CHAPTER cxxx.

An Act for conferring further powers on the Furness Railway Company in relation to their undertaking and for other purposes. A.D. 1887.

[19th July 1887.]

WHEREAS by the Furness Railway Act 1869 (in this Act called the Act of 1869) (section 21) provisions are made with respect to certain lands and hereditaments therein mentioned or referred to situate in the township of Hawcoat in the parish of Dalton-in-Furness in the county of Lancaster and by such section (subsection 4) the Furness Railway Company (in this Act called the Company) are authorised and required within the period of ten years from the passing of the Act to exercise the powers of sale and disposition conferred on them by such section with respect to certain of the said lands and hereditaments;

And whereas by the Furness Railway Act 1879 (in this Act called the Act of 1879) (section 25) it is enacted that the said section 21 (subsection 4) of the Act of 1869 shall be read and have effect as if the period of twenty years had been named therein instead of the period of ten years and that during such extended period it shall be lawful for the Company to exercise all or any of the powers conferred by such section with reference to the lands therein mentioned or referred to and which from time to time have not been sold or disposed of by the Company;

And whereas by the Furness Railway Act 1872 (in this Act called the Act of 1872) (section 26) provisions are made with respect to certain lands and hereditaments therein mentioned or referred to situate in the township of Seascale in the parish of Gosforth in the county of Cumberland and by such section (subsection 2) the Company are authorised and required to sell such parts of the said lands as shall not be required by them for the purposes of their undertaking within ten years from the passing of that Act;

And whereas by the Act of 1879 (section 27) further provision is made with reference to the sale demise or lease by the Company

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of the said lands belonging to them situate in the township or division of Seascale in the parish of Gosforth in the county of Cumberland and it is provided that the Company shall sell or absolutely dispose of the reversions of all such leases within the period of ten years from the granting thereof respectively;

And whereas by the Furness Railway Act 1881 (in this Act called the Act of 1881) (section 32) it is enacted that the said section 26 of the Act of 1872 shall be read and have effect as if the period of fifteen years had been named therein instead of the period of ten years and that during such extended period it shall be lawful for the Company to exercise all or any of the powers conferred by such section with reference to the lands therein mentioned or referred to and which from time to time have not been sold or disposed of by the Company;

And whereas portions of the said lands and hereditaments namely one hundred and sixty-five acres or thereabouts in the said township of Hawcoat and six acres or thereabouts in the said township of Seascale have been sold or disposed of by the Company and the remaining portions thereof namely fifty acres or thereabouts in the said township of Hawcoat and fifty-one acres or thereabouts in the said township of Seascale have not yet been sold or disposed of by the Company and it is expedient that the said period limited by the Act of 1869 and extended by the Act of 1879 and the said period limited by the Act of 1872 and extended by the Act of 1881 be further extended;

And whereas it is expedient that further powers should be conferred upon the Company with reference to the sale or disposal of other lands acquired by them which are not or eventually may not be required for the purposes of their undertaking;

And whereas by the Furness Railway Act 1855 (in this Act called the Act of 1855) (section 20) provision is made with reference to the quorum for general meetings of the Company and doubts have arisen as to the true meaning of such section and it is expedient to remove such doubts by prescribing as in this Act the quorum for general meetings of the Company;

And whereas by the Act of 1881 (section 34) the agreement set forth in the schedule to that Act made the 25th day of June 1881 between the local board for the district of the town and hamlet of Ulverston in the county of Lancaster (in this Act called the local board) and the Company is confirmed and made binding on the local board and the Company;

And whereas since the passing of the Act of 1881 it has been found impracticable to give full effect to the said agreement so far as relates to the supply of water in the manner mentioned in article 3

thereof and it is expedient that such article and also article 4 of the agreement should be modified in the manner and to the extent in this Act mentioned;

And whereas the Company and the London and North-western Railway Company (in this Act called the two companies) are joint owners of the Whitehaven Cleator and Egremont Railway and it is expedient that the two companies or either of them with the consent of the other should be empowered to make by way of a temporary diversion of the roads or streets called or known as Leconfield Street and High Street (which are or one of which is crossed by that railway) the new and temporary road at Cleator Moor in the parish of Cleator in the county of Cumberland in this Act described;

And whereas plans and sections showing the lines and levels of the works authorised by this Act and also books of reference to the plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act were duly deposited with the clerk of the peace for the county of Cumberland and are herein-after respectively referred to as the deposited plans sections and books of reference;

And whereas the objects 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 Furness Railway Act 1887.

Incorporation of Acts.

2. The following Acts are (except where expressly varied by this Act) incorporated with and form part of this Act (that is to say):

The Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883:

The Railways Clauses Consolidation Act 1845.

Interpretation.

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 "superior courts" or "court of competent jurisdiction" or any other like expression in this Act or any Act wholly or partially incorporated herewith shall for the purposes of this Act 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.

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Extending time limited by former Acts for disposal of lands at Hawcoat.

4. Notwithstanding anything contained in section 25 of the Act of 1879 section 21 (subsection 4) of the Act of 1869 shall be read and have effect as if the words "on or before the ninth day of August one thousand eight hundred and ninety-two" had been contained therein instead of the words "within the period of ten years from the passing of this Act."

Extending time limited by former Acts for disposal of lands at Seascale.

5. Notwithstanding anything contained in section 32 of the Act of 1881 section 26 (subsection 2) of the Act of 1872 shall be read and have effect as if the words "on or before the ninth day of August one thousand eight hundred and ninety-two" had been contained therein instead of the words "within ten years from the passing of this Act."

Extending time for sale of certain superfluous lands.

6. The Company may notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Company with which that Act is incorporated retain and hold any lands belonging to them in the townships or divisions of Whitehaven and Preston Quarter in the parish of St. Bees in the county of Cumberland and in the parish and borough of Barrow-in-Furness and in the township of Dalton Proper in the parish of Dalton-in-Furness in the county of Lancaster and which have not yet been applied to the purposes of the Company for the periods following that is to say As regards such of the lands as are situate adjoining or near to any railway or station of the Company or as the Company may be of opinion that they may require for purposes of stations sidings or other conveniences for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of two years from the passing of this Act.

Quorum for general meetings of Company.

7. Section 20 (quorum for a general meeting) of the Act of 1855 is by this Act repealed and the quorum in order to constitute general meetings of the Company whether ordinary or extraordinary shall be twenty shareholders present personally or by proxy holding in the aggregate not less than one twentieth of the ordinary consolidated stock in the capital of the Company and being qualified to vote at all meetings of the Company in right of such capital.

Modification of agreement between Ulverston Local Board and Company confirmed by Act of 1881.

8. So much of article 3 of the agreement made the 25th day of June 1881 between the local board of the one part and the Company of the other part as relates to the supply of water by the Company to the works of the North Lonsdale Iron and Steel Company Limited at a rate of not less than one penny and not exceeding threepence for every one thousand gallons and so much of article 4 of the said agreement as requires the Company to furnish to the local board a statement showing the quantity of water supplied to the said North Lonsdale Iron and Steel Company Limited are hereby declared to

be null and void and the Company may supply water from their Ulverston Canal not required for the purposes thereof to the works of the North Lonsdale Iron and Steel Company Limited situate near the canal in bulk and for such annual or other periodical sum as shall from time to time be agreed upon between the Company and the said North Lonsdale Iron and Steel Company Limited and except as herein-after provided one half of such sum shall belong to and be retained by the Company for their own use and the remaining half thereof shall belong to and be paid by the Company to the local board Provided that if during such times as the Company shall supply water from the canal to the said North Lonsdale Iron and Steel Company Limited the sum paid by the North Lonsdale Iron and Steel Company Limited for such water shall not in any year amount to three hundred pounds then and in every such case the Company shall so long as they supply water from the canal to the said North Lonsdale Iron and Steel Company Limited pay to the local board in respect of such year the sum of one hundred and fifty pounds and the Company shall retain for their own use all the moneys paid in respect of such year by the North Lonsdale Iron and Steel Company Limited for the water supplied to that company during such year:

Provided also that except as is by this Act otherwise expressly provided nothing in this Act contained shall alter or affect the said agreement but the same shall continue binding on the local board and the Company and provided further that nothing in this Act contained shall take away lessen alter prejudice or affect any right title interest claim or demand whatsoever which the local board or the Company had before the passing of this Act under or by virtue of or with reference to the said agreement.

Power to Company and London and North-western Railway Company to make new road.

9. Subject to the provisions of this Act the two companies or either of them with the consent of the other may make the new and temporary road herein-after described with all proper works and conveniences connected therewith and they may exercise the other powers herein-after mentioned 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 are delineated on the amended plan herein-after mentioned and which may be required for the purpose (that is to say):

They may in the parish of Cleator in the county of Cumberland make a new and temporary road by way of a temporary diversion of the roads or streets called or known as Leconfield Street and High Street respectively commencing from and out of the said Leconfield Street and terminating in the said High Street And when and so soon as the new and temporary road is completed

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and opened to the public the two companies or either of them may stop up and discontinue as a public highway so much of the said Leconfield Street and High Street respectively as is situate and lies between the commencement and termination of the new and temporary road until such portions of the said streets are restored and re-opened to the public under the provisions herein-after contained in the section of this Act the marginal note whereof is for the protection of the Cleator Moor Local Board.

Period for compulsory purchase of lands.

10. The powers of the two companies for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of six months from the passing of this Act.

Power to grant easements.

11. Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release lands may if they think fit subject to the provisions of that Act and of the Lands Clauses Consolidation Acts Amendment Act 1860 and of this Act grant to the two companies or either of them any easement right or privilege (not being an easement of water) in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

As to taking houses of labouring class.

12.—(1.) The two companies or either of them shall not under the powers of this Act purchase or acquire in any city borough or other urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until:

(A) They shall have obtained the approval of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December last or for such number of persons as the Local Government Board shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case; and

(B) They shall have given security to the satisfaction of the Local Government Board for the carrying out of the scheme.

(2) The approval of the Local Government Board to any scheme under this section may be given either absolutely or conditionally

and after the Local Government Board have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced;

Provided that the Local Government Board may dispense with the last-mentioned requirement subject to such conditions if any as they may see fit.

(4) Any conditions subject to which the Local Government Board may have approved of any scheme under this section or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of Mandamus to be obtained by the Local Government Board out of the High Court of Justice.

(5) If the two companies or either of them acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the Local Government Board by action in the High Court of Justice and shall be carried to and form part of the Consolidated Fund of the United Kingdom;

Provided that the court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the two companies or either of them may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the two companies or either of them for the purposes of any scheme under this section in the same manner in all respects as if the company exercising the power were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The two companies or either of them may on any lands belonging to them or purchased or acquired under this section or any provisional order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or

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let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking;

Provided that all lands on which any buildings have been erected or provided by the two companies or either of them in pursuance of any scheme under this section shall for a period of twenty-five years from the passing of this Act be appropriated for the purpose of dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment;

Provided also that the Local Government Board may at any time dispense with all or any of the requirements of this subsection subject to such conditions if any as they may see fit.

(8) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the two companies or either of them for the purpose of any scheme under this section.

(9) The Local Government Board may direct any inquiries to be held by their inspectors which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and the inspectors of the Local Government Board shall for the purposes of any such inquiry have all such powers as they have for the purposes of inquiries directed by that Board under the Public Health Act 1875.

(10) The two companies or either of them exercising the said powers shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any provisional order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(11) For the purposes of this section the expression "labouring class" includes mechanics artisans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any such persons who may be residing with them.

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For the protection of the Cleator Moor Local Board.

13. For the protection of the local board for the district of Cleator Moor in the county of Cumberland (herein-after called "the local board") the following provisions shall have effect (that is to say):

1. Notwithstanding anything shown on the deposited plans and sections the two companies or either of them shall not construct the new and temporary road by this Act authorised (herein-after called "the temporary road") in the manner shown on those plans and sections but in the manner shown on a plan and section (herein-after referred to as "the amended plan and section") five copies of which have been signed by the Right Honourable Sir Henry John Selwin Ibbetson Baronet the Chairman of the Committee of the House of Commons to whom the Bill for this Act was during its progress through Parliament referred one copy of which amended plan and section has been deposited in the Private Bill Office of the House of Commons another copy whereof shall within one week after the passing of this Act be deposited by the two companies or one of them with the clerk of the peace for the county of Cumberland another copy whereof is in the custody of the local board another copy whereof is in the custody of the trustees of the town and harbour of Whitehaven and the remaining copy whereof is in the custody of the two companies or one of them.

2. No deviation in the line and levels shown on the amended plan and section shall be made without the consent of the local board.

3. The temporary road shall be completed within six months from the passing of this Act and on the expiration of that period the powers by this Act granted to the two companies or either of them for executing the same or otherwise in relation thereto shall cease to be exercised except as to so much thereof as shall then be completed.

4. The temporary road shall be constructed and maintained in good order and condition throughout of a width of at least 26 feet inclusive of a pathway on one side thereof 6 feet in width and the same may be used for all purposes of public traffic until the portion of Leconfield Street and High Street respectively including the bridge over the railway of the two companies and the approaches to such bridge (all of which are herein-after referred to as "the existing road") situate and lying between the commencement and termination of the temporary road shall have been restored and re-opened for public traffic as herein-after provided.

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5. The two companies or either of them shall within two years from the passing of this Act or within such extended period as the local board may by resolution determine restore and re-open for public traffic the existing road and upon the re-opening of the existing road for public traffic all the rights powers and liabilities to which the existing road was subject at the time it was stopped up shall thereupon revive and continue.

6. Until the completion and opening of the temporary road the two companies shall permit to be used for all purposes of public traffic an existing deviation road which has been constructed on and through the property of the two companies and which deviation road is shown on the amended plan and thereon marked "existing deviation of road."

7. The two companies or either of them and the local board may enter into and carry into effect agreements for or with respect to any variations in the works to be done under this section or in the mode of executing the same.

8. The two companies or either of them shall or in case of default the local board may from time to time until the said existing deviation of road and the temporary road are stopped up and discontinued under the provisions hereinafter contained lay down or place in such roads or either of them and from time to time renew repair and alter any sewers and any mains pipes or other works necessary for the purposes of their water supply and when the existing road shall have been restored and re-opened for public traffic the local board shall (unless otherwise agreed between them and the two companies or either of them) take up and remove all such sewers mains pipes and other works which may have been laid down or placed by them in the said existing deviation road and temporary road respectively.

9. The provisions of sections 18 to 23 (both inclusive) of the Railways Clauses Consolidation Act 1845 shall extend and apply to the sewers water mains pipes and apparatus of the local board and to the local board in respect thereof as though the local board were a water company or society and for the purposes of this section the expression "the railway" in those provisions shall mean the works by this Act authorised.

10. If by reason of the exercise by the two companies or either of them of any of the powers granted to them by or under this Act any increased lengths of water mains pipes sewers or drains respectively shall be rendered necessary the same

shall be respectively provided laid erected and constructed by and at the cost of the two companies or either of them.

11. All works to be done by the two companies or either of them under this section shall be completed to the reasonable satisfaction of Augustus Horace Strongitharm of Barrow civil engineer or him failing of such other person as may be agreed on in writing between the local board and the two companies or either of them or if they shall be unable to agree upon such person then to the reasonable satisfaction of an engineer to be appointed by the Board of Trade on the application of either party and the said Augustus Horace Strongitharm or other the person appointed to act under this section shall if and when so satisfied certify in writing the completion of the said works.

12. All works to be done by the local board under this section on over under or affecting the railway lands and works of the two companies or either of them shall be done under the superintendence and to the reasonable satisfaction of the engineer of the two companies or either of them and so as not to interfere with the proper conduct of the traffic on the railways of the two companies or either of them.

13. If any dispute shall arise between the local board and the two companies or either of them under the provisions of this section such dispute shall on the request of either party be referred to arbitration under and according to the provisions of the Common Law Procedure Act 1854.

When existing road restored existing deviation road and temporary road to be stopped up and discontinued.

14. When and so soon as the temporary road shall have been completed and opened for public traffic the two companies or either of them may stop up and discontinue the existing deviation road and when the existing road shall have been restored and re-opened for public traffic the two companies or either of them may stop up and discontinue the temporary road and all rights of way and other rights (if any) over and along the said existing deviation road and the temporary road respectively shall from the respective times of the stopping up and discontinuance thereof be and the same are by this Act extinguished.

For the protection of the Cleator Moor Gas Company Limited

15. For the protection of the Cleator Moor Gas Company Limited (herein-after called "the gas company") the following provisions shall have effect (that is to say):

1. The two companies or either of them shall and in case of default the gas company may from time to time until the said existing deviation of road and the temporary road are stopped up and discontinued under the provisions herein-before contained lay down or place in such roads and repair

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and alter any mains pipes or other works necessary for the purposes of their gas supply and when the existing road shall have been restored and re-opened for public traffic the gas company shall unless otherwise agreed between them and the two companies or either of them take up and remove all such mains pipes and other works which may have been laid down or placed by them in the said existing deviation road and temporary road respectively.

2. The provisions of sections 18 to 23 (both inclusive) of the Railways Clauses Consolidation Act 1845 shall extend and apply to gas mains pipes and apparatus of the gas company and to the gas company in respect thereof and for the purposes of this section the expression "the railway" in those provisions shall mean the works by this Act authorised.

3. All works to be done by the gas company under this section on over under or affecting the railway lands and works of the two companies or either of them shall be done under the superintendence and to the reasonable satisfaction of the engineer of the two companies or either of them and so as not to interfere with the proper conduct of the traffic on the railways of the two companies or either of them.

For the protection of the trustees of the town and harbour of Whitehaven.

16. For the protection of the trustees of the town and harbour of Whitehaven (herein-after called "the trustees") the following provisions shall have effect:

1. Two temporarily substituted lines of pipes 15 inches in diameter respectively (to be supplied by the trustees) shall unless laid down by arrangement between the trustees and the two companies or either of them previously to the passing of this Act be within one month after the passing of this Act laid down by and at the expense of the two companies or either of them and such pipes or any pipes so previously laid as the case may be shall be for the time being sustained and maintained by and at the expense of the two companies or either of them and the flow of water be passed and continued through the same until a new line of pipes of 12 inches diameter (unless otherwise agreed) with all proper cocks valves and appliances shall have been laid down by and at the expense of the two companies or either of them in the existing road when and so soon as the same shall have been restored under the powers and provisions of this Act and when such last-mentioned line of pipes shall have been laid down the two companies or either of them shall take up such temporarily substituted lines of pipes and deliver them to the

trustees in good order (fair wear and tear excepted) into railway trucks at Cleator Moor Goods Station.

2. The works to be done shall be executed according to plans to be approved by and under the supervision and to the reasonable satisfaction of the engineer for the time being in charge of the waterworks of the trustees.

3. The said temporarily substituted lines of pipes shall be laid down and maintained in the course of the temporary road as the same is delineated on the amended plan and section.

4. In case of any disputes or disagreements such disputes or disagreements shall from time to time at the request of either party be referred to a hydraulic engineer to be nominated by the President for the time being of the Institution of Civil Engineers in London and the determination of such engineer shall in all cases be final and binding on both parties and shall be acted upon accordingly.

5. In the event of the two companies or either of them failing to carry out any of their obligations under this section the trustees may if they think fit themselves execute and perform all works and things necessary for carrying out such obligations or any of them and the costs and expenses from time to time incurred by the trustees in and about and in relation to the matters aforesaid shall be borne and defrayed by the two companies or either of them and may be recovered by the trustees by action of debt in any court of competent jurisdiction.

6. In the event of failure by the two companies or either of them to carry out their obligations under this section and of any consequent injury to any pipes or works of the trustees interrupting the supply of water to the town of Whitehaven the two companies or one of them shall pay to the trustees by way of liquidated and ascertained damages the sum of twenty pounds for every day during which such injury shall remain unrepaired or supply interrupted as the case may be and the trustees may from time to time recover from the two companies or either of them the amount payable in respect of such liquidated damages in any court of competent jurisdiction.

For the protection of Carron Company.

17. Notwithstanding anything in this Act contained it shall not be lawful for the two companies or either of them except by agreement to enter upon take or use any land belonging to Carron Company.

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Power to two companies to apply funds to purposes of Act.

18. The two companies respectively may apply to the purposes of this Act which they are respectively empowered to carry into execution and to which capital is properly applicable any of the moneys which they now have in their hands or which they have power to raise by shares stock debenture stock or mortgage by virtue of any Acts relating to such companies respectively and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Railways of two companies not exempt from provisions of present and future general Acts.

19. Nothing in this Act contained shall exempt the Company or the London and North-western Railway Company or the railways of either company from the provisions of any general Act relating to railways or the better or more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament nor from any future revision and alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this or any other Act relating to the two companies respectively.

Expenses of Act.

20. All the costs charges and expenses of and incident to the applying for obtaining and passing of this Act or preparatory or incidental thereto shall be paid by the Company.

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