CHAP. lxxxii.

An Act to enlarge the powers of the Pontypool, Caerleon, and Newport Railway Company; and for other purposes. A.D. 1871.

[29th June 1871.]

WHEREAS by "The Pontypool, Caerleon, and Newport Railway Act, 1865," (in this Act called "the Act of 1865,") the Pontypool, Caerleon, and Newport Railway Company were authorised to make the railways in that Act mentioned, and to raise a capital of one hundred thousand pounds in shares, and of thirty-three thousand three hundred pounds by mortgage of their undertaking: 28 & 29 Vict. c. cclxiv.

And whereas by "The Pontypool, Caerleon, and Newport Railway Amendment Act, 1868," (in this Act called "the Act of 1868,") the time granted by the Act of 1865 for the compulsory purchase of lands and the making of the railways was respectively extended as to the lands until the fifth day of July one thousand eight hundred and seventy, and the works until the fifth day of July one thousand eight hundred and seventy-one: 31 & 32 Vict. c. cxxxvii.

And whereas the Company are proceeding in the acquisition of the lands for the railways, and it is expedient that the periods for the compulsory purchase of lands and for the completion of the railways, as extended by the Act of 1868, should be revived and further enlarged:

And whereas the money referred to in the twenty-fifth section of the Act of 1865 still remains deposited with the Court of Chancery as a security for the completion of the railways:

And whereas it is expedient that the number of the directors of the Company should be limited, and that the directors herein-after named should be appointed directors of the Company:

And whereas the purposes 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,

A.D. 1871.

and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited for any purpose as "The Pontypool, Caerleon, and Newport Railway Act, 1871."

Part II. of 26 & 27 Vict. c. 92. incorporated.

2. Part II. of "The Railways Clauses Act, 1863," is incorporated with and forms part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Act partially incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" shall mean the Pontypool, Caerleon, and Newport Railway Company, and the expression "the railways" shall mean the railways and works authorised by the Act of 1865.

Extending time for purchase of lands.

4. The powers of the recited Acts with respect to the compulsory purchase or taking of lands, and also of the Caerleon tramroad, and all or any part of the land, wharves, and works connected therewith, are hereby revived and extended, and shall continue in force until the first day of August one thousand eight hundred and seventy-two.

Extending time for completing railways.

5. The time limited by the recited Acts for the completion of so much of the railway No. 1 authorised by the Act of 1865 as is situate between the commencement, as in that Act described, of the said railway and the turnpike road numbered 29a in the parish of Llangattock, otherwise Llangattock juxta Caerleon, is hereby extended until the first day of February one thousand eight hundred and seventy-three, and as regards the remainder of the railways until the first day of August one thousand eight hundred and seventy-three.

Application of moneys deposited with Court of Chancery.

6. The sum of money so deposited with the Court of Chancery as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railways or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the

said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, shall on the application of the Company be paid to them, or to such person or persons as they shall appoint.

Time limited for completion of railways.

7. If the railways shall not be completed within the period limited by this Act, then on the expiration of such period the powers by the recited Acts and this Act granted to the Company for making and completing the railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Directors.

8. From and after the passing of this Act the number of directors of the Company shall be six, and Sir Daniel Gooch, Baronet, Charles Alexander Wood, Richard Bassett, Captain Thomas Bulkeley, William Charles King, and Edward Wanklyn, being six of the present directors, shall continue in office and act until the first ordinary meeting of the Company to be held in the year one thousand eight hundred and seventy-two.

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

9. The Company shall not, out of any money by the Act of 1865 authorised to be raised, pay or deposit any sum of money which, by any standing order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any railway or to execute any other work or undertaking.

Railway not exempt from provision of present and future general Acts.

10. Nothing herein contained shall be deemed or construed to exempt the railways of the Company or the Company 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 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 rates for small parcels, authorised to be taken by the Company.

Expenses of Act.

11. All the costs, charges, and expenses of obtaining and passing this Act or incident thereto shall be paid by the Company.

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