ANNO DECIMO QUARTO

VICTORIÆ REGINÆ.

****

Cap. xxvi.

An Act for making a Railway from *Halesworth* to *Beccles* and *Haddiscoe*, with a Branch therefrom, to be called "The *Halesworth, Beccles, and Haddiscoe* Railway." [5th *June* 1851.]

WHEREAS the making of a Railway from or near to the Town of *Halesworth* in the County of *Suffolk* to or near *Beccles*, and to join the *Lowestoft* Railway in the Parish of *Haddiscoe* in the County of *Norfolk*, with a Branch therefrom, would be of great public and local Advantage: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution; but the same 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,

Certain Provisions of 8 & 9 Vict. cc. 16. 18. and 20. incorporated with this Act.

I. That the several Acts of Parliament following, that is to say, "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, and with the same shall be construed as One Act.

Short Title.

II. That in citing this Act in other Acts of Parliament and in legal Instruments it shall be sufficient to use the Expression "The *Halesworth, Beccles, and Haddiscoe* Railway Act, 1851."

Subscribers incorporated.

III. That *Edward Ladd Betts, Holland Thomas Birkett, Frederick William Farr, Andrew Johnston, Edward Leathes, Samuel Morton*

Peto,

Peto, *James Peto*, *Edward Colby Sharpin*, and *Richard Till*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railway and Branch Railway herein-after mentioned, and for such Purpose shall be incorporated by the Name of "The *Halesworth, Beccles, and Haddiscoe* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

Capital.

IV. That the Share Capital of the Company shall be One hundred and fifty thousand Pounds, and all and every Part of the Money so to be raised shall be applied only in carrying into execution the Objects and Purposes of this Act.

Number and Amount of Shares.

V. That the Number of Shares into which the said Capital shall be divided shall be Seven thousand and five hundred, and the Amount of each Share shall be Twenty Pounds.

Calls.

VI. That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Two Months at the least shall be the Interval between successive Calls; and that Three Fourths of the Amount of a Share shall be the utmost aggregate Amount of the Calls to be made in any One Year upon such Share.

Interest not to be paid on Calls paid up.

VII. That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Company 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 herein-before 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 the Company's Capital.

VIII. That it shall not be lawful for the said Company, out of any Money by this Act authorized to be raised for the Purposes of such Act, 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 any Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

IX. That

Power to borrow Money.

IX. That it shall be lawful for the Company to borrow on Mortgage or Bonds any Sums not exceeding in the whole the Sum of Fifty thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and fifty thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up; and all and every Part of the Monies so to be borrowed on Mortgage or Bond shall be applied only in carrying into execution the Objects and Purposes of this Act.

Number and Qualification of Directors.

X. That the Number of Directors shall be Four, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares in the Undertaking.

Power to vary the Number of Directors.

XI. That it shall be lawful for the Company from Time to Time to increase the Number of Directors, provided that the increased Number do not exceed Six.

First Directors.

XII. That *Edward Leathes*, *Andrew Johnston*, *Frederick William Farr*, and *Richard Till* shall be the First Directors of the Company.

Election of Directors at First Ordinary Meeting.

XIII. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting to be held after the passing of the Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body.

Subsequent Election of Directors.

XIV. That at the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office, agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified, nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said last-mentioned Act.

Rotation of Directors.

XV. That the Directors to be elected at such First Ordinary Meeting as aforesaid shall go out of Office in the following Proportions; that is to say,

At the End of the First Year, One Half,

At the End of the Second Year, One Half,

And in every subsequent Year, One Half of the Directors shall go out of Office.

XVI. That

Quorum.

XVI. That the Quorum of a Meeting of Directors shall be Three.

Committees of Directors.

XVII. That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three nor more than Five, and the Quorum of any such Committee shall be Three.

Committees not to make Calls.

XVIII. That such Committee shall not be empowered to make Calls for Money on the Shareholders.

Remuneration of Directors and Auditors.

XIX. That the Remuneration of the Directors, and also of the Auditors to be appointed under the Provisions of "The Companies Clauses Consolidation Act, 1845," shall from Time to Time be fixed by a General Meeting of the Company, and be paid out of the Funds of such Company.

Newspapers for Insertion of Advertisements.

XX. That the Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be some Newspapers published in the Counties of *Norfolk* and *Suffolk* respectively.

Power to make Railway and Branch Railway.

XXI. That it shall be lawful for the Company to make and maintain a Railway commencing by a Junction with the *Lowestoft* Railway in the Parish of *Haddiscoe* in the County of *Norfolk*, thence passing to or near to the Town of *Beccles*, and terminating near to the Town of *Halesworth* in the County of *Suffolk*, and a Branch Railway commencing from and out of the said intended Railway in the said Parish of *Haddiscoe*, and terminating by a Junction with the said *Lowestoft* Railway in the same Parish, with proper Works and Conveniences connected with such Railway and Branch Railway respectively.

Power to make Railway according to deposited Plans.

XXII. And whereas Plans and Sections of the intended Railway and Branch Railway showing the Lines and Levels thereof, and also Books of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners and Lessees and Occupiers, of the Lands through which the same are intended to pass, or which may be required for the Purposes of the Undertaking, have been deposited with the respective Clerks of the Peace for the Counties of *Norfolk* and *Suffolk*: Be it enacted, That, subject to the Provisions in this and the said Acts incorporated herewith contained, it shall be lawful for the Company to make and maintain the said Railway, Branch Railway, and Works in the Lines and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Railway to communicate with the

XXIII. That the Railway and Branch Railway hereby respectively authorized shall communicate with the *Lowestoft* Railway at the Points

Lowestoft Railway only according to the Plans deposited.

Points respectively where according to the Plans deposited as in this Act mentioned the same appear to communicate therewith, and at no other Points, except with the Consent in Writing of the *Norfolk* Railway Company and the *Lowestoft* Railway and Harbour Company under their respective Common Seals; and such Communications shall be effected in the most approved Manner, with all necessary Works, and to the Satisfaction of the Engineer for the Time being of the *Norfolk* Railway Company; and the Expense of such Communications, and of all necessary Openings in the Rails of the *Lowestoft* Railway, Points, and other Works from Time to Time requisite for effecting, altering, and maintaining such Rails and Points, and regulating the same, shall be paid by the Company hereby incorporated, and at their Expense shall at all Times be altered, repaired, and maintained, to the Satisfaction of the Engineer for the Time being of the said *Norfolk* Railway Company, and shall at all Times be made and maintained in such Manner as not to impede, obstruct, or interfere with the free, uninterrupted, and safe Passage along the said *Lowestoft* Railway.

Nothing herein to authorize the Company to take Land belonging to the Lowestoft Railway and Harbour Company or the Norfolk Railway Company.

XXIV. That nothing in this Act contained shall authorize the Company hereby incorporated, or any other Person or Persons, either permanently or temporarily, to enter upon, take, or use any of the Land or Property of the said *Lowestoft* Railway and Harbour Company or the said *Norfolk* Railway Company, or either of them, or in any Manner to alter, vary, or interfere with the said *Lowestoft* Railway or any of the Works appertaining thereto, save only for the Purpose of effecting the Junctions hereby authorized in manner aforesaid, and that (except as hereby expressly authorized) nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of or vested in or belonging to the said *Lowestoft* Railway and Harbour Company or the said *Norfolk* Railway Company, or either of them, but all their Rights, Privileges, Powers, and Authorities (under their several Acts of Parliament, or otherwise,) are hereby expressly saved and reserved.

Company not to construct any Bridge, &c. across the Waveney without the previous Consent of the Admiralty.

XXV. That it shall not be lawful for the Company to construct any Bridge or Crossing for carrying the said Railway over the River *Waveney* or any Work connected therewith without the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, for the Time being, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only according to such Plan and under such Restrictions and Regulations as the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral may approve of, such Approval being signified as last aforesaid; and where any such Bridge or Crossing, or Work connected therewith, shall have been constructed, it shall not be lawful for the Company at any Time to alter or

extend the same, without obtaining, previously to making any such Alteration or Extension, the like Consent or Approval; and if any such Bridge, Crossing, or Work connected therewith, shall be commenced or completed contrary to or not in conformity with such Consent or Approval, it shall be lawful for the said Lord High Admiral, or the said Commissioners for executing the Office of Lord High Admiral, to abate and remove the same, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due to the Crown, and be recoverable accordingly, with Costs of Suit.

Admiralty may order local Survey of Works, at Cost of the Company.

XXVI. That if, after Working Drawings of the Works hereby authorized shall have been submitted to the Lord High Admiral of the United Kingdom, or to the Commissioners for executing the Office of Lord High Admiral, it shall be deemed expedient by him or them to order a local Survey and Examination of such Works or of the intended Site thereof, the Company shall defray the Costs of such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company, and, if not paid upon Demand, may be recovered as a Debt due to the Crown, with the Costs of Suit, or may be recovered, with Costs, as a Penalty is or may be recoverable from the Company.

If Bridge across the Waveney, &c. be abandoned or fall into Decay, the Admiralty may order Company to remove the same.

XXVII. That if any Bridge or Work to be constructed by the Company in or across the River *Waveney*, or if any Portion of the Bridge or Work which affects such River or Access thereto, shall be abandoned, or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Lands for extraordinary Purposes.

XXVIII. That it shall be lawful for the Company to purchase any Quantity of Land for extraordinary Purposes not exceeding Twenty Acres.

Period for Completion of Works.

XXIX. That the Railways shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the said Acts incorporated herewith granted to the Company for executing the Railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railways as shall then be completed.

Power to cross certain

XXX. That, subject to the Provisions in the said Railways Clauses Consolidation Act contained in reference to the crossing of Roads on a Level,

a Level, it shall be lawful for the Company, in the Construction of the Railways by this Act authorized to be made, to carry the same across and on the Level of the several Roads numbered on the Plans deposited as herein-before mentioned as follows; (that is to say,) Highways on a Level.

No. on Plan.	Parish.	Description of Road.
18	Aldeby	Public Highway.
19	Aldeby	Public Highway.
23	Aldeby	Public Highway.
34	Aldeby	Public Highway.
44	Aldeby	Road.
1	Beccles	Public Highway.
22	Beccles	Turnpike Road.
49 *a*	Beccles	Public Highway.
54	Beccles	Public Highway.
72	Beccles	Public Highway.
76	Beccles	Road.
14	Weston	Public Highway.
24	Brampton	Public Highway.
43	Westhall	Public Highway.
8	Holton otherwise Holton Saint Peter	Public Highway.
16	Ditto	Public Highway.
34	Ditto	Public Highway.
7	Halesworth	Public Highway.

XXXI. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the several Points where the said Railways cross the before-mentioned Roads on the Level; and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Commissioners of Railways; and if the said Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the Crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been imposed. Company to erect a Station or Lodge at Points of crossing, and to abide by Regulations of Commissioners of Railways.

XXXII. That it shall be lawful for the Commissioners of Railways, if it shall appear to them to be necessary for the Public Safety, at any Time, either before or after the Railways by this Act authorized to be made shall have been completed and opened for public Traffic, to require the Company, within such Time as the said Commissioners shall direct, and at the Expense of the Company, to carry any or either of the before-mentioned Roads either under or over Commissioners of Railways may require a Bridge to be erected in lieu of level Crossing.

the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, and to execute such other Works as under the Circumstances of the Case shall appear to the said Commissioners the best adapted for removing or diminishing the Danger arising from any such level Crossing.

Tolls.

XXXIII. That it shall be lawful for the Company to demand any Tolls for the Use of the Railway not exceeding the following; (that is to say,)

Tonnage on Articles of Merchandize.

In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows:

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Farthing;

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per* Ton *per* Mile not exceeding Three Halfpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny;

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Twopence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings;

For all Cotton or other Wool, Drugs, manufactured Goods, and other Wares, Merchandize, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny;

And for every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform not belonging to the Company, *per* Mile not exceeding Sixpence, and a like Sum of Twopence *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding Twopence:

Tolls for Passengers or Cattle.

In respect of Passengers and Animals conveyed in Carriages upon the Railway, as follows:

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging

belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Calf or Pig, Sheep or Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

Tolls for propelling Power.

XXXIV. That the Tolls which the Company may demand for the Use of Engines for propelling Carriages on the Railway shall not exceed One Penny *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Regulations as to Tolls.

XXXV. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; that is to say,

For Articles or Persons (excepting Third-class Passengers) conveyed on the Railway for a less Distance than Six Miles, the Company may demand the Tolls and Charges herein-before prescribed as for Six Miles:

For a fractional Part of a Mile beyond Six Miles or beyond any greater Number of Miles the Company may demand Tolls on Merchandize for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

XXXVI. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway or any Part thereof, as follows:

For any Parcel not exceeding Seven Pounds in Weight, Fourpence;

For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence;

For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence;

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings;

And for any Parcel exceeding Fifty-six Pounds in Weight, the Company may demand any Sum which they think fit:

Provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence *per* Ton *per* Mile:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

Regulations as to Passengers Luggage.

XXXVII. That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Maximum Rate of Charge for Passengers:

XXXVIII. Provided always, and be it enacted, That the maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

For every Passenger conveyed in a First-class Carriage, the Sum of Threepence *per* Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of Twopence *per* Mile:

For every Passenger conveyed in a Third-class Carriage, the Sum of One Penny Halfpenny *per* Mile.

For Animals and Goods.

XXXIX. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rates of Charge, including the Tolls for the Use of the Railway, and of Waggons or Trucks, and locomotive Power, and every Expense incidental to such Conveyance (except

(except the loading and unloading of Goods, when such Service is performed by the Company), shall not exceed the Sums following:

For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, the Sum of Fourpence *per* Mile:

For every Calf, Pig, Sheep, Lamb, or other small Animal, the Sum of Three Farthings *per* Mile:

For Carriages, the Sum of Sevenpence *per* Mile:

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, the Sum of Twopence *per* Ton *per* Mile:

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, the Sum of Threepence *per* Ton *per* Mile:

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares and Merchandize, Fish, Articles, Matters, or Things, the Sum of Fourpence *per* Ton *per* Mile.

Restriction as to Charges with respect to Cattle.

XL. Provided always, That with respect to Cattle and Sheep, when a Waggon or Truck for the Carriage of Cattle or Sheep shall be engaged by One Party, it shall not be lawful for the Company to charge any greater Sum, including all the Charges aforesaid, than One Shilling *per* Mile for every Waggon or Truck capable of containing conveniently Six Cattle or Thirty Sheep.

Power to charge extra for Goods, by Agreement with the Owners.

XLI. That, notwithstanding anything in this Act contained, it shall be lawful for the Company and they are hereby authorized and empowered, by Agreement with the Owner or Owners of or Person or Persons in charge of Goods of any Description, to take and receive, and in such Case to demand and recover, either in respect of the Conveyance of such Goods (other than small Parcels) by Passenger Trains, and in respect also of small Parcels by Express Trains, or by reason of any other special Service performed by the Company in relation thereto, any increased Rates or Charges, over and above the Rates and Charges by this Act limited or authorized to be received and taken for or in respect of any such Goods.

Power to charge extra for Special Trains.

XLII. That, notwithstanding anything in this Act contained, it shall be lawful for the Company and they are hereby authorized and empowered to demand, receive, and take any reasonable Sum for the Use of Engines and Carriages for special or extra Trains by or on

on the said Railway or any Part or Parts thereof, and for loading and unloading, collecting, receiving, or delivering, and for providing Covers for Goods, Articles, or Animals.

Railway to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., and 9 & 10 Vict. cc. 57. & 105.

XLIII. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railways*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the same Session, intituled *An Act for constituting Commissioners of Railways*; Be it enacted, That nothing in this Act contained shall be held to exempt the said Railways and Works or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railways and Works and Company so far as the same are applicable,

Railway to be subject to Provisions of future General Acts.

XLIV. That nothing herein contained shall be deemed or construed to exempt the Railways by this Act authorized to be made, or the Company, from the Provisions of any General Act relating to such Act, or 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 authorized by this Act.

Expenses of Act.

XLV. That all the Costs, Charges, and Expenses of and incidental to the obtaining of this Act and preparatory thereto shall be paid by the Company or the Directors thereof out of the Monies that shall come to their Hands.

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