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per Centum for the First Year, computed from the First Day of *August* One thousand eight hundred and sixty-seven, Two Pounds *per Centum* for the Second Year, Two Pounds Ten Shillings *per Centum* for the Third Year, and Three Pounds *per Centum* for every Year afterwards, with a Right to participate after the Fourth Year with the Holders of Ordinary Shares or Stock in the Company in any Dividend which may in any Year be paid in respect of such Ordinary Shares or Stock over and above Three Pounds *per Centum per Annum*: And whereas by "The *Denburn Valley* Railway Act, 1864," the *Scottish North-eastern* Railway Company (now amalgamated with the *Caledonian* Railway Company) are authorized to make a Railway at *Aberdeen* to connect the *Scottish North-eastern* and *Great North of Scotland* Railways, and to such Railway the Company are bound to contribute One hundred and twenty-five thousand Pounds, and when the said *Denburn Valley* Railway is completed (which it will be in the present Year) the greater Part of the Railway and One Half of the Joint Passenger Station will be the Property of the Company, they receiving also Three Fourths of the Earnings of the Line: And whereas the Company have by "The *Great North of Scotland* Railway (*Aberdeen* Junction) Act, 1863," and by "The *Denburn Valley* Railway Act, 1864," Power to raise One hundred and twenty-five thousand Pounds by Shares, and Forty-one thousand six hundred Pounds by borrowing, for the Purposes of the said *Denburn Valley* Railway, but they have been unable to raise any Part of the said One hundred and twenty-five thousand Pounds, and it is expedient that they should nevertheless be empowered to borrow the said Sum of Forty-one thousand six hundred Pounds for the Purposes of the said Railway: And whereas the total Share Capital of the Company already authorized amounts to Two millions four hundred and sixty-four thousand four hundred and forty-three Pounds, of which Two millions one hundred and sixty-six thousand one hundred and five Pounds have been already paid, Nine hundred and fifty-six thousand three hundred and twenty-three Pounds of the said Two millions four hundred and sixty-four thousand four hundred and forty-three Pounds (including the One hundred and thirty-three thousand one hundred and ninety Pounds *Great North of Scotland* Railway (*Formartine and Buchan*) Ordinary Stock) being Ordinary Stock, and One million five hundred and eight thousand one hundred and twenty Pounds being Preference Stock: And whereas the Company are by "The *Great North of Scotland* Railway Consolidation Act, 1859," and the Act of 1862, empowered to borrow the Sums of Three hundred and fifty thousand Pounds and One hundred and three thousand nine hundred and ninety-nine Pounds respectively, and are by virtue of the Provisions of "The *Great North of Scotland* Railway (Amalgamation) Act, 1866," further empowered to borrow the

27 & 28 Vict. c. cxi.

26 & 27 Vict. c. clxiv.

the following Sums; namely, by "The *Alford Valley* Railway Act, 1856," Twenty-eight thousand Pounds, by "The *Keith and Dufftown* Railway Act, 1857," Thirteen thousand three hundred and twenty Pounds, by "The *Strathspey* Railway Act, 1861," Ninety thousand Pounds, by "The *Strathspey* Railway (Extension) Act, 1865," Eight thousand Pounds, by "The *Banff, Macduff, and Turriff Junction* Railway Act, 1855," Forty thousand Pounds, by "The *Banff, Macduff, and Turriff Extension* Railway Act, 1857," Twenty-seven thousand Pounds, by "The *Formartine and Buchan* Railway Act, 1858," One hundred thousand Pounds, and by "The *Formartine and Buchan* Act, 1863," Thirty-three thousand Pounds, amounting in the whole to the Sum of Seven hundred and ninety-three thousand three hundred and nineteen Pounds, and of this Seven hundred and fifty-nine thousand nine hundred and eighty-six Pounds have been borrowed: And whereas the various Undertakings of the Company have been completed, and the Company have a net annual Income of more than Seventy thousand Pounds: And whereas it is expedient that the Share and Loan Capital of the Company be defined by this Act: And whereas it is expedient that there be an uniform Scale of Tolls in force upon the *Great North of Scotland* Railway, and the several Undertakings by the Act of 1866 amalgamated or to be amalgamated with the said Railway: And whereas the Act of 1866 in a certain Event confers upon the Proprietors of the *Great North of Scotland* Railway (*Aberdeen and Turriff*) Preference Stock, and upon the respective Proprietors of the *Great North of Scotland* Railway (*Formartine and Buchan*) Preference and Ordinary Stocks, a Right to the Appointment of a Judicial Factor, and it is expedient that there should be an express Enactment that such Rights are not to prejudice or affect the Mortgagees or Proprietors of Debenture Stock for the Time being of the Company: And whereas by "The *Banff, Portsoy, and Strathisla* Railway Act, 1857," the *Banffshire* Railway Company (then called "the *Banff, Portsoy, and Strathisla* Railway Company") were incorporated for making a Railway from the *Grange* Station of the *Great North of Scotland* Railway to the Harbour at *Banff*, with a Branch to the Harbour of *Portsoy*: And whereas that Railway and Branch have been long since made and are worked by the Company: And whereas that Act authorizes the raising of Ninety thousand Pounds by Shares and Thirty thousand Pounds by borrowing: And whereas by "The *Banffshire* Railway Act, 1863," the *Banffshire* Railway Company were authorized to extend their Railway to *Buckie*, and to raise therefor One hundred thousand Pounds by Shares and Thirty-three thousand Pounds by borrowing, and by that Act the Company were empowered to subscribe any Sum not exceeding Eighty thousand Pounds to the Undertaking of the *Banffshire* Railway Company: And whereas

20 & 21 Vict. c. liii.

26 & 27 Vict. c. clxx.

whereas nothing has been done under the said last-mentioned Act, the Extension to *Buckie* having been undertaken in the Expectation that the Company would subscribe thereto to the Extent of at least Twenty-five thousand Pounds, but, owing to the financial Position of the Company, they have been and are totally unable so to subscribe, and without such Aid the *Banffshire* Railway Company are unable to raise the necessary Capital for making the said Extension: And whereas the *Banffshire* Railway Company have not raised any of the Capital or borrowed any Money under the said *Banffshire* Railway Act, 1863: And whereas the whole of the Ninety thousand Pounds of Share Capital authorized by the said Act of 1857 was subscribed for, but only Four thousand two hundred and ten Shares, representing Forty-two thousand one hundred Pounds of Capital, have been fully paid up, and on One hundred and eighty-nine Shares, representing One thousand eight hundred and ninety Pounds of Capital, only Five hundred and sixty Pounds have been paid, the remaining Shares, namely, Four thousand six hundred and one, upon which only Six thousand two hundred and seventy-six Pounds Ten Shillings have been paid, being in arrear and liable to be forfeited: And whereas the *Banffshire* Railway Company now owe on Mortgage Twenty-eight thousand four hundred Pounds, but they have also in the Construction of their Railway incurred Debts and Liabilities to the Extent of Forty-five thousand Pounds or thereabouts: And whereas it is expedient that the Extension to *Buckie* should be abandoned, and that the Undertaking of the *Banffshire* Railway Company should be amalgamated with the *Great North of Scotland* Railway: And whereas it is expedient that the existing Acts of the Company should be in certain respects amended: And whereas the Objects aforesaid cannot be accomplished 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; (that is to say,)

Short Title.

1. This Act may be cited for all Purposes as "The *Great North of Scotland* Railway (Further Powers) Act, 1867."

8 & 9 Vict. c. 17. and 26 & 27 Vict. cc. 92. & 118. incorporated.

2. Parts II. and V. of "The Railways Clauses Act, 1863," and the Clauses and Provisions of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," with respect to the following Matters, (that is to say,)

The Distribution of the Capital of the Company into Shares;

The Transfer or Transmission of Shares;

The

The Payment of Subscriptions, and Means of enforcing the Payment of Calls;
The Forfeiture of Shares for Nonpayment of Calls;
The Remedies of the Creditors of the Company against Shareholders;
The borrowing of Money by the Company on Mortgage or Bond;
The Conversion of the borrowed Money into Capital;
The Consolidation of Shares into Stock; and
The Provision to be made for affording Access to the Special Act by all Parties interested;
and also Parts I. and II. of "The Companies Clauses Act, 1863," relating respectively to Cancellation and Surrender of Shares, and to additional Capital, are (except when expressly varied by this Act) incorporated with and form Part of this Act.

Same Meanings to Words, &c. in incorporated Acts as in this Act.

3. In this Act the several Words and Expressions to which by the Acts wholly or partially incorporated with this Act Meanings are assigned shall have in this Act the same respective Meanings, unless there be in the Subject or Context something repugnant to such Construction; and the Expression "Superior Courts," or "Court of competent Jurisdiction," or other like Expression in this Act or any Act incorporated herewith, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

Interpretation of Terms.

Power to borrow for Purposes of Denburn Valley Railway, and Declaration of Amount.

4. The Company may borrow on Mortgage the before-mentioned Sum of Forty-one thousand six hundred Pounds, to be applied exclusively for the Purposes of the Undertaking authorized by "The *Denburn Valley* Railway Act, 1864:" Provided always, that the whole of the Sums borrowed at any One Time by the Company, including the said Sum of Forty-one thousand six hundred Pounds, and the Thirty thousand Pounds authorized to be borrowed in respect of the *Banffshire* Railway, shall not exceed in the whole the Sum of Eight hundred and sixty-four thousand nine hundred and nineteen Pounds, which is hereby declared to be the Amount which the Company have the Power to borrow on Mortgage of their Undertaking, but exclusive of any Sums which they may be authorized to borrow by virtue of the Acts relating to the *Morayshire* Railway Company, should that Company be amalgamated with the Company.

Existing Mortgages to have Priority.

5. Provided always, That all Mortgages granted by the Company before the passing of this Act, and which shall be subsisting at the Time of the passing thereof, shall during the Continuance of such

The Great North of Scotland Railway (Further Powers) Act, 1867.

Mortgages have Priority over any Mortgages to be granted by virtue of this Act in respect of the before-mentioned Sum of Forty-one thousand six hundred Pounds.

Increase of Interest on Debenture Stock.

6. So much of "The *Great North of Scotland* Railway Consolidation Act, 1859," as restricts the Company from issuing Debenture Stock at a Rate not exceeding Four Pounds *per Annum* for every One hundred Pounds thereof, is hereby repealed, and instead thereof the Company may issue such Debenture Stock at any Rate not exceeding Five Pounds *per Annum* for every One hundred Pounds, and to the full Extent to which they may borrow under the Provisions of this or of any other Act relating to the Company.

Defining Share and Loan Capital of the Company.

7. The Share and Loan Capital of the Company as at the passing of this Act are hereby defined to be as follows:—

Share Capital—

	£
Great North of Scotland Railway (*Old Meldrum*) Preference Stock, created by "The *Great North of Scotland* Railway (Amalgamation) Act, 1866" -	13,810
Great North of Scotland Railway Five *per Cent.* Preference Stock, created by "The *Great North of Scotland* Railway Consolidation Act, 1859" -	291,090
Great North of Scotland Railway New Preference Shares, created by "The *Great North of Scotland* Railway Consolidation Act, 1859," to be called "*Great North of Scotland* Railway Four and a Half *per Cent.* (A) Preference Stock" - -	482,050
Great North of Scotland Railway New Preference Shares, created by "The *Great North of Scotland* Railway Amendment Act, 1862," to be called "*Great North of Scotland* Railway Four and a Half *per Cent.* (B) Preference Stock" - -	360,000
Great North of Scotland Railway (*Aberdeen and Turriff*) Preference Stock, created by "The *Great North of Scotland* Railway (Amalgamation) Act, 1866" - - - - - -	32,900
Great North of Scotland Railway (*Formartine and Buchan*) Ordinary Stock, created by "The *Great North of Scotland* Railway (Amalgamation) Act, 1866" - - - - - -	133,190
Great North of Scotland Railway (*Formartine and Buchan*) Preference Stock, created by "The *Great North of Scotland* Railway (Amalgamation) Act, 1866" - - - - -	203,270

The Great North of Scotland Railway (Further Powers) Act, 1867.

	£
Great North of Scotland (*Denburn Valley*) Railway Five *per Cent.* Preference Shares, created by "The *Great North of Scotland* Railway Act, 1863," as amended by "The *Denburn Valley* Railway Act, 1864" - - - -	125,000
Great North of Scotland Railway Ordinary Stock -	867,123
Great North of Scotland Railway (*Banffshire*) Preference Stock, created by this Act - -	46,010
	£ 2,554,443
Loan Capital - - - - -	864,919
Total Share and Loan Capital -	£ 3,419,362

As to Tolls on amalgamated Railways.

8. The Tolls and Charges exigible as and from the Undertakings amalgamated or to be amalgamated with the *Great North of Scotland* Railway under the Act of 1866 shall be the same as the Tolls and Charges exigible as and from the *Great North of Scotland* Railway.

Power to abandon Construction of Buckie Extension.

9. The *Banffshire* Railway Company may abandon the Construction of the Extension to *Buckie*, authorized by "The *Banffshire* Railway Act, 1863," and that Act is hereby repealed.

Compensation for Damage to Land by Entry, &c. for Purposes of Railway abandoned.

10. Such Abandonment shall not prejudice or affect the Right of the Owner or Occupier of any Land to receive Compensation, in accordance with the Provisions in that Behalf of "The Lands Clauses Consolidation (*Scotland*) Act, 1845," for any Damage occasioned by the Entry of the *Banffshire* Railway Company on such Land for the Purpose of surveying and taking Levels, or probing or boring to ascertain the Nature of the Soil, or setting out of the Line of Railway, and shall not prejudice or affect the Right of the Owner or Occupier of any Land which may have been temporarily occupied by the said Company to receive Compensation, in accordance with the Provisions in that Behalf of "The Railways Clauses Consolidation (*Scotland*) Act, 1845," for such temporary Occupation, or for any Loss, Damage, or Injury which may have been sustained by such Owner or Occupier by reason thereof, or of the Exercise as regards such Land of any of the Powers contained in the last-mentioned Act, or "The *Banffshire* Railway Act, 1863."

Compensation to be made in respect of Railway abandoned.

11. Where before the passing of this Act any Contract may have been entered into or Notice given by the said Company for the purchasing of any Land for the Purposes of or in relation to the said Extension, full Compensation shall be made by the said Company to the

the Owners and Occupiers of or other Persons interested in such Lands for all Injury or Damage sustained by them respectively by reason of the Purchase not being completed pursuant to the Contract or Notice, and the Amount and Application of the Compensation shall be determined in manner provided by "The Lands Clauses Consolidation (*Scotland*) Act, 1845," for determining the Amount and Application of Compensation paid for Lands taken under the Provisions thereof.

Amalgamation of Banffshire Railway with Great North of Scotland Railway.

12. The existing Undertaking of the *Banffshire* Railway Company shall, as from the Thirty-first Day of *July* One thousand eight hundred and sixty-seven, upon the Terms and Conditions herein-after mentioned, be amalgamated with and merged in and for the Purposes of Tolls and in all other respects form Part of the *Great North of Scotland* Railway, and the *Banffshire* Railway Company shall thenceforth be dissolved, unless for the Purpose of winding up its Affairs.

Exchange of Certificate of Banffshire Shares for Great North of Scotland Ordinary Stock Certificates.

13. Within Three Months after the passing of this Act the Company shall send to every Proprietor of Shares in the *Banffshire* Railway Company a Notice addressed to his last known Place of Abode, stating to him that at a Time to be specified in the said Notice (being not later than One Month from the Date thereof) he may exchange the Certificates of such Shares for Certificates of Stock of the Company at such Place as the Notice shall specify; and from and after the Time so specified any Proprietor of such Shares who shall deliver the Certificates for the same to be exchanged and cancelled shall receive in the Stead thereof a Certificate or Certificates for Stock in the *Great North of Scotland* Ordinary Stock of the same nominal Amount as the Shares so exchanged: Provided always, that until such Exchange the Certificates for Shares in the *Banffshire* Railway Company shall be deemed to be Certificates for Ordinary Stock in the *Great North of Scotland* Railway Company.

Company to create additional Ordinary Capital in respect of Banffshire Railway.

14. The Company shall, for the Purposes of the Amalgamation with the *Banffshire* Railway Company, create additional Ordinary Capital, as follows; (that is to say,)

They shall create Forty-three thousand nine hundred and ninety Pounds Ordinary Stock, to be called *Great North of Scotland* Railway (*Banffshire*) Ordinary Stock, and shall allot it as fully paid up to the Holders of and in exchange for the Four thousand two hundred and ten fully paid-up Shares in the Capital of the *Banffshire* Railway Company, and for the One hundred and eighty-nine Shares in the said Capital in respect of which Shares only Five hundred and sixty Pounds have as yet been paid, in the Proportions in which they respectively are at the Time of the Amalgamation Holders of those Shares:

Provided

Provided always, that no such Allotment shall be made in respect of any Share in the *Banffshire* Railway Company in arrear of Calls until all such Arrears, with Interest thereon, shall have been paid.

Cancelling of Part of Banffshire Railway Capital.

15. On the Amalgamation with the *Banffshire* Railway Company the Four thousand six hundred and one Shares in that Company liable to Forfeiture shall be deemed to be cancelled.

Company may create a further Capital in respect of Banffshire Railway.

16. The Company shall also, in the Place of the Capital by the immediately preceding Enactment cancelled, create a like Amount of Stock, to be called *Great North of Scotland* Railway (*Banffshire*) Preference Stock, and the said preferential Stock shall be entitled to Dividend at the Rate of Five Pounds *per Centum per Annum* upon the nominal Amount of such Stock.

Preferential Dividends to be a Charge upon the Banffshire Railway.

17. The said Dividend upon the said *Great North of Scotland* Railway (*Banffshire*) Preference Stock shall, after the Mortgages and Debenture Stock for the Time being of the Company, be a First Charge upon the *Banffshire* Railway.

How Lien to be made effectual.

18. The Proprietors of the *Great North of Scotland* Railway (*Banffshire*) Preference Stock may, in the event of any Year's Dividends on such Stock, or any Part of such Dividends, not having been paid by the Company within Four Weeks after the same shall have become due, apply for the Appointment, in manner after mentioned, of a Judicial Factor, but no such Application for a Judicial Factor shall be made unless the Proprietors applying shall together hold not less than Ten thousand Pounds of the before-mentioned Preference Stock.

Mode of Appointment of Judicial Factor.

19. The Application for the Appointment of a Judicial Factor may be made by summary Petition to the Court of Session, or in Time of Vacation to the Lord Ordinary on the Bills, and the Court of Session, or the Lord Ordinary on the Bills, as the Case may be, is hereby authorized and required, on such Application being made, to appoint some Person as Judicial Factor to the Effect and with the Powers herein-after mentioned; and a certified Copy of the Interlocutor making such Appointment shall be a sufficient Warrant for the Judicial Factor thereby appointed entering upon his Office, and the Operation of the Appointment and Powers of the Judicial Factor shall not be suspended pending any Review or Appeal of any Interlocutor or Deliverance following on the said Petition.

Powers of Judicial Factor.

20. The Judicial Factor shall be entitled to receive the whole or a competent Part of the Tolls, Rates, or other Revenue arising on the

Banffshire Railway until the Dividends or Portions of Dividend in arrear, and any Dividends which may subsequently become due during the Continuance of the Judicial Factory, together with all Costs, including the Charges for receiving the said Tolls, Rates, or other Revenue, be fully paid; and all such Tolls, Rates, or other Revenue shall, after Payment to the Company of Forty *per Centum* on the gross Amount of the said Tolls and Rates for Working Expenses, be applied in Payment of the Interest (if any) due upon any Mortgages, Bonds, or Debenture Stock of the Company, and next in Payment of the Dividends or Arrears of Dividend and Costs before referred to; and after such Interest and Dividends and Costs as aforesaid have been satisfied the Power of such Judicial Factor shall cease, and he shall account to the Company for his Intromissions with the Sums received by him, and pay over to them any Balance that may be in his Hands.

Judicial Factor may require separate Accounts of Revenue to be kept.

21. In the event of a Judicial Factor having been appointed as aforesaid, it shall be lawful for him to require the Directors of the Company to keep, and upon the said Requisition being made the Directors of the Company shall keep, during the Continuance of the said Judicial Factory, at the Expense and in the Books of the Company, separate detailed Accounts of the gross Revenues drawn from Week to Week from the *Banffshire* Railway and Works connected therewith; and the Judicial Factor shall have Right of Access to the said Books, and to all States, Invoices, and Accounts of Traffic, for the Purpose of checking the Accuracy of the said detailed Accounts of gross Revenue; and the said Revenue shall be reckoned on the same Principle as the Revenue of the *Banffshire* Railway Company was reckoned previous to the passing of this Act.

As to Mortgages and Debts of the Banffshire Railway Company.

22. On the Amalgamation of the *Banffshire* Railway with the *Great North of Scotland* Railway, the Debts and Liabilities, as well of the *Great North of Scotland* Railway Company as of the *Banffshire* Railway Company, secured on Mortgage or Bond, which at the Date of Amalgamation shall be subsisting, shall then become and be a Charge upon the united Undertaking of the Company, but subject and without Prejudice to the Right of the several Holders of such Mortgages and Bonds respectively to a Priority of Charge upon the particular Undertaking upon which at the Date of Amalgamation they shall be severally a Charge (which Charge shall, notwithstanding the Amalgamation, continue to be in operation and in force so long as such Mortgages or Bonds respectively shall be subsisting), and to all the Rights, Privileges, and Remedies belonging or incident to such Mortgages and Bonds respectively: Provided that all Mortgages and Bonds issued after the Date of Amalgamation of the Company,

Company, whether under the Powers of any Act relating to the *Great North of Scotland* Railway Company, or of any Act relating to the *Banffshire* Railway Company, and whether by Renewal or otherwise, shall be issued by and in the Name of the Company, and shall be a Charge upon the united Undertaking, without any Priority *inter se*, or on account of Date of Creation, or otherwise.

Saving Priorities of Mortgagees and Holders of Debenture Stock.

23. All Mortgages and Debenture Stock for the Time being of the Company shall have Priority over all Guaranteed, Preference, and Ordinary Stocks of the Company, including the *Great North of Scotland* Railway (*Aberdeen and Turriff*) Preference Stock, the *Great North of Scotland* Railway (*Formartine and Buchan*) Preference and Ordinary Stocks, and the *Great North of Scotland* Railway (*Banffshire*) Preference Stock.

Saving Rights of Formartine and Buchan Preference and Ordinary Stock.

24. Subject to the Provisions of this Act with reference to the Priority of the Mortgages and Debenture Stock of the Company, the Enactments and Provisions of this Act, and the Stocks to be created under the Authority of the same, shall not in any way prejudice, impair, or affect, but the same shall be subject to, the Rights, Claims, Liens, and Securities under the Act of 1866 of the Holders of the *Great North of Scotland* Railway (*Formartine and Buchan*) Preference and Ordinary Stocks.

Date for making up Accounts for ascertaining Dividends on Preference Shares and Stock.

25. The Thirty-first Day of *July* in each Year shall be the Date for closing the Accounts of the Company for the Purpose of ascertaining the Amounts applicable to the Payment of Dividends upon all the Preference Shares and Stock in the Company.

Amendment of Sect. 2. of the Act of 1866.

26. Section Two of the Act of 1866 shall be read as though instead of the Words "The Companies Clauses Consolidation Act, 1845," the Words "The Companies Clauses Consolidation (*Scotland*) Act, 1845," had been used.

Interest not to be paid on Calls paid up.

27. The Company shall not, out of any Money by this Act authorized 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 in the Capital by this Act authorized to be raised: 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 (*Scotland*) Act, 1845."

28. The

Deposits for future Bills not to be paid out of Capital raised under this Act.

28. The Company shall not, out of any Money by this Act authorized 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 authorizing the Company to construct any Railway, or to execute any other Work or Undertaking.

Railways not exempt from Provisions of present and future General Acts.

29. Nothing herein contained shall be deemed or construed to exempt the Railways of the Company from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Rates for small Parcels, authorized to be taken by the Company.

Expenses of Act.

30. 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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