

**CHAPTER cxxvi.**

An Act for conferring further powers on the Liskeard and Caradon Railway Company in relation to their undertaking and for authorising arrangements between them and other railway companies and for other purposes.

A.D. 1887.

[19th July 1887.]

WHEREAS by the Liskeard and Caradon Railway Act 1882 (in this Act called "the Act of 1882") the Liskeard and Caradon Railway Company (in this Act called "the Company") were empowered to make and maintain the railways authorised by and described in section 4 of that Act:

And whereas the Company have proceeded to exercise the powers of the Act of 1882 and have acquired or contracted for the greater part of the land required for the purposes of the railways thereby authorised:

And whereas the powers of the Company for the compulsory purchase of lands for the purposes of the Act of 1882 have expired and the period limited for the completion of the railways thereby authorised will expire on the twelfth day of July one thousand eight hundred and eighty-seven and it is expedient that those powers in respect of the lands in that behalf in this Act specified be revived and that period extended as by this Act provided:

And whereas by the Liskeard and Caradon Railway Act 1884 (in this Act called "the Act of 1884") the Company were empowered to make and maintain the railway by that Act authorised by way of extension of their railway to Launceston (in this Act called "the Launceston Railway") and also to make and maintain the aqueduct conduit or line of pipes by that Act authorised (in that Act and this Act called "the aqueduct"):

And whereas the period limited for the compulsory purchase of lands for the purposes of the Act of 1884 will expire on the twenty-

A.D. 1887. — eighth day of July one thousand eight hundred and eighty-seven and the period limited for the completion of the Launceston Railway and the aqueduct will expire on the twenty-eighth day of July one thousand eight hundred and eighty-nine and it is expedient that those respective periods be extended as by this Act provided :

And whereas the railway of the Liskeard and Looe Union Canal Company (in this Act called "the Looe Company") is now worked by the Company under an agreement entered into between the Company and the Looe Company in pursuance of the powers in that behalf contained in the Liskeard and Looe Railway Act 1858 :

And whereas by the Act of 1884 (section 21) the agreement set forth in the schedule to that Act is thereby confirmed and made binding on the Looe Company and the Company and in pursuance of such agreement the Company are to work the railway of the Looe Company for the term of thirty years from the first day of January 1888 :

And whereas it is expedient that the Company and the Looe Company with the consent of the Company but not otherwise or either of them on the one hand and the Great Western Railway Company and the North Cornwall Railway Company or either of those companies on the other hand be authorised to enter into working and other agreements as by this Act provided :

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

Short title. 1. This Act may be cited as the Liskeard and Caradon Railway Act 1887.

Incorporation of parts of Act. 2. Part II. (relating to extension of time) and Part III. (relating to working agreements) of the Railways Clauses Act 1863 are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation. 3. In this Act the several words and expressions to which meanings are assigned by the Act partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction.

Revival of powers for compulsory purchase of certain lands for 4. The powers of the Company for the compulsory purchase of such of the lands delineated on the plans and described in the books of reference deposited for the purposes of the Act of 1882 as are specified in the schedule to this Act are by this Act revived and may

be exercised within but shall not be exercised after the expiration of three years from the twelfth day of July one thousand eight hundred and eighty-five. A.D. 1887.
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purposes of
Act of 1882.

5. The period limited by the Act of 1882 for the completion of the railways thereby authorised is by this Act extended and those railways may and shall be completed within three years from the twelfth day of July one thousand eight hundred and eighty-seven and on the expiration of that period the powers by the Act of 1882 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 shall then be completed and sections 13 and 14 of the Act of 1882 shall be read and have effect as if the period by this Act limited for the completion of those railways had been the period by that Act limited for the completion thereof. Extension of
time for
completion
of works
authorised
by Act of
1882.

6. The powers of the Company for the compulsory purchase of lands for the purposes of the Act of 1884 are by this Act extended and may be exercised within but shall not be exercised after the expiration of three years from the twenty-eighth day of July one thousand eight hundred and eighty-seven. Extension of
time for
compulsory
purchase of
lands for
purposes of
Act of 1884.

7. The period limited by the Act of 1884 for the completion of the Launceston Railway and the aqueduct is by this Act extended and that railway and aqueduct may and shall be completed within three years from the twenty-eighth day of July one thousand eight hundred and eighty-nine and on the expiration of that period the powers by the Act of 1884 and this Act granted to the Company for executing the Launceston Railway and the aqueduct or otherwise in relation thereto shall cease to be exercised except as to so much thereof respectively as shall then be completed and sections 15 and 16 of the Act of 1884 shall be read and have effect as if the period by this Act limited for the completion of the Launceston Railway had been the period by that Act limited for the completion thereof. Extension of
time for
completion
of works
authorised by
Act of 1884.

8. The Company shall not under the powers of the Act of 1882 or the Act of 1884 or this Act without the consent of the Local Government Board purchase or acquire in any city borough or other urban sanitary district or in any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers. Provision as
to labouring
class houses.

For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages

A.D. 1887. hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

Agreements
with other
companies.

9. The Company and the Looe Company with the consent of the Company but not otherwise or either of them on the one hand and the Great Western Railway Company and the North Cornwall Railway Company (herein-after called "the two companies") or either of those companies on the other hand may subject to the provisions of Part III. of the Railways Clauses Act 1863 as amended or varied by the Regulation of Railways Act 1873 from time to time enter into and carry into effect agreements with respect to the following purposes or any of them (that is to say):—

The management use working and maintenance by either of the two companies of the railways and works of the Company and the Looe Company or either of them or any of such railways and works or of any part or parts thereof respectively;

The supply during the continuance and for the purposes of any agreement for the working or use of any railway of the Company or the Looe Company by either of the two companies of any rolling or working stock and of officers and servants necessary for the conduct of the traffic on such railway;

The payments to be made and the conditions to be performed with respect to the matters aforesaid;

The interchange accommodation conveyance and delivery of the traffic coming from or destined for the respective undertakings of the contracting companies;

The fixing and division between the contracting companies of the receipts arising from such traffic;

The payments allowances rebates and drawbacks to be paid made or allowed by any or either of the contracting companies to the other or others of them for or on account of any of the matters to which the respective agreement relates.

Tolls on
traffic con-
veyed partly
on railway
of Company
or Looe
Company
and partly
on other
railways.

10. Where under the provisions of this Act or of any agreement made in pursuance of this Act traffic is conveyed partly on the railway of the Company or of the Looe Company respectively and partly on the railway of any other company the railway of the Company or of the Looe Company respectively and the railway of such other company shall for the purposes of short distance tolls and charges be considered as one railway and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway

of the Company or of the Looe Company respectively and partly on the railway of any other company for a less distance than three miles tolls and charges may only be charged as for three miles and in respect of passengers for every mile or fraction of a mile beyond three miles tolls and charges as for one mile only and in respect of animals and goods for every quarter of a mile or fraction of a quarter of a mile beyond three miles tolls and charges as for a quarter of a mile only and no other short distance charge shall be made for the conveyance of passengers animals or goods partly on the railway of the Company or of the Looe Company respectively and partly on the railway of any other company. A.D. 1887.
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11. Nothing in this Act contained shall exempt any company mentioned in this Act or the railway of any such company from the provisions of any general Act relating to railways or 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 or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by any Act relating to any such Company. Provision as
to general
railway Acts.

12. All the costs charges and expenses preliminary to and of and incident to the preparing applying for obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company. Costs of Act.

A.D. 1887.

The SCHEDULE referred to in the foregoing Act.

LANDS FOR THE COMPULSORY PURCHASE OF WHICH POWERS ARE
REVIVED.

Parish in which the lands are situate.	Numbers on Plans and in Books of Reference deposited for the purposes of the Liskeard and Caradon Railway Act 1882.
RAILWAY NO. 1.	
Borough and parish of Liskeard -	1 to 34 (both inclusive) 34 <i>a</i> 35 to 55 (both inclusive) 55 <i>a</i> 57 to 60 (both inclusive) 60 <i>a</i> 61
RAILWAY NO. 2.	
Borough and parish of Liskeard -	1 to 23 (both inclusive) 23 <i>a</i> 24 to 35 (both inclusive) 35 <i>a</i> 35 <i>b</i> 36 to 38 (both inclusive) 38 <i>a</i> 39 to 45 (both inclusive) 45 <i>a</i> 46 to 57 (both inclusive)
Parish of Saint Cleer -	1 to 3 (both inclusive) 3 <i>a</i> 4 to 11 (both inclusive) 11 <i>a</i> 12 to 23 (both inclusive) 23 <i>a</i> 24 to 47 (both inclusive) 47 <i>a</i> 48 to 79 (both inclusive) 79 <i>a</i> 80 to 83 (both inclusive) 83 <i>a</i> 84 to 116 (both inclusive) 116 <i>a</i> 117 to 125 (both inclusive)

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Parish in which the lands are situate.	Numbers on Plans and in Books of Reference deposited for the purposes of the Liskeard and Caradon Railway Act 1882.		
RAILWAY No. 3.			
Parish of Saint Cleer	-	-	1 to 2 (both inclusive)
Parish of Linkinhorne	-	-	1 to 5 (both inclusive)
			5a
			6 to 10 (both inclusive)
			10a
			11 to 24 (both inclusive)
RAILWAY No. 4.			
Parish of Linkinhorne	-	-	1 to 8 (both inclusive)
RAILWAY No. 5.			
Parish of Linkinhorne	-	-	1 to 8 (both inclusive)
RAILWAY No. 6.			
Parish of Linkinhorne	-	-	1 to 8 (both inclusive)
Parish of Saint Cleer	-	-	1 to 8 (both inclusive)
RAILWAY No. 7.			
Parish of Linkinhorne	-	-	1 to 9 (both inclusive)
Parish of Altarnun	-	-	1 to 6 (both inclusive)
			40 to 42 (both inclusive)
			49 to 58 (both inclusive)

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By BYRE AND SPOTTISWOODE, Printers to the Queen's most Excellent Majesty.

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