CHAPTER ccxxxv.

An Act to empower the Belfast Street Tramways Company to alter the gauge of their existing tramways and to construct additional tramways, and to raise further money; and for other purposes. [16th August 1878.] A.D. 1878.

WHEREAS by the Belfast Street Tramways Act, 1872, (in this Act called "the Act of 1872,") the Belfast Street Tramways Company (in this Act called "the Company") were incorporated for the purpose of completing and maintaining certain street tramways in the borough of Belfast, which, by an order of the Lord Lieutenant of Ireland in Council made on the 22nd day of December 1871, William Morris and Jorgen Daniel Larsen had been authorised to make and maintain, and which are particularly described in the Act of 1872: 35 & 36 Vict. c. cxciii.

And whereas by the Belfast Street Tramways Act, 1873, (in this Act called "the Act of 1873,") and by the Belfast Street Tramways Act, 1875, (in this Act called "the Act of 1875,") the Company were authorised to construct additional street tramways in the counties of Antrim and Down: 36 & 37 Vict. c. cxxxiii. 38 & 39 Vict. c. cxxxii.

And whereas the construction of the additional tramways by this Act authorised would be of public advantage, and it is expedient that the Company be authorised to construct the same and to raise further moneys for that purpose:

And whereas the tramways authorised by the Act of 1872 to be completed and maintained and by the Acts of 1873 and 1875 to be made and maintained by the Company were so authorised, and have been constructed on the gauge of five feet three inches; and it is expedient that the Company be empowered to alter and reduce the gauge upon which those tramways are constructed, and for that purpose to take up and remove the said tramways, and relay the same on the gauge of four feet eight and a half inches, being the gauge on which the tramways by this Act authorised are intended to be laid:

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And whereas plans and sections showing the lines and levels in and upon which the existing tramways of the Company will be relaid under this Act, and also the lines and levels of the tramways authorised by this Act, and books of reference to such plans respectively, were duly deposited with the respective clerks of the peace for the counties of Antrim and Down, and are herein-after respectively referred to as the deposited plans, sections, and books of reference:

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 Belfast Street Tramways Act, 1878.

Incorporation of general Acts.
8 & 9 Vict. c. 18.
23 & 24 Vict. c. 106.
8 & 9 Vict. c. 16.
26 & 27 Vict. c. 118.
32 & 33 Vict. c. 48.

2. The Lands Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, and the provisions of the Companies Clauses Consolidation Act, 1845, with respect to the distribution of the capital of the Company into shares, with respect to the transfer or transmission of shares, with respect to the payment of subscriptions and the means of enforcing the payment of calls, with respect to the forfeiture of shares for nonpayment of calls, with respect to the remedies of creditors of the Company against the shareholders, with respect to the borrowing of money by the Company on mortgage or bond, with respect to the conversion of the borrowed money into capital, with respect to the consolidation of the shares into stock, with respect to the making of dividends, and with respect to the provision to be made for affording access to the special Act by all parties interested, and Part I. (relating to the cancellation and surrender of shares) and Part II. (relating to additional capital) of the Companies Clauses Act, 1863, as amended by the Companies Clauses Act, 1869, are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction. The expression "the Corporation" shall mean the mayor, aldermen, and burgesses of the borough of Belfast; the expression "the

borough" shall mean the said borough of Belfast; the expression "the borough surveyor" shall mean the surveyor for the time being of the borough; the expression "the tramway" or "the tramways" shall mean and include the tramways hereby authorised to be taken up and relaid, and also the tramways hereby authorised to be made, or any part thereof respectively; and the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or 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 simple contract debt, and not a debt or demand created by statute; and the word "contingencies" in the Companies Clauses Consolidation Act, 1845, (section 122,) shall, with reference to the Company, be construed to include the contingency of the undertaking being sold to the local authority at a sum less than the aggregate amount of the capital and debts of the Company, and, subject to the provisions of this Act, this Act shall be read and construed as one Act with the Acts of 1872, 1873, and 1875, and be executed accordingly: Provided always, that where in section 97 of the Act of 1872 the expression "the Board of Trade" is used, that section shall be read and have effect as if the expression "the Commissioners" had been used instead of the expression "the Board of Trade."

8 & 9 Vict. c. 16.

Power to alter gauge of existing tramways.

4. The Company shall, after the Tramways Nos. 1, 3, 4, and 5 authorised by this Act shall have been laid down, take up and remove the rails and materials of their existing tramways authorised by the Acts of 1872, 1873, and 1875, and shall relay the said last-mentioned tramways, and maintain the same in the lines and according to the levels shown in that behalf upon the deposited plans and sections, and upon the gauge of four feet eight and a half inches. The said tramways as so altered and relaid are herein-after referred to as "the existing tramways"; provided that nothing in this Act contained shall limit or lessen the obligations of the Company to protect bridges over railways and canals as provided for by the Act of 1872.

Passing-place to be made in Castle Place.

5. In relaying the Tramway No. 4 authorised by the Act of 1872 the Company shall, in connexion therewith, lay down and shall, during the continuance of their powers under this Act, maintain a passing-place in Castle Place, at such place as shall be agreed between the borough surveyor and the Company's chief engineer for the time being, or as, in case of difference between them, shall be determined by an engineer to be appointed, on the application of the Corporation or of the Company, by the Board of Trade.

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In case of relaid tramways Company to pave, &c. same width of streets and roads as at present.

6. Notwithstanding anything in this Act contained section 49 of the Act of 1872 shall remain in full force, and shall continue to apply to and the Company shall accordingly maintain and keep in good condition and repair and pave and keep paved so much of any street or road whereon any tramway of the Company is now laid as by that section they would be bound to maintain and keep in good condition and repair and pave and keep paved if this Act had not passed, and the tramway of the Company now laid in such street or road were not altered or relaid under the powers of this Act.

Power to make tramways according to deposited plans.

7. Subject to the provisions of this Act, the Company may and (unless the Corporation otherwise agree under their common seal) shall form, lay down, work, use, and maintain the tramways herein-after described (herein-after referred to as "the new tramways") 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, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for the purposes of so much of Tramway No. 2. as lies between Dublin Old Road and Ormeau Road. The tramways herein-before referred to and authorised by this Act are:

1. A Tramway (No. 1), one mile six furlongs one chain and sixteen yards in length, consisting of a single line of rails throughout, except at four passing-places, at which it will consist of a double line of rails commencing in Victoria Street, Belfast, by a junction with the Company's existing tramway at a point about two chains north of Ann Street, passing thence southward into and along Ann Street over Queen's Bridge, into and along Bridge End, Mount Pottinger Road, Albert Bridge Road, and Newtownards Road, and terminating in the last-mentioned road opposite to the centre of Connswater Street:
2. A Tramway (No. 2), five furlongs one chain and nine yards in length, consisting of a single line of rails throughout, except at two passing-places, at which it will consist of a double line of rails, commencing in the roadway of the north side of Donegal Square by a junction with the Company's existing tramways at a point about two and a half chains east of Fountain Street, passing thence into and along the roadway of the west side of Donegal Square, and into and along Bedford Street and Dublin Old Road to a point in that road

about three chains northward from the centre of the bridge carrying that road over the River Blackstaff, thence eastward to a point about one and a half chains north-westward from the centre of the bridge carrying Cromac Street over the same river (between which two last-mentioned points it is proposed to construct a new road under powers applied for in the present session of Parliament by the Corporation), thence passing across the south end of Cromac Street into Ormeau Road, and terminating in that road by a junction with the Company's existing tramway at a point about one chain southward from the centre of the last-mentioned bridge over the River Blackstaff:

3. A Tramway (No. 3), one mile four chains and five yards in length, consisting of a single line of rails throughout, except at three passing-places, at which it will consist of a double line of rails, wholly in the townland of Malone Lower aforesaid, commencing in the Botanic Road by a junction with the Company's existing tramway at a point about half a chain south of Bradbury Place, and passing thence southward along Botanic Road into and along New Malone and Lisburn Roads, and terminating in the last-mentioned road opposite or nearly opposite Surrey Street:

4. A Tramway (No. 4), two furlongs seven chains and eleven yards in length, consisting of a single line of rails, except for a length of two chains at its commencement and termination respectively, where it will consist of a double line of rails, commencing in Carlisle Circus by a junction with the Company's existing tramway at or near the junction of Clifton Street, otherwise Antrim Road, with Carlisle Circus, passing thence in a north-westerly direction across the said circus into and along Crumlin Road, and terminating in that road opposite or nearly opposite Court Street:

5. A Tramway (No. 5), four furlongs four chains and eleven yards in length, consisting of a single line of rails throughout, except at one passing-place, and for a length of three chains at its termination, at both which places it will consist of a double line of rails, commencing by a junction with the Company's existing tramway at a point about five chains southward from Hopefield Avenue, and terminating opposite the Chichester Park Gate:

6. A Tramway (No. 6), one furlong one chain and seven yards in length, consisting of a single line of rails throughout, commencing in the Antrim Road at a point about one chain

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south of Kenbella Avenue, passing thence along Kenbella Avenue, and terminating therein at a point about thirteen yards north-west of the stone indicating the crossing of Kenbella Avenue by the boundary of the borough of Belfast.

For protection of Belfast Water Commissioners.

3 & 4 Vict. c. lxxix.
28 & 29 Vict. c. clxxxix.
37 & 38 Vict. c. cli.

8. Whereas certain mains, pipes, services, and other works belonging to and now in use by the Commissioners acting in execution of the Belfast Water Act, 1840, the Belfast Water Act, 1865, and the Belfast Water Act, 1874, (herein-after called "the Water Commissioners,") for the purpose of their water supply, are laid in, under, or across certain of the roads, streets, or lands along or across which the tramways are to be taken up and relaid and made and maintained: And whereas it is expedient that provision should be made for preventing any interruption of the supply of water by the Water Commissioners within their limits of supply, and with respect to laying additional mains, pipes, services, and other works under, over, or across the roads, streets, or lands along or across which the tramways are to be taken up and relaid and made and maintained: Therefore the following provisions shall have effect:

(*a.*) All works, matters, or things which the Company may be empowered or required to do or execute with reference to the mains, pipes, services, or other works of the Water Commissioners shall be done and executed by and at the expense of the Company, but to the reasonable satisfaction of the engineer for the time being of the Water Commissioners. Such works, matters, or things shall not be commenced till after fourteen days notice thereof in writing, accompanied by a plan of the proposed works, shall have been given by the Company to the Water Commissioners, and if the Water Commissioners, by notice in writing to the Company within seven days after the receipt by them of notice of the intended commencement by the Company of any such work, matter, or thing, require that the Water Commissioners shall by their own engineer or workmen do or execute such work, matter, or thing, the Water Commissioners may, on the expiration of the first-mentioned notice, do or execute the same, and the Company shall, on the completion thereof, pay to the Water Commissioners the reasonable expenses incurred by them in the execution thereof:

(*b.*) If any interruption whatsoever in the supply of water by the Water Commissioners shall be in any way occasioned by the Company, or by the acts of any of their contractors, agents,

workmen, or servants, or any person in the employ of them or any or either of them, the Company shall forfeit and pay on demand to the Water Commissioners for the use and benefit of the Water Commissioners the sum of twenty pounds for every day during which such interruption shall continue, such sum to be recovered by the Water Commissioners in any court of competent jurisdiction :

(*c.*) The expense of all repairs or renewals of any main, pipe, or service of the Commissioners, or any works in connexion therewith, which may at any time hereafter be rendered necessary by reason of the use of steam or other mechanical power on the tramways, or by the acts or defaults of the Company, their contractors, agents, workmen, or servants, or any person in the employ of them or any or either of them, shall be borne and paid by the Company, and may be recovered against them by the Water Commissioners in any court of competent jurisdiction :

(*d.*) If and when the Company under the powers of this Act acquire and appropriate any lands, houses, and buildings which are served with water by the mains, pipes, services, or works of the Water Commissioners laid down and maintained by them in any road, street, highway, or place, or stop up any such road, street, highway, or place so that the same mains, pipes, services, and works, or any of them, or any part thereof respectively, become useless for supplying water, the Company shall at their own expense take up such mains, pipes, services, and works, or such part thereof respectively as shall so become useless, and shall deliver the same to the Water Commissioners in as good a condition as such mains, pipes, services, and works were in immediately before they were taken up or interfered with :

(*e.*) The Water Commissioners shall not be liable for any loss or damage which may happen to the tramways, or works or appurtenances connected therewith, or to the passengers conveyed upon the tramways, by reason of any accident which may at any time happen to the now existing mains, pipes, services, or other works of the Water Commissioners at, under, or near the tramways, nor for any loss or damage to the Company arising from the stoppage or loss of traffic on the tramways during the repair of the said mains, pipes, services, or other works which may be necessary in consequence of such accident, unless such loss or damage shall

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have been occasioned by the default or neglect of the Water Commissioners, or of their agents, officers, workmen, or servants:

(*f.*) Nothing in this Act shall prevent the Water Commissioners from laying at their own expense from time to time, as they may think fit, such additional mains or pipes, with all scour pipes and air and other valves for supplying water as they are now authorised to lay, or from altering, diverting, repairing, or from time to time inspecting any of their now authorised mains, pipes, services, or other works at, under, over, across, or near the tramways; and the Water Commissioners shall not be liable for any damage to the tramways or works connected therewith, or for any stoppage of the tramways or loss of traffic thereon, that may be caused by the laying, repairing, or inspecting of any such mains, pipes, services, or other works at, under, over, across, or near the tramways; provided that the operations of the Water Commissioners shall be carried on so as to interfere as little as possible with the traffic on the tramways, and, so far as they affect the tramways, according to the directions and under the superintendence of the engineer for the time being of the Company:

(*g.*) The Water Commissioners shall not be liable for any damage or injury done to the tramways by reason of any of the works executed under this Act or consequent on the execution thereof, unless such damage or injury shall have been occasioned by the default or neglect of the Water Commissioners, or of their agents, officers, workmen, or servants:

(*h.*) If any difference shall arise between the Company or their engineer and the Water Commissioners or their engineer with respect to the amount of any costs, expenses, or charges under the provisions of this Act or any Act incorporated therewith to be paid by the Company to the Water Commissioners or with respect to any work, matter, or thing with reference to the mains, pipes, services, or other works of the Water Commissioners, under such provisions to be done or executed by the Company or the Water Commissioners, or the mode of doing or executing the same, such difference shall be settled by arbitration in accordance with the provisions of the Companies Clauses Consolidation Act, 1845, with respect to the settlement of disputes by arbitration:

8 & 9 Vict. c. 16.

(*i.*) Except as in this Act specially provided, nothing in this Act shall prejudice, diminish, alter, or take away any of the rights, privileges, powers, or authorities of the Water Commissioners.

For protection of the Belfast Central Railway Company. 40 & 41 Vict. c. ccxxvi.

9. Whereas the Belfast Central Railway Company now work for goods a tramway on the surface of the road, commencing by a junction with their railway at their terminus in Oxford Street, and terminating at a point northward of the Queen's Bridge: And whereas by the Belfast Central Railway (Extensions) Act, 1877, the railway company was authorised to make a railway commencing by a junction with that company's railway, passing through their goods shed at Oxford Street, and terminating on Donegal Quay: Now it is hereby declared that nothing in this Act contained shall empower the Company to interfere with the tramway worked by the railway company on the surface as aforesaid further than is necessary to enable the Company to lay their tramway across the tramway worked by the railway company; and further, that in carrying out the works by this Act authorised the Company shall not in any way construct the same so as to impede, prejudice, or affect the railway company in the construction of the railway and works authorised by the Belfast Central Railway (Extensions) Act, 1877. In carrying out the works by this Act authorised the Company shall not in any way alter or interfere with the bridges over the said Central Railway, or over the railway authorised by the Act of 1877, or with the said surface tramway, and in particular shall not injuriously affect the stability of such bridges and works; and in the event of any injury being occasioned to such bridges or any parts thereof by the works of the said tramway company, then the railway company may repair or restore the same or any part or parts thereof which may be injured to as good a state and condition as before such injury was occasioned, at the expense of the Company, and may recover such expenses, together with full costs and charges, in any court of competent jurisdiction.

40 & 41 Vict. c. ccxxvi.

Gauge of new tramways.

10. The new tramways shall be made and maintained on the gauge of four feet eight and a half inches.

Errors and omissions in plans may be corrected.

11. If any omission, mis-statement, or erroneous description shall have been made of any lands, or of the owners, lessees, or occupiers of any lands, shown on the deposited plans or specified in the deposited books of reference, it shall be lawful for the Company, after giving ten days notice to the owners, lessees, and occupiers of the lands affected by such proposed correction, to apply to two

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justices for the correction thereof, and if it shall appear to such justices that such omission, mis-statement, or erroneous description arose from mistake, they shall certify the same accordingly, and they shall in such certificate state the particulars of any such omission, and in what respect any such matter shall have been misstated or erroneously described, and such certificate shall be deposited with the clerk of the peace for the county in which the lands affected thereby shall be situate, and a duplicate thereof shall also be deposited with the clerk of the union within which any parish is included in which the lands affected thereby shall be situate, and such certificate and duplicate respectively shall be kept by such clerk of the peace and clerks of unions respectively with the other documents to which they relate, and thereupon the deposited plan or book of reference shall be deemed to be corrected according to such certificate, and it shall be lawful for the Company to take the lands and execute the works in accordance with such certificate.

In making tramways Company not to interfere with traffic.

12. The Company shall not, in altering or relaying any of their existing tramways, or in the construction of any of their new tramways, stop up or interfere with any street within the borough so as to prevent the passage of traffic along such street, or alter the level of the surface of any street or part thereof within the borough, except with the previous consent in writing of the Corporation.

Period for completion of works.

13. The alteration of the existing tramways and the making of the new tramways shall be completed respectively 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 altering and making the same respectively, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Power to apply existing funds.

14. The Company may from time to time apply towards any of the purposes of this Act any money which they have raised or may hereafter raise under the Act of 1872, and which may not be required for the purposes to which by that Act such moneys are made applicable.

Power to raise additional capital.

15. The Company may from time to time raise by the creation and issue of new ordinary shares or new ordinary stock, or (at the option of the Company) by either of those modes, any further sum or sums of money not exceeding in the whole thirty-six thousand pounds.

Power to borrow on mortgage.

16. The Company may from time to time borrow on mortgage, in addition to the sums which by the Acts of 1872 and 1873 they are authorised to borrow, any sum or sums not exceeding in the whole nine thousand pounds, but no part of that sum shall be borrowed until the whole of the additional capital by this Act authorised is issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act, 1845, (before he so certifies,) that the whole of such additional capital has been issued and accepted, and that one half thereof has been paid up, and that not less than one-fifth part of the amount of each separate share or the whole of the stock in such additional capital has been paid on account thereof, before or at the time of the issue or acceptance thereof, and that such additional capital was issued bonâ fide, and is held by the persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof.

8 & 9 Vict. c. 16.

Repealing former provisions as to receiver.

17. The provisions of all former Acts relating to the Company for the appointment of a receiver are hereby repealed, but without prejudice to any appointment heretofore made or proceedings now pending.

As to appointment of a receiver.

18. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than one thousand pounds in the whole.

Existing mortgages to have priority.

19. All mortgages granted by the Company before the passing of this Act in pursuance of the powers of the Act of 1872, and which shall be subsisting at the time of the passing of this Act, shall, during the continuance of such mortgages, have priority over any mortgages to be granted by virtue of this Act.

Moneys borrowed on mortgage to have priority.

20. All moneys borrowed or to be borrowed on mortgage under this Act or any other Act empowering the Company to borrow money on mortgage, from the time when the same shall be advanced

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and the interest for the time being due thereon, shall have priority against the Company, and all the property from time to time of the Company, over all other claims on account of any debts incurred or to be incurred or engagements entered into or to be entered into by them, but nothing in this section shall affect any claim in respect of land acquired by the Company for the purposes of this Act or injuriously affected by the construction of the tramway, or by the exercise of any of the powers conferred upon the Company.

Application of moneys.

21. All moneys raised under this Act, whether by shares, stock, or borrowing, shall be applied for the purposes only of this Act and of the Acts of 1872, 1873, and 1875, or some or one of them.

Certain sections of Act of 1872 to apply to additional works and capital.

22. The provisions of the sections of the Act of 1872 numbered 7 to 17 (both inclusive), 21, 22, 23, and 41 (except so much thereof as relates to the gauge of the tramways), and 42 to 75 (both inclusive), 77 to 84 (both inclusive), 87 to 100 (both inclusive), and 102, 106, 107, 108, and 109, and the provisions of the sections of the Act of 1873 numbered 3, 8, 10, 19, and 23, shall apply to the additional works by this Act authorised, and to the costs and expenses of and connected therewith, and with this Act, and the additional capital to be raised in respect thereof, and to the tolls, rates, and charges to be demanded and taken by the Company on or in respect of the new tramways: Provided always, that the provisions of sections 45, 48, and 79 to 82 (both inclusive), and 100, 106, and 107 of the Act of 1872 shall not apply to or in respect of such parts of the new Tramways Nos. 5 and 6 as will be situate outside the borough, and that in construing with respect to those parts of the new tramways the other sections above mentioned of the Act of 1872, those sections shall be read and have effect as if the grand jury of the county of Antrim were named therein instead of the Corporation, and the surveyor of the said county were named therein instead of the borough surveyor, and as if the townland in which the respective tramway or part of a tramway will be situate were named in the said sections instead of the borough: And provided further, that if the Corporation, at any time within six months after the expiration of 21 years from the passing of the Act of 1872, require the Company to sell to them the new tramways, or such parts thereof as by this Act the Company are bound upon such requisition to sell to the Corporation, the Corporation shall pay to the Company, in addition to the value thereof, as defined by section 82 of the Act of 1872, such further sum as shall be equal to six years purchase of the goodwill of the new tramways or the parts of the new tramways so required to be sold, such sum, in case

of difference between the Corporation and the Company, to be determined by an arbitrator to be appointed, upon the application of the Corporation or of the Company, by the Board of Trade, and the decision of the arbitrator shall be binding upon both parties, and shall be final and conclusive, and the costs of the arbitration shall be in his discretion; provided that nothing in this Act shall authorise the Corporation to place or run carriages upon any tramway, or to demand or take tolls or charges in respect of the use of such carriages.

Purchase of land by agreement.

23. The Company may from time to time purchase and acquire (by agreement) such land as they may require for their undertaking, not exceeding in the whole three acres, in addition to the lands which they were by the Acts of 1872, 1873, and 1875 authorised to acquire.

Interest not to be paid on calls paid up.

24. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him, but nothing in this Act shall 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.

8 & 9 Vict. c. 16.

Deposits for future Bills not to be paid out of capital.

25. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum 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 tramway or to execute any other work or undertaking.

Company not exempt from provisions of present and future general Railway Acts.

26. Notwithstanding anything contained in this Act the Company and any persons using any tramways to which the same applies shall be subject and liable to the provisions of any general Act which may hereafter be passed during this or any future session of Parliament relating to tramways, or by which any tax or duty may be granted or imposed for or in respect of tramways, or the passengers or traffic conveyed thereon, and to any future revision or alteration, under the authority of Parliament, of the maximum rates of tolls or charges authorised by any Act relating to the Company, and to any condition, regulation, or restriction which may be imposed upon the use of tramways or upon the use on tramways of animal power, steam power, or any mechanical power by any such general Act as aforesaid.

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Expenses of Act.

27. 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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