CHAP. lxxx.

An Act for conferring powers on the Lancashire and Yorkshire Railway Company for the construction of a railway and other works, and the acquisition of lands, in the west riding of the county of York and the county of Lancaster; and for other purposes. [20th June 1870.]

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WHEREAS by the Lancashire and Yorkshire Railway (Ripponden and Stainland Branches, &c.) Act, 1865, (in this Act called "the Company's Act of 1865,") the Lancashire and Yorkshire Railway Company (in this Act called "the Company") were empowered to construct branch railways to Ripponden and Stainland, and by the Lancashire and Yorkshire Railway (Extension of Time, &c.) Act, 1868, (in this Act called "the Company's Act of 1868,") the respective periods by the first-mentioned Act limited for the purchase of lands for and for the completion of those branches was extended:

28 & 29 Vict. c. cccxxxii.

And whereas it is expedient that the Company should be empowered to make an extension of the said Ripponden Branch Railway to Slitheroe, and to abandon a portion of the said authorised branch, and that the period limited for the purchase of lands for and for the construction of so much of the said Ripponden Branch as is not proposed to be abandoned should be further extended:

And whereas it is expedient that the Company should be empowered to divert the public road which now crosses the Ashton Branch of their railway on the level at Droylsden station, and also to alter and divert the course of the River Holme in the west riding of the county of York, near where the Lockwood Viaduct of the Huddersfield and Penistone Line of their railway crosses the said river; and that all rights of footpath over a certain occupation road which crosses their railway on the level at White Platts, near their Stansfield Hall station, should be extinguished:

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And whereas it is also expedient that the Company should be empowered to acquire for the purposes of their undertaking the lands, buildings, and property in this Act mentioned:

And whereas plans and sections showing the lines and levels of the proposed railway and other works, and plans of the lands which the Company are by this Act empowered to acquire and appropriate, and a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, have been deposited, as regards the railway, works, and lands in the west riding of the county of York with the clerk of the peace for the west riding of the county of York, and as regards the works in the county of Lancaster with the clerk of the peace for the county of Lancaster, and those plans, sections, and books of reference are in this Act referred to as the deposited plans, sections, and books of reference respectively:

And whereas it is expedient that the Company should be empowered to raise additional capital for the purposes aforesaid, and for general purposes connected with their undertaking, and that some of the powers and provisions of their existing Acts should be altered and enlarged:

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. In citing this Act for any purpose whatsoever it shall be sufficient to use the expression "The Lancashire and Yorkshire Railway (Ripponden Branch Extension, &c.) Act, 1870."

8 & 9 Vict. cc. 18. & 20. and 26 & 27 Vict. cc. 92. & 118. incorporated.

2. The Lands Clauses Consolidation Acts, 1845, 1860, and 1869, and the Railways Clauses Consolidation Act, 1845, and also Part I. (relating to the construction of a railway) and Part II. (relating to extension of time) of the Railways Clauses Act, 1863, and Part II. (relating to additional capital) of the Companies Clauses Act, 1863, are (except where expressly varied by this Act) incorporated with and form part of this Act.

8 & 9 Vict. c. 16. incorporated.

3. Subject to the provisions of this Act, all the provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters, (that is to say,)

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 the means of enforcing the payment of calls;
With respect to the forfeiture of shares for nonpayment of calls, and the merger and re-issue of forfeited shares;
With respect to the remedies of creditors of the Company against the shareholders;
With respect to the borrowing of money by the Company on mortgage or bond;
With respect to the conversion of borrowed money into capital;
With respect to the consolidation of shares into stock; and
With respect to the provision to be made for affording access to the special Act by all parties interested,

shall be applicable to the capital and moneys hereby authorised to be raised by shares or mortgage, and to the proprietors thereof.

Interpretation of terms.

4. In this Act the several words and expressions to which meanings are assigned by this Act or by the Acts wholly or partially incorporated herewith shall have the same respective meanings, unless there be something in the subject or context repugnant to such construction. The expression "the Company" shall mean the Lancashire and Yorkshire Railway Company; the expression "the railway" shall mean the railway by this Act authorised or any part thereof; the expression "the Ripponden Branch" shall mean the branch railway to Ripponden, being the railway first described in and authorised by the Lancashire and Yorkshire Railway (Ripponden and Stainland Branches, &c.) Act, 1865; and 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 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.

Power to make railway, &c. according to deposited plans.

5. Subject to the provisions in this Act contained, the Company may from time to time make and maintain in the lines and according to the levels shown on the deposited plans and sections the railway following, with all necessary stations, works, and conveniences connected therewith, and may from time to time enter upon, take, and use such of the lands defined on the deposited plans and described in the deposited books of reference as may be required for those purposes.

The railway herein-before referred to and authorised by this Act is—

A railway one mile seven furlongs and four chains, or thereabouts, in length, to be called the "Ripponden Branch Exten-

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sion," commencing by a junction with the authorised line of the Ripponden Branch Railway in the township of Barkisland in the parish of Halifax in the west riding of the county of York, west of and near the farmhouse called Little Even, and terminating in the township of Rishworth in the same parish south of and near Slitheroe House:

And the said railway and the works connected therewith executed under the authority of this Act shall for all purposes whatsoever be part of the Lancashire and Yorkshire Railway and of the undertaking of the Company.

Lands for extraordinary purposes.

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

Tolls.

7. The Company may demand and receive in respect of the use of the railway by this Act authorised to be constructed any tolls and charges not exceeding the tolls and charges which they are by the Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859, authorised to demand and receive in respect of the use of the Lancashire and Yorkshire Railway as by that Act constituted, as if the said additional line had been part of the Lancashire and Yorkshire Railway.

Abandonment of portion of Ripponden Branch.

8. The Company may and shall abandon and relinquish the construction of so much of the Ripponden Branch as extends from the junction therewith of the Ripponden Branch Extension by this Act authorised to the authorised termination of the said branch railway at Ripponden.

Compensation for damage to land by entry, &c. for purposes of portion of railway abandoned.

9. The abandonment by the Company under the authority of this Act of the before-mentioned portion of the Ripponden Branch 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 Act, 1845, for any damage occasioned by the entry of the 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 Company to receive compensation, in accordance with the provisions in that behalf of the Railways Clauses Consolidation 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 Company's Acts of 1865 and 1868.

Compensation to be made in respect of portion of railway abandoned.

10. Where before the passing of this Act any contract may have been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to the portion of railway authorised to be abandoned by this Act, and which shall not be required for the purposes of any of the works by this Act authorised, full compensation shall be made by the Company to the owners and occupiers 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 Act, 1845, for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Extension of time for the purchase of lands for Ripponden Branch.

11. The powers for the compulsory purchase of lands granted by the Company's Act of 1865, and extended and continued by the Company's Act of 1868, for the purposes of the Ripponden Branch, are hereby, as regards so much of the said branch as is not by this Act required to be abandoned, extended to the fifth day of July one thousand eight hundred and seventy-one, and on the expiration of that period such powers shall cease.

Extension of time for completion of Ripponden Branch.

12. The Ripponden Branch Extension shall be completed on or before the fifth day of July one thousand eight hundred and seventy-four, and the time granted by the Company's Act of 1865 for the construction and completion of the Ripponden Branch is hereby as regards the portion of the said branch mentioned in the last preceding enactment extended to the fifth day of July one thousand eight hundred and seventy-four, and sections six, seven, eight, and nine of the Company's Act of 1868, as well as section nineteen of the Company's Act of 1865, so far as the same relate to the Ripponden Branch, are hereby repealed.

Imposing penalty unless line be opened.

13. If the Company fail within the period limited by this Act to complete the Ripponden Branch Extension and the portion of the Ripponden Branch the time for completing which is by this Act extended, the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the same are completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost thereof, and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following

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section of this Act, and in the same manner as the penalty provided in the third section of the Act seventeen and eighteen Victoria, chapter thirty-one, known as the Railway and Canal Traffic Act, 1854; and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in the said third section of the Act seventeen and eighteen Victoria, chapter thirty-one, to an account opened or to be opened in the name and with the privity of the Accountant-General of the Court of Chancery in England, in the bank named in such order, and shall not be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which the Company was prevented from completing or opening the Ripponden Branch Extension and the said portion of the Ripponden Branch by unforeseen accident or circumstances beyond their control, of which prevention, and of the time for which it may have endured, the certificate of the Board of Trade shall be sufficient evidence, and that board, upon production of such proof as they shall deem sufficient, shall grant such certificate accordingly, provided that want of sufficient funds shall not be held to be a circumstance beyond the control of the Company.

Providing for application of penalty in compensation to parties injured.

14. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the Ripponden Branch Extension and the said portion of the Ripponden Branch respectively, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and by the Company's Act of 1865 as extended by the Company's Act of 1868, and this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall be paid to the Company.

On expiration of time limited for

15. If the said portion of the Ripponden Branch and the Ripponden Branch Extension shall not be completed within the

period limited by this Act, then on the expiration of such period the powers by this Act granted to the Company for making and completing the same, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

completion of portion of railway, powers to cease.

16. Subject to the provisions of this Act, the Company may make in the line and according to the levels shown on the deposited plans and sections relating thereto the alteration or diversion of road herein-after described, and may enter upon, take, and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for such purpose; (that is to say,)

Power to divert public road at Droylsden station.

An alteration or diversion of the public road which now crosses the Ashton Branch of the Company's railway on the level at Droylsden station, such diversion commencing in the township of Droylsden in the parish of Manchester in the county of Lancaster at a point on the said road near the north-west corner of a certain public-house called the "Railway Inn," and terminating in the division of Audenshaw in the parish of Ashton-under-Lyne in the same county at a point twenty yards or thereabouts north-west of the said level crossing at the Droylsden station:

And they may carry the said road over the railway by means of a bridge, and they may, when and so soon as the said alteration or diversion is completed and opened to the public, stop up and discontinue as a public highway, and appropriate to the purposes of their undertaking, the portion of the existing road situate between the points aforesaid; and all rights of way in or over the portion of road so stopped up and discontinued are hereby extinguished.

17. In constructing the alteration or diversion of road mentioned in the last preceding enactment, the Company may deviate to the extent of the limits of deviation marked on the deposited plans, and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet, and may make the same of any inclination not steeper than one in ten on one side in the parish of Manchester, and one in thirteen on the other side in the parish of Ashton-under-Lyne.

Power to deviate in construction of works.

18. The alteration or diversion of road authorised by this Act, when made and completed, shall from time to time be repaired and maintained by and at the expense of the same parties in the same manner and to the same extent as the portion of road for which the alteration is intended to be substituted would if the alteration had

Provision for repair of altered road.

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not been made have been repaired and maintained: Provided always, that if any question shall arise between the Company and such parties as to the due completion of the said alteration, such questions shall from time to time be determined by two justices, on the application of either of the parties in difference, and after not less than seven days notice to both parties of the sitting of such justices for the purpose; and the certificate of such justices of the due completion of the alteration shall be conclusive evidence of the fact so certified.

Power to divert River Holme.

19. Subject to the provisions of this Act, the Company may alter and divert, in and upon the lands shown on the deposited plans relating thereto, the course of a certain river called the River Holme in the parish of Almondbury in the west riding of the county of York, and may also remove and reconstruct part of the tail goit of Dungeon Mills, and the weir and a part of the head goit leading from the River Holme to the Lockwood Brewery, so as to connect the said goits with the river when so diverted as aforesaid: Provided always, that such alterations and diversion shall be constructed subject to the following conditions:—

The deviation of the River Holme shall be made in the line marked and shown in red upon a copy of the said deposited plans signed by John Dent Dent, Esquire, M.P., and by John Hawkshaw, the principal engineer of the Company, which shall be deposited with the clerk of the peace for the west riding of the county of York before the powers of this Act are put in force; and the Company shall, in constructing such alterations or diversion in and upon the said lands, remove and reconstruct (also in the line marked and shown in red upon the said last-mentioned plan) the tail goit of Dungeon Mills shown on such plan, so as to connect the same with the said river when so diverted; and the Company may, in so far as necessary for and during the construction of the said alterations and diversion, enter upon, take, and use so much of the lands delineated on the deposited plans and described in the deposited books of reference as shall be situate within the limits of deviation delineated on the said plan, and may use for the deposit of excavated earth and material, and for other the purposes of their undertaking, the bed and soil of the portion of the said river situate between the commencement and termination of the said diversion, and also the bed and soil of the existing tail goit to the Dungeon Mills aforesaid:

In constructing such alterations and diversion of the River Holme, and in removing and reconstructing the tail goit of the said

Dungeon Mills, and the weir and the part of the head goit leading from the River Holme to the Lockwood Brewery, and any of the works connected therewith, the Company shall not deviate from the lines or position of the said works respectively marked and shown in red on the said last-mentioned plan to any greater extent than ten yards on either side of the said red lines of such works respectively:

The Company shall, in lieu of the existing bridge, construct a substituted bridge over the River Holme between the said existing bridge and the Lockwood Viaduct, and shall also construct another bridge over the said diversion at such point as may hereafter be agreed upon, or, failing agreement, as may be determined by an engineer to be appointed by the Board of Trade, for the use and occupation of Messieurs Bentley and Shaw, or other the owners, lessees, or occupiers of the lands severed by the said diversion; and such bridges shall be constructed to the reasonable satisfaction of the said Messieurs Bentley and Shaw, or their surveyor, within three years after the commencement of the said works, and such bridges shall respectively be constructed of stone or iron, or partly of stone and partly of iron, and shall have a clear roadway over the same of twenty-four feet in width:

The Company shall, for a period of three years from the completion of the proposed diversion of the said river and goits, maintain and keep in good and substantial repair the banks and sides of the said river when diverted, except so much thereof as shall at any time be altered or reconstructed by the said Messieurs Bentley and Shaw, or other the owners of the land on either side thereof:

The Company shall make and for three years maintain a new weir in the said diverted river of the same height or level as the one at the present weir in the existing river, with proper byewash and works on the east side of the junction of the said proposed diverted head goit with the said proposed diversion of the River Holme:

The Company may purchase by agreement, in addition to the lands which may be acquired by them compulsorily under this Act, any of the lands coloured red on the said copy of the deposited plans signed and deposited as aforesaid.

Extinguishing rights of footpath over occupation road at White Platts.

20. Upon the passing of this Act, all public rights of footpath over so much as is situate between the boundaries of the Company's property of a certain occupation road leading from Todmorden to Stansfield Hall which crosses the Company's railway on the level at

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a place called White Platts, near their Stansfield Hall station in the township of Stansfield in the parish of Halifax in the west riding of the county of York, are hereby extinguished, and in lieu thereof the public shall be entitled to a right of footpath over and along the foot bridge over the Company's railway at White Platts aforesaid, which has been erected by them for the purpose; and the Company shall at all times hereafter uphold and maintain the said bridge, and the approaches thereto, and the footpath over the same, unless and until they shall, by agreement with the local board of Todmorden, provide some other sufficient means of carrying the said footpath either over or under the railway at White Platts aforesaid.

Power to acquire additional land for general purposes.

21. Subject to the provisions of this Act, the Company, in addition to the other lands which they are by this Act authorised to acquire, may from time to time enter upon, take, and use, and appropriate to the purposes of their undertaking, all or any of the lands and buildings following delineated on the deposited plans and described in the deposited books of reference relating thereto; (that is to say,)

Certain lands, buildings, and property in the township and parish of Wakefield in the west riding of the county of York, situate in Park Street and Monk Street in the town of Wakefield, and lying between Park Street and the station and premises of the Lancashire and Yorkshire Railway in Wakefield aforesaid, commonly called the Kirkgate station.

Company not to appropriate certain streets in Wakefield.

22. The Company shall not take, use, or appropriate for the purposes of their undertaking any portion of Park Street, Monk Street, or Kirkgate within the township of Wakefield.

Footpath from Kirkgate to Monk Street, Wakefield.

23. Before the Company shall appropriate for the purposes of this Act the road and footpath numbered 31 and 4 respectively on the deposited plans, they shall in lieu thereof provide for the use of the public, and to the reasonable satisfaction of the local board of health for the borough of Wakefield, a footpath on one side of and as part of an intended new approach from Kirkgate to the Wakefield Railway station not less than nine feet in width, so as to form a communication for foot passengers between Kirkgate and Monk Street in Wakefield aforesaid; and such new footpath when made shall be maintained and kept in repair by the said local board.

Powers for compulsory purchases limited.

24. The powers granted by this Act for the compulsory purchase of lands for the purposes of the Ripponden Branch Extension shall not be exercised after the fifth day of July one thousand eight hundred and seventy-two, and the powers granted by the Act for the compulsory purchase of lands for the other purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Power to raise additional money by new shares.

25. The Company from time to time may raise by the creation and issue of shares such sums of money as they shall think necessary, not exceeding fifty thousand pounds, exclusive of the moneys which they are or may be authorised to raise by any other Act or Acts of Parliament; and the Company may create and issue such shares either wholly or partially as ordinary or wholly or partially as preferential shares as they may think fit.

Shares not to issue until one fifth paid up.

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

Qualifications of new shares.

27. Except as by or under the powers of this Act otherwise provided, the new shares issued under the powers of this Act shall, in proportion to the aggregate amount thereof from time to time held by the same person at the same time, entitle the respective holders thereof to the same dividends and profits, and confer on them the like qualifications and the like right of voting, as the like amount of existing ordinary shares or stock of the Company.

Power to raise capital under any other Act of this session and this Act by new shares of one class.

28. If by any other Act passed in the present session of Parliament, whether before or after the passing of this Act, the Company be authorised to raise any capital by new shares, then, subject to the provisions of the other Act and this Act respectively, the Company, if they think fit, may raise by the creation and issue of new shares of one and the same class all or any part of the aggregate capital which they are by the other Act and this Act respectively authorised to raise by the creation and issue of new shares.

Power to borrow on mortgage.

29. The Company may from time to time borrow on mortgage any sum not exceeding in the whole the sum of sixteen thousand pounds, but no part thereof shall be borrowed until shares for the whole of the sum by this Act authorised to be raised by shares shall have been issued and taken up, and one half of such sum shall have been paid up, and the Company shall have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act, 1845, before he so certifies, that shares for all the capital which the Company are by this Act authorised to raise by the creation of new shares are issued, and that one half of such capital has been paid up, and that not less than one fifth part of the amount of each separate share has been paid on account thereof, and that such shares are bonâ fide held by persons or their assigns, and that such persons or their assigns are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant

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a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

Repealing provisions of former Acts with respect to appointment of a receiver.

30. Every provision in any Act passed before the present session of Parliament whereby the Company is authorised to raise by borrowing money for the purposes of their undertaking, with respect to the appointment of a receiver for enforcing payment by the Company of arrears of principal money, or principal money and interest, shall be and the same is hereby repealed, but without prejudice to any appointment which may have been made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision.

Arrears may be enforced by appointment of a receiver.

31. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver, and in order to authorise the appointment of a receiver in respect of principal, or principal and interest, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Existing mortgages to have priority.

32. All mortgages or bonds granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act, and which shall be subsisting at the time of the passing of this Act, shall during the continuance of such mortgages have priority over any mortgages to be granted by virtue of this Act.

Application of moneys.

33. All moneys raised under this Act, whether by shares or by borrowing, shall be applied for the purposes of this Act and for the general purposes of the Company only.

Power to apply corporate funds to purposes of Act.

34. The Company may apply to the purposes of this Act any of the moneys which they now have in their hands, or which they have power to raise by virtue of any Acts relating to the Company, and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Interest not to be paid on calls paid up.

35. The Company shall not, out of any money by this Act authorised to be raised by calls or by borrowing, pay to any shareholder interest or dividend on the amount of calls made in respect of the shares held by him: Provided always, that the Company may pay to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act, 1845.

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

36. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum of money which, by any standing order of either House of Parliament now or hereafter in

force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

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

37. Nothing herein contained shall be deemed or construed to exempt the railways by this Act authorised to be made from the provisions of any general Act relating to railways, or to the better or more impartial audit of the accounts of railway companies, now in force or which may hereafter pass during this or any future session of Parliament, or from any future revision and alteration, under the authority of Parliament, of the maximum rates of fares and charges and of the rates for small parcels authorised by this Act.

Expenses of Act.

38. All the costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

LONDON: Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1870.