ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

****

Cap. cccvi.

An Act for making a Railway from the *Cemmes Road* Station on the *Cambrian* Railway to near the Town of *Dinas Mowddwy*, and for other Purposes. [5th *July* 1865.]

WHEREAS a Railway from at or near the *Cemmes Road* Station on the *Cambrian* Railway in the Parish of *Darowen* in the County of *Montgomery* to near the Town of *Dinas Mowddwy* in the County of *Merioneth* would be of public Advantage, and the Persons in this Act named, with others, are willing to form a Company and carry the Undertaking into effect: And whereas it is expedient that Provision should be made to enable the Company incorporated by this Act (herein-after called "the Company") to have the Use of the said *Cemmes Road* Station upon certain Terms and Conditions, and that the Company and the *Cambrian* Railways Company should be authorized to enter into Working and Traffic Agreements: 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 Parlia-

ment assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict. cc. 16. 18. & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc. 92. & 118., incorporated.

1. "The Companies Clauses Consolidation Act, 1845," Parts I. and III. of "The Companies Clauses Act, 1863," relating respectively to Cancellation and Surrender of Shares and to Debenture Stock, "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Parts I. and III. of "The Railways Clauses Act, 1863," relating respectively to Construction of a Railway and to Working Agreements, are hereby incorporated with this Act.

Interpretation of Terms.

2. In construing the incorporated Acts for the Purposes of this Act, and in construing this Act, the Words and Expressions herein mentioned or referred to shall have the Meanings hereby assigned to them respectively, 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:

The Expression "the Company" (except as herein-after mentioned) or "the Promoters of the Undertaking" shall mean the Company incorporated by this Act:

The Expression "Superior Courts," or "Court of competent Jurisdiction," or any other like Expression, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute:

Other Expressions and Words to which in the incorporated Acts Meanings are assigned shall respectively have the same Meanings in this Act.

Company incorporated.

3. *Edmund Buckley* senior, *Edmund Buckley* junior, *William Rees*, and all other Persons and Corporations who have already subscribed or may hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, are by this Act united into a Company for the Purpose of making and maintaining the Railway, and for other the Purposes of this Act, and for those Purposes are by this Act incorporated by the Name of "The *Mowddwy* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and with Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes but subject to the Restrictions of this Act.

Capital.

4. The Capital of the Company shall be Twenty-one thousand Pounds in Two thousand one hundred Shares of Ten Pounds each.

5. Two

Calls.

5. Two Pounds a Share shall be the greatest Amount of a Call, and Two Months at least shall be the Interval between successive Calls, and Four Fifths of the Amount of the Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

Shares not to issue until One Fifth paid up.

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

First Meeting.

7. The First Ordinary Meeting of the Company shall be held within Three Months after the passing of this Act.

Number of Directors and Quorum.

8. The Number of Directors shall be Six, but the Company from Time to Time may reduce or increase the Number of Directors within the Limits of Six as the Maximum and Three as the Minimum, and the Quorum of the Meeting of the Directors shall be Three, except when the Number of Directors is Three, and then the Quorum shall be Two.

Qualification of Directors.

9. The Qualification of a Director shall be the Possession in his own Right of Shares to the aggregate nominal Amount of Three hundred Pounds.

First Directors.

10. *Edmund Buckley* senior, *Edmund Buckley* junior, and *William Rees* shall be Three of the first Directors.

Election of Directors.

11. The Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at that Meeting the Shareholders present personally or by proxy may either continue in Office the Directors appointed by this Act, or any of them, or the Meeting may elect a new Body of Directors, or so many Directors as are required to supply the Place of those not continued in Office, the Directors appointed by this Act being, if qualified, eligible for Re-election.

Subsequent Election of Directors.

12. At the Ordinary Meeting to be held in the Year One thousand eight hundred and sixty-six, and at the Ordinary Meeting in every subsequent Year, 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 that Act.

13. The

Power to borrow on Mortgage.

13. The Company may from Time to Time borrow on Mortgage such Sums as they think fit, not exceeding in the whole Seven thousand Pounds, but no Part of that Money shall be borrowed until the whole of the said Capital of Twenty-one thousand Pounds shall have been *bonâ fide* subscribed and issued, and One Half of that Amount shall have been actually paid up, nor until the Company shall 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 all the said Capital of Twenty-one thousand Pounds has been subscribed for *bonâ fide* and issued, and that One Half thereof has been paid up, and that not less than One Fifth of the Amount of each Share was paid on Issue of the same, and that such Shares are held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same, of which Proof have been given the Certificate of such Justice under that Section shall be sufficient Evidence.

Debenture Stock.

14. The Company may create and issue Debenture Stock.

Application of Money raised.

15. All Money raised under the Powers of this Act by the Creation of new Shares or on Mortgage shall be applied only to the Purposes by this Act authorized.

Power to make Railway.

16. The Company may make and maintain the following Railway, with all proper Stations, Approaches, Works, and Conveniences connected therewith; (that is to say,)

A Railway to commence at or near the *Cambrian* Railway at the *Cemmes Road* Station thereof in the Parish of *Darowen* in the County of *Montgomery*, and to terminate near the Town of *Dinas Mowddwy* in the County of *Merioneth*.

Railway to be made according to deposited Plans and Sections.

17. And whereas Plans and Sections of the proposed Railway showing the Line and Levels thereof, and the Lands required for the Purposes of the Undertaking, and also Books of Reference to such Plans, have been deposited with the Clerk of the Peace for the Counties of *Montgomery* and *Merioneth* respectively: Therefore, subject to the Provisions and Powers of Deviation in this Act and the Acts incorporated herewith contained, the Railway shall be made in the Line 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 the Company may enter upon, take, and use all or any of the said Lands which they may require for the Purposes of the Undertaking.

Powers for compulsory Purchases limited.

18. 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 Two Years from the passing of this Act.

19. The

Land for extraordinary Purposes.

19. The Company may from Time to Time purchase, by Agreement, such Lands as they may require for any of the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," in connexion with the Railway by this Act authorized, not exceeding in the whole One Acre.

Power to alter Levels of certain Roads.

20. In carrying the following Roads over, under, or across the Railway the Company may alter the Levels of such Roads, but so as not to exceed the respective Rates of Inclination herein-after specified; (that is to say,)

Description of Road.	No. on Plan.	Name of Parish.	Rate of Inclination allowed.
Public	141	Mallwyd	1 in 10 on One Side of the Railway and level on the other.
Public	153	Mallwyd	1 in 7 on One Side.

Power to make certain Arches of Bridges of specified Dimensions.

21. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained to the contrary, the Company may make the Arches of the Bridges for carrying the Railway over the public Roads numbered as follows on the deposited Plans of the Dimensions herein-after set forth, or not of less Dimensions; (that is to say,)

Description of Road.	No. on Plan.	Name of Parish.	Span.	Height.
Public	115*a*	Mallwyd	20 Feet	16 Feet.
Public	153	Mallwyd	20 Feet	16 Feet.
Public	271	Mallwyd	20 Feet	16 Feet.

Gauge.

22. The Company may construct the Railway of such Gauge as they think fit, provided that it be not wider than Four Feet Eight Inches and a Half, or narrower than Two Feet Three Inches, and if the Gauge be narrower than Four Feet Eight Inches and a Half it shall not be lawful for the Company to allow any Train to be drawn on the Railway at a Rate exceeding Fifteen Miles *per* Hour.

Period for Completion of Works.

23. 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 making the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Bond for Completion of Railway.

24. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Session of the Ninth and Tenth Years

Years of Her present Majesty, Chapter Twenty, a Sum of One thousand six hundred and eighty Pounds, being Eight *per Centum* upon Twenty-one thousand Pounds, the Amount of the Estimate in respect of the Railway authorized by this Act, has been deposited with the Court of Chancery with respect to the Application to Parliament for this Act: Therefore, notwithstanding anything contained in that Act, that Sum so deposited, or the Interest or Dividends thereof, 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 named in the Warrant or Order issued in pursuance of that Act, or the Survivors or Survivor of them, unless the Company before 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 Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to that One Half; and if that Period expire before the Company either have opened the Railway for the public Conveyance of Passengers, or have given the Proof to the Satisfaction of the Board of Trade, the Sum so deposited, and the Interest and Dividends thereof, shall immediately from and after the Expiration of that Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they are then 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: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of that Sum so deposited be executed by the Company, with One or more Sureties, (the Bond to be prepared to the Satisfaction of, and the Surety or Sureties to be approved by, the Solicitor to the Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the Sum so deposited if the Company do 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 Board of Trade that the Company have paid up One Half of the Amount of the Capital by this Act authorized to be raised by Shares, and have expended for the Purposes of this Act a Sum equal in Amount to that One Half, and if the Bond be deposited with the Solicitor to the Treasury, then that deposited Sum of Money, and the Interest and Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed; and the Monies to be recovered upon the Bond shall be dealt with in like Manner as the deposited Sum of Money, and the Interest or Dividends thereof, would be dealt with under this Act if the Bond were

were not so executed and deposited; and the Certificate of such Solicitor that the Bond has been so executed and deposited, and the Certificate of the Board of Trade that the Proof has been given to their Satisfaction, shall respectively be sufficient Evidence of the Facts so certified.

Tolls.

25. The Company may demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

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

For all Coals, Stones for building, pitching, and paving, Dung, Compost, and all Sorts of Manure, Lime and Limestone, Clay, Sand, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed by Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Coke, Culm, Charcoal, and Cinders, all Bricks, Tiles, Slates, Ironstone, and Iron Ore, Copper Ore, Tin Ore, Manganese, and all other Ores and Minerals, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, and Deals, Copper, Tin, Lead, and other Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Twopence; 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, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *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:

And for every Carriage, of whatever Description, 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 Sixpence; and a further 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.

Tolls for Passengers and Cattle.

2. In respect of Passengers and Animals conveyed in Carriages upon the Railway, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage

Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, *per* Mile not exceeding Threepence; and for every Ox, Cow, Bull, or Neat Cattle, *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 or Pig, *per* Mile not exceeding One Penny; and for every Sheep, Lamb, or other small Animal, *per* Mile not exceeding Three Farthings; 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.

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

Maximum Rates of Charges for Passengers.

27. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway, and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

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

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

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

Restriction as to Charges not to apply to Special Trains.

28. The Restrictions as to Tolls and Charges to be made for Passengers and Articles herein-before mentioned shall not extend to any special or extra Train that may be required to be 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 and Goods upon the Railway.

Passengers Luggage.

29. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twenty 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.

For Cattle, Goods, &c.

30. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway, and Waggons or Trucks and locomotive Power, and every Expense incidental

incidental to such Conveyance (except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods), and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company, shall not exceed the following Sums:

For every Horse or other Beast of Draught or Burden before classed with Horses, the Sum of Fourpence *per* Mile:

For every Ox, Cow, Bull, or Cattle, the Sum of Twopence *per* Head *per* Mile:

For every Calf or Pig, One Penny Halfpenny *per* Mile:

For Sheep and small Animals, One Penny each *per* Mile:

For every Carriage, the Sum of Sixpence *per* Mile:

For Coals and other Articles herein-before classed therewith, the Sum of Twopence *per* Ton *per* Mile:

For Coke, Ores, Minerals, and other Articles herein-before classed therewith, the Sum of Twopence Halfpenny *per* Ton *per* Mile:

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

For Cotton and other Goods and Articles herein-before classed therewith, the Sum of Fourpence *per* Ton *per* Mile.

Regulations as to Tolls.

31. 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 Three Miles the Company may demand Tolls and Charges as for Three Miles:

For a Fraction of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Merchandise or Minerals, or for Animals, for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

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 Stone 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 Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and single Articles of great Weight.

32. 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, Fourpence:

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

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

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

And for Parcels exceeding Fifty-six Pounds in Weight 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 single 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, the Company may demand such Sum as they think fit.

Maximum Charges to be reduced under certain Circumstances.

33. Provided always, That if the Gauge shall at any Time hereafter be Four Feet Eight Inches and a Half, and the Railway shall hereafter form a Junction with any other Railway the Gauge of which shall be Four Feet Eight Inches and a Half, the maximum Rates of Charge in this Act specified for Goods and small Parcels shall be reduced by an Amount equal to Ten *per Centum* upon the Amounts so specified respectively.

Definition of Terminal Station.

34. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railway which have not been received thereat direct from the Consignor of such Goods, or are not directed to be delivered thereat to the Consignee.

Company to take increased

35. Nothing herein contained shall be held to prevent the Company from taking any increased Charge, over and above the Charges hereinbefore

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. Charges by Agreement.

36. The Company, for the Purposes of their Traffic, may have the Use of the *Cemmes Road* Station of the *Cambrian* Railways Company jointly with that Company, or the separate Use of a Portion of such Station, and the Booking and other Offices, Buildings, Works, and Conveniences connected therewith, upon such Terms and Conditions as may be mutually agreed upon between the said Two Companies, or, in case of Difference, as may be settled by Arbitration in manner provided by "The Railway Companies Arbitration Act, 1859." As to Use of Cemmes Road Station.

37. The Company and the *Cambrian* Railways Company may from Time to Time enter into such Agreements as they may from Time to Time think fit with respect to all or any of the following Matters; that is to say, Power to Company and Cambrian Railways Company to make Agreements.

The working, Use, Maintenance, and Regulation by the *Cambrian* Railways Company of the Railway of the Company, and the Stations and Works upon or connected therewith, and all or any Matters incidental thereto:

Such Matters as may be necessary or convenient for facilitating the forwarding, Conveyance, Transmission, and Exchange of the Traffic of the said respective Companies and incidental thereto:

The Division and Apportionment between the said Two Companies of the Receipts arising from the Traffic upon their respective Railways:

And all such Agreements shall be deemed Working Agreements within the Meaning of "The Railways Clauses Act, 1863," and Part III. of that Act shall be applicable thereto accordingly.

38. In estimating the Amount of Toll or Charge to be levied by the *Cambrian* Railways Company during the Working or Use by that Company of the Railway by this Act authorized in respect of any Traffic conveyed partly on the *Cambrian* Railway and partly on the Railway by this Act authorized, the *Cambrian* Railway and the Railway by this Act authorized shall be deemed One Railway; and for any such Traffic conveyed for a less Distance than Three Miles the *Cambrian* Railways Company may charge as for Three Miles only; and in respect of Passengers, for each Mile or Fraction of a Mile beyond Three Miles the said Company may charge as for One Mile only; and in respect of Animals, Minerals, or Goods, for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Three Miles the said Company may charge as for a Quarter of a Mile only; Tolls.

only; and no other Short-distance Charge than for Three Miles shall be made for the Conveyance of Passengers, Animals, Minerals, or Goods partly on the *Cambrian* Railway and partly on the Railway by this Act authorized.

Interest not to be paid on Calls paid up.

39. It shall not be lawful for the Company, out of any Money by this Act or any other Acts relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay to any Shareholder any Interest or Dividend on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised; provided that nothing herein contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

40. It shall not be lawful for the Company, out of any Money by this Act or any other Acts relating to the Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament in force for the Time being, 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.

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

41. Nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made from the Provisions of any General Act relating to Railways 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 and of the Rates for small Parcels authorized by this Act.

Expenses of Act.

42. The Costs and Charges of applying for and obtaining this Act and incidental thereto shall be paid by the Company.

Short Title.

43. This Act may be cited for any Purpose as "The *Mowddwy* Railway Act, 1865."

LONDON:
Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1865.