ANNO VICESIMO TERTIO & VICESIMO QUARTO

VICTORIÆ REGINÆ.

Cap. clxviii.

An Act for making an improved Communication between the *Great Northern* Railway and the *Metropolitan* Railway near the *King's Cross* Station, and for authorizing certain Arrangements between the *Great Northern* and *Metropolitan* Railway Companies with reference thereto.

[23d *July* 1860.]

WHEREAS an improved Junction between the *Great Northern* Railway and the *Metropolitan* Railway by means of a short connecting Line, commencing at or near the Place where the *Great Northern* Railway crosses under the *Regent's* Canal in the Parish of *Saint Pancras* in the County of *Middlesex*, passing on the Western Side of the *Great Northern* Railway Station at *King's Cross*, and terminating by a Junction with the authorized Line of the *Metropolitan* Railway at or near *King's Cross* in the same Parish, would be of public Advantage, and greatly increase the Facilities for the Interchange of Traffic between those Railways: And whereas a considerable Portion of such connecting Line would pass under Land now belonging to the *Great Northern* Railway Company: And whereas it is expedient that the Construction of such connecting Line should be authorized, and such

Arrangements should be made between the *Great Northern* Railway Company and *Metropolitan* Railway Company, and such Powers conferred on those Companies respectively, as are herein-after expressed; but the Purposes aforesaid 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; (that is to say,)

"The Railway." I. In this Act whenever the Expression "the Railway" occurs the same means the connecting Line and Works authorized to be made under the Powers of this Act, unless the Subject or Context excludes that Construction.

Short Title. II. In citing this Act for any Purpose it shall be sufficient to use the Expression "The *Great Northern and Metropolitan Junction* Railway Act, 1860."

8 & 9 Vict. cc. 18. & 20. incorporated. III. "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," are incorporated with and form Part of this Act.

Power to make Works according to deposited Plans. IV. And whereas Plans and Sections describing the Line and Levels of the Railway and the Lands through which the same is intended to pass, and also a Book of Reference to such Plans containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of such Lands, have been deposited with the Clerk of the Peace for the County of *Middlesex*: It shall be lawful for the *Great Northern* and the *Metropolitan* Railway Companies respectively to make the before-mentioned Railway and other Works upon the Lands delineated on the said Plans, and described in the said Book of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the Lands described upon the said Plans and in the said Book of Reference, and to appropriate and use the Subsoil of such of the Streets and Ways described therein, as may be necessary for the Construction of the Railway and Works.

Describing Line of Railway. V. The Railway hereby authorized shall commence by a Junction with the *Great Northern* Railway at or near the Point where that Railway crosses under the *Regent's Canal* in the Parish of *Saint Pancras* in the County of *Middlesex*, and shall terminate by a Junction with the *Metropolitan* Railway as authorized to be made by "The *Metropolitan* Railway Deviations Act, 1859," at or near the Point where the same Railway is intended to pass *King's Cross* in the same Parish: Provided always, that the *Great Northern* Railway Company shall construct, and afterwards maintain, so much of the Railway hereby authorized as extends from its

Point

Point of Junction with their Railway to the Point where it will enter the covered Way for the Main Line of the *Metropolitan* Railway; and the *Metropolitan* Railway Company shall make and maintain the Remainder of the intended Railway.

As to Tunnel under Old Saint Pancras Road.

VI. And whereas it is intended to carry the Railway under the Turnpike Road commencing at *Battle Bridge*, and leading from thence by *Saint Pancras Church* and through *Kentish Town* to *Highgate* Gate-house, commonly called the "*Old Saint Pancras* Road" (being One of the Turnpike Roads under the Care of the Commissioners of the Metropolis Turnpike Roads North of the *Thames*), at or near the Place where the said Railway is proposed to be connected with the *Great Northern* Railway Station, which Place is numbered 2 in the Parish of *Saint Pancras* on the deposited Plans, and it is intended to carry the Railway by means of a Tunnel under the said Turnpike Road: Therefore it shall not be lawful for either Company to alter the Level or Width of the said Turnpike Road or of the Footpaths at the Side thereof, or any Part of such Turnpike Road or Footpaths, and that the said Tunnel shall be so constructed that the upper Surface of the Centre of the Arch thereof shall not be less than Eighteen Inches below the Surface of the Turnpike Road over such Tunnel.

Notice to be given and Plan submitted before Commencement of Works.

VII. It shall not be lawful for either Company to commence any Work in any way connected with the making of the said Tunnel under the said Turnpike Road until Ten Days after such Company shall have given Notice of their Intention to commence such Work, and shall have delivered Plans and Drawings of the same to the General Surveyor for the Time being of the said Commissioners, and shall have explained in Writing to such General Surveyor in what Way it is proposed to carry on such Work, so far as the same Work may possibly affect or interfere with the Safety of the said Turnpike Road and Footpaths, or the Convenience of the Passengers and Traffic thereon; and the said Tunnel shall be so made, and the Materials to be used in and about the Walls and Arch of the said Tunnel shall be such as to ensure the permanent Safety of the said Turnpike Road and Footpaths, and the said Tunnel and Works shall be made in the aforesaid and other respects under the Superintendence and to the reasonable Satisfaction of the said General Surveyor; and all the Drains of the said Turnpike Road which shall be taken up, displaced, or interfered with in consequence of the making of the said Tunnel and Works shall be relaid and made good by the *Great Northern* Railway Company.

If Company require to open the Road, only Half to be interfered with at once.

VIII. In the event of either Company requiring to open or in any Manner to interfere with the Surface of the said Turnpike Road or Footpaths, or either of them, for the Purpose of making the said Tunnel or any Work or Works connected therewith, then and in such Case only One Half of the Surface of such Turnpike Road and One Footpath

Footpath shall be first opened or interfered with, leaving the other Half of the said Turnpike Road and One Footpath for the Passage of the Public until such Time as it shall have been certified in Writing by the said General Surveyor that the Half of the said Turnpike Road and Footpath first opened or interfered with has been restored to a good and proper State for the Safety and Convenience of the Public; and then, and not before, it shall be lawful for the Company to shut up the said other Half of the said Turnpike Road and Footpath, and all such Measures of Precaution for the Public Safety during the Progress of the Works of the said Railway, including the fencing of the said Works, and the lighting and watching of the same by Night, shall be adopted by and at the Expense of the Company as shall be required from Time to Time by the said General Surveyor.

Tunnel to be completed within Three Months from the Commencement.

IX. In the Event aforesaid the said Tunnel, and all Works connected therewith, shall be completed by the Companies to the Satisfaction of the said General Surveyor, and the Use of the said Turnpike Road and Footpaths restored to the Public within Three Months from the Day on which either Company shall have first opened or interfered with the Surface of the said Turnpike Road and Footpaths.

Road to be restored in the same Lines as the present Road.

X. In the Event aforesaid the said Turnpike Road and Footpaths shall be restored in the same Lines as the present Turnpike Road and Footpaths, with no Deviation therefrom, and the same, and the paved Water Channels thereof respectively, shall be restored with such Materials, of such Quantity and Quality of each Material, and in such Manner in all respects, as shall be directed or required in Writing by the said General Surveyor.

General Surveyor may require a temporary Road to be substituted.

XI. In the Event aforesaid, if the said General Surveyor shall require a sufficient Road to be made by the Company interfering with the existing Road for the temporary Use of the Public instead of the said Turnpike Road to be opened or interfered with as aforesaid, then the said Company shall make and substitute such sufficient Road before they open or interfere with the said Turnpike Road, and shall maintain the Road to be so substituted until the Restoration of the said Turnpike Road, and be liable to the same Penalties for failing to make or after Notice to maintain such substituted Road as is or are provided by "The Railways Clauses Consolidation Act, 1845," with respect to substituted Roads and the Failure to make the same.

Company to be liable for Damage happening to the Road in consequence of the Con-

XII. In any Event the *Great Northern* Railway Company shall in the first instance be answerable and amenable for all Injury or Damage which may happen at any future Time to the said Turnpike Road or Footpaths, or any of them, or any Part thereof respectively, in consequence of the making of the said Tunnel under the said Turnpike Road; and if

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and so often as any Injury or Damage shall happen or may be reasonably apprehended, and the same Company shall not proceed forthwith to repair and make good or to prevent such Injury or Damage to the Satisfaction of the said General Surveyor, or if by reason of the making of the said Tunnel and Works any Alteration of the said Turnpike Road or Footpaths, or of the Drains under the same, shall in the Judgment of the said General Surveyor be rendered necessary, and the *Great Northern* Railway Company shall not, upon being required so to do by the said General Surveyor, proceed forthwith to make such Alteration to the Satisfaction of the said General Surveyor, then and in any of such Cases it shall be lawful for the said General Surveyor to repair and make good or to prevent such Injury or Damage, and to make such Alterations in such Manner and upon such Terms as he in his Discretion shall think fit, and all Costs and Expenses of such Repairs and Alterations shall be paid, on Demand, by the *Great Northern* Railway Company, or in default of Payment for Twenty-one Days after such Demand, may be recovered by the said Commissioners of the Metropolis Turnpike Roads from the same Company, with full Costs of Suit, by Action in any Court of competent Jurisdiction: Provided always, that if such Damage shall have been occasioned by any Works executed under the Powers of this Act by the *Metropolitan* Railway Company, the last-named Company shall, upon Proof thereof, indemnify the *Great Northern* Railway Company from all Sums paid by them in pursuance of this Enactment.

struction of the Tunnel.

XIII. It shall be lawful for the said Commissioners and the *Great Northern* Railway Company to agree with each other for the making of the said Tunnel under the said Turnpike Road in any other Manner than is herein-before mentioned or provided for, or for the making, doing, and maintaining by the said Company of all such Works, Matters, and Things as may be necessary or expedient for the Purposes aforesaid; and in case of any such Agreement it shall not be binding on the said Company to do such of the Works, Matters, and Things herein-before required to be done by them as shall be by the said Agreement expressly dispensed with by the said Commissioners.

Alterations may be made in the Works with the Consent of the Commissioners of the Metropolis Turnpike Roads.

XIV. While the *Great Northern* Railway Company are possessed under the Authority of this Act of any Land, Houses, Buildings, or other Property assessed or liable to be assessed to any Parochial or other Rate, and until the Works by this Act authorized are so far completed as to be assessed or liable to be assessed to an Amount equal to or greater than the aggregate Amount of the gross rateable Value of the same Land, Houses, Buildings, and Property, in a Rate made on the Twenty-fourth Day of *September* One thousand eight hundred and fifty-nine, the Company shall be liable to make good the Deficiency in the Assessment for such Rates by reason of such Land, Houses, Buildings, or Property being taken or used by them for the Purposes of this Act, and the Deficiency

Local Rates to be made good.

shall be computed according to the Rental at which such Land Houses, Buildings, and Property respectively are now rated in the said Rate.

Period for Completion of Works.

XV. The Railway shall be completed within the Period of Five Years, to be computed from the passing of this Act; and in case the Railway shall not be completed within that Period, the Powers by this Act given for executing the same shall cease to be exercised, except as to so much thereof as shall then be completed.

For Protection of Sewers of Metropolitan and other Boards.

XVI. Where any of the intended Works to be done under or by virtue of this Act shall or may pass over, under, or by the Side of, or so as prejudicially to interfere with, any Sewer, Drain, Watercourse, Defence, or Work under the Jurisdiction or Control of the Metropolitan Board of Works, or of any Vestry or District Board constituted under "The Metropolitan Local Management Act, 1855," or with any Sewers or Works to be made or executed by the said Boards or Vestry, or either of them, or shall or may in any way prejudicially affect the Sewerage or Drainage of the Districts under their or either of their Control, the Companies shall not commence such Work until they shall have given to the said Metropolitan Board or to the District Board or Vestry, as the Case may be, Fourteen Days previous Notice in Writing of their Intention to commence the same, by leaving such Notice at the principal Office of such Board or Vestry, as the Case may be, for the Time being, with a Plan and Section showing the Course and Inclination thereof, and other necessary Particulars relating thereto, and until such Board or Vestry respectively shall have signified their Approval of the same, unless such Board or Vestry, as the Case may be, do not signify their Approval, Disapproval, or other Directions within Fourteen Days after Service of the said Plan, Sections, and Particulars as aforesaid; and the Companies shall comply with and conform to all Directions and Regulations of the respective Board or Vestry in the Execution of the said Works, and shall provide by new, altered, or substituted Works, in such Manner as such Board or Vestry may deem necessary, for the proper Protection of, and for preventing Injury or Impediment to, the Sewers and Works herein-before referred to by or by reason of the said intended Works, or any Part thereof, and shall save harmless the said Metropolitan Board, District Board, and Vestry respectively against all and every the Expense to be occasioned thereby; and all such Works shall be done by or under the Direction, Superintendence, and Control of the Engineer or other Officer or Officers of the said Metropolitan Board, District Board, or Vestry, as the Case may be, at the Costs, Charges, and Expenses in all respects of the Companies; and when any new, altered, or substituted Works as aforesaid, or any Works or Defence connected therewith, shall be completed by or at the Costs, Charges, or Expenses of the Companies under the Provisions of this Act, the same shall thereafter be as fully and completely under the

the Direction, Jurisdiction, and Control of the said Boards and Vestry respectively as any Sewers or Works now are or hereafter may be; and nothing in this Act shall extend to prejudice, diminish, alter, or take away any of the Rights, Powers, or Authorities vested or to be vested in the said Boards and Vestries, or any of them, or their Successors, but all such Rights, Powers, and Authorities shall be as valid and effectual as if this Act had not been passed.

Railway to form Part of Underaking of Company making it.

XVII. The Railway or Portions of Railway shall form Part of the Undertaking of the Company constructing the same.

If Railway not opened for public Traffic within limited Period, Payment of certain Dividends to cease.

XVIII. If the *Great Northern* Railway Company do not complete for public Traffic within the Period of Five Years from the passing of this Act that Part of the Railway which they are hereby authorized to make, then and from thenceforth it shall not be lawful for that Company, or the Directors thereof, to pay any Dividend to the Shareholders on the ordinary Capital of that Company until such Part shall have been completed: Provided always, that if the *Metropolitan* Railway Company fail to proceed with the Portion of the Railway expressly directed to be made by them, so that the same may be opened simultaneously with the other Part, it shall be lawful for the *Great Northern* Railway Company to enter upon the Lands of the *Metropolitan* Railway Company, and to make and complete the entire Railway.

Company may apply their Funds towards Purposes of Act.

XIX. It shall be lawful for the Two Companies to apply towards the Purposes of this Act any of the Monies which they are already authorized to raise, and which may not be required by them for the Purposes of their respective Undertakings.

Power to Great Northern Railway Company to raise additional Capital by new Shares.

XX. The *Great Northern* Railway Company may from Time to Time raise (in addition to the Sums of Money which they are already authorized to raise) any further Sums, not exceeding in the whole Thirty thousand Pounds, by the Creation of new Shares or Stock in their Undertaking, of such Amounts as will allow the same to be conveniently apportioned or disposed of, according to the Resolution of any Ordinary or Extraordinary Meeting of that Company, and may from Time to Time, but subject to the Provisions of this Act, fix the Amounts and Times of Payment of the Calls on Shares or Stock created under the Powers of this Act, and dispose of such Shares or Stock on such Terms and Conditions as may be so resolved upon.

Privileges may be attached to new Shares.

XXI. The *Great Northern* Railway Company may, with the Consent of Three Fifths at least of the Votes of their Shareholders present personally or by Proxy, at any Extraordinary Meeting convened with due Notice of the Object, attach to all or any of the Shares or Stock to be created under the Powers of this Act any preferential Dividend, with or without

without other Privileges, which the Company may think fit: Provided, that any such fixed or preferential Dividend shall not exceed the Rate of Four and a Half *per Centum per Annum* on the Amount for the Time being paid up on such Shares or Stock.

Extent of Preferential Dividends.

XXII. The Shares or Stock to be created under the Powers of this Act shall be entitled to the preferential Dividend (if any) which may have been attached thereto by the Company as aforesaid, and such preferential Dividend shall be payable half-yearly whenever there are Profits enough declared at any Half-yearly Ordinary General Meeting to be applicable to pay such preferential Dividend, after satisfying the Dividend and Arrears of Dividend (if any) then due upon any other Preference Shares or Stock of the Company previously created or issued; but if the Profits divided in respect of the First Half of any Year, namely, between the First Day of *January* and the Thirtieth Day of *June*, be insufficient to pay such Half Year's Dividend in full, the Deficiency shall be made up out of the Profits of the Second Half Year applicable to such Dividend, but no Deficiency of Dividend on the preferential Shares or Stock to be created under the Powers of this Act for any Year shall be made up out of the Profits of any subsequent Year: Provided also, that if in the First Half of any Year there be Profits applicable to the Purposes of Dividend upon the ordinary Shares or Stock of the Company after satisfying the Dividend and Arrears of Dividend (if any) due upon any other Preference Shares or Stock of the Company previously created and issued, and also the Dividend for such Half Year on the Preference Shares or Stock to be created under the Powers of this Act, it shall be lawful for the Company to declare a Dividend for such Half Year on such ordinary Shares or Stock.

Saving Rights of *Holders of* existing preference Shares.

XXIII. Provided always, That any Preference or Priority in the Payment of Interest or Dividend which may be granted in respect of any new Shares or Stock created in pursuance of this Act shall not prejudice or affect any Preference or Priority in the Payment of Interest or Dividend on any other Shares or Stock which may have been previously granted by the *Great Northern* Railway Company by or in pursuance of, or which may have been confirmed by any Act of Parliament passed prior to this Act, or which may otherwise be lawfully subsisting; and nothing in "The *Great Northern* Railway Act, 1859," contained shall prejudice or affect the Rights of the Holders of any Shares or Stock created before the passing of the said Act in respect of any Preference or Priority in the Payment of Interest or Dividends on such Shares or Stock.

Limit of Amount and Number of Calls.

XXIV. The Amount of any One Call to be made upon the Shares or Stock created under the Powers of this Act by the *Great Northern* Railway Company shall not exceed One Fourth of the Amount of such Shares; and there shall be an Interval of Two Months at least between every

every Two successive Calls; and not more than Three Fourths of the Amount of each Share shall be called up in any One Year.

Dividends of new Shareholders.

XXV. Every Person who becomes entitled to any Share or Stock created under the Powers of this Act by the *Great Northern* Railway Company shall, in respect of the same, be a Shareholder in the *Great Northern* Railway Company, and (except as otherwise provided by or under the Powers of this Act) shall be entitled to a Dividend with the other Shareholders proportioned to the Amount of such Stock or to the whole Amount for the Time being paid up on such Shares, as the Case may be.

Qualification &c. for new Shares.

XXVI. Except as by or under the Powers of this Act otherwise provided, all such Shares or Stock shall, in proportion to the Amount for the Time being paid up thereon, confer upon the respective Holders thereof the same Qualifications, Rights of voting, and other Privileges as may be possessed by the Proprietors of the ordinary Shares or Stock in the *Great Northern* Railway Company.

Power to borrow on Mortgage.

XXVII. The *Great Northern* Railway Company may from Time to Time under the Powers of this Act borrow on Mortgage any additional Sum of Money not exceeding Ten thousand Pounds; but no Part of that Sum shall be borrowed until the whole of the additional Capital by this Act authorized to be raised by new Shares or Stock is *bonâ fide* subscribed for or taken, and registered in the Books of the Company in the Names of Persons legally entitled to those new Shares or Stock, and legally liable to pay the Amounts from Time to Time unpaid in respect thereof, nor until One Half of that whole Amount, including One Fourth of each such new Share, is paid up: 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 Mortgages have Priority over any Mortgages to be created by virtue of this Act.

Existing Mortgages to have Priority.

Money may be borrowed on Debenture Stock.

XXVIII. Instead of borrowing on Mortgage or Bond the said Sum of Ten thousand Pounds, it shall be lawful for the Company, with the Consent of Three Fifths of the Votes of the Shareholders present in Person or by Proxy at any General Meeting of the Company convened with due Notice of that Object, to resolve to raise the said Sum by creating Stock of the Company of like Amount, and to attach to the Stock so authorized to be created a fixed and perpetual irredeemable yearly Dividend or Interest at any Rate not exceeding the Rate of Four Pounds for every One hundred Pounds thereof, payable in equal half-yearly Portions; and it shall thereupon be lawful for the Directors of the Company to carry into effect such Resolution by the Creation and Issue of so much Stock as may from Time to Time be necessary for that Purpose, having such fixed

Rate of Interest or Dividend as aforesaid, and the Stock so created and issued shall be a Charge upon the Tolls and Undertaking, and Lands, Tenements, and Hereditaments of the Company, but shall be distributable, transmissible, and transferable as and in other respects have the Incidents of Personal Estate; and the said Interest or Dividend shall for ever have Priority of Payment over all other Dividends on any other Stock or Shares of the Company, whether ordinary or Preference or guaranteed, excepting the "*Great Northern* Railway Debenture Stock;" and the Stock when so created shall also be termed "*Great Northern* Railway Debenture Stock," and shall rank along with the *Great Northern* Railway Debenture Stock subsisting at the Time of such Creation.

Saving Mortgages and Bonds.

XXIX. Provided always, That nothing herein contained shall in anywise prejudice or affect the Rights of the Holders of Mortgages or Bonds of the Company: Provided also, that after the Creation of such Stock it shall not be lawful for the Company to issue Mortgages or Bonds or any other Securities under the Powers of this Act, but the Powers of borrowing by the Company granted by this Act shall be extinguished.

Extending certain Sections of Act 16 & 17 Vict. c. lx.

XXX. The Provisions contained in Sections 21, 22, and 23 of "The *Great Northern* Railway Company's Increase of Capital Act, 1853," with respect to the Votes of Holders of the Debenture Stock, and with respect to the enforcing the Payment of Arrears of Dividend and the Debenture Stock authorized to be created by the said Act, shall apply to the Debenture Stock hereby authorized to be created.

Application of Sums raised under this Act.

XXXI. All and every Part of the Monies which the *Great Northern* Railway Company are by this Act authorized to raise by new Shares or Stock, or on Mortgage or Bond, shall be applied only to the Purposes by this Act authorized.

8 & 9 Vict. c 16. incorporated.

XXXII. The Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, with respect to the Transfer or Transmission of Shares, with respect to the Payment of Subscriptions and Means of enforcing the Payment of Calls, with respect to the Forfeiture of Shares for Nonpayment of Calls, with respect to the borrowing of Money by the Company on Mortgage or Bond, with respect to the Conversion of the borrowed Money into Capital, and with respect to the Consolidation of Shares into Stock, shall be incorporated with this Act, and shall apply to all Shares and Stock created and to Mortgages granted and Money borrowed under the Powers of this Act; and the several Words and Expressions to which by that Act Meanings are assigned shall in the said incorporated Clauses and Provisions have the respective Meanings so assigned to them, unless other Meanings be assigned to them by this Act.

XXXIII. The

Agreements between Companies.

XXXIII. The *Great Northern* Railway Company and the *Metropolitan* Railway Company may enter into and carry into effect Agreements with reference to the Purposes of this Act, and the Use and Working of the Railway.

Interest not to be paid on Calls paid up.

XXXIV. It shall not be lawful for the *Great Northern* Railway Company, out of any Money by this Act or any other Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to 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 nothing hereinbefore contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Deposits for future Bills not to be paid out of Company's Capital.

XXXV. It shall not be lawful for either Company, out of any Money by any Act relating to either Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing either Company to construct any other Railway or execute any other Work or Undertaking.

Railway, &c. not exempt from Provisions of present and future General Acts.

XXXVI. Nothing herein contained shall be deemed or construed to exempt the Railway or either Company from the Provisions of any General Act relating to Railways 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 the Fares and Charges or of the Rates for small Parcels.

Expenses of Act.

XXXVII. All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incident thereto, shall be paid and discharged by the *Great Northern* Railway Company.

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