

In Parliament.—Session 1886.

North Pembrokeshire and Fishguard Railway.  
(Revival of Powers of Rosebush and Fishguard Railway Act, 1878, as to portion of Railway authorised thereby; Release or application of Deposit made in respect of the said Act; Construction of Deviation and New Railways in County of Pembroke; Abandonment of portions of authorised Railways; Compulsory purchase of Land; Tolls; Extension of Time for compulsory purchase of Land for completion of portion of authorised Railway; Application of existing and power to raise further Capital; Running Powers over portion of South Wales Section of Great Western Railway, and Working Agreements with and Subscription by Great Western Railway Company; Amendment of Acts, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by or on behalf of the North Pembrokeshire and Fishguard Railway Company (in this notice called "the Company"), for leave to bring in a Bill for effecting the purposes or some of the purposes following, that is to say:—

1. To revive the powers conferred upon the Company (under the name of "The Rosebush and Fishguard Railway Company") by the Rosebush and Fishguard Railway Act, 1878 (in this notice called "the Act of 1878"), for the construction of so much of the railway by that Act authorised in the county of Pembroke as lies between its point of commencement in the parish of Maenclochog as shown on the plans deposited at the office of the Clerk of the Peace for the county of Pembroke at Haverfordwest, for and referred to in the said Act of 1878 (which plans are hereinafter called "the plans" of 1878), and the point of commencement in the parish of Morvil of the deviation railway authorised by the Rosebush and Fishguard Railway Act, 1881, as shown upon the plans deposited at the aforesaid office of the Clerk of the Peace for Pembrokeshire for and referred to in that Act, and so far as may be necessary to revive the powers of the Company for the compulsory purchase of or dealing with lands and property for the purposes of the said portion of railway.

To revive and extend and to enable the Company and (so far as necessary) the Great Western Railway Company, and the owner or owners for the time being of the Narbeth Road and Maenclochog Railway, to exercise in respect of the railways of the Company as proposed to be altered and revived by the Bill, all or some of the powers and provisions of the Act of 1878, and especially the powers and provisions thereof relating to the levying, demanding, and taking of tolls, rates, and charges, and the making and carrying into effect agreements between the Company and the Great Western Railway Company, and the owner or owners for the time being of the Narberth Road and Maenclochog Railway for the purposes mentioned in that Act.

To discharge and relieve the Company from any penalties, liabilities, and obligations which they have incurred, or may hereafter incur by reason of the non-completion of the said portion of railway authorised by the Act of 1878 within the period by that Act limited in that behalf.

To provide that the money deposited with the Chancery Division of the High Court of Justice in England as security for the completion of the authorised railways of the Company, or some portion of that money, shall remain as a security for the completion of the said portion of railway, the powers to construct which are proposed to

be revived by the Bill, and of the railways or some of the railways proposed to be authorised by the Bill, or shall be repaid to the depositors thereof, or to make such other provision as to the application, or for the payment out of court of the said money or some part thereof, as may be deemed expedient.

To authorise the Company to make and maintain the works hereinafter mentioned, or some or one of them, or some part or parts thereof respectively, together with all proper and sufficient bridges, viaducts, rails, sidings, junctions, turntables, stations, sluices, drains, culverts, dams, embankments, defences, groynes, walls, approaches, roads, buildings, yards, and other works and conveniences connected therewith, that is to say:—

(1) A deviation railway, commencing in the parish of Morvil by a junction with the railway authorised by the Act of 1878, at the point at which the centre line of the said railway is shown on the plans of 1878 as intersected by a fence which separates from each other the properties numbered respectively on the said plans 74 and 75 in the said parish of Morvil, and terminating in the parish of Llanwnda by a junction with the railway authorised by the Act of 1878, at a point shown on the plans of 1878 as indicating the distance of 13 miles from the point of commencement of that railway.

And the Bill will or may authorise the Company to abandon and relinquish (1) so much of the railway authorised by the Act of 1878 as will be rendered unnecessary by the construction of the intended deviation railway above-described, and (2) the deviation railway authorised by the Rosebush and Fishguard Railway Act, 1881.

(2) [Clarbston - road to Letterston].—A railway commencing in the parish of Wiston by a junction with the Great Western Railway (South Wales Section) at a point 400 yards or thereabouts measured along the said Great Western Railway in a north-westerly direction from the bridge-carrying the public road over the said Great Western Railway at the Clarbston-road Station, and terminating in the parish of Little Newcastle by a junction with the deviation railway above described and proposed to be authorised by the Bill, in the field numbered 244 on the Tithe Commutation Map for the said parish of Little Newcastle.

(3) Harbour branch.—A railway wholly in the parish of Llanwnda commencing by a junction with the railway authorised by the Act of 1878 at the point at which the centre line of the said railway is shown on the plans of 1878 as being intersected by a fence which separates from each other the properties numbered respectively on those plans 62 and 70 in the said parish of Llanwnda, and terminating on the western side of Fishguard Bay at a point 100 yards or thereabouts to the north-east of the New (or Cow and Calf) Life-Boat House at Goodwick in that parish.

The said railways will be constructed, in or will pass from, through, or into the following parishes, townships, and places, or some of them, all in the county of Pembroke, that is to say—Maenclochog, Morvil, Puncteston, Castle Bythe, Little Newcastle, Wiston, Rudbaxton, Walton East, Spittal, Ambleston, Saint Dogwells, Letterston, Llanstinan, Jordanston, Manorowen, Fishguard, and Llanwnda.