways Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act.

8 & 9 Vict. cc. 16. 18. & 20. incorporated.

II. The Expression "the Company" used herein shall denote the Company incorporated by this Act.

"The Company."

Short Title.

III. In citing this Act for any Purpose whatever it shall be sufficient to use the Expression "The *Manchester and Milford* Railway Act, 1860."

Subscribers incorporated.

IV. *William Chambers*, Lieutenant Colonel *William Thomas Rowland Powell*, and *Charles Locock Webb*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railways herein-after described, with all proper Works and Conveniences connected therewith, according to the Provisions of this Act and the Acts incorporated therewith; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Manchester and Milford* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the said Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

V. Subject to the Powers of converting Loans into Capital in "The Companies Clauses Consolidation Act, 1845," contained, the Capital of the Company in Shares shall be Five hundred and fifty-five thousand Pounds, and all and every Part of the Money so to be raised shall be applied only in carrying into execution the Objects and Purposes of this Act.

Shares.

VI. The Number of Shares into which the said Capital shall be divided shall be Fifty-five thousand five hundred, and the Amount of each Share shall be Ten Pounds.

Calls.

VII. Two Pounds *per* Share shall be the greatest Amount of any Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls, and Eight Pounds *per* Share shall be the greatest aggregate Amount of Calls to be made thereon in any One Year.

Power to borrow on Mortgage.

VIII. It shall be lawful for the Company to borrow on Mortgage of their Undertaking any Sums of Money not exceeding in the whole the Sum of One hundred and eighty-five thousand Pounds; but no Part of that Sum shall be borrowed until the whole of the said Capital of Five hundred and fifty-five thousand Pounds shall have been subscribed for, and until they shall prove to the Justice who is to certify, under the Provisions contained in the Fortieth Section of the "Companies Clauses Consolidation Act, 1845," before he so certifies, that all such Capital has been subscribed for *bonâ fide*, and is held by Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, and

until

until One Half of such Capital shall have been paid up, and all and every Part of the Money so to be borrowed shall be applied in carrying the Purposes of this Act into execution.

Arrears may be enforced by Appointment of a Receiver.

IX. It shall be lawful for the Mortgagees of the Company to enforce Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and the Amount necessary to authorize the Appointment of a Receiver shall not be less than Fifteen thousand Pounds in the whole.

Interest not to be paid on Calls paid up,

X. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividends to any Shareholders on the Amount of Calls made in respect of the Shares held by them in the Capital of the Company: Provided always, that the Company may pay to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Deposits on future Bills not to be paid out of Capital.

XI. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised for the Purpose of such Act or Acts, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament for the Time being in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Number and Qualification of Directors.

XII. The Number of Directors shall be Six, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares in the Undertaking.

First Directors.

XIII. *John Barrow*, *William Chambers*, the Honourable *Robert Fulke Greville*, *Frederick Harrison*, Lieutenant Colonel *William Thomas Rowland Powell*, and *Charles Locock Webb* shall be the first Directors of the Company.

Election of Directors at FirstGeneral Meeting.

XIV. The Directors appointed by this Act, or such of them as shall not die or resign or become disqualified or be removed, shall continue in Office until the First Ordinary General Meeting to be held after the passing of this Act; and at such Meeting the Shareholders present, personally or by Proxy, may continue in Office the Directors appointed by this Act, or any Number of them, or may elect new Directors to supply the Places of those not continued in Office, the Directors

appointed

appointed by this Act being eligible to be elected as Members of such new Body.

Subsequent Election of Directors.

XV. At the First Ordinary General Meeting to be held in every Year after the First General Meeting the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead, in manner provided by "The Companies Clauses Consolidation Act, 1845."

Committee of Directors.

XVI. The Number of Directors of which Committees appointed by the Directors shall consist shall be such Number as the Directors shall from Time to Time think fit, not being less than Three; and at all Meetings of any Committee One of the Members present shall be appointed Chairman, and all Questions shall be determined by a Majority of the Members present, and in case of an Equality of Votes the Chairman shall have a Casting Vote, in addition to his own Vote as a Member of the Committee.

Power to increase the Number of Directors.

XVII. The Company may from Time to Time alter the Number of Directors, provided that the Number of Directors shall not be more than Seven nor less than Three.

Quorum of a Meeting of Directors.

XVIII. The Quorum of a Meeting of Directors shall be Three.

Periods for Balance and Inspection of Books.

XIX. The Periods to which the Books of the Company shall be brought to Balance shall be the Thirty-first Day of *December* and the Thirtieth Day of *June* in each Year.

Power to make Railway.

XX. It shall be lawful for the Company to make and maintain the Railways herein-after mentioned, with all proper Works and Conveniences connected therewith; (that is to say,)

Firstly, a Railway commencing by a Junction with the authorized Line of the *Carmarthen and Cardigan* Railway at or near *Pencader* in the Parish of *Llanfiangel-ar-Arth* in the County of *Carmarthen*, and terminating in the Parish of *Pencarreg* in the same County:

Secondly, a Railway commencing at the Termination of the said firstly-described Railway, and terminating in the Parish of *Caron-ys-Clawdd* otherwise *Tregaron* in the County of *Cardigan*:

Thirdly, a Railway commencing at the Termination of the said secondly-described Railway, and terminating in the Parish of *Yspytty Ystwyth* in the said County of *Cardigan*:

Fourthly,

Fourthly, a Railway commencing at the Termination of the said thirdly-described Railway, and terminating in the Parish of *Llangurrig* in the County of *Montgomery*:

Fifthly, a Railway commencing at the Termination of the said fourthly-described Railway, and terminating by a Junction with the *Llanidloes and Newtown* Railway in the Parish of *Llanidloes* in the said County of *Montgomery*.

Railway to be made according to deposited Plans.

XXI. Whereas Plans and Sections of the several Railways hereinbefore described, and herein-after called "the Railway," showing the Lines and Levels thereof, and also Books of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands which may be required to be taken for the Purposes thereof, have been deposited with the Clerk of the Peace for the County of *Carmarthen*, the Clerk of the Peace for the County of *Cardigan*, and the Clerk of the Peace for the County of *Montgomery*: Therefore, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Railway shall be made in the Line or Course and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections; and, subject to the aforesaid Provisions, it shall be lawful for the Company to enter upon, take, and use such of the said Lands as shall be necessary for the Railway and the Works connected therewith.

Level Crossings.

XXII. Subject to the Provisions in this Act and in "The Railways Clauses Consolidation Act, 1845," contained, it shall be lawful for the Company in the Construction of the Railway to carry the same, with a Double Line of Railway, across and on the Level of the Roads numbered on the Plans deposited as aforesaid as follows; (that is to say,)

No. on Plan and in Book of Reference.	Parish.	Description of Road.
93	Llanllwny - - - - - -	Public Road.
43	Caron-ys-Clawdd otherwise Tregaron -	Do.

Shuntings at level Crossings.

XXIII. It shall not be lawful for the Company in shunting Trains to or from any Siding near to any level Crossing on the Line to pass any Trains over such level Crossings, or to allow Trains to stand across the same.

Station or Lodge to be erected at

XXIV. For the greater Convenience and Security of the Public, the Company shall erect and permanently maintain either a Station or Lodge at

Point of Crossing.

at the Points where the Railway crosses the before-mentioned Roads on the Level; and the Company shall be subject to and abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Board of Trade; and if the Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Bridges in lieu of level Crossings.

XXV. It shall lawful for the Board of Trade, if it shall appear to them to be necessary for the Public Safety, at any Time hereafter, either before or after the Railway shall have been completed and opened for Traffic, to require the Company, within such Time as the said Board shall direct, and at the Expense of the Company, to carry the said Roads or any of them either over or under the Railway by means of a Bridge or Arch in lieu of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Board to be best adapted for removing or diminishing the Danger arising from such level Crossing; but where any such Road shall be so carried under or over the Railway, it shall not be necessary for the Company to erect or maintain any Station or Lodge at the Point where such Road may be crossed, or to appoint any Person to watch or superintend the Crossing thereat, nor shall they be liable to any of the aforesaid Penalties for Failure so to do.

Inclination of Roads.

XXVI. It shall be lawful for the Company to make the Inclinations of the Roads herein-after mentioned, when altered for the Purposes of this Act, such as but not steeper than the Inclinations herein-after mentioned; (that is to say,)

Number of Road on Plan deposited for the Purposes of this Act.	Parish.	Inclination.	Description of Road.
25	Llanidloes -	1 in 20 - -	Turnpike Road.
204	Llangurrig - -	1 in 9 - - -	Ditto.

Lands for extraordinary Purposes.

XXVII. The Company may, by Agreement, purchase Lands adjoining or near to the Railway, for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," but the Quantity of Land so to be purchased shall not exceed Twelve Acres.

XXVIII. The

Powers for compulsory Purchases limited.

XXVIII. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years after the passing of this Act.

Period for Completion of Railway.

XXIX. The Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing the Railway shall cease.

As to Communication with other Railways.

XXX. The Company may make such Openings in and Alterations of the Rails of the *Carmarthen and Cardigan* Railway, the *Llanidloes and Newtown* Railway, and the *Mid-Wales* Railway, and may do all such Acts and Works as are necessary in order to effect the Communication hereby authorized between the Railway and the *Carmarthen and Cardigan* and *Llanidloes and Newtown* and *Mid-Wales* Railways respectively; and such Communication shall be effected in a substantial Manner by means of connexion Rails and Points of the Construction and laid in the Manner which the Engineers for the Time being of the *Carmarthen and Cardigan*, the *Llanidloes and Newtown*, and the *Mid-Wales* Railway Companies respectively may from Time to Time approve and require, and shall be executed to their Satisfaction respectively in all respects: Provided always, that in case of Difference between either of such Engineers and the Engineer of the Company with respect to any Works for effecting such Communications, the same shall be determined by an Engineer to be appointed by the Board of Trade.

Expenses of Communications to be borne by the Company.

XXXI. The Expenses of the Communications hereby authorized with the *Carmarthen and Cardigan* and the *Llanidloes and Newtown* and *Mid-Wales* Railways respectively, and of all the necessary Openings in the Rails thereof respectively, and of all other Works which may from Time to Time be requisite for effecting, altering, and amending such Communications respectively, and for repairing and maintaining such Rails and Points, shall be borne and paid by the Company; and such Communications, Openings, and Works shall be in the first instance made, and be afterwards from Time to Time altered, amended, repaired, and maintained, under the Direction and Superintendence and to the reasonable Satisfaction of the Engineers for the Time being of the *Carmarthen and Cardigan* Railway Company, the *Llanidloes and Newtown* Railway Company, and the *Mid-Wales* Railway Company respectively, and in such Manner and by such Ways and Means respectively as shall not injure the said *Carmarthen and Cardigan*, the *Llanidloes and Newtown*, and *Mid-Wales* Railways respectively, or impede or interfere with the free, uninterrupted, and safe Passage along the same respectively.

Signals, &c. to be erected and main-

XXXII. The *Carmarthen and Cardigan* Railway Company, the *Mid-Wales* Railway Company, and the *Llanidloes and Newtown* Railway

tained, and Persons to be provided to prevent Danger at Points of Junction.

way Company respectively may from Time to Time erect, maintain, and alter such Signals and other Works and Conveniences, and appoint and remove such Watchmen, Pointsmen, and other Servants as each of those Companies respectively may deem necessary for the Prevention of Damage to or Detention of or Interference with Traffic at or near the Junctions between their Railways respectively and the Railway hereby authorized, and the working and Mangement of such Signals, Works, and Conveniences, and the Control and Direction of such Watchmen, Pointsmen, and other Servants, shall belong exclusively to the *Carmarthen and Cardigan* Railway Company, the *Mid-Wales* Railway Company, and the *Llanidloes and Newtown* Railway Company respectively, and all the Costs and Expenses during each Half Year of erecting and maintaining and altering such Signals, Works, and Conveniences, and of employing and paying such Watchmen, Pointsmen, and other Servants, shall at the Expiration of every Half Year be repaid by the Company to the *Carmarthen and Cardigan* Railway Company, the *Mid-Wales* Railway Company, and the *Llanidloes and Newtown* Railway Company respectively, on Demand, and in default the Amount of such Costs and Expenses may be recovered from the Company in any Court of competent Jurdisdiction.

Saving the Rights of the Carmarthen andCardigan Railwav Company.

XXXIII. That nothing in this Act contained shall extend to prejudice, diminish, alter, vary, or take away any of the Rights, Privileges, and Powers of the *Carmarthen and Cardigan* Railway Company, otherwise than is herein-before expressly provided.

Company not to take Property or interfero with Works of Carmarthen and Cardigan Company without Consent.

XXXIV. That, notwithstanding anything in this Act contained, it shall not be lawful for the *Manchester and Milford* Railway Company, either permanently or temporarily, to enter upon, take, or use any of the Land, Works, or Property of the said *Carmarthen and Cardigan* Railway Company, or to construct any Railways or Branch Railways upon, over, or across the same or any Part thereof, either on the Level or otherwise, or in any Manner to alter, vary, or interfere with the said *Carmarthen and Cardigan* Railway, or any of the Works appertaining thereto, save only for the Purpose of effecting the Junction hereby authorized, in manner aforesaid, without the Consent of the said *Carmarthen and Cardigan* Railway Company first had and obtained for those Purposes, or any or either of them.

Tolls.

XXXV. It shall be lawful for the Company to demand any Tolls for the Use of the Railway, not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandise.

In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows:

For all Coal, Dung, Compost, Salt for Agricultural Purposes, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for

for the Repair of public Roads or Highways, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, and Sand, and all raw Ores of Silver, Lead, Zinc, Iron, Copper, Calomine, Pyrites, Sulphur, and other raw Ores, *per* Ton *per* Mile not exceeding One Penny; and if conveyed by Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Sugar, Salt for domestic Purposes, Grain, Corn, Flour, Hides, Dyewoods, Manchester Packs, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile Twopence Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

For all Cotton and other Wools, Drugs, and manufactured Goods, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

For all Sheet Iron, Hoop Iron, and all similar Descriptions of Wrought Iron, One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For Fish, Feathers, Canes, Cochineal, Household Furniture, Hats, Shoes, Toys, and all other Articles, Matters, and Things, *per* Ton *per* Mile Threepenee; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

For every Carriage, of whatever Description, and not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per* Mile not exceeding Fivepence; and a Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh:

Passengers and Animals.

In respect of Passengers and Animals conveyed in Carriages upon the Railway, the Company may demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

For every Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Threepence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for propelling Power.

XXXVI. The Toll which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall be in addition to the several other Tolls by this Act authorized to be taken, but the Amount of such additional Tolls shall not exceed One Halfpenny *per* Mile for each Passenger or Animal or for each Ton of Goods or other Articles.

Maximum Charges.

XXXVII. The maximum Rates of Charges to be made by the Company for the Conveyance of Passengers, Articles, and Things upon the Railway, including the Tolls for the Use of the Railway, and of Carriages, Waggons, and Trucks, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums; (that is to say,)

For every Passenger conveyed in a First-class Carriage, the Sum of Twopence Halfpenny *per* Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of One Penny Three Farthings *per* Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Farthing *per* Mile:

For all Coal, and other Articles herein-before classed therewith, *per* Ton *per* Mile One Penny Halfpenny:

For all Sugar, and other Articles herein-before classed therewith, *per* Ton *per* Mile Threepence:

For all Cotton, and other Articles herein-before classed therewith, *per* Ton *per* Mile Fourpence:

For all Sheet Iron, and other Articles herein-before classed therewith, *per* Ton *per* Mile Twopence:

For Fish, and all other Articles herein-before classed therewith, *per* Ton *per* Mile Fivepence:

For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, *per* Mile Sixpence:

For every Horse, or other Animal herein-before classed with Horses, *per* Mile Fourpence:

For every Ox, or other Animal herein-before classed with Oxen, *per* Mile Twopence:

For every Calf, or other Animal herein-before classed with Calves, *per* Mile One Penny.

Restriction as to Charges not to apply to Special Trains.

XXXVIII. The Restrictions as to Charges to be made for Passengers, Articles, and Things in this Act mentioned shall not extend to any Special Train that may be required to run on the Railway, but shall apply only to the ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers, Animals, and Goods upon the Railway.

Regulations as to Tolls.

XXXIX. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons conveyed on the Railway for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Mile above Four Miles or above any greater Number of Miles the Company may demand Tolls and Charges in respect of Goods and Minerals or Animals for each Fraction in proportion to the Number of Quarters of a Mile contained therein, and the Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile; and in respect of Passengers such Fraction shall be deemed a Mile:

For any Passenger conveyed along any Part of the Railway in a First or Second Class Carriage any fractional Part of a Penny may be charged as a Penny, and in a Third-class Carriage One Halfpenny:

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton, such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stones and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton in Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XL. And with respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the following; (that is to say,)

For the Carriage of small Parcels on the Railway or on any Part thereof, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Threepence:

For any Parcel exceeding Seven Pounds but not exceeding Fourteen Pounds in Weight, Sixpence:

For any Parcel exceeding Fourteen Pounds but not exceeding Twenty-eight Pounds in Weight, Eightpence:

And for any Parcel exceeding Twenty-eight Pounds but not exceeding Fifty-six Pounds in Weight, One Shilling and Sixpence:

For any Parcel exceeding Fifty-six Pounds and not exceeding One hundred and twelve Pounds in Weight, Two Shillings:

For any Parcel exceeding One hundred and twelve Pounds and not exceeding Two hundred and twenty-four Pounds in Weight, Four Shillings:

And for Parcels exceeding Two hundred and twenty-four Pounds but not exceeding Five hundred Pounds in Weight the Company may demand any Sum which they think fit: Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, Bob, or other Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, or which on account of the Length thereof may require more than One Carriage, the Company may demand such Sum as they think fit.

Company may take increased Charges by Agreement.

XLI. Nothing herein contained shall prevent the Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description, by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods (except small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation to such Goods.

Passengers Luggage.

XLII. Every Person travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve Pounds in Weight for each First-class Passenger, One hundred Pounds in Weight for each Second-class Passenger, and Sixty Pounds in Weight for each Third-class Passenger, without any Charge being made for the Carriage thereof.

Saving Rights of the Crown.

XLIII. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights in respect thereof, belonging to the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Com-

Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose, (which Consent such Commissioners are hereby respectively authorized to give,) or shall take away, prejudice, diminish, or alter any of the Estates, Rights, Privileges, Powers, or Authorities vested in or enjoyed or exercisable by the Queen's Majesty, Her Heirs or Successors.

Deposit Money not to be repaid until Line opened, or Half the Capital paid up and expended, except on Execution of Bond, &c.

XLIV. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Forty thousand Pounds, being Eight Pounds *per Centum* upon the Amount of the Estimate of the Expense of the Railway, has been deposited with the Court of Chancery in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said Sum of Forty thousand Pounds so deposited as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided that at any Time after the passing of this Act, if a Bond in twice the Amount of the said Sum of Forty thousand Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of and such Surety or Sureties to be approved by the Solicitors to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Forty thousand Pounds if the

Company shall not within the Time limited for the Completion of the Railway either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if such Bond shall have been deposited with the said Solicitors to the said Lords Commissioners, then such Sum of Money and the Interest or Dividends thereof shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having been passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitors to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

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

XLV. Nothing in this Act contained shall be deemed or construed to exempt the Railway from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Rates for small Parcels, authorized by this Act.

Expenses of Act.

XLVI. The Expenses, Costs, and Charges of obtaining and passing of this Act and incidental and preparatory thereto shall be paid by the Company.

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