CHAP. xxix.

An Act for making a Railway from Raffeen Creek, in the county of Cork, to Curraghbinny, in the same county, to be called "The Cork Harbour and Curraghbinny Railway;" and for other purposes. [25th May 1871.] A.D. 1871.

WHEREAS the making of a railway from Raffeen Creek, in the county of Cork, to Seamount, in the townland of Curraghbinny, in the same county, would be of great public advantage:

And whereas the persons herein-after named, with others, are willing at their own expense to carry the said undertaking into execution:

And whereas plans and sections of the proposed railway showing the line and levels thereof, and books of reference to such plans, have been deposited with the clerk of the peace for the county of Cork, and those plans, sections, and book of reference are in this Act referred to as the deposited plans, sections, and book of reference:

And whereas the objects and 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 for all purposes as "The Cork Harbour and Curraghbinny Railway Act, 1871."

Provisions of general Acts herein named incorporated.

2. "The Companies Clauses Consolidation Act, 1845," Parts I. and III. of "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," Parts I. and III. of "The Railways Clauses Act, 1863," "The Railways Act (Ireland), 1851," "The Railways Act (Ireland), 1860," "The Lands Clauses Consolidation Act, 1845," so far as the same is consistent with "The

A.D. 1871.

Railways Act (Ireland), 1851," as amended by "The Railways Act (Ireland), 1860," "The Railways Act (Ireland), 1864," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," 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 shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" shall mean the Company incorporated by this Act; the expression "the Passage Company" shall mean the Cork, Blackrock, and Passage Railway Company; the expression "the railway" or "the undertaking" shall mean the railway or undertaking by this Act authorised, or any part thereof.

Company incorporated.

4. The persons following, (that is to say,) James Lane, Richard Chute Neligan, Edward Hartigan, and all other persons and corporations who have already subscribed or shall hereafter subscribe to the undertaking, and their executors, administrators, successors, and assigns respectively, shall be united into a company for the purpose of making and maintaining the railway, and for other the purposes of this Act, and for those purposes shall be incorporated by the name of "The Cork Harbour and Curraghbinny Railway Company," and by that name shall be a body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act.

Power to make railway according to deposited plans.

5. Subject to the provisions of this Act and of the Acts wholly or partially incorporated herewith, the Company may make and maintain, in the line and according to the levels shown on the deposited plans and sections, the railway herein-after described, with all proper stations, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for that purpose. The railway herein-before referred to and authorised by this Act is,—

A railway, two miles seven furlongs and four chains in length, situate wholly in the county of Cork, commencing at high-water mark on the south side of Raffeen Creek, and terminating on the south side of the road from Seamount to Shanbally at a point distant six hundred and sixty-six yards or thereabouts measured in a westerly direction from the north-west end of the steamboat landing pier at Seamount.

As to deposit of plans with clerks of unions.

6. Whereas by "The Railways Clauses Consolidation Act, 1845," it is provided that certificates of any omissions, misstatements, or erroneous descriptions in certain plans and books of reference therein referred to should be deposited with the postmaster of the post towns in or nearest to the several parishes in Ireland in which the lands affected thereby should be situate; and it is also provided that certain plans and sections of such alterations in the original plans and sections as shall have been approved of by Parliament should also be deposited with such postmasters, and be retained and produced by them for inspection in manner therein mentioned: And whereas, in compliance with the present standing orders of both Houses of Parliament, the several plans, sections, and other documents heretofore required to be deposited with the postmasters of the post towns in Ireland are now deposited with the clerks of the unions instead of such postmasters: Therefore, with reference to this Act, all the provisions of "The Railways Clauses Consolidation Act, 1845," relating to the matters aforesaid, shall be read and construed as if the expression "clerks of the unions within which such parishes are included in Ireland," or the words "clerk of the union," as the case may be, had been used and inserted in such Act in lieu of the expression "the postmaster of the post towns in or nearest to such parishes in Ireland," or in lieu of the word "postmaster," as the case may be.

Prohibiting construction of railway north of Raffeen Creek.

7. Provided that nothing contained in this Act, or in the deposited plans and sections, shall authorise the Company to construct any works between Monkstown and high-water mark on the south side of Raffeen Creek.

Capital.

8. The capital of the Company shall be sixteen thousand pounds, in sixteen hundred shares of ten pounds each.

Shares not to issue until one-fifth paid up.

9. The Company shall not issue any share created under the authority of this Act, nor shall any share vest in the person accepting the same, unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof.

Calls.

10. One fifth of the amount of a share shall be the greatest amount of a call, and two months at least shall be the interval between successive calls, and four fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Power to borrow on mortgage.

11. The Company may from time to time borrow on mortgage any sum not exceeding in the whole eight thousand pounds, and

A.D. 1871.

of that sum they may borrow from time to time not exceeding four thousand pounds in respect of each eight thousand pounds of the capital by this Act authorised to be raised by shares; but no part of either of the said sums of four thousand pounds shall be borrowed until shares or stock for the respective sum of eight thousand pounds in respect of which it is borrowed are issued and taken up, and one half of that sum 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 shares or stock for the whole of the respective sum of eight thousand pounds have been issued and accepted, and that one half of such sum has been paid up, and that not less than one fifth part of the amount of each separate share or portion of stock in such sum has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such shares or stock were issued and taken bonâ fide and are held by the persons to whom the same were issued or their assigns, and that such persons or their 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 certificate shall be sufficient evidence thereof.

Arrears may be enforced by appointment of a receiver.

12. 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, and in order to authorise the appointment of a receiver in respect of principal, or principal and interest, the amount owing to the mortgagees by whom the application for a receiver shall be made shall not be less than one thousand pounds in the whole.

Debenture stock.

13. The Company may create and issue debenture stock.

Application of moneys.

14. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only.

First ordinary meeting.

15. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of directors.

16. The number of directors shall be three.

Qualification of directors.

17. The qualification of a director shall be the possession in his own right of not less than fifty shares.

Quorum.

18. The quorum of a meeting of directors shall be two.

First directors.

Election of directors.

19. James Lane, Richard Chute Neligan, and Edward Hartigan shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act; at that meeting the shareholders present, personally or by proxy, may either continue in office the directors appointed by this Act, or any of them, or may elect a new body of directors, or directors to supply the place of those not continued in office, the directors appointed by this Act being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present, personally or by proxy, shall elect persons to supply the places of the directors then retiring from office agreeably to the provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several persons elected at any such meeting, being neither removed nor disqualified nor having resigned, shall continue to be directors until others are elected in their stead in manner provided by the same Act.

Lands for extraordinary purposes.

20. The quantity of land to be taken by the Company for the extraordinary purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed two acres.

Powers for compulsory purchases limited.

21. The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of two years from the passing of this Act.

Period for completion of works.

22. The railways shall be completed within four 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 railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Inclination of roads.

23. In altering for the purposes of this Act the roads next herein-after mentioned, the Company may make the same of any inclinations not steeper than the inclinations herein-after mentioned in connexion therewith respectively; (that is to say,)

No. on deposited Plan.	Townland.	Parish.	Description of Road.	Intended Inclination.
7	Barnahely	Barnahely	Public	1 in 15 on one side.

Deposit money not to be repaid

24. Whereas, pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth and tenth years of Her

A.D. 1871.

until line opened, or half the capital paid up and expended.

present Majesty, chapter twenty, a sum of twelve hundred and fifty pounds, being five per centum upon the amount of the estimate in respect of the railway as originally projected, has been deposited with the Court of Chancery in Ireland in respect of the application to Parliament for this Act; but inasmuch as a portion of the railway originally projected is abandoned, the estimate of the expense of the railway by this Act authorised is reduced to sixteen thousand pounds, five per centum upon which amounts to the sum of eight hundred pounds: Be it enacted, that, notwithstanding anything contained in the said recited Act, the said sum of eight hundred pounds shall not be paid or transferred to or on the application of the person or persons, or the majority of the persons, named in the warrant or order issued in pursuance of the said Act, or the survivors or survivor of them, unless the said Company shall, previously to the expiration of the period limited by this Act for completion of the railway hereby authorised to be made, either open the said railway for the public conveyance of passengers, or prove to the satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up one half of the amount of the capital by this Act authorised to be raised by means of shares, and have expended for the purposes of this Act a sum equal in amount to such one half of the said capital; and if the said period shall expire before the said Company shall either have opened the said railway for the public conveyance of passengers, or have given such proof as aforesaid to the satisfaction of the Lords of the said Committee, the said sum of eight hundred pounds shall be applied in the manner herein-after specified; and the certificate of the Lords of the said Committee that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the fact so certified, and it shall not be necessary to produce any certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding.

Court of Chancery may order payment of surplus deposit.

25. The Court of Chancery may at any time after the passing of this Act order that the sum of four hundred and fifty pounds, part of the sum of one thousand two hundred and fifty pounds deposited as aforesaid, be paid to or on the application of the person or persons, or the majority of the persons, named in the warrant or order before mentioned, or the survivors or survivor of them.

Application of deposit.

26. The said sum of money deposited as aforesaid shall be applicable, and after due notice in the "Dublin 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 said railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in Ireland may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, shall be paid to or on the application of the person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivor or survivors of them: Provided that until the said sum of money shall have been repaid to the depositors, or shall have become otherwise applicable as herein-before mentioned, any interest or dividends accruing thereon shall from time to time, and as often as the same shall become payable, be paid to or on the application of the person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them.

Tolls for goods.

27. The Company may demand and take in respect of the use of the railway any tolls not exceeding the following; (that is to say,)

In respect of the tonnage of goods conveyed on the railway:

Class 1. For all coals, cinders, dung, compost, and all sorts of manure, lime and limestone, and all undressed materials for the repair of public roads or highways, per ton per mile not exceeding one penny; and if conveyed by carriages belonging to the Company, an additional sum per ton per mile not exceeding one halfpenny:

Class 2. For all coke, culm, and charcoal, all stones for building, pitching, and paving, all bricks, tiles, slates, clay, sand, ironstone and iron ore, pig iron, bar iron, rod iron, hoop iron, and all other similar descriptions of wrought iron, and iron castings not manufactured into utensils, or other articles of merchandise, per ton per mile not exceeding three halfpence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one halfpenny:

Class 3. For all sugar, grain, corn, flour, hides, dyewoods, earthenware, timber, staves and deals, metals (except iron

A.D. 1871.

nails, anvils, vices, and chains), per ton per mile not exceeding twopence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding three farthings:

Class 4. For all cotton and other wools, drugs, manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton per mile not exceeding threepence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class 5. For every carriage of whatever description, and not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, carried or conveyed on a truck or platform, per mile not exceeding sixpence:

And a sum of twopence per mile for every additional quarter of a ton, or fractional part of a quarter of a ton, which any such carriage may weigh.

Tolls for passengers.

28. In respect of passengers and animals conveyed on the railway:

Class 6. For every person conveyed in or upon any such carriage, per mile not exceeding twopence; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one penny halfpenny:

Tolls for horses and cattle.

Class 7. For every horse, mule, ass, or other beast of draught or burden conveyed in or upon any such carriage, per mile not exceeding threepence; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one penny:

Class 8. For every ox, cow, bull, or head of neat cattle conveyed in or upon any such carriage, per mile not exceeding threepence; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one penny:

Class 9. For every calf or pig, sheep, lamb, or other small animal conveyed in or upon such carriage, per mile not exceeding one penny; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one farthing.

Tolls for propelling power.

29. The toll which the Company may demand for the use of engines for propelling carriages on the railway shall not exceed one penny per mile for each passenger or animal, or for each ton of goods, in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations as to tolls.

30. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act; (that is to say,)

For all passengers, animals, or goods conveyed on the railway for a less distance than two miles, the Company may demand tolls and charges as for two miles:

For a fraction of a mile beyond two miles, or beyond any greater number of miles, the Company may demand tolls and charges on animals and goods for such fraction in proportion to the number of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile; and in respect of passengers, every fraction of a mile beyond an integral number of miles shall be deemed a mile:

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton:

With respect to all articles except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Tolls for small parcels and single articles of great weight.

31. With respect to small packages not exceeding five hundred pounds in weight and single articles of great weight, notwithstanding the rates prescribed by this Act, the Company may demand and take any tolls not exceeding the following; (that is to say,)

For the carriage of small parcels on the railway, as follows:

For any parcel not exceeding seven pounds in weight, threepence:

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight, fivepence:

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight, sevenpence:

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence:

For any parcel exceeding fifty-six pounds and not exceeding one hundred and twelve pounds, one shilling and fourpence:

A.D. 1871.

For any parcel exceeding one hundred and twelve pounds and not exceeding two hundred and fifty pounds, one shilling and eightpence:

For any parcel exceeding two hundred and fifty pounds and not exceeding five hundred pounds, the Company may demand any sum which they think fit:

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the carriage of single articles of great weight:

For the carriage of any one boiler, cylinder, bob, or single piece of machinery, or single piece of timber or stone, or any other single article, the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, the Company may demand such sum as they from time to time may think fit, not exceeding sixpence per ton per mile:

For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, shall exceed eight tons, or which, on account of the length thereof, may require more than one carriage, the Company may demand such sum as they think fit.

Maximum rates for passengers.

32. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway, including the tolls for the use of the railway, and for carriages and locomotive power, and every other expense incidental to such conveyance, shall not exceed the following; (that is to say,)

For every passenger conveyed in a first-class carriage, the sum of threepence per mile:

For every passenger conveyed in a second-class carriage, the sum of twopence per mile:

For every passenger conveyed in a third-class carriage, the sum of one penny per mile.

Maximum rates for animals and goods.

33. The maximum rate of charge to be made by the Company for the conveyance of animals and goods on the railway, including the tolls for the use of the railway and for waggons or trucks, and locomotive power, and for every other expense incidental to the conveyance (except a reasonable charge for loading and unloading goods at any terminal station in respect of such goods, and for delivery and collection, and any other service incidental to the

business or duty of a carrier, where any such service is performed by the Company), shall not exceed the following sums; (that is to say,)

For every horse or other animal in Class 7, the sum of fourpence per mile:

For every animal in Class 8, the sum of fourpence per mile:

For every animal in Class 9, the sum of one penny per mile:

For all articles and things in Class 1, the sum of three halfpence per ton per mile:

For all coals and other things in Class 2, the sum of twopence per ton per mile:

For all goods and articles in Class 3, the sum of threepence three farthings per ton per mile:

For all goods and articles in Class 4, the sum of threepence halfpenny per ton per mile:

For every carriage in Class 5 not exceeding one ton, the sum of sixpence per mile, and one penny halfpenny for every quarter of a ton larger.

Passengers luggage.

34. Every passenger travelling upon the railway may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight for first-class passengers, one hundred pounds in weight for second-class passengers, and sixty pounds in weight for third-class passengers, without any charge being made for the carriage thereof.

Terminal station.

35. No station shall be considered a terminal station in regard to any goods conveyed on the railway unless such goods have been received thereat direct from the consignor, or are directed to be delivered thereat to the consignee.

Foregoing charges not to apply to special trains.

36. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway, in respect of which the Company may make such charges as they think fit, but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers and goods upon the railway.

Company may take increased charges by agreement.

37. Nothing in this Act contained shall prevent the Company from taking any increased charges over and above the charges by this Act limited for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the

A.D. 1871.

Company in relation thereto, or in respect to the conveyance of animals or goods other than small parcels by passenger trains.

Power to enter into traffic arrangements with Passage Company.

38. The Company on the one hand, and the Passage Company on the other hand, may from time to time enter into contracts or arrangements with respect to the interchange, accommodation, conveyance, and delivery of traffic coming from or destined for the undertakings of the contracting Companies, and the fixing and division between the said Companies of the receipts arising from such traffic.

Saving rights under Crown Lands Act, 1866.

39. Nothing contained in this Act, or to be done under the authority thereof, shall in any manner affect the title to any of the subjects, or any rights, powers, or authorities mentioned in or reserved by sections twenty-one and twenty-two of "The Crown Lands Act, 1866," or shall divest, alter, or affect any other estate, right, or interest belonging to the Queen's most Excellent Majesty, her heirs or successors.

Saving rights of the Crown in the foreshore.

40. Nothing contained in this Act, or in any of the Acts herein referred to, shall authorise the said Company to take, use, or in any manner interfere with any portion of the shore or bed of the sea, or of any river, channel, creek, bay, or estuary, or any right in respect thereof, belonging to the Queen's most Excellent Majesty in right of her Crown, without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board may give); neither shall anything in the said Act or Acts contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors.

Any land reclaimed by the works not to be taken without the consent of the Board of Trade.

41. If in the course or by means of the execution of any of the works by this Act authorised any part of the shores or bed of the said harbour, or of the sea beyond the mouth thereof, belonging to Her Majesty, shall be inned, gained, or reclaimed from the water, the said Company shall not have or exercise any right upon the same, or in respect thereof, and shall not enter upon, take, use, or interfere with the land so inned, gained, or reclaimed, for any purpose whatsoever, without the consent in writing of the Board of Trade on behalf of Her Majesty, but such inning, gaining, or reclamation shall enure absolutely for the benefit of the Queen's Majesty, her heirs and successors.

Saving of rights as to future accretions.

42. If any land to the seaward of the lands by this Act authorised to be embanked or reclaimed shall, at any time after the execution of any works under the authority of this Act, become raised in height or reclaimed, whether gradually or imperceptibly or otherwise, so as to be above instead of being, as all land to the seaward of the lands by this Act authorised to be reclaimed now is, below the line of ordinary high-water mark of Cork Harbour, the Company shall not by virtue of the ownership of any lands which they are by virtue of this Act empowered to reclaim have any estate, right, or interest in or to the lands so raised in height or reclaimed by reason that such raising or reclamation has been gradual or imperceptible, or has been either wholly or partially caused by the works by this Act authorised or otherwise; but the right and title to the soil and freehold of such land when so raised or reclaimed shall continue vested in the Queen's Majesty, or such other corporation or person or persons as is or are at the time of the passing of this Act entitled to the same, and as if the same had continued, as the same now is, subject to the flow and reflow of the ordinary tides.

Interest not to be paid on calls paid up.

43. The Company shall not, out of any money by this Act authorised to be raised by calls or by borrowing, pay interest or dividend to any shareholder on the amount of the 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."

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

44. 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 railway, or to execute any other work or undertaking.

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

45. Nothing herein contained shall be deemed or construed to exempt the railway by this Act authorised to be made 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, authorised by this Act.

A.D. 1871.

Expenses of Act.

46. 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.

LONDON: Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1871.