CHAPTER clvii.

An Act to authorise the Aberdeen District Tramways Company to construct additional Tramways to amend the Acts relating to the Company and for other purposes. [17th August 1894.]

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WHEREAS by the Aberdeen District Tramways Act 1872 the Aberdeen District Tramways Company (in this Act called "the Company") were incorporated and empowered to make maintain work and use the several tramways by that Act authorised and were also authorised to raise seventy-five thousand pounds by shares and eighteen thousand seven hundred and fifty pounds by borrowing:

And whereas by the Aberdeen District Tramways Extension Act 1878 the Company were empowered to make maintain work and use the several tramways in that Act described:

And whereas by the Aberdeen District Tramways Act 1888 the Company were empowered to make maintain work and use the several tramways in that Act described and to use mechanical power upon the tramways of the Company:

And whereas it is expedient that the Company should be authorised to take up and relay as a double line the tramways in this Act described and make a new tramway:

And whereas the Company have with the consent of the lord provost magistrates and town council of the royal burgh and city of Aberdeen constructed certain tramways herein-after described and it is expedient that such tramways should be declared to be part of the undertaking of the Company:

And whereas plans and sections showing the lines and levels of the new tramways and works by this Act authorised and books of reference to those plans have been deposited with the principal sheriff clerk for the county of Aberdeen and those plans sections and books of reference are in this Act respectively referred to as the deposited plans sections and books of reference:

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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:—

Short title.

1. This Act may be cited as the Aberdeen District Tramways Act 1894.

Partial incorporation of Tramways Act.

2. Section 3 (Interpretation of terms) section 19 (Local authority may lease or take tolls) and Parts II. and III. of the Tramways Act 1870 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 or unless herein otherwise expressly provided "The Act of 1872" means the Aberdeen District Tramways Act 1872 "the Act of 1878" means the Aberdeen District Tramways Extension Act 1878 "the Act of 1888" means the Aberdeen District Tramways Act 1888 "the tramway" or "the tramways" means the tramways and works by this Act authorised "the undertaking" means the undertaking of the Company as authorised by the recited Acts and this Act "the town council" means the lord provost magistrates and town council of the royal burgh and city of Aberdeen "local authority" or "road authority" means the lord provost magistrates and town council of the royal burgh and city of Aberdeen and the word "contingencies" in the Companies Clauses Consolidation (Scotland) Act 1845 section 125 shall be construed to include the contingency of the undertaking being sold to the local authority under section 43 of the Tramways Act 1870 at a sum less than the aggregate amount of the capital and debts of the Company.

Power to make tramways.

4. Subject to the provisions of this Act and of Parts II. and III. of the Tramways Act 1870 the Company may take up the tramways already constructed in Powis Terrace Powis Place and George Street and may make form lay down work use and maintain the same as a double line and also the new tramway herein-after described in the lines and according to the levels shown on the deposited plans and sections and in all respects in accordance with those plans and sections with all proper rails plates works and conveniences connected therewith The doubling of tramways and new tramway herein-before referred to and authorised by this Act are—

I. Description of double lines of tramways in lieu of existing single lines in Powis Terrace Powis Place and George Street:—

Tramway No. 1 one mile and two chains in length situate in the parishes of Old Machar and St. Nicholas and the division of St. Nicholas known as the West Parish commencing by a junction with the existing tramway in Powis Terrace at a point 232 feet or thereabouts measured in a northerly direction along that terrace from the north gable of the auction mart and proceeding thence in a south-easterly direction along Powis Terrace Powis Place and George Street and terminating in George Street at a point 20 feet or thereabouts north of the junction of Loch Street with George Street Tramway No. 1 will consist of a double line of tramway and will be laid along the centre of the respective roads or streets along which it is intended to pass and will take the place of the existing single line of tramway along the same route:

Tramway No. 1A one chain fourteen links in length situate wholly in the parish of Old Machar a single line of tramway forming a crossing between the lines of tramway No. 1 commencing at a point 8 feet or thereabouts measured in a northerly direction along Powis Terrace from the line of the north gable of the auction mart and terminating at a point 67 feet or thereabouts measured in a southerly direction from the line of the said gable in the same street:

Tramway No. 1B one chain fourteen links in length situate wholly in the parish of Old Machar a single line of tramway forming a crossing between the lines of Tramway No. 1 commencing in Powis Terrace at a point 95 feet or thereabouts northwards from the junction of that street with Belmont Road and terminating in Powis Terrace at a point 20 feet or thereabouts northwards from the said junction of Powis Terrace with Belmont Road:

Tramway No. 1C one chain fourteen links in length situate wholly in the parish of Old Machar a single line of tramway forming a crossing between the lines of Tramway No. 1 commencing in Powis Terrace at a point 285 feet or thereabouts north of the junction of that street with Calsayseat Road and terminating in Powis Terrace at a point 210 feet or thereabouts north of the said junction of Powis Terrace with Calsayseat Road:

Tramway No. 1D one chain fourteen links in length situate wholly in the division of the parish of St. Nicholas known as the West Parish a single line of tramway forming a

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crossing between the lines of Tramway No. 1 commencing in George Street at a point 103 feet or thereabouts north of the junction of that street with Hutcheon Street and terminating in George Street at a point 28 feet or thereabouts north of the said junction of George Street with Hutcheon Street:

Tramway No. 1E one chain fourteen links in length situate wholly in the division of the parish of St. Nicholas known as the West Parish a single line of tramway forming a crossing between the lines of Tramway No. 1 commencing in George Street at a point 111 feet or thereabouts north of the junction of that street with St. Andrew Street and terminating in George Street at a point 36 feet or thereabouts north of the said junction of George Street with St. Andrew Street.

II. Description of new line of tramway in Holburn Street:—

Tramway No. 3 six furlongs six chains and forty-seven links in length being a single line with passing places situate in the parishes of Peterculter and Old Machar commencing at a point in Holburn Street 282 feet or thereabouts north-west of the north-west end of the parapet of the Bridge of Dee and thence proceeding in a north-easterly direction along Holburn Street and terminating in that street by a junction with the existing tramway line at a point 395 feet or thereabouts north-east of the junction of Holburn Street with Balmoral Place:

Passing places on Tramway No. 3 at each of the following places where the tramway will consist of a double line (*a*) From the commencement of the tramway to a point 118 feet or thereabouts northwards of the commencement (*b*) From a point in Holburn Street 320 feet or thereabouts north of the junction of that street with Ruthrieston Terrace and terminating at a point in Holburn Street 498 feet or thereabouts north of the said junction (*c*) From the termination of the existing tramway in Holburn Street to a point 152 feet or thereabouts southwards from such termination.

Sanctioning tramways already constructed.

5. The tramways in this section described already constructed by the Company with the consent of the town council (being the local authority for the district in which such tramways are laid) shall form part of the tramways works and property of the Company and be comprised in the undertaking of the Company as if the Company had by the Act of 1872 and the Act of 1888 been authorised to make and maintain the same The tramways hereinbefore mentioned are—

(1) A single line of tramway with three passing places laid along the centre of the streets or roads along which it passes 1 mile 2 furlongs 8·41 chains or thereabouts in length situated partly in the divisions of the parish of St. Nicholas known as the North and West Parishes and partly in the parish of Old Machar commencing at a point in King Street opposite the north wall of the cattle market and forming a junction with the existing tramway in King Street constructed under the powers of the Act of 1878 and thence proceeding in a northerly direction along King Street and King Street Road to a point 23 feet or thereabouts south of the south end of the parapet of the new Bridge of Don :

(2) A double line of tramway laid along the centre of the streets or roads along which it passes 1 furlong 9·7 chains or thereabouts in length replacing the single line of tramway laid between the same points under the powers of the Act of 1878 situated in the parish of Old Machar commencing at a point in Union Street 196 feet or thereabouts west of the junction of that street with Rose Street and forming a junction with the existing tramway in Union Street and thence proceeding in a southerly direction along Holburn Street and terminating in that street by a junction with the existing line of tramway in Holburn Street at a point 155 feet or thereabouts south of the junction of Holburn Street with Great Western Road :

(3) A double line of tramway laid along the centre of the streets or roads along which it passes 2·33 chains or thereabouts in length replacing the single line of tramway laid between the same points under the powers of the Act of 1878 situated in the parish of Old Machar commencing in Holburn Street at a point 35 feet or thereabouts north of the junction of Holburn Street with Great Western Road and forming a junction with the line of tramway in Holburn Street immediately hereinbefore described and thence proceeding along Holburn Street in a south-westerly direction to and along Great Western Road and terminating by a junction with the existing line of tramway in that road at a point 118 feet or thereabouts west of the junction of that road with Holburn Street.

The tramways are and will be wholly situate in the royal burgh and city and county of Aberdeen.

Extending to this Act certain provisions of the Act of 1872.

6. The provisions of section eleven of the Act of 1872 shall so far as applicable extend and apply to the tramways by this Act authorised.

Extending to this Act certain provisions of the Act of 1888.

7. The provisions of sections 12 13 15 16 17 18 19 20 21 22 26 28 29 30 31 32 33 and 34 of the Act of 1888 shall extend and apply to the tramways by this Act authorised and sanctioned.

Penalty imposed unless tramway be opened within the time limited.

8. If the Company fail within the period limited by this Act to complete the tramways and open the same for public traffic the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the tramways are completed and opened for public traffic or until the sum received in respect of such penalty amounts to five per centum on the estimated cost of the works and the said penalty may be applied for by any road authority landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 Every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of the Queen's Remembrancer of the Court of Exchequer in Scotland in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such line by unforeseen accident or circumstances beyond their control provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty.

9. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the "Edinburgh 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 tramways or any portion thereof in respect of the non-completion of which the same was recovered and for which injury or loss no compensation or inadequate compensation shall have been paid and also in compensating all road authorities for the expense incurred by them in taking up any tramway or materials connected therewith placed by the Company in or on any road vested in or maintainable by such road authorities respectively and in making good all damage caused to such roads by the construction or abandonment of such tramway and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Exchequer in Scotland may seem fit

And if no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty or such portion thereof as may not be required as aforesaid shall if a judicial factor has been appointed or the Company is insolvent and has been ordered to be wound up or the tramway or tramways in respect of which the penalty has been incurred or any part thereof has been abandoned be paid or transferred to such judicial factor or to the liquidator or liquidators of the Company or be applied in the discretion of the Court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or retransferred to the Company.

Tramways to be inspected before being opened.

10. The tramways shall not be opened for public traffic until the same have been inspected and certified to be fit for such traffic by the Board of Trade Provided always that during the construction of the double line of Tramway No. 1 by this Act authorised the Company may for the purposes of this Act and for carrying on the traffic of their undertaking without interruption use such portions of the double lines as are from time to time completed and may also during such period and for the like purposes make and use such other works as may be necessary if constructed to the reasonable satisfaction of the town council.

Period for completion of works.

11. The tramways shall be completed within two years from the passing of this Act and on the expiration of that period the powers by this Act granted to the Company for executing the same or otherwise in relation thereto shall cease except as to so much thereof as shall then be completed.

Tramways to be part of the Company's undertaking.

12. Subject to the provisions herein contained the tramways and works by this Act authorised to be constructed shall for all purposes of rates and charges and for all other purposes whatsoever be part of the tramways and works of the Company and be comprised in the undertaking of the Company as if the Company had by the Act of 1872 and the Act of 1888 been authorised to make and maintain the same.

Power to apply corporate funds to purposes of this Act.

13. The Company may apply for the purposes of this Act to which capital is properly applicable any moneys which they now have in their hands or which they have power to raise by shares or mortgage by virtue of the Act of 1872 and which may not be required for the purposes to which they are by that Act and the Acts of 1878 and 1888 made specially applicable.

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Cheap fares for labouring classes.

14. The Company at all times after the opening of the tramways for public traffic shall and they are hereby required to run at least two carriages each way every morning in the week and every evening in the week (Sundays Christmas Day and Good Friday always excepted) at such hours not being later than seven in the morning or earlier than six in the evening respectively as the Company think most convenient for artisans mechanics and daily labourers at fares not exceeding one halfpenny per mile (the Company nevertheless not being required to take any fare less than one penny) Provided that in case of any complaint made to the Board of Trade of the hours appointed by the Company for the running of such carriages the said Board shall have power to fix and regulate the same from time to time.

As to fares on holidays and Sundays.

15. It shall not be lawful for the Company to take or demand on Sunday or any bank or other public holiday any higher rates or charges for passengers than those levied by them on ordinary week days.

Periodical revision of tolls.

16. If at any time after three years from the opening for public traffic of the tramways or any portion of the tramways or after three years from the date of any order made in pursuance of this section in respect of the tramways or any portion of the tramways it is represented in writing to the Board of Trade by the town council or by twenty inhabitant ratepayers or by the Company that under the circumstances then existing all or any of the rates and charges demanded and taken in respect of the traffic on the tramways or on such portion of the tramways should be revised the Board of Trade may (if they think fit) direct an inquiry by a referee to be appointed by the said board in accordance with the provisions of the Tramways Act 1870 and if such referee report that it has been proved to his satisfaction that all or any of such rates and charges should be revised the said Board may make an order in writing altering modifying reducing or increasing all or any of the rates and charges to be demanded and taken in respect of the traffic on the tramways or on such portion of the tramways in such manner as they think fit and thenceforth such order shall be observed until the same is revoked or modified by an order of the Board of Trade made in pursuance of this section Provided always that the rates and charges prescribed by any such order shall not exceed in amount the rates and charges authorised to be taken by the Company Provided also that a copy of this section shall be annexed to every table or list of rates and charges published or exhibited by the Company.

Provisions as to construction and use of tramways.

17. The following provisions shall be applicable to the construction and use of the tramways by this Act authorised and may be enforced by the town council (that is to say) :—

(1) When and so soon as the lines and levels of the tramways by this Act authorised or any section thereof shall have been set out by the engineer of the Company notice thereof shall be given by the Company to the town council in order that the lines and levels so set out may be checked and verified by the town council and the Company shall not commence the execution of any portion of the work unless and until the lines and levels shall have been so checked and verified :

(2) The Company may use such of the existing paving materials in George Street Powis Place and Powis Terrace (in so far as within the space falling to be repaved by the Company) as may be found suitable and be sanctioned by the town council for the purpose of repaving the space of eighteen inches beyond the outer rail of each of the tracks of the tramway in those streets or of paving the track of the tramway along other streets or roads within the city and royal burgh of Aberdeen :

(3) The Company shall make provision to the satisfaction of the town council for carrying off the surface water which may collect and run in the grooves of the rails of the tramways in time of rain so as prevent any accumulation of water upon or injury by flooding to the streets on which the tramways are laid :

(4) The town council may appoint and employ an inspector during and in connexion with the construction of the tramways by this Act authorised and the salary or wages of such inspector shall be repaid by the Company to the town council :

(5) The annual rent to be paid by the Company to the town council in terms of sub-section 4 of section 11 of the Act of 1872 shall apply to the tramways by this Act authorised to be constructed and also to the tramways described in section 5 of this Act Provided that where the line is or may be double the rent for such double line shall be charged and paid as for a single line only :

(6) For the purposes specified in articles eighth ninth tenth and eleventh of the agreement scheduled to and confirmed by the Act of 1888 the tramways and works by this Act authorised shall be part of the undertaking tramways works and property of the Company as if the same had been constructed under the authority of the Act of 1888 and the Acts therein recited :

(7) The powers of purchase conferred upon the local authority by section 43 of the Tramways Act 1870 shall with respect to the undertaking commence and come into operation within six

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months after the expiration of a period of twenty-one years from the twenty-fourth day of July one thousand eight hundred and eighty-eight.

Provisions as to use of electric power.

18. The following provisions shall apply to the use by the Company of electric power upon any of their authorised tramways or the tramways by this Act authorised unless such power is entirely contained in and carried along with the carriages :—

(1) The Company shall employ either insulated returns or uninsulated metallic returns of low resistance :

(2) The Company shall take all reasonable precautions in constructing placing and maintaining their electric lines and circuits and other works of all descriptions and also in working their undertaking so as not injuriously to affect by fusion or electrolytic action any gas or water pipes or other metallic pipes structures or substances :

(3) The powers of the Company with respect to the use of electric power shall be exercised only in accordance with the regulations to be prescribed by the Board of Trade (herein-after referred to as "the prescribed regulations") and to any regulations which may be added thereto or substituted therefor respectively by any order which the Board of Trade may and which they are hereby empowered to make from time to time as or when they may think fit for regulating the employment of insulated returns or of uninsulated metallic returns of low resistance for preventing fusion or injurious electrolytic action of or on gas or water pipes or other metallic pipes structures or substances and for minimising as far as is reasonably practicable injurious interference with the electric wires lines and apparatus of other parties and the currents therein whether such lines do or do not use the earth as a return :

(4) If the Company use electric power contrary to the provisions of this Act or to any of the prescribed regulations or to any regulation added thereto or substituted therefor by any order made by the Board of Trade under the authority of this Act they shall for every such offence be subject to a penalty not exceeding ten pounds and also in the case of a continuing offence to a further penalty not exceeding five pounds for every day during which such offence continues after conviction thereof Provided always that whether any such penalty has been recovered or not the Board of Trade if in their opinion the Company in the use of electric power under the authority of this Act have made default in complying with the provisions of this Act or with any of the prescribed regulations or with any

regulations which may have been added thereto or substituted therefor as aforesaid may by order direct the Company to cease to use electric power and thereupon the Company shall cease to use electric power and shall not again use the same unless with the authority of the Board of Trade and in every such case the Board of Trade shall make a special report to Parliament notifying the making of such order:

(5) The Company shall take all reasonable and proper precautions in constructing placing and maintaining their electric lines circuits and other works of any description and in using their electric lines circuits and other works so as not injuriously to interfere with the working of any wire line or apparatus from time to time used for the purpose of transmitting electric power or of telegraphic telephonic or electric signalling communication or the currents in such wire line or apparatus Provided always that the Company shall be deemed to take all such reasonable and proper precautions as aforesaid if and so long as they adopt and employ at the option of the Company either such insulated returns or such uninsulated metallic returns of low resistance and such other means of preventing injurious interference with the electric wires lines and apparatus of other parties and the currents therein as the Board of Trade shall direct and in giving such directions the Board shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking Provided also that at the expiration of a period of three years from the passing of this Act nothing in this sub-section shall operate to give any right of action in respect of or to protect any electric wires lines or apparatus or the currents therein unless in the construction erection maintaining and working of such wires lines and apparatus all reasonable and proper precautions including the use of an insulated return have been taken to prevent injurious interference therewith and with the currents therein by or from other electric currents If any difference arises between the Company and any other party with respect to anything in this sub-section contained such difference shall unless the parties otherwise agree be determined by the Board of Trade or at the option of the Board by an arbitrator to be appointed by the Board and the costs of such determination shall be in the discretion of the Board or of the arbitrator as the case may be:

(6) Nothing in this section shall apply to the use of any electric line circuit or work of any company corporation or person authorised by Act of Parliament or Provisional Order confirmed

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by Parliament to supply energy for electric lighting purposes so far as such use is limited to such purposes:

(7) The expression "the Company" in this section shall include their lessees and the licensees and any company or person owning or using any tramway of the Company.

For protection of the Postmaster-General.

19. In the event of any tramways of the Company being worked by electricity the following provisions shall have effect:—

(1) The Company shall construct their electric lines and other works of all descriptions and shall work their undertaking in all respects with due regard to the telegraphic lines from time to time used or intended to be used by Her Majesty's Postmaster-General and the currents in such telegraphic lines and shall use every reasonable means in the construction of their electric lines and other works of all descriptions and the working of their undertaking to prevent injurious affection whether by induction or otherwise to such telegraphic lines or the currents therein If any question arises as to whether the Company have constructed their electric lines or other works or work their undertaking in contravention of this sub-section such question shall be determined by arbitration and the Company shall be bound to make any alterations in or additions to their system which may be directed by the arbitrator:

(2) If any telegraphic line of the Postmaster-General is injuriously affected by the construction by the Company of their electric lines and works or by the working of the undertaking of the Company the Company shall pay the expense of all such alterations in the telegraphic lines of the Postmaster-General as may be necessary to remedy such injurious affection:

(3) (*a*) Before any electric line is laid down or any act or work for working the tramways by electricity is done within ten yards of any part of a telegraphic line of the Postmaster-General (other than repairs or the laying of lines crossing the line of the Postmaster-General at right angles at the point of shortest distance and so continuing for a distance of six feet on each side of such point) the Company or their agents not more than twenty-eight nor less than fourteen days before commencing the work shall give written notice to the Postmaster-General specifying the course of the line and the nature of the work including the gauge of any wire and the Company and their agents shall conform with such reasonable requirements (either general or special) as may from time to time be made by the Postmaster-General for the purpose of preventing any telegraphic line of the Postmaster-General from being injuriously affected by the said act or work:

(*b*) Any difference which arises between the Postmaster-General and the Company or their agents with respect to any requirements so made shall be determined by arbitration:

(4) In the event of any contravention of or wilful non-compliance with this section by the Company or their agents the Company shall be liable to a fine not exceeding ten pounds for every day during which such contravention or non-compliance continues or if the telegraphic communication is wilfully interrupted not exceeding fifty pounds for every day on which such interruption continues:

(5) Provided that nothing in this section shall subject the Company or their agents to a fine under this section if they satisfy the Court having cognizance of the case that the immediate doing of the act or execution of the work was required to avoid an accident or otherwise was a work of emergency and that they forthwith served on the postmaster or sub-postmaster of the postal telegraph office nearest to the place where the act or work was done a notice of the execution thereof stating the reasons for doing or executing the same without previous notice:

(6) For the purposes of this section a telegraphic line of the Postmaster-General shall be deemed to be injuriously affected by an act or work if telegraphic communication by means of such line is whether through induction or otherwise in any manner affected by such act or work or by any use made of such work:

(7) For the purposes of this section and subject as therein provided sections two eight nine ten eleven and twelve of the Telegraph Act 1878 shall be deemed to be incorporated with this Act as if the Company were undertakers within the meaning of those sections without prejudice nevertheless to any operation which the other sections of the said Act would have had if this section had not been enacted and in particular nothing in this section shall be deemed to exclude the provisions of section seven of the Telegraph Act 1878 in relation to the matters mentioned in that section:

(8) The expression "electric line" has the same meaning in this section as in the Electric Lighting Act 1882:

(9) Any question or difference arising under this section which is directed to be determined by arbitration shall be determined by an arbitrator appointed by the Board of Trade on the application of either party whose decision shall be final and sections thirty to thirty-two both inclusive of the Regulation of Railways Act 1868 shall apply in like manner as if the Company or their agents were a company within the meaning of that Act:

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(10) Nothing in this section contained shall be held to deprive the Postmaster-General of any existing right to proceed against the Company by indictment action or otherwise in relation to any of the matters aforesaid.

Provision as to general Tramway Acts.

20. Nothing in this Act contained shall exempt the Company or the tramways from the provisions of any general Act relating to tramways 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 and charges authorised to be taken by the Company.

Costs of Act.

21. All 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.

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