

from, in, through, and into the parishes of Newland and Staunton, in the county of Gloucester; and Dixon, in the county of Monmouth.

*Company may abandon portions of their authorized Line.*

6. The Company shall abandon the construction of so much of the railway authorized by "The Worcester, Dean Forest, and Monmouth Railway Act, 1863," therein called Railway No. 3, as lies between the hereinbefore described points of deviation of that railway.

*Compensation for Damage to Land by Entry, &c., for purpose of abandoned Line.*

7. The abandonment by the Company, under the authority of this Certificate, of any portion of any railway or works, shall not prejudice or affect the right of the owner or occupier of any land to receive compensation in accordance with the provisions in that behalf of "The Lands Clauses Consolidation Act, 1845," for any damage occasioned by the entry of the Company on such land, for the purpose of surveying and taking levels, or probing or boring, to ascertain the nature of the soil, or setting out of the line of railway, or by commencing to construct the same, and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied by the Company to receive compensation in accordance with the provisions in that behalf of "The Railways Clauses Consolidation Act, 1845," for such temporary occupation, or for any loss, damage, or injury which may have been sustained by such owner or occupier by reason thereof, or of the exercise, as regards such land, of any of the powers contained in "The Worcester, Dean Forest, and Monmouth Railway Act, 1863."

*Compensation to be made in respect of abandoned Line.*

8. Where before the commencement of the operation of this Certificate, any contract may have been entered into, or notice given by the Company for the purchasing of any land for the purposes of or in relation to any portions of the railways or works authorized to be abandoned by this Certificate, and which shall not be required for the purposes of any of the works by this Certificate authorized, full compensation shall be made by the Company to the owners and occupiers, or other persons interested in such lands, for all injury or damage sustained by them respectively, by reason of the purchase not being completed, pursuant to the contract or notice, and the amount and application of the compensation shall be determined in manner provided by "The Lands Clauses Consolidation Act, 1845," for determining the amount and application of compensation paid for lands taken under the provisions thereof.

*Tolls.*

9. Inasmuch as the railway authorized by this Certificate will be a deviation of the Company's original line of railway, therefore, for the purposes of tolls, fares, rates, and charges, and all other purposes, the deviation railway shall be part of the Company's railways, as if the railway had been authorized by "The Worcester, Dean Forest, and Monmouth Railway Act, 1863," and the Company may demand, recover, and receive tolls, fares, rates, and charges accordingly.

The Board of Trade, Whitehall.

Dated this 15th day of July, 1867.

T. H. Farrer, Secretary to the Board of Trade.

Barry Railway.—Branch to Barry Island.

*Certificate of the Board of Trade for the construction of the above-mentioned Branch Railway.*

WHEREAS the Barry Railway Company, as the promoters of a Branch Railway to Barry Island, have contracted for the purchase of the lands required for the railway and the works connected therewith, and have complied with the requirements of "The Railways Construction Facilities Act, 1864."

Now, therefore, the Board of Trade do, by this their Certificate, in pursuance of the said Act, and by virtue and in exercise of the power thereby in them vested, and of every other power enabling them in this behalf, certify as follows:

*Short Title.*

1. This Certificate may be cited, for all purposes, as "The Barry Railway (Branch to Barry Island) Certificate, 1867."

*Interpretation.*

2. In this Certificate the expression, "The Company," shall mean the Barry Railway Company.

The expression, "The Barry Railway," shall mean the authorized Barry Railway.

The expression, "The Harbour Company," shall mean the Barry Harbour Company.

*Power to make Railway.*

3. The Company may, on lands purchased by them, make and maintain in the line, and according to the levels, and within the limits of deviation shewn on the deposited plans and sections, the railway and works shewn on the deposited plans and sections, as altered by the direction of the Board of Trade, such authorized Railway being the following (that is to say):—

A railway one mile four furlongs and one hundred and eighty-five yards or thereabouts in length, commencing by a junction with the Barry Railway, in the parish of Cadoxton-juxta-Barry, in the county of Glamorgan, and terminating upon Barry Island, in the parish of Sully, in the same county.

*Provision respecting Gauge.*

4. It shall be lawful for the Company to construct the railway and works hereby authorized on the gauge of four feet eight inches and half-an-inch, or on the gauge of seven feet, or on both those gauges.

*Saving Rights of Harbour Company.*

5. If, at any time hereafter, the Harbour Company shall construct works with the object of gaining a navigable access on the eastern side of Barry Island, for which navigation the proposed opening bridge, as shewn in the deposited section, shall be found insufficient by the Board of Trade, they shall, at the request of the Harbour Company, have power to call upon and require the Company to construct an opening bridge of such increased span as they (the Board of Trade) shall consider necessary for such navigation.

*Power to Company to raise Additional Money by creation of Shares or Stock.*

6. The Company may from time to time raise, for the purposes of this Certificate, by the creation and issue of shares of £10 each, such sums of money as they shall think necessary, not exceeding £30,000, in addition to the moneys which they are or may be authorized to raise by any Act or