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and Works herein-after described, and to raise further Sums of Money, and to discontinue the Use of some Part of their existing Works: And whereas the Company are willing at their own Expense to undertake the said intended Works; but the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; that is to say,

Interpretation of Terms.

I. That in construing this Act, and also in construing the Acts and Parts of Acts incorporated herewith in connexion with this Act, the following Words and Expressions shall have the several Meanings hereby assigned to them, unless there be something in the Subject or Context repugnant to such Construction; (that is to say,)

The Expression "the Special Act" shall mean this Act, and shall include all previous Acts by or under which any Shares in the Capital or Undertaking of the Company have been created:

The Expression "the Undertaking" shall include all the Works of the Company, of whatever Nature, for the Time being executed and authorized to be executed:

The Word "Company" shall mean the *Monmouthshire* Railway and Canal Company:

The Word "Shareholders" shall mean Shareholders in the Company:

The Word "Directors" shall mean the Committee of Management of the Company for the Time being:

The Word "Secretary" shall mean the Chief Clerk of the Company for the Time being:

The Word "Railways" shall include Tramroads:

The Word "Carriage" shall include Waggons and other Vehicles used for the Conveyance of Passengers, Animals, or Goods, of whatever Kind.

Short Title.

II. That in citing this Act for any Purpose it shall be sufficient to use the Expression "The *Monmouthshire* Railway and Canal Act, 1853."

Application of existing Capital.

III. That the Company may apply to the Purposes by this Act authorized so much of the Monies raised and authorized to be raised by Shares and borrowing, under the Powers of the said recited Acts or either of them as may not be required for the Purposes of those Acts.

IV. That

Power to create new Shares.

IV. That the Company may raise (in addition to the Sums of Money which they are already authorized to raise) by Contributions amongst themselves, or by the Admission of other Parties as Subscribers, or in part by each of these Means, any further Sum not exceeding One hundred and fifty thousand Pounds, and may create new Shares in the Undertaking of the Company for that Purpose, of such Amount as will allow the same to be conveniently apportioned according to the Resolutions of any Ordinary or Extraordinary Meetings of the Company.

Privileges may be attached to new Shares.

V. That, subject to the Provisions herein-after contained with respect to existing Preferential Shares, and to the Application of the Income of the Company herein-after directed, the Company may from Time to Time, with the Consent of Three Fifths of the Shareholders present, personally or by Proxy, at any General Meeting specially convened for that Purpose, attach to any new Shares or any Class of new Shares created under the Powers of this Act any Preference, Priority, or guaranteed Interest or Dividend, not exceeding the Rate of Five Pounds *per Centum per Annum*, as to the Company shall seem fit.

New Shares, how offered to existing Shareholders.

VI. That any such new Shares which may be apportioned by the Order of any such Meeting among the then Shareholders shall be offered to them by Letter under the Hand of the Secretary given to or sent by Post addressed to each Shareholder, according to his Address in the Register of Shareholders, or left at his usual or last Place of Abode.

Vesting or other Disposition of such Shares.

VII. That such last-mentioned new Shares shall vest in and belong to the then Shareholders who shall accept the same and pay the Value thereof to the Company, at the Time and by the Instalments which shall be fixed by the Directors; and if any then Shareholders for One Month after such Offer of new Shares fail to accept the same, and pay the Instalments called for in respect thereof, the Directors may dispose of the same in such Manner as they may deem most for the Advantage of the Company.

As to Votes in respect of new Shares.

VIII. That in case any Shares created under this Act shall be of the nominal Value of One hundred Pounds each, then every Holder of any such new Share, and in case such new Shares shall be of less nominal Value than One hundred Pounds each, then every Person holding any such new Shares of the aggregate nominal Value of One hundred Pounds or upwards, (but not otherwise,) shall be entitled to One Vote at any Meeting of the Company for every One hundred Pounds Worth (calculated according to the nominal Value thereof) up to One thousand Pounds Worth (calculated as aforesaid) of such new

new Shares which he may hold for the Time being; and any Holder of Five hundred Pounds Worth of such new Shares (calculated as aforesaid) shall be qualified to be chosen on the Committee of the Company.

Limit of Amount and Number of Calls.

IX. That the Amount of any One Call to be made upon the Proprietors of the new Shares created under the Powers of this Act shall not exceed the Rate of Fifteen Pounds *per Centum* on the Amount of such Shares, and Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and there shall be an Interval of Two Calendar Months at least between every Two successive Calls.

Nothing to affect existing Preference Shares.

X. That any Preference or Priority in the Payment of Interest or Dividend which may be granted in respect of any new Shares or Stock in pursuance of this Act shall not prejudice or affect any Preference or Priority in the Payment of Interest or Dividend on any other Shares or Stock which may have been granted by the Company by or in pursuance of or which may have been confirmed by any Act of Parliament passed prior to the passing of this Act, or which may otherwise be lawfully subsisting.

As to Receipts for Persons under Disability.

XI. That the Receipt of the Guardian of any Shareholder being a Minor, or the Committee of any Shareholder being an Idiot, Lunatic, or Person *non compos mentis*, shall be a sufficient Discharge to the Company for any Money payable to such Shareholder.

Dividends not payable until allCalls are paid.

XII. That no Dividend shall be paid in respect of any Share created under the Powers of this Act until all Calls due in respect of that and every other Share in the Undertaking held by the Person to whom such Dividend may be payable shall have been paid.

Power to borrow on Mortgage or Bond.

XIII. That the Company may borrow on Mortgage or Bond any additional Sum of Money not exceeding Fifty thousand Pounds, but no Money shall be so borrowed until the whole of the Capital of the Company herein-before authorized to be raised shall have been subscribed for, and One Half thereof shall have been actually paid up.

Priority of existing Mortgages.

XIV. That all Mortgages granted by the Company before the passing of this Act, and which shall be in force at the Time of the passing of this Act, shall have Priority over all Mortgages granted by virtue of this Act.

Application of Monies raised under this Act.

XV. That all and every Part of the Monies which the Company are by this Act authorized to raise, by new Shares or on Mortgage or

on

on Bond, shall be applied only to the Purposes by this Act and the said recited Acts authorized.

8 & 9 Vict. c. 16. incorporated.

XVI. That the Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, with respect to the Transfer or Transmission of Shares, with respect to the Payment of Subscriptions and the Means of enforcing the Payment of Calls, with respect to the Forfeiture of Shares for Nonpayment of Calls, with respect to the borrowing of Money by the Company on Mortgage or Bond, and with respect to the Conversion of borrowed Money into Capital, shall be incorporated with this Act, and shall respectively apply to all Shares created, and to all Mortgages and Bonds granted, and Monies borrowed under the Powers of this Act.

Consolidation of Shares into Stock.

XVII. That the Clauses of "The Companies Clauses Consolidation Act, 1845," with respect to the Consolidation of Shares into Stock, shall extend and apply to all Shares in the Capital or Undertaking of the Company, whether created under the Powers of this Act or by or under the Powers of any previous Act relating to the Company: Provided always, that where any Shares entitled to any Priority or Preference in Payment of Dividend or Interest or other Privileges shall be converted into Stock, such Stock shall be entitled to and shall confer on the Holders thereof the same Priority, Preference, and other Privileges as such Shares, if existing, would have been entitled to or conferred, and each Class of such Stock shall be distinguished in the Register of Holders of Consolidated Stock by a distinct Name.

Period of closing Transfer Books.

XVIII. That the prescribed Period for closing the Register of Transfer of Shares created under the Powers of this Act previous to each Ordinary Meeting shall be Five Days.

8 & 9 Vict. c. 18. incorporated.

XIX. That "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, and the Provisions of those Acts (except as by this Act otherwise provided) shall be applicable to the Railways, Tramroads, and new Works by this Act authorized, but nothing in this Act contained shall authorize the Company to purchase, take, or use any Lands (except the Lands shown on the Plans and described in the Books of Reference herein-after mentioned, and the Lands specified in the Schedule to this Act annexed,) otherwise than with the Consent of and by Agreement with the Owners, Lessees, and Occupiers thereof respectively.

Power to construct a Depôt for Carriages, &c.

XX. That the Company may make and maintain a Depôt for Carriages, Locomotive Engines, and other Stock, with all necessary and proper Buildings, Workshops, Machinery, Dwelling Houses, Approaches, and other Conveniences connected therewith, for the Deposit, Manufacture, Maintenance, and Repair of such Carriages, Locomotive Engines, and other Stock, or otherwise, upon the Lands specified in the Schedule to this Act annexed, and may purchase, enter upon, take, and use such of those Lands as they may require for those Purposes, or for other general Purposes of their Undertaking.

Works to be made according to deposited Plans.

XXI. That inasmuch as Plans and Sections showing the Lines and Levels of the intended Railways or Tramroads, with Books of Reference thereto, containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands in and through which the same are intended to pass or be made, have been deposited with the Clerk of the Peace of the County of *Monmouth:* Therefore the Company may (subject to the Provisions and Restrictions in this Act and the said incorporated Acts contained) make and maintain the intended Railways or Tramroads in the Lines and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels shown on the said Sections, and may enter upon, take, and use such of those Lands as they may require for the Purposes aforesaid.

Description of Works authorized by this Act.

XXII. That the Railways or Tramroads by this Act authorized are as follows; that is to say,

First, a Railway to commence by a Junction with the existing Railway of the Company at or near the *Newport* Dock Company's Bridge over the *Monmouthshire* Canal at *Dock Road* in the Borough of *Newport* and Parish of *Saint Woollos*, and to terminate by a Junction with the *Sirhowy* Tramroad at or near the Weighing Machine of the Company on the said *Sirhowy* Tramroad between *Court-y-bella* and the Point where the *Sirhowy* Tramroad intersects the *Commercial Road:*

Secondly, a Railway or Tramroad to commence by a Junction with the Company's Tramroad called the *Western Valley*'s Line at or near the Bridge for conveying the same over the *South Wales* Railway in the said Parish of *Saint Woollos*, and to terminate by a Junction with the said *Western Valley*'s Line at or near the One Mile Post on that Line between *Court-y-bella* and *Risca:*

Thirdly, a Railway or Tramroad to commence by a Junction with the said *Western Valley*'s Line at the Park Gate near the Two Mile Post on that Line between *Court-y-bella* and *Risca*,

and

and to terminate by a Junction with the said *Western Valley*'s Line at or near the Two and a Half Mile Post on that Line, also between *Court-y-bella* and *Risca*:

Fourthly, a Railway or Tramroad to commence by a Junction with the said *Western Valley*'s Line at or near the Three and a Quarter Mile Post on that Line between *Court-y-bella* and *Risca*, and to terminate by a Junction with the *Sirhowy* Tramroad at or near the Six Mile Post on the *Sirhowy* Tramroad between *Risca* and a Place called the *Nine Mile Point*:

Fifthly, a Railway or Tramroad to commence by a Junction with the said *Western Valley*'s Line at or near the Six and a Quarter Mile Post on that Line between *Risca* and *Aberbeeg*, and to terminate by a Junction with the said *Western Valley*'s Line at or near the Eight Mile Post on that Line between *Risca* and *Aberbeeg*:

Sixthly, a Railway or Tramroad to commence by a Junction with the said *Western Valley*'s Line at or near the Nine and a Quarter Mile Post on that Line between *Risca* and *Aberbeeg*, and to terminate by a Junction with the said *Western Valley*'s Line at or near the Ten Mile Post on that Line between *Risca* and *Aberbeeg*.

Not to deviate in certain Parishes without Consent.

XXIII. That in constructing the said intended Railways or Tramroads, or any of them, through the respective Parishes of *Saint Woollos* and *Bassaleg*, the Company shall not deviate to a greater Extent than Ten Yards on either Side from the centre Lines thereof, as delineated on the Plans so deposited as aforesaid, without the Consent in Writing of Sir *Charles Morgan Robinson Morgan* Baronet, or other the Owner of *Tredegar Park* for the Time being, for that Purpose first had and obtained.

Land for extraordinary Purposes.

XXIV. That the Quantity of Land to be taken by the Company under this Act for extraordinary Purposes shall not exceed Twenty Acres.

Limiting Time for compulsory Purchase of Land.

XXV. That 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 from the passing of this Act.

Limiting Time for Completion of Works.

XXVI. That upon the Expiration of Five Years from the passing of this Act all the Powers hereby granted to the Company for making the Railways, Tramroads, and other new Works hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to such Parts of the same as shall then be completed.

XXVII. That

No Dividend to be paid until Railways completed, &c.

XXVII. That if on the Expiration of the Period limited by this Act for the Completion of the Railways or Tramroads by this Act authorized to be made those Railways shall not be completed and opened for public Traffic, no Dividend or Interest shall be paid on any Stock or Shares in the Capital of the Company (other than and except Stock and Shares on which Interest or Dividend may have been guaranteed, or to which any Preference or Priority in Payment of Interest or Dividend, or other Privileges, may have been attached, from the Expiration of that Period until the Railways or Tramroads by this Act authorized to be made shall be completed and opened for public Traffic.

Certain Roads may be crossed on the Level.

XXVIII. That, subject to the Provisions in the "Railways Clauses Consolidation Act, 1845," contained with reference to the crossing of Roads on the Level, the Company may, in the Construction of the said Railways or Tramroads, carry the same on the Level across the several Roads numbered in the Plans and described in the Books of Reference deposited as aforesaid, as follows; (that is to say,)

No. on Plan.	Parish.	Description of Road.
32	*Saint Woollos*	Occupation Road called *Commercial Road*,
95	*Risca*	Parish Road.
125	*Risca*	Parish Road,
47	*Mynyddysllwyn*	Parish Road.
49	*Mynyddysllwyn*	Parish Road,

Company to erect Stations or Lodges at level Crossings.

XXIX. That, for the greater Convenience and Security of the Public, the Company shall erect and permanently maintain either a Station or Lodge at each of the Points where the said Railways and Tramroads respectively cross the before-mentioned Roads on the Level, and shall be subject to and abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, and with regard to the Speed at which Trains shall pass such Points, as may from Time to Time be made by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations (herein-after called the Board of Trade); and if the Company shall fail to erect, or at all Times to maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the crossing at any such Lodge or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to the 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.

Penalty on Company for Neglect.

Board of Trade may require

XXX. That the Board of Trade may, if it shall appear to them to be necessary for the Public Safety, at any Time, before or after any Railway

Railway or Tramroad hereby authorized to be made shall have been completed or opened for public Traffic, require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry any or either of the before-mentioned Roads either under or over the Railway or Tramroad intersecting the same by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case shall appear to the Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossing.

Bridges instead of level Crossings.

XXXI. That inasmuch as the Railways or Tramroads hereby authorized to be made will intersect certain Tramroads which now form Junctions with the existing Railways and Tramroads of the Company: Therefore the Company shall, at their own Expense, alter and divert every such intersected Tramroad, so that the same may form a Junction with the Railway or Tramroad by which the same shall be intersected equally convenient with the original Junction of such intersected Tramroad with the existing Railway or Tramroad of the Company; and every such Alteration and Diversion shall be deemed to be the Substitution of a sufficient Road instead of the Tramroad so intersected within the Meaning of the said Railways Clauses Consolidation Act, and the Fifty-third and Fifty-sixth Sections of that Act shall not apply to any such intersected Tramroad; but for the Failure to make any such Alteration or Diversion the Company shall be liable to the Penalties and special Damages provided by the Fifty-fourth and Fifty-fifth Sections of that Act, such Penalties to be payable for every Day during which any such Alteration and Diversion of any Tramroad shall not be made after such Tramroad shall have been interrupted; and the Company may take up and remove such Portion of each such intersected Tramroad as will be rendered unnecessary by such Alteration and Diversion thereof, and shall restore the Rails and Materials thereof to the Persons using such Tramroad; and after the Removal thereof no Person shall, without the Consent of the Company, lay down any other Tramroad in lieu of the Portion so removed, or have any Right of Way across the Line of the Railway or Tramroad of the Company at the Point whence the same shall have been removed.

Provision as to certain Tramroads.

XXXII. That, notwithstanding anything in this Act contained, it shall not be lawful for the Company, or for any Person acting under or in execution of this Act, or for any other Purposes, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the said *Newport* Dock Company, or in any Manner to alter, vary, or interfere with the said *Newport* Dock Company, or any

Property of Newport Dock Company not to be taken without their Consent.

any of the Works appertaining to their said Docks, without their Consent being first had and obtained.

Locomotive Engines not to be used where Railway crosses Commercial Road.

XXXIII. That within One Month after the Completion and opening for Traffic of the Railway first herein-before described and authorized to be made, the Company shall and they are hereby required altogether to discontinue the Use of Locomotive Engines upon their existing Railway or Tramroad leading from *Pill Bank* to *Potter Street* Lock at or over the Point where the same crosses *Commercial Road*.

As to Reduction of Tolls on certain Articles enumerated in 11 & 12 Vict. c. cxx. Sections 20, 21, and 22.

XXXIV. Whereas by "The *Newport and Pontypool* Railway Act, 1845," the Company were empowered to demand, for the Use of the Railway by that Act authorized (herein-after called the *Newport and Pontypool* Railway), in respect of the Tonnage of Two specified Classes of Articles conveyed thereon, One Scale of Tolls until the Expiration of Five Years after the passing of that Act, and afterwards a reduced Scale of Tolls; and it was thereby also enacted, that at the Expiration of Three Years from the passing of that Act no higher Tolls should be taken on the existing Canals, Railways, or Tramroads of the Company than should be for the Time being payable on the like Articles conveyed under like Circumstances on the *Newport and Pontypool* Railway, or would be payable thereon if then open for Traffic: And whereas by "The *Newport and Pontypool* Railway Act Amendment Act, 1848," the Company were authorized, until the First Day of *August* One thousand eight hundred and fifty-eight, to demand, in respect of the Two Classes of Articles before referred to, the higher Scale of Tolls authorized by "The *Newport and Pontypool* Railway Act, 1845," and also, in respect of other Goods, Wares, or Merchandise, Matters or Things, Tolls higher than those authorised by "The *Newport and Pontypool* Railway Act, 1845," subject to a Proviso that on and after the First Day of *August* One thousand eight hundred and fifty-eight it should not be lawful for the Company to demand and take any larger or other Tolls than they were by "The *Newport and Pontypool* Railway Act, 1845," authorized to receive on and after the First Day of *August* One thousand eight hundred and fifty: And whereas in "The *Newport and Pontypool* Railway Act, 1848," Provisions are also contained empowering the Commissioners of Railways to appoint an Auditor to examine and report on the financial Affairs of the Company for the Period during which such higher Scale of Tolls was by the same Act authorized to be taken, and also Provisions regulating the Application of the Income of the Company, and limiting the Amount of their Dividends during such Period, and directing the Formation of a reserved Fund during such Period, and the Application of the Balance thereof, and the

making

making of Rests in the Accounts kept during such Period for the Purposes of that Act, and empowering the Commissioners of Railways to reduce and raise the Tolls during such Period: And whereas the Company are willing, if relieved from the Restrictions imposed upon them by the last-mentioned Act, and authorized to convert their Tramroads into Edge Railways, to accelerate the Period at which the said reduced Scale of Tolls shall come into operation, and to accept, after the Expiration of Twelve Months, the reduced Scale of Tolls which they would then be entitled to demand if "The *Newport and Pontypool* Railway Act Amendment Act, 1848," had not been passed: Be it therefore enacted as follows; (that is to say,) That on and from the Expiration of Twelve Calendar Months from the passing of this Act the Clauses of "The *Newport and Pontypool* Railway Act Amendment Act, 1848," relating to the Tolls to be taken by the Company until the First Day of *August* One thousand eight hundred and fifty-eight, (which said Clauses in that Act are distinguished by the Numbers XX., XXI., and XXII.,) shall be and the same are hereby repealed, and from thenceforth it shall not be lawful for the Company to demand, for the Use of their existing and authorized Railways, Tramroads, and Canals, in respect of the Three Classes of Articles herein-after mentioned, Tolls exceeding the Tolls which by the *Newport and Pontypool* Railway Act, 1845, the Company were authorized to take for the same after the Expiration of Five Years from the passing of that Act; that is to say,

In respect of the Tonnage of Articles conveyed upon the Railways, Tramroads, or Canals, (but exclusive of the Tolls for locomotive Power, and also exclusive of the Tolls for Carriages, if such Carriages shall be provided by the Company,) as follows:

Class 1. For all Sorts of Manure, and all undressed Materials for the Repair of Highways and for all Coals, Culm, Coke, Ironstone and Iron Ore, *per* Ton *per* Mile, One Halfpenny:

Class 2. For all Iron, Lead, Tin and Tin Plates, (except Nails, Utensils or other Articles of Merchandise,) *per* Ton *per* Mile, One Penny:

Class 3. For all other Goods, Wares, or Merchandise, Matters or Things, (except Carriages, and except Charcoal, Limestone, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, and Sand, in respect whereof other Tolls are by the *Newport and Pontypool* Railway Act, 1845, authorized to be taken,) *per* Ton *per* Mile Twopence:

And in respect of Locomotive Steam Engines or other moving Power the Company may demand the Tolls following; that is to say,

For each Passenger or Animal, Twopence *per* Mile; for Coals, Culm, Coke, Ironstone and Iron Ore, and for Iron, Lead, Tin and Tin Plates, (except Nails, Utensils, or other Articles of Merchandise,

chandise, Three Eighths of a Penny *per* Ton *per* Mile; and for other Goods, One Halfpenny *per* Ton *per* Mile; and that the Company may demand and receive any Tolls they may think fit for such moving Power, in respect of such small Parcels for which they are authorized to take Tolls for the Use of the Railway, without Limitation as to Amount:

Provided always, that the Repeal of the said Clauses shall not take away, diminish, or prejudice the Right of the Company to any Tolls which may have become due previously to such Repeal, or their Remedies for the Recovery of the same.

No Auditor to be appointed after One Year from passing of this Act.

XXXV. That no Auditor shall be appointed under the Powers of "The *Newport and Pontypool* Railway Act Amendment Act, 1848," after the Expiration of One Year from the passing of this Act, and on the Expiration of that Period all the Powers of any Auditor so appointed and then in Office shall cease and absolutely determine.

Tolls authorized to be taken by 15 & 16 Vict. c. cxxvi. to be reduced.

XXXVI. That upon and after the Expiration of Twelve Calendar Months from the passing of this Act the Company shall not take any higher Tolls upon or in respect or for the Use of the Railways or Tramroads by "The *Monmouthshire* Railway and Canal Act, 1852," authorized to be made, or for the Use of Carriages, Steam and other moving Power, when provided by them thereon, than they shall then be authorized to take on their other Railways and Tramroads.

Tolls.

XXXVII. That the Company may demand and receive upon and in respect of the Railways or Tramroads by this Act authorized to be made such and the same Tolls for the Use thereof, and for the Use of Carriages, Steam, and other moving Power, when provided by them, as they shall for the Time being be by the said firstly-recited Act authorized to demand upon or in respect of the Railways by that Act authorized to be constructed.

Tolls for small Parcels.

XXXVIII. That, notwithstanding anything in the said recited Acts contained, it shall not be lawful for the Company to demand, for the Carriage of small Parcels on their Railways, any Tolls exceeding the Sums following; that is to say,

For any Parcel not exceeding Seven Pounds in Weight, if conveyed for any Distance not exceeding Fifteen Miles, Sixpence; and if conveyed for a Distance exceeding Fifteen Miles, One Shilling:

For any Parcel exceeding Seven Pounds and not exceeding Fourteen Pounds in Weight, if conveyed for any Distance not exceeding Fifteen Miles, Nine-pence; and if conveyed for a Distance exceeding Fifteen Miles, One Shilling and Sixpence:

For any Parcel exceeding Fourteen Pounds and not exceeding Twenty-eight Pounds in Weight, if conveyed for any Distance not

not exceeding Fifteen Miles, One Shilling; and if conveyed for a Distance exceeding Fifteen Miles, Two Shillings:

For any Parcel exceeding Twenty-eight Pounds and not exceeding Fifty-six Pounds in Weight, if conveyed for any Distance not exceeding Fifteen Miles, One Shilling and Sixpence; and if conveyed for any Distance exceeding Fifteen Miles, Two Shillings and Sixpence:

For any Parcel exceeding Fifty-six Pounds and not exceeding Five hundred Pounds in Weight the Company may demand any reasonable Sum which they may think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Packages, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but that such Term shall apply only to single Parcels in separate Packages.

Certain Provisions of 11 & 12 Vict. c. cxx. repealed.

XXXIX. That the Clauses of "The *Newport and Pontypool* Railway Act Amendment Act, 1848," regulating for a Time the Application of the Income of the Company, and the Amount of their Dividends, directing the Formation of a Reserved Fund, and the Application of the Balance thereof, and the making of Rests in certain Accounts, and empowering the Commissioners of Railways to reduce and raise the Tolls, (which said Clauses in that Act are distinguished by the Numbers XXIV., XXV., XXVI., XXVII., and XXVIII.,) shall be and the same are hereby repealed: Provided always, that the Repeal of the said Clauses shall not prejudice or invalidate any Acts, Matters, or Things heretofore done, or any Contracts heretofore entered into under the Powers thereof, or the Right of the Company or any Person to any Tolls which may have become due, or the Right of any Shareholder in the Company to any Dividend which may have been declared, previously to the passing of this Act, or their respective Remedies for the Recovery of such Tolls and Dividends respectively.

Application of Income.

XL. That, subject to the Payment of the Costs, Charges, and Expenses of passing this Act, as herein-after mentioned, and of any Principal Monies due from the Company on Mortgage or Bond which may from Time to Time become payable, and also subject to the Provisions in this Act contained for Cesser of Dividend and Interest on the ordinary Capital of the Company in a certain Event, the whole Income which shall come to the Hands of the Company under the Powers of this Act and the said recited Acts shall be applied in manner following; (that is to say,)

Firstly, in defraying the Expenses of the working and ordinary Maintenance and Repairs of the Canals, Railways, Tramroads, and other Works of the Company, and in the Management of their Affairs:

Secondly, in paying Interest at any Rate not exceeding Five *per Centum per Annum* on all Principal Sums for the Time being due from the Company on Mortgage or Bond:

Thirdly, in paying Interest at any Rate not exceeding Five *per Centum per Annum* on Money advenced by any Shareholder in anticipation of Calls upon any Share created nnder the Powers of the "*Newport and Pontypool* Railway Act Amendment Act, 1848," or of this Act:

Fourthly, in Payment of Dividends on the Capital called up in respect of Shares created under the Powers of the "*Newport and Pontypool* Railway Act Amendment Act, 1848:"

Fifthly, in Payment of Dividends or guaranteed Interest on any Capital called up in respect of Shares created under the Powers of this Act, and to which any Preference, Priority, or guaranteed Interest or Dividend may be attached under the Powers of this Act:

Sixthly, in Payment of Dividends on the Capital paid up in respect of all other Shares in the Company:

Lastly, in carrying the Purposes of the Company by this Act and the recited Acts authorized into execution.

Company may convert Tramroads into Edge Railways.

XLI. That at any Time or Times after the Expiration of Three Calendar Months from the passing of this Act the Company may convert their Tramroads or any of them, or any Part thereof, into Railways, and may substitute Edge Rails for the Tramplates thereon: Provided always, that in so doing no Interruption shall be occasioned to the Traffic on such Tramroads or Railways which can reasonably be avoided.

Provision as to the Park Mile.

XLII. That if and when the Company shall convert their Portion of the *Sirhowy* Tramroad in manner aforesaid it shall be lawful for them in like Manner to convert that portion of the same Tramroad passing through *Tredegar Park*, and known as the *Park Mile*, into a Railway, and to substitute Edge Rails for the Tramplates thereon: Provided always, that such Conversion and Substitution shall not as regards the *Park Mile* be made without the Consent of Sir *Charles Morgan Robinson Morgan* Baronet, or other the Owner for the Time being of *Tredegar Park* aforesaid, for that Purpose first had and obtained; provided also, that in so doing no Interruption shall be occasioned to the Traffic on the said *Park Mile* which can reasonably be avoided.

As to converting certain Tramroads belonging to

XLIII. That until the *Sirhowy* Tramroad Company's Portion of the *Sirhowy* Tramroad, Sir *Benjamin Hall*'s Tramroad, the *Penllwyn* Tramroad, and the *Rumney* Railway, shall be converted into Edge Railways, Carriages with combined Wheels adapted for running both on

on Railways and on Tramroads shall be conveyed by the Company along the Railways which they are hereby authorized to substitute for Tramroads, including the *Park Mile*, provided such Carriages be constructed in all respects according to the Regulations from Time to Time made or to be made by the Company respecting the Carriages to be used on their Roads.

Sir B. Hall into Edge Railways.

XLIV. That the Company may stop up and discontinue the Use of and may cease to carry upon such Parts of their existing Railways or Tramroads as will be rendered unnecessary by reason of the Railways, Tramroads, and new Works by this Act authorized, and may, if they think fit, remove the Rails and Materials thereof, and dispose of the same as they shall think fit; but no Part of any such existing Railway or Tramroad shall be stopped up until the new Railway or Tramroad intended to be substituted for the same shall be completed and opened for Traffic; and the Rights of all Persons to use each such Portion of Railway or Tramroad the Use whereof shall be so stopped shall thereupon cease, and in lieu thereof they shall have the same Right of using the new Railway or Tramroad substituted for the same; and the Company shall be bound to carry upon each substituted Railway or Tramroad in like Manner as upon the Portion of Railway or Tramroad the Use whereof shall be so stopped or discontinued.

Power to stop up unnecessary Lines.

XLV. That the Lands of the Company in, through, or upon which those Portions of Railway or Tramroad the Use whereof shall be so discontinued by the Company as aforesaid are made shall be deemed to be superfluous Lands, within the Meaning of "The Lands Clauses Consolidation Act, 1845."

Site of Railways so discontinued to be deemed superfluous Lands.

XLVI. That nothing in this Act contained shall authorize the Company, for the Purposes of the proposed Railways thirdly, fifthly, or sixthly herein-before described, to interfere with the respective Junctions or Sidings of the Tramroad known as Sir *Benjamin Hall*'s Tramroad, or of the *Rumney* Railway, or otherwise to stop or obstruct the said last-mentioned Tramroad or Railway, without the Consent in Writing of the Owners and Lessees for the Time being of the said Tramroad called Sir *Benjamin Hall*'s Tramroad and the *Rumney* Railway respectively for that Purpose first had and obtained: Provided always, that nothing herein contained shall prevent the Company from converting their Tramroads into Edge Railways.

Not to interfere with certain Tramroads.

XLVII. That so much of an Act passed in the Forty-second Year of the Reign of King *George* the Third, intituled *An Act for making and maintaining certain Railways to communicate with the* Monmouthshire *Canal Navigation, and for enabling the Company of Pro-*

So much of 42G. 3.c.115. as requires certain Lessees, &c. of the Tre-

degar Iron Works to use Railways, &c. repealed.

Proprietors of that Navigation to raise a further Sum of Money to complete their Undertaking, and for explaining and amending the Acts passed in the Thirty-second and Thirty-seventh Years of His present Majesty's Reign relating thereto, as required the Lessees or Proprietors of *Tredegar* Ironworks at all Times to use the Railways or Tramroads to be made in pursuance of that Act for the Conveyance of their Iron, Coal, and other Commodities from any of their Works erected or to be erected on the Lands included in their Lease of *Tredegar* Ironworks, or in the Valley of *Sirhowy*, to *Newport*, or for Exportation, and prohibited them from conveying the same or any Part thereof by or upon any other Way or Road whatsoever (except some Canal or Railway belonging to the Company of Proprietors of the *Monmouthshire* Canal Navigation), shall be and same is hereby repealed, and that nothing in the said last-mentioned Act contained shall render it obligatory upon the said Lessees or Proprietors to convey Iron, Coal, or other Commodities from any of their Works erected or to be erected on the Lands included in their said Lease of the *Tredegar* Ironworks, or in the Valley of *Sirhowy*, to *Newport*, or for Exportation, upon or use the Railways or Tramroads made in pursuance of the said last-mentioned Act.

Nothing to affect Agreement with Sir C. Morgan and his Trustees.

XLVIII. That nothing in this Act contained shall annul, determine, or in anywise prejudicially affect a certain Memorandum of Agreement dated the Twenty-third Day of *December* One thousand eight hundred and fifty-two, made between Sir *Charles Morgan Robinson Morgan* Baronet, *Francis Miles Milman* Esquire, and *Charles Octavius Swinnerton Morgan* Esquire, of the one Part, and the Company of the other Part, or any of the Clauses or Provisions therein contained, or a certain Agreement dated the Tenth Day of *February* One thousand eight hundred and fifty-three, made between the said Sir *Charles Morgan Robinson Morgan* Baronet, and *Charles Octavius Swinnerton Morgan*, *Samuel Homfray* Esquire, and *Eliza Lee Kendall*, Relict and Executrix of *Watkin Homfray* Esquire, deceased, and Wife of *Edward Kendall* Esquire, in Partnership under the Style of the *Tredegar* Wharf Company, of the one Part, and the Company of the other Part, or any of the Clauses or Provisions therein contained, or empower the Company to take any of the Lands mentioned or referred to in those Agreements respectively, except under and subject to the Terms and Conditions in those Agreements respectively contained, or to take any other Lands mentioned in the Schedule to this Act belonging to or vested in the said Sir *Charles Morgan Robinson Morgan*, or of which he is Tenant for Life, or vested in the said *Tredegar* Wharf Company, as Lessees of the said Sir *Charles Morgan Robinson Morgan*, otherwise than by Agreement with the Owner or respective Owners thereof for the Time being.

XLIX. That

XLIX. That all the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the Company. Expenses of Act.

L. That 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 Purposes 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 Railway or execute any other Work or Undertaking. Deposits for future Bills not to be paid out of Company's Capital.

LI. That 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 Dividend to any Shareholder on the Amount of the Calls made in respect of Shares held by him in the Capital of the Company: Provided always, that the Company may pay to any Shareholder such Interest or Dividend 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. Interest or Dividend not to be paid on Calls out of Capital.

LII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the same Reign, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the same Reign, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the same Reign, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or any succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Ninth and Tenth Years of the same Reign, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the Fifteenth Year of the same Reign, intituled *An Act to repeal the Act for constituting Commissioners of Railways*: Be it enacted, That nothing in this Act contained shall be held to exempt any of the Railways by this or the several recited Acts authorized (being Railways adapted for the Passage thereon of Locomotive Engines and Carriages), or the Company, from the Provisions of the said several Acts respectively, but such Provisions shall be in force in respect of such Railways and Company, so far as the same shall be applicable thereto. Railways to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., and 14 & 15 Vict. c. 64.

Railways not exempt from Provisions of future General Acts.

LIII. That nothing in this Act shall be deemed or construed to exempt the Railways by this or the said recited Acts authorized (being Railways adapted for the Passage thereon of Locomotive Engines and Carriages) from the Provisions of any General Act relating to such Acts, or 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 this 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 Tolls for small Parcels, authorized by the said recited Acts or this Act.

The SCHEDULE referred to in the foregoing Act.

Parish of Saint Woollos in the County of Monmouth.

No. on Plan.	Description of Property.	Owners or reputed Owners.	Lessees or reputed Lessees.	Occupiers.
1	Occupation Road	Sir Charles Morgan Robinson Morgan, Bart.	- - - -	Sir Charles Morgan Robinson Morgan, Bart., Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.
2	Drawbridge -	Monmouthshire Railway and CanalCompany and the Newport Dock Company; Jeremiah Cairns, Secretary.	- - - -	Newport Dock Company.
3	Monmouthshire Canal Towing Path and Piece of new Railway.	Monmouthshire Railway and Canal Company.	- - - -	Monmouthshire Railway and Canal Company.
4	Part of Wharf and Lock.	Newport Dock Company; Jeremiah Cairns, Secretary.	- - - -	Newport Dock Company; Jeremiah Cairns, Secretary.
5	Lock-keeper's Box and Wharf.	Same - -	- - - -	Same.
6	Garden - -	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and John Clements.	William Stuckey.
7	Occupation Road	Same - -	Same - - -	Same, and William Read.
8	Occupation Road, Bolt Street.	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.	Sir Charles Morgan Robinson Morgan, Bart., Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.
9	Unfinished House	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, Eliza Lee Kendall, and Henry Pierce Bolt.	Henry Pierce Bolt.
10	House - -	Same - -	Same - - -	William Carney.
11	House - -	Same - -	Same - - -	John Williams.

The Monmouthshire Railway and Canal Act, 1853.

No. on Plan.	Description of Property.	Owners or reputed Owners.	Lessees or reputed Lessees.	Occupiers.
12	House and Garden.	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and Thomas Lane.	Benjamin Watkins William French.
13	Same - -	Same - -	Same - - -	John Worgan.
14	Same - -	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and Mary Thomas.	Hugh Jones.
15	House, Chemical Works, Yard, and Buildings.	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and Charles Lewis.	Charles Lewis.
16	Yard - -	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.	Vacant.
16*a*	Saw Pit - -	Same - -	Same - - -	William Tallin.
17	Chainmaker's Shop.	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.	Thomas Allen.
17*a*	Occupation Road, Frederick Street.	Same - -	Same.	
18	Unfinished House and Yard.	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and Alice Andrew.	Alice Andrew.
19	House and Garden	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and John Thomas.	John Thomas.
20	House and Garden	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and John Thomas.	James Baker.

The Monmouthshire Railway and Canal Act, 1853.

No. on Plan.	Description of Property.	Owners or reputed Owners.	Lessees or reputed Lessees.	Occupiers.
21	Two unfinished Houses and Gardens.	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and John Bawley.	Vacant.
22	Unfinished House	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, Eliza Lee Kendall, and William Madge.	Vacant.
23	Ballast Bank, Tramroads, and Land.	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.
24	House and Garden	Same - -	Same and James Page -	Peter Davies.
25	House and Garden	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and John Bawley.	John Bawley.
26	House and Garden	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and William Madge.	William Madge.
27	House and Garden	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and Henry Price.	Henry Price.
28	House and Yard	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and Joseph Bellingham.	Francis Sanders.
29	House and Garden	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and James Griffiths.	Henry Townsend.

The Monmouthshire Railway and Canal Act, 1853.

No. on Plan.	Description of Property.	Owners or reputed Owners.	Lessees or reputed Lessees.	Occupiers.
30	House and Garden	Sir Charles Morgan Robinson Morgan, Bart.	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and James Griffiths.	James Griffiths.
31	House and Garden	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall, and John Fulford.	Charles Palmer.
32	Occupation Road and Commercial Road.	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.	
33	Pasture Field -	Same - -	Same - - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles OctaviusSwinnerton Morgan, Samuel Homfray, Thomas Fothergill, and Eliza Lee Kendall.
34	Same - -	Same - -	Same and Thomas Prothero	Thomas Lewis.
35	Same -	Same - -	Same - - -	Same.
36	Same -	Same - -	Sir Charles Morgan Robinson Morgan, Baronet, Charles Octavius Swinnerton Morgan, Samuel Homfray, Thomas Fothergill, Eliza LeeKendall, PatrickPower.	Patrick Power.

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