



CHAP. clxiv.

An Act for extending the time for the completion of the
Poole and Bournemouth Railway, and of which the short
title is "Poole and Bournemouth Railway Act, 1870." A.D. 1870.

[9th August 1870.]

WHEREAS by "The Poole and Bournemouth Railway Act, 1865," (in this Act called "the Act of 1865,") the Poole and Bournemouth Railway Company (in this Act called "the Company") were incorporated, and (section 14) were authorised to raise a capital of ninety thousand pounds in nine thousand shares of ten pounds each, and (section 20) to borrow on mortgage not exceeding thirty thousand pounds, and to make and maintain the Poole and Bournemouth Railway, consisting of three lines of railway numbered respectively one, two, and three, and (section 29) the period limited for the completion of the railway was five years from the passing of the Act : 28 & 29 Vict.
c. xix.

And whereas by the "South-western Railway (Poole and Bournemouth Junction) Act, 1866," (in this Act called "the Act of 1866,") the London and South-western Railway Company (in this Act called "the South-western Company") were authorised to make and maintain certain lines of railway :

And whereas by the Act of 1866, after reciting that the construction of the railway No. 1, and of the portion therein-after in that behalf mentioned of the railway No. 2 and of the railway No. 3 authorised by the Act of 1865, would be rendered unnecessary by the construction of the railways by the reciting Act authorised, it was by that Act (section 26) provided that the Company should abandon the construction of the railway No. 1, and of certain portions of railway No. 2 and railway No. 3 respectively authorised by the Act of 1865, and (section 29) the capital of the Company was reduced from the sum of ninety thousand pounds to the sum of sixty thousand pounds, and (section 31) the sum which the Company might from time to time borrow on mortgage was reduced from the sum of thirty thousand pounds to the sum of twenty

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A.D. 1870. — thousand pounds, and (section 34) working and traffic arrangements between the Company and the South-western Company were authorised:

And whereas it is expedient that the period limited by the Act of 1865 for the completion of the railways by that Act authorised (except the portions thereof required to be abandoned by the Act of 1866) be extended:

And whereas the objects of this Act cannot be attained 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,)

Short title.

1. This Act may be cited for all purposes as "Poole and Bournemouth Railway Act, 1870."

8 & 9 Vict.
c. 20. and
26 & 27 Vict.
c. 92. incor-
porated.

2. "The Railways Clauses Consolidation Act, 1845," and Part I. (relating to construction of a railway) and Part II. (relating to extension of time) of "The Railways Clauses Act, 1863," are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpreta-
tion of
terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or 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" means the Poole and Bournemouth Railway Company; the expression "the Act of 1865" means "The Poole and Bournemouth Railway Act, 1865;" the expression "The South-western Company" means the London and South-western Railway Company; the expression "the Act of 1866" means the "South-western Railway (Poole and Bournemouth Junction) Act, 1866;" and the expression "Superior Courts" or "Court of Competent Jurisdiction," or any other like expression in any Act wholly or partially incorporated herewith, 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.

Extension
of time for
completion
of works.

4. The period limited by the Act of 1865 for the completion of the railways by that Act authorised (except the portions of those railways required to be abandoned by the Act of 1866) is by this Act extended, and those railways (except as aforesaid) may and shall be completed within one year and six months after the passing

of this Act, and on the expiration of that period the powers by the Act of 1865 and this Act granted to the Company for executing those railways or otherwise in relation thereto, shall cease to be exercised except as to so much thereof as is then completed. A.D. 1870.

5. Except only as is by this Act expressly provided, nothing in this Act contained shall take away, lessen, prejudice, or alter any of the estates, rights, powers, privileges, or authorities of the Company. Saving rights of Company and other companies.

6. The Company shall not, out of any money by any Act relating to the Company authorised to be raised by calls or by borrowing, pay interest or dividend to any shareholder on the amount of calls made in respect of the shares held by him: Provided always, that this Act shall not prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845." Interest not to be paid out of capital.

7. The Company shall not out of any money by any Act relating to the Company authorised to be raised pay or deposit any sum of money which, by any standing order of either House of Parliament now or hereafter 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 other railway or to execute any other work or undertaking. Deposits for future Bills not to be paid out of Company's capital.

8. Nothing herein contained shall be deemed or construed to exempt the railways of the Company from the provisions of any general Act relating to railways, or the better or 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 or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels by the Acts relating to the Company authorised. Railways not exempt from provisions of present and future general Acts.

9. All the costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company. Expenses of Act.

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