CHAPTER xxviii.

An Act to confer further Powers on the London, Brighton, and South Coast Railway Company. [11th June 1877.] A.D. 1877.

WHEREAS it is expedient that the London, Brighton, and South Coast Railway Company (who are herein-after called "the Company") should be enabled—

To make the alterations or deviations herein-after described in the railway authorised by the London, Brighton, and South Coast Railway (Chichester and Midhurst Railway) Act, 1876, (herein-after referred to as "the Act of 1876,") and to abandon the construction of certain portions of the authorised railway rendered needless by such deviations; 39 & 40 Vict. c. cix.

To widen the bridge carrying the railway of the Company over Mill Street at Redhill in the parish of Reigate in Surrey;

To stop up a certain footpath crossing the railway of the Company in the parish of Mickleham in Surrey;

To purchase additional lands for the purposes of their undertaking:

And whereas the Company are willing at their own expense to execute the said works, and it is expedient that the powers herein-after contained should be conferred upon them for that purpose:

And whereas it is expedient that the time limited for the sale by the Company of superfluous lands acquired and held by them should be extended:

And whereas by virtue of a lease bearing date the eighteenth day of February one thousand eight hundred and fifty-two, and made between William John Evelyn (who is herein-after called the lessor) of the one part, and the Company of the other part, the lessor demised to the Company for a term of ninety-nine years from the twenty-ninth September one thousand eight hundred and forty-five, at a yearly rent of one thousand one hundred pounds, certain hereditaments situate in the parish of St. Paul, Deptford, consisting of Deptford Wharf lease, dated 18th Feb. 1852.

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a messuage, yard, garden, and outbuildings, and of a piece of land adjoining thereto, and fronting upon the River Thames, and for many years used as a shipwright's yard, together with a wet dock, double dry dock, wharfs, landing-places, quays, and appurtenances belonging thereto, of which premises the Company for some time previously had been and of which they have ever since been in possession, and they have expended large sums of money thereon, and have adapted the same to the purposes of their undertaking, and the same form part of the Company's Thames branch railway as authorised by the Act of 9 & 10 Vict. cap. 234., and are a river terminus of their railway, and the same are essential to the convenient carrying on of their undertaking, which is of great advantage to the public, particularly for the conveyance of goods, cattle, and minerals, and it is expedient that the Company should be authorised to purchase by agreement the freehold of the said premises:

London Bridge Land Company's estate, 39 & 40 Vict. c. ccxxviii.

And whereas the estate of the London Bridge Land Company, Limited (who are herein-after called "the land company"), lies immediately opposite to the fronts of and adjoins the roads leading to the London Bridge stations of the Company and of the South-eastern Railway Company, and by the 24th section of "The South-eastern Railway Act, 1876," the South-eastern Railway Company are authorised to agree with the land company and the mortgagees of their estate, or other the owners thereof, for the purchase by the said railway company of the whole or part of the estate of the said land company, and by the same section power is reserved to the Company to share equally in the said purchase if within six months after the passing of that Act they shall have given notice to the South-eastern Railway Company of their desire to do so, and shall in this session of Parliament obtain power so to share, and it is expedient that the provisions herein-after contained should be made in that behalf:

And whereas it is expedient that the other provisions herein-after contained should be made:

And whereas plans and sections showing the lines and levels of the railways and other works authorised by this Act, and the lands in or through which the same are intended to be made, 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 and lessees, or reputed owners and lessees, and of the occupiers of the said lands, have been deposited with the respective clerks of the peace for the counties of Sussex, Surrey, and Kent, 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 the objects of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

Short title.

1. This Act may be cited as "The London, Brighton, and South Coast Railway Act, 1877."

Certain provisions of general Acts incorporated.

2. The following Acts and parts of Acts are, excepting where the same are expressly varied by this Act, incorporated with and form part of this Act; namely,

"The Lands Clauses Consolidation Acts, 1845, 1860, and 1869;"

"The Railways Clauses Consolidation Act, 1845;"

Part I. (relating to the construction of a railway) of "The Railways Clauses Act, 1863;"

The provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the following matters; (that is to say,)

The distribution of the capital of the Company into shares;

The transfer or transmission of shares;

The payment of subscriptions and the means of enforcing the payment of calls;

The forfeiture of shares for nonpayment of calls;

The remedies of creditors of the Company against the shareholders;

The borrowing of money by the Company on mortgage or bond;

The conversion of borrowed money into capital;

The consolidation of shares into stock;

The giving of notices;

The general meetings of the Company, and the exercise of the right of voting by the shareholders;

The making of dividends;

The provisions to be made for affording access to the special Act by all parties interested; and

Part I. (relating to cancellation and surrender of shares), Part II. (relating to additional capital), and Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863."

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings, unless there be some-

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thing in the subject or context repugnant to such construction. The expressions "parish clerks" and "clerks of the several parishes" in sections 7, 8, and 9 of "The Railways Clauses Consolidation Act, 1845," shall, with reference to the Company, and as regards those parishes or extra-parochial places in which, by the standing orders of either House of Parliament, plans, sections, and other documents are required to be deposited with the clerk of the vestry of the parish, or with the clerk of the district board for the district in which the parish or extra-parochial place is included, mean in the first case the vestry clerks of those parishes, and in the second case the clerks of those district boards respectively; and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partly incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute.

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

4. Subject to the provisions of this Act, the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the railways and works herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, 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 those purposes. The railways herein-before referred to and authorised by this Act are,—

CHICHESTER AND MIDHURST RAILWAY DEVIATIONS.

Deviation Railway No. 1:

A railway (1 mile 2 furlongs 4·26 chains in length) commencing in the parish of Fishbourne in Sussex by a junction with the western or Portsmouth line of the Company, at a point about 20 yards westward of the centre of the public highway leading from Chichester to Portsmouth, which is crossed by the railway on the level thereof, and terminating by a junction with the authorised Chichester and Midhurst Railway, in the parish of St. Peter the Great, otherwise the sub-deanery of Chichester, in Sussex, at a point marked 1 mile 4 furlongs on the plans deposited with respect to the said railway at the office of the clerk of the peace for the county of Sussex, in the month of November 1875.

Deviation Railway No. 2:

A railway (5 furlongs 6 chains in length) commencing by a junction with the said authorised railway at a point marked 10 miles

and 5 furlongs on the said plans, in the parish of West Lavington in Sussex, and terminating by a junction with the Company's Mid-Sussex and Midhurst Junction Railway near the eastern end of the Company's engine shed at Midhurst Station, in the parish of Cocking in Sussex.

Railways to form part of railways of the Company.

5. The railways hereby authorised shall for all purposes (including the levying of tolls, fares, rates, and charges,) be deemed to be part of the railways of the Company, and the Company may in respect of the said railways demand and take any tolls, rates, fares, and charges not exceeding those which by "The London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863," and "The London, Brighton, and South Coast Railway Act, 1868," they are authorised to demand and take upon or in respect of their railways.

Protecting lands of East London Railway Company.

6. Nothing in this Act contained shall authorise the Company to enter upon, purchase, take, or use any land belonging to the East London Railway Company.

Period for completion of railways.

7. If the railways herein-before authorised by this Act are not completed within three years from the passing of this Act, then on the expiration of that period the powers by this Act granted to the Company for making and completing the railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Penalty unless railways are opened within the time limited.

8. If the Company fail within the period limited by this Act to complete the railways which they are herein-before authorised to construct, 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 railway in respect of which such default has been made is 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 of such railway; 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 section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section 3 of "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 that section, to an account opened or to be opened in the name and with the privity of Her Majesty's Paymaster General, on behalf of the Chancery Division of the High Court of Justice, in the bank and to the credit specified in such warrant or order, and shall not

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be paid thereout except as herein-after provided; but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such line by unforeseen accident or circumstances beyond their control: Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty.

9. 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 railway, 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 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 Chancery Division of the High Court of Justice 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 forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer, in such manner as the said Division thinks fit to order, on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the said Division, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver, or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof.

Portions of Chichester and Midhurst Railway to be abandoned.

10. Notwithstanding anything contained in the Act of 1876, it shall not be lawful for the Company to construct the portion herein-after described of the railway authorised by the said Act, or to enter upon any lands for the purposes thereof, but the construction thereof shall be wholly abandoned; (that is to say,)

(*a*) So much of the said railway as lies between the authorised commencement thereof in the parish of St. Bartholomew,

Chichester, in the county of Sussex, and a point in the parish of St. Peter the Great, otherwise the sub-deanery of Chichester, shown on the plans of the said railway referred to in the said Act as one mile and four furlongs from the commencement of the said railway:

(*b*) So much of the same railway as lies between the point marked ten miles and five furlongs on the said plans, in the parish of West Lavington in the same county, and the authorised termination thereof in the parish of Cocking.

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

11. The abandonment of the portions of the authorised Chichester and Midhurst Railway which are by this Act authorised to be abandoned shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Chichester and Midhurst Railway Company or by 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 the said portions 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 either Company for the purpose of such portions of railway to receive compensation 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 Railways Clauses Consolidation Act, 1845," or in the said Act of 1876.

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

12. Where before the passing of this Act any contract may have been entered into or notice given by either Company for the purchasing of any land for the purposes of or in relation to any portion of the said railway or works authorised to be abandoned by this Act, the Company shall be released from all liability to purchase or to complete the purchase of any such lands; but, notwithstanding, 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," as amended by any subsequent Act, for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Power to widen bridge at Redhill.

13. The Company may, in the manner shown on the deposited plans and upon the lands described in the deposited books of reference, widen and enlarge the bridge which carries the railway of the

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Company over the public highway called Mill Street at Redhill in the parish of Reigate in the county of Surrey.

Closing of footpath at Mickleham.

14. The Company may stop up so much of the footpath as crosses the railway of the Company on the level near the village of West Humble in the parish of Mickleham in the county of Surrey, and all rights of way over the railway of the Company by means of such footpath shall be extinguished, and the site and soil of the said footpath between the fences of Company's railway shall be vested in the Company so far as the same may not already be vested in them.

Power to purchase additional lands.

15. 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 enter upon and take for the purposes of their undertaking the lands herein-after described, which are delineated upon the deposited plans and described in the deposited books of reference; (that is to say,)

Certain lands in the parishes of Cocking and West Lavington in Sussex adjoining the Company's Mid-Sussex and Midhurst Junction Railway;

Certain lands in the parish of Bury in the same county adjoining the Company's Mid-Sussex Railway;

Certain lands in the parish of Preston in the same county adjoining the Company's main line of railway and the Company's branch line to Lewes;

Certain lands in the parish of Steyning in the same county adjoining the Shoreham and Mid-Sussex Railway at or near the Steyning Station thereof;

Certain lands in the parish of Horsham in the same county adjoining the Company's railways at Horsham near the goods station there;

Certain lands in the parish of Brighton in the same county near the goods station of the Company's railway there and bounded by Peel Place;

Certain lands in the same parish and county situate in the Queen's Road, Brighton, and the buildings thereon known as the Terminus Hotel;

Certain lands near New Cross in the parish of St. Paul, Deptford, and the hamlet of Hatcham in the same county adjoining the Company's main line of railway and the branch therefrom to Old Kent Road;

Certain other lands at New Cross in the same parish and hamlet on the east of and adjoining the railway of the Company.

Protecting lands of Sir Francis Goldsmid, Bart.

16. Nothing contained in this Act shall authorise the Company to enter upon, take, or use any lands of which Sir Francis Henry Goldsmid, Baronet, is now tenant for his life, except the lands specified as to be taken by the Company in an agreement dated the 24th day of May 1876, and made between the said Sir Francis Henry Goldsmid of the first part, Nathaniel Montefiore of the second part, and the Company of the third part, nor to enter upon, take, or use any of such last-mentioned lands except upon the terms and subject to the conditions specified in that agreement.

Providing for purchase of Deptford Wharf, &c.,

17. The Company may purchase by agreement and hold for the purposes of their undertaking the freehold of the lands, houses, and buildings, wet dock or basin, dry dock, slip, wharfs, and other premises in the parish of St. Paul, Deptford, in the county of Kent, shown on the deposited plans and described in the deposited books of reference, which premises are included and described in the indenture of lease bearing date the eighteenth day of February one thousand eight hundred and fifty-two, whereby the said premises were demised to the Company by William John Evelyn for the term of ninety-nine years.

and construction of sill on such wharf.

18. And whereas it is desirable to protect the property belonging to the said William John Evelyn in the vicinity of the said premises from the flow through or over the same premises of the floods, tides, and other waters of the River Thames, be it further enacted, that the Company shall within six months after the passing of this Act make and from time to time maintain upon the river line and dock frontage line of the said premises a sill or other works sufficient from time to time in the opinion of the Metropolitan Board of Works to protect the said property from the flow through or over the said premises of the said floods, tides, and waters; provided that nothing in this section contained shall operate to give a right of action against the Company, except to the said William John Evelyn, or his heirs or assigns.

Providing for purchase of London Bridge Land Company's estate.

19. The Company may concur with the South-eastern Railway Company and become parties to any agreements between that company and the London Bridge Land Company and the mortgagees of their estate, or other the owners, lessees, or assigns thereof, or the Company may agree with the South-eastern Railway Company separately for the purchase of the whole or part of the said estate, and the Company may hold the premises so purchased as a part of their undertaking.

Powers for compulsory purchases limited.

20. The powers of the Company for the compulsory purchase of lands for the purpose of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Power to take easements, &c. by agreement.

21. Persons empowered by "The Lands Clauses Consolidation Act, 1845," to sell and convey or release lands, may, if they think fit, subject to the provisions of that Act and of "The Lands Clauses Consolidation Acts Amendment Act, 1860," and of this Act, grant to the Company any easement, right, or privilege, required for the purposes of this Act, in, over, or affecting any such lands, and the provisions of the last-mentioned Acts with respect to lands and rentcharges, so far as the same are applicable in this behalf, shall extend and apply to such grants, and to such easements, rights, and privileges as aforesaid respectively.

Extending time for sale of certain superfluous lands.

22. The Company may, notwithstanding anything to the contrary in "The Lands Clauses Consolidation Act, 1845," or in any Act relating to the Company with which that Act is incorporated, retain and hold any lands acquired by them which have not yet been applied to the purposes of the Company, or sold or disposed of by them, in the parishes enumerated in the schedule to this Act, for the periods following; (that is to say,) as regards such of the lands as are situate near or adjoining any railway or station of the Company, or as the Company may be of opinion that they may require for the purposes of stations, sidings, or other conveniences, for the period of ten years from the passing of this Act, and as regards the other of the said lands for the period of two years from the 13th day of July 1878. But the Company shall at the expiration of such respective periods of ten years and two years sell and dispose of all such parts of those lands respectively as shall not then have been applied to or are not then required for the purposes of their undertaking as aforesaid, as superfluous lands.

For protection of Post Office telegraphs.

23. If in the execution of the works by this Act authorised the Company desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General, and not situate upon the Company's railway or works connected therewith, the following provisions for the protection of Post Office telegraphs shall apply; (that is to say,)

Notice to be given before interfering with telegraphs.

Before the Company alter, remove, or interfere with any such telegraph poles, wires, or telegraph apparatus the Company shall give to the Postmaster General one calendar month's previous notice in writing of such intended alteration, removal,

or other interference, specifying all requisite and proper particulars relating thereto, and if the Postmaster General shall, before the expiration of one calendar month after the service upon him of the said notice from the Company, give the Company notice of his intention so to do, he may execute at the cost of the Company, and thereafter at his own expense maintain, the works specified in the Company's notice, and such other works, substituted wires, and conveniences as may be reasonably required for making good the telegraph poles, wires, or telegraph apparatus so required to be altered, removed, or interfered with, using all due despatch in the execution thereof, and not interfering with or obstructing the use of the railway. If at the expiration of one calendar month the Postmaster General shall not have commenced such works, then such alteration, removal, or interference may be carried out by the Company, but so as to cause no impediment or obstruction whatsoever to the due transmission of messages along such wires, or, at the option of the Postmaster General, along substituted wires to be provided by the Company at their own expense, to the satisfaction in all respects of the Postmaster General.

Compensation by Company to Postmaster General, and penalty.

Subject to the provisions of this section, the Company shall from time to time make full compensation to Her Majesty's Postmaster General for any expense, loss, or damage which he is put to or sustains by reason of any such alteration, removal, or other interference with any telegraph post, wire, apparatus, or work of the Postmaster General causing any interruption of or impediment to postal telegraphic communication; and the Company shall, in addition to making compensation as aforesaid, be liable to forfeit a sum not exceeding twenty pounds for every twenty-four hours during which that interruption or impediment continues. The amount of any such expense, loss, damage, or forfeiture shall be a debt due from the Company to the Crown, and be recoverable accordingly, with costs, or the same may be recovered with costs on behalf of the Postmaster General as a penalty is recoverable from the Company.

Saving for Telegraph Act and agreements.

Nothing in this Act relating to Her Majesty's Postmaster General shall take away, abridge, or prejudicially affect any right, power, estate, or interest of the Postmaster General or of the Company under or by virtue of the Telegraph Act, 1868, or any agreement between the Company and the Postmaster General.

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Company may apply funds to purposes of Act.

24. 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 "The London, Brighton, and South Coast Railway Act, 1868," or any other 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.

Power to raise additional capital.

25. The Company from time to time may for the purposes of this Act raise by the creation and issue of shares or stock such sums of money as they shall think necessary, not exceeding two hundred 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 or stock either wholly or partially as ordinary, or wholly or partially as preferential shares or stock, as they may think fit.

Shares or stock not to issue until one-fifth part paid up.

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

Qualifications of new shares or stock.

27. Except as by or under the powers of this Act otherwise provided, the new shares or stock 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 borrow on mortgage.

28. The Company may from time to time borrow on mortgage additional sums not exceeding in the whole sixty-six thousand six hundred pounds in respect of the additional capital of two hundred thousand pounds by this Act authorised to be raised, but no part thereof shall be borrowed until shares for so much of the said additional capital as is to be raised by means of shares are issued and accepted, and one half of such capital is paid up, and the Company have proved to the justice who is to certify under the 40th section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that shares for the whole of such capital have been issued and accepted, and that one half thereof has been paid up, and that not less than one-fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and until stock for one half of so much of the said capital as is to

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be raised by means of stock is fully paid up, and the Company have proved to such justice as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and also if the said capital is raised by shares that such persons or corporations, or their executors, administrators, successors, or 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 a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

Former mortgages and bonds to have priority.

29. The mortgages and bonds granted by the Company in pursuance of the powers of any Act of Parliament before the passing of this Act, and subsisting at the time of the passing of this Act, shall, during the continuance of such mortgages and bonds, but subject to the provisions of the Acts under which such mortgages and bonds were respectively granted, have priority over any mortgages granted by virtue of this Act, and nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Debenture stock.

30. The Company may create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act, 1863;" but, notwithstanding anything therein contained, the interest of all debenture stock at any time after the passing of this Act created and issued by the Company shall rank pari passu with the interest of all mortgages at any time after the passing of this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

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

Receipt clause in case of persons not sui juris.

32. If any money is payable to a holder of shares or stock in the Company being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Interest not to be paid on calls paid up.

33. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him, but nothing in this Act shall prevent the Company from

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paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with "The Companies Clauses Consolidation Act, 1845."

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

34. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Railways, &c. not exempt from provisions of present and future general Railway Acts.

35. Nothing in this Act contained shall exempt the Company or the railways from the provisions of any general Act relating to railways, or 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 or alteration, under the authority of Parliament, of the maximum rates of fares and charges or of the rates for small parcels.

Expenses of Act.

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

SCHEDULE.

SURREY.	SURREY—*continued.*
St. Olave, Southwark.	Bramley.
St. Thomas, Southwark.	Dunsfold.
Bermondsey.	Shalford.
St. Mary, Rotherhithe.	
St. Giles, Camberwell.	KENT.
St. Mary, Lambeth.	St. Paul, Deptford.
St. Mary, Battersea.	Lewisham.
St. Paul, Deptford.	Beckenham.
St. Leonard, Streatham.	Tonbridge.
Penge.	
Croydon.	SUSSEX.
Sanderstead.	Worth.
Coulsdon.	Balcombe.
Reigate.	Ardingly.
Horley.	Cuckfield.
Beddington.	Lindfield.
Wallington.	Keymer.
Carshalton.	Clayton.
Sutton.	Piecombe.
Banstead.	Patcham.
Cheam.	Brighton.
Ewell.	Portslade.
Epsom.	Old Shoreham.
Leatherhead.	New Shoreham.
Fetcham.	Lancing.
Dorking.	Broadwater.
Capel.	West Tarring.
Ockley.	Angmering.
Mitcham.	Rustington.
Merton.	Leominster.
Wimbledon.	Littlehampton.
Cranleigh.	Ford.
Wonersh.	Barnham.

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SUSSEX—*continued.*

Oving.
Rumboldswyke.
Bosham.
Chidham.
Westbourne.
Southover.
All Saints, Lewes.
South Malling.
Berwick.
Wilmington.
Folkington.
Hailsham.
Westham.
Pevensey.
Bexhill.
Bulverhithe.
St. Leonards-on-Sea.
Ifield.
Lower Beeding.
Rusper.
Horsham.
Pulborough.
Coldwaltham.
Burton.
Petworth.
West Lavington.
Cocking.
Midhurst.
Amberley.
Itchingfield.
Slinfold.
Rudgwick.
Henfield.
Steyning.
East Grinstead.
Hartfield.
Withyham.
Rotherfield.

SUSSEX—*continued.*

Frant.
Buxted.
Uckfield.
Hamsey.
Ditchling.
Street.
Plumpton.
St. Michael's, Lewes.
Piddinghoe.
South Heighton.
Denton.
Newhaven.
East Blatchington.
Willingdon.
Eastbourne.
Aldingbourne.
Eastergate.
South Bersted.
Chailey.
Newick.
Fletching.
Isfield.
Framfield.
East Hoathly.
Chiddingley.
Hellingly.
Mayfield.
Heathfield.

HAMPSHIRE.

Havant.
Bedhampton.
Wymering.
Widley.
Portsea.
North Hayling.
South Hayling.

LONDON: Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE, Printers to the Queen's most Excellent Majesty. 1877.