ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

VICTORIÆ REGINÆ.

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Street with a Bridge in the Line of the intended Railway (No. 2) for carrying the same over the River *Thames* at *Blackfriars*, and Two Junction Railways in connexion with the intended Railway (No. 2), the first commencing from that intended Railway in the Parish of *Saint Bride* and City of *London* on the North Side of *Ludgate Hill* near the Junction of *Ludgate Hill* and *Farringdon Street*, and terminating in the Parish of *Saint Sepulchre* and County of *Middlesex* by a Junction with the *Metropolitan* Railway at or near the authorized Termination thereof at or near the Junction of *Victoria Street* and *West Street*, and the second commencing from the first in the Parish of *Saint Sepulchre* and City of *London* at or near the Junction of *Skinner Street* and *Snow Hill* opposite the End of *Seacoal Lane*, and terminating in the same Parish in or near *West Smithfield*; and for short Traffic (which Term included Traffic passing over the City Section, or any Part thereof,) the *Dover* Company were authorized to take certain Tolls and Charges in that Act specified: And whereas the authorized Share Capital of the *Dover* Company for the Purposes of the Metropolitan Extensions consists of 1,650,000*l.* created under the Authority of the Metropolitan Extensions Act (825,000*l.* in Preferred Half Shares called Metropolitan Extension Preferred Half Shares B, and 825,000*l.* in Deferred Half Shares called Metropolitan Extension Deferred Half Shares A), and 1,050,000*l.* created under the Authority of the *London, Chatham, and Dover* Railway (Additional Powers) Act, 1862, (in this Act called "the Act of 1862,") in Shares called Metropolitan Extension C Shares: And whereas by virtue of the Act of 1862, and of a Resolution to that Effect of the Meeting of the *Dover* Company creating the Metropolitan Extension C Shares, the Interest or Dividend on those Shares ranks and is payable next after the Interest or Dividend on the Metropolitan Extension Preferred Half Shares B, and before the Interest or Dividend on the whole of the Metropolitan Extension Deferred Half Shares A: And whereas by virtue of the Metropolitan Extensions Act, and of the Resolutions of a Meeting of the *Dover* Company held in conformity with that Act, the Profits of the Metropolitan Extensions applicable to Dividend are applicable, in the first place, to Payment of a Dividend of Six *per Centum per Annum* on the Amount paid up on the aforesaid Shares, and, subject thereto, fall into and become Part of the general Profits of the *Dover* Company: And whereas, on the other hand, the Declaration or Payment of any Dividend on the Ordinary Capital of the *Dover* Company (which is Part of the Capital entitled to Dividend out of their general Profits) is, under the Metropolitan Extensions Act, liable to be suspended until the City Section and other Railways of the Metropolitan Extensions shall be completed and opened for public Traffic: And whereas, in consequence of a very large Increase in the Extent of the Works on the *Beckenham* Section and the West End

25 & 26 Vict. c. cxcii.

Section

Section of the Metropolitan Extensions, and of the Railway No. 2 of the City Section from *Herne Hill* up to *Earl Street* in *Blackfriars* (including the said Bridge across the River *Thames*), the *Dover* Company have not only expended the Funds applicable to the Metropolitan Extensions, but also require further Capital for the Completion of the same up to *Earl Street* aforesaid: And whereas the *Dover* Company have proceeded with the Execution of Part of the said Railway No. 2, and of the whole of the said First Junction Railway, for the Purpose of completing the Communication between their Railway at *Earl Street* and the *Metropolitan* Railway and the Systems of Railway in connexion therewith, and for that Purpose have necessarily incurred and are incurring large Liabilities: And whereas the *Dover* Company have applied to Parliament in the present Session for an Act to authorize them (amongst other Objects) to abandon the remaining Part of the said Railway No. 2, and the whole of the said Second Junction Railway, and to make other Railways in lieu thereof to join Railways of the *Metropolitan* Railway Company, and which Act as passed bears the Short Title of "The *London, Chatham, and Dover* Railway (New Lines) Act, 1864:" And whereas the Communication between the Railway of the *Dover* Company at *Earl Street* aforesaid and the Railways of the *Metropolitan* Railway Company is important to the *Great Northern* Railway Company, and they are willing, and it is expedient, that Provision be made for their contributing 300,000*l.* to be applied by the *Dover* Company towards the Cost of the Lines forming such Communication (and of those Lines only), upon the Terms in this Act contained, and upon having the User of those Lines and Portions of other Railways of the *Dover* Company as in this Act provided, and upon Condition that the *Dover* Company also pay Tolls and Charges for the User of those Lines; and it is expedient that the *Great Northern* Railway Company be empowered to raise Money for the Purposes of their said Contribution: And whereas the said Communication is also important to other Companies who may be willing hereafter to contribute towards the Cost thereof, or to take some Share or Interest therein: And whereas, in order to effect the Purposes aforesaid, and to enable the *Dover* Company to raise the other Funds required to discharge the Cost of the Railways forming the said Communication, it is expedient that those Railways be constituted a separate Undertaking apart from the other Portions of the Metropolitan Extensions and from the other Undertakings of the *Dover* Company, and that a separate Capital be created for the Purposes thereof: And whereas the Ordinary Capital of the *Dover* Company consists of 700,000*l.*, converted by the *London, Chatham, and Dover* Railway (Capital) Act of 1860 into Ordinary Capital Stock, which is Stock in their general Undertaking and entitled to Dividend out of their general Profits: And whereas it is expedient that the *Dover* Company be empowered

27 & 28 Vict. c. cxcv.

to

to create additional Ordinary Capital Stock in their general Undertaking: And whereas it is expedient that the *Dover* Company be empowered to create additional Shares or Stock in their Metropolitan Extensions (excluding the separate Undertaking constituted under this Act and the Railways and Works by "The *London, Chatham, and Dover* Railway Act, 1863," authorized to be constructed), and that Provision be made for the Consolidation of such additional Shares or Stock with the existing Metropolitan Extension Deferred Half Shares A, or any Stock substituted for the same, with the Consent of the Holders of such Half Shares or Stock: And whereas it is expedient that the *Dover* Company be empowered to accept Surrenders of any Preferential Shares or Stock in the general Undertaking of that Company, and by Agreement with the Holders of any such Shares or Stock to exchange for such Shares or Stock Portions of the new Shares and Stock and Consolidated Stock created by or under this Act (except Shares and Stock in the City Lines Capital): And whereas the Objects aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title.

1. This Act may be cited for any Purpose as "*London, Chatham, and Dover* Railway (City Undertaking) Act, 1864."

Part of 8 & 9 Vict. c. 20 incorporated.

2. The Clauses and Provisions of "The Railways Clauses Consolidation Act, 1845," with respect to the carrying of Passengers and Goods upon the Railway and the Tolls to be taken thereon, with respect to the regulating of the Use of the Railway, with respect to the Engines and Carriages to be brought on the Railway, with respect to the Settlement of Disputes by Arbitration, with respect to the Recovery of Damages not specially provided for, and of Penalties, and to the Determination of any other Matter referred to Justices, and with respect to the Provision to be made for affording Access to the Special Act by all Parties interested, are incorporated with this Act.

Part of 8 & 9 Vict. c. 16. incorporated.

3. The Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, with respect to the Transfer or Transmission of Shares, with respect to the Payment of Subscriptions, and the Means of enforcing the Payment of Calls, with respect to the Forfeiture of Shares for Nonpayment of Calls, 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

or Bond, with respect to the Conversion of the borrowed Money into Capital, with respect to the Consolidation of the Shares into Stock; with respect to the making of Dividends, with respect to the giving of Notices, and with respect to the Provision to be made for affording Access to the Special Act by all Parties interested, are incorporated with this Act, with respect to all Shares and Stock of the *Dover* Company created and to all Mortgages granted and Monies borrowed by them under the Powers of this Act.

Interpretation of Terms.

4. In construing this Act and in connexion with this Act the incorporated Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," the following Words and Expressions shall, unless the Subject or Context be repugnant to or inconsistent with such Construction, have the respective Meanings herein-after assigned to them; (that is to say,)

The Expression "the Special Act" shall mean this Act:

The Expression "the Company" shall mean the *Dover* Company:

The Expression "the Undertaking" shall mean the Undertaking for the Purposes whereof the respective Shares or Stock are or is created, or the respective Monies are borrowed:

The Word "Share" shall include Stock:

The Expression "the Railway" shall mean and include the Railways by this Act formed into the City Lines Undertaking:

The Expression "general Undertaking" shall mean the Undertaking of the *Dover* Company as authorized by "The *East Kent* Railway Act, 1853," and "The *East Kent* Railway (Extension to *Dover*) Act, 1855," and "The *East Kent* Railway (Western Extension) Act, 1858," and all other the Railways, Works, and Lands of the *Dover* Company from Time to Time declared Part of their general Undertaking:

The Expression "general Profits" shall mean all the Profits applicable to Dividend of the general Undertaking, (except the Common Fund authorized by the "Additional Powers Act, 1862," and the Sum or Sums made applicable to the *Victoria* Station Improvement Shares, under the Authority of "The *London, Chatham, and Dover* Railway Act, 1863,") and so much (and so much only) of all other Profits of the *Dover* Company applicable to Dividend as is not from Time to Time applicable to Payment of Interest or Dividend on Capital authorized for any separate Undertaking of the *Dover* Company, or to the Common Fund, or to the *Victoria* Station Improvement Shares:

The Expression "Superior Courts," shall include any Court of competent Jurisdiction as interpreted by this Act:]

The Expression "Court of competent Jurisdiction," or any other like Expression, shall be read and have effect as if the Debt or Demand

Demand with respect to which the Expression is used were a common Simple Contract Debt and not a Debt or Demand created by Statute.

City Lines made a separate Undertaking.

5. So much and such Parts of the Railways to the North of the Southern Side of *Earl Street* in *Blackfriars*, and being Part of the City Section by the Metropolitan Extensions Act authorized, as the *Dover* Company are not by "The *London, Chatham, and Dover* Railway (New Lines) Act, 1864," authorized to abandon, together with all Railways forming Part of the City Works which they are by that Act authorized to make, and the Lands, Works, and Property from Time to Time vested in the *Dover* Company for the Purposes of the aforesaid Railways and Parts of Railways, are hereby constituted a separate Undertaking of the *Dover* Company, distinct and apart from the Residue of their Metropolitan Extensions, and from all other their Undertakings, Railways, Portions of Railway, Lands, and Works, and shall be called "The City Lines Undertaking."

Management thereof.

6. Provided always, That the Directors of the *Dover* Company shall have the Management and Superintendence of the Affairs of the City Lines Undertaking, and they and any Committees appointed by them for the Purposes of that Undertaking shall have and may exercise all such and the same Powers with respect thereto as they have or might have or exercise with respect to any other Undertaking of the *Dover* Company.

Capital.

7. The Capital of the *Dover* Company for the Purposes of the City Lines Undertaking shall be One million Pounds, and shall be called "The City Lines Capital."

Shares.

8. The *Dover* Company may from Time to Time raise the City Lines Capital, or any Part thereof, by the Creation and Issue of Shares in that Capital, to be called City Lines Shares, in One or more Classes, and of such Amounts, and (subject to the other Provisions of this Act) may dispose of the same to such Persons as the Meeting of the *Dover* Company creating any such Shares may think fit: Provided always, that the Company may if they think fit, create and issue in Preferred Half Shares and Deferred Half Shares, and after the Issue thereof may, with the Consent of the registered Holders thereof, divide into Preferred Half Shares and Deferred Half Shares, in accordance with the Provisions of "The *East Kent* Railway (Extension to *Dover*) Amendment Act, 1858," all or any Part of the City Lines Capital.

Restrictions on Transfer of Half Shares.

9. No such Deferred Half Share shall be transferable until at least Fifty *per Centum* of the nominal Amount thereof has been paid up thereon,

thereon, or credited thereto, nor shall any such Preferred Half Share be transferable until at least Ten *per Centum* of the nominal Amount thereof has been paid up thereon or credited thereto.

Separate Accounts.

10. The *Dover* Company shall keep separate Accounts of all Receipts and Payments from, for, or on account of the City Lines Undertaking.

Divisible Profits defined.

11. The Balance of those Receipts, (excluding Money called or paid up on City Lines Shares, and Money borrowed on Mortgage of the City Lines Undertaking,) after deducting for Expenses of Working and Management such a Proportion (not exceeding the Rate of Fifty *per Centum per Annum*) of such Receipts (excluding Money so called or paid up and borrowed) as shall be determined by any Meeting of the Company, and also after deducting all Rates, Rents, and Taxes payable on or in respect of the City Lines Undertaking, and all Interest on Money borrowed under this Act, shall (together with the Proportion by or under the Authority of any Act relating to the *Dover* Company allotted to the City Lines Undertaking of the Profits derived by the *Dover* Company from the Use, under the Authority of any Act, or by Agreement with the *Metropolitan* Railway Company, of any Railways or Portions of Railways of the *Metropolitan* Railway Company,) be deemed, for the Purposes of this Act, the divisible Profits of the City Lines Undertaking.

Application of those Profits.

12. The divisible Profits from Time to Time of the City Lines Undertaking shall be applied first in Payment of Interest or Dividend on the City Lines Shares, or any Stock substituted for the same, (in this Act called "City Lines Stock,") at the Rate of Six *per Centum per Annum*, and, subject thereto, One Half of those divisible Profits shall be applied in Payment of additional Interest or Dividend on those Shares and that Stock, and the other Half thereof shall fall into and become Part of the Profits applicable to Dividend of the Metropolitan Extensions under the Metropolitan Extensions Act; and the City Lines Shares and City Lines Stock shall not take or be entitled to Interest or Dividend out of any other Profits (except as in this Act otherwise provided with respect to Contribution Shares), nor shall the Holders of any City Lines Shares or City Lines Stock be entitled in respect thereof to vote or interfere at any Meeting of the *Dover* Company on any Question or Proceeding not directly affecting the City Lines Undertaking.

Contribution by Great Northern Railway Company.

13. The *Great Northern* Railway Company may and shall contribute and subscribe the Sum of Three hundred thousand Pounds towards the City Lines Capital, which shall be paid to the *Dover* Company, as to One hundred thousand Pounds, Part thereof, on or before the Twentieth Day of *July* One thousand eight hundred and sixty-

sixty-four, and as to the remaining Two hundred thousand Pounds, on or before the Twentieth Day of *August* One thousand eight hundred and sixty-four, and shall be by them applied to the Purposes to which that Capital is by this Act directed to be applied.

Certain Shares appropriated in respect of Contribution.

14. When the *Great Northern* Railway Company shall have paid to the *Dover* Company the Sum of Three hundred thousand Pounds as aforesaid, the *Dover* Company shall set apart City Lines Shares, or City Lines Stock, of the aggregate nominal Value of Three hundred thousand Pounds, which shall be distinguished in the Books of the *Dover* Company and on the Certificates thereof as City Lines (Contribution) Shares, or City Lines (Contribution) Stock, and the Certificates thereof shall specify that such Shares or Stock are not to be sold.

Registration of such Shares.

15. The Chairman and Deputy Chairman of the Directors of the *Dover* Company shall (by their official Names "the Chairman and Deputy Chairman of the Directors of the *London, Chatham, and Dover* Railway Company,") be registered in the Books of the *Dover* Company as entitled to the City Lines (Contribution) Shares or City Lines (Contribution) Stock, and it shall not be necessary in any Book of the *Dover* Company to enter their Christian Names or Surnames; and the Chairman and Deputy Chairman for the Time being shall (subject to the Provisions of this Act) be deemed the Shareholders or Stockholders entitled to such Shares or Stock, and to retain the Certificates thereof while in Office, and either of them may vote in respect of such Shares or Stock.

City Lines Shares to take Dividend rateably.

16. As between the several Holders of City Lines Shares, the City Lines (Contribution) Shares or Stock shall take and be entitled to Interest or Dividend rateably and in proportion with the other City Lines Shares or Stock.

Application of such Dividend.

17. The Interest or Dividend on the City Lines (Contribution) Shares or Stock payable in each Half Year shall, to the Extent of One Pound Fifteen Shillings *per Centum* (in each Half Year) on the Amount of such Shares or Stock, be applicable by the *Dover* Company to the Payment of Interest to that Extent to the *Great Northern* Railway Company; and the Surplus thereof in each Half Year beyond the Amount so applicable to Payment of Interest to the *Great Northern* Railway Company shall be retained by the *Dover* Company, and shall fall into and become Part of the Profits of the several Undertakings of the *Dover* Company, or of any Two or more of them, and in such Proportions, or of any One of those Undertakings only, as by any General Meetings of that Company shall be from Time to Time determined.

18. If

Deficiency to be made good to Great Northern Company.

18. If and whenever the Interest or Dividend on the City Lines (Contribution) Shares or Stock payable in any Half Year is insufficient to pay the full Amount of One Pound Fifteen Shillings *per Centum* on the Amount paid by the *Great Northern* Railway Company, the Deficiency shall be made good to the *Great Northern* Railway Company (primarily) out of any Tolls, Charges, or other Sums due, payable, or accruing to the *Dover* Company from or by the *Great Northern* Railway Company in respect of the Use by them of the City Lines Undertaking, and the *Great Northern* Railway Company may deduct such Deficiency from such Tolls, Charges, or Sums accordingly, and (secondarily) out of the Income and Profits of the *Dover* Company other than those of the City Lines Undertaking; and any Deficiency from Time to Time not made good out of the said Tolls, Charges, or Sums shall be and by this Act is charged upon such Income and Profits as and by way of Rentcharge, and may be recovered by the *Great Northern* Railway Company by Distress and Entry on any Undertaking of the *Dover* Company other than the City Lines Undertaking, or by Proceeding in any Court of competent Jurisdiction.

Contributions by the Dover Company's several Undertakings.

19. Provided always, That as between themselves the several Undertakings of the *Dover* Company (other than the City Lines Undertaking), or any Two or more of those Undertakings, to be determined as herein-after provided, shall, out of their respective Incomes and Profits, contribute to all Sums paid for making good such Deficiencies as aforesaid, in such Proportions as by any General Meetings of the *Dover* Company shall be from Time to Time determined, or, if so determined, any One of them shall contribute the whole; and the *Dover* Company shall appropriate to the Purpose so much of the respective Incomes and Profits of the said Undertakings, or of the Income or Profits of such One Undertaking, as may be requisite.

Great Northern Railway Company not to vote, &c.

20. Provided also, That the *Great Northern* Railway Company shall not, in respect of their Contribution or Subscription under this Act, or in respect of the City Lines Contribution Shares or Stock, have any Right to vote or to be represented at Meetings of the *Dover* Company, or any Right to interfere as to the Rank or Position in the City Lines Capital of those Shares or that Stock, or as to the Appropriation, Fixing, or Declaration of Dividend or Interest thereto or thereon.

Great Northern Company may apply existing

21. The *Great Northern* Railway Company may apply in Payment of their Contribution under this Act any Monies which the *Great Northern* Railway Company for the Time being have raised or are authorized to raise by Shares or borrowing under the Provi-

Funds towards Subscriptions.

sions of any Acts relating to that Company, and which may not be required for the Purposes of those Acts respectively.

Great Northern Company may raise Money for Contribution.

22. For the Purposes of their Contribution under this Act the *Great Northern* Railway Company may from Time to Time raise any additional Sum or Sums, not exceeding in the whole Three hundred thousand Pounds, by the Issue of new Ordinary Shares, or by the Issue of new Ordinary Stock, or (at the Option of the *Great Northern* Railway Company) by either of those Modes: Provided always, that the *Great Northern* Railway Company may, if they think fit, from Time to Time raise the said additional Sum or Sums, or any Part thereof, by the Issue of new Preference Shares or new Preference Stock, or (at the Option of the *Great Northern* Railway Company) by either of those Modes, and upon such Terms and Conditions as may be resolved at any Meeting of that Company, and may also attach to the said Shares or Stock a Condition that the same may be redeemed upon Conditions to be stated in the Resolutions creating the same, and to be notified on the Certificates of such Shares or Stock; and for the Purpose of redeeming the same or any Part thereof, the *Great Northern* Railway Company may create and issue from Time to Time fresh Shares or Stock, not exceeding the same nominal Amount as the Shares or Stock redeemed, with or without any special Advantage, as may be resolved at any Meeting of that Company.

As to the Great Northern Dividends for First Half of a Year.

23. If in the First Half of any Year commencing on the First Day of *January* there be Profits applicable to the Purposes of Dividend upon the Ordinary Shares or Stock of the *Great Northern* Railway Company, after satisfying the Dividend and Arrears of Dividend (if any) due upon any other Preference Shares or Stock of that Company previously created and issued, and also the Dividend for such Half Year on the Preference Shares or Stock to be created by the *Great Northern* Railway Company under the Powers of this Act, it shall be lawful for them to declare a Dividend for such Half Year on such Ordinary Shares or Stock.

Part II. of 26 & 27 Vict. c. 118. incorporated.

24. Part II. (Additional Capital) of "The Companies Clauses Act, 1863," is incorporated with this Act with reference to the *Great Northern* Railway Company, and the Powers of raising Money by this Act given to them.

New Capital created by Great Northern Company to be subject to certain Rights, &c.

25. Except as by or under the Authority of this Act, or Part II. of "The Companies Clauses Act, 1863," is otherwise provided, the new Share Capital created by the *Great Northern* Railway Company under this Act, and the Shares therein, and the Holders of those Shares respectively, shall be subject and entitled to the same Powers,

Provisions, Forfeitures, Liabilities, Rights, Privileges, and Incidents whatsoever, in all respects as if that new Capital were Part of the now existing Ordinary Share Capital of the *Great Northern* Railway Company and those Shares were Shares in that Ordinary Capital.

Tolls.

26. The *Dover* Company may from Time to Time (in addition to the Tolls and Charges which they are authorized to take on the Remainder of the Metropolitan Extensions) demand and take for the Use of the Railways comprised in the City Lines Undertaking, and of Carriages when provided by them, any Tolls not exceeding the following; (that is to say,)

With respect to the Tonnage of all Things conveyed on the Railways or either of them, or any Part thereof, as follows:

Class 1. For all Coals and Coke for the Use of the Railway, not exceeding Fourpence *per* Ton, and if conveyed in Carriages provided by the *Dover* Company an additional Sum not exceeding Twopence *per* Ton:

Class 2. For all Goods, Wares, Merchandise, Articles, Matters, or Things (except the Articles comprised in Class 1, and except Carriages included in Class 3), for the Use of the Railway, not exceeding Sixpence *per* Ton, and if conveyed in Carriages provided by the *Dover* Company an additional Sum not exceeding Threepence *per* Ton:

Class 3. 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 *Dover* Company for the Use of the Railway, not exceeding One Shilling; and for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which such Carriage may weigh an additional Sum not exceeding Twopence.

With respect to Animals or Passengers conveyed in or upon Carriages on the Railways, or on either of them, or any Part thereof, as follows:

Class 4. For every Horse or other Beast of Draught or Burden so conveyed, for the Use of the Railway not exceeding Ninepence, and if conveyed in or upon any Carriage provided by the *Dover* Company an additional Sum not exceeding Threepence:

Class 5. For every Ox, Bull, Cow, or Head of Neat Cattle so conveyed, for the Use of the Railway not exceeding Twopence, and if conveyed in or upon any Carriage provided by the *Dover* Company an additional Sum not exceeding One Penny:

Class 6. For every Calf, Pig, Sheep, Lamb, or other small Animal so conveyed for the Use of the Railway, not exceeding One Penny, and if conveyed in or upon any Carriage provided by the

the *Dover* Company an additional Sum not exceeding One Halfpenny:

Class 7. For every Person using the Railway, for the Use of the Railway not exceeding, if a Through Passenger Fourpence, and if a Local Passenger Threepence, and if conveyed in or upon any Carriage provided by the *Dover* Company an additional Sum not exceeding One Penny.

Tolls for Engines.

27. The *Dover* Company may demand and take for the Use of Engines or other Power for propelling or drawing Carriages on the Railways or on either of them, or any Part thereof, (in addition to the several other Tolls by this Act authorized,) any Tolls not exceeding One Third of the Sum by this Act allowed for the Use of the Railway for every Passenger or Animal, or for every Ton of Goods or other Articles.

Passengers Luggage.

28. Every Passenger travelling on the Railways or either of them, or any Part thereof, may take with him his ordinary Luggage not exceeding One hundred and twenty Pounds in Weight for First-class Passengers, One hundred Pounds in Weight for Second-class Passengers, and Sixty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Tolls for small Parcels and single Articles of great Weight.

29. The *Dover* Company may, notwithstanding the Rates of Tolls by this Act prescribed, demand and take with respect to small Packages and single Articles of great Weight conveyed on the Railways, or either of them, or any Part thereof, any Tolls not exceeding the following:

For small Parcels not exceeding in Weight Seven Pounds, Threepence:

Exceeding Seven and not exceeding Fourteen Pounds, Fourpence:

Exceeding Fourteen and not exceeding Twenty-eight Pounds, Sevenpence:

Exceeding Twenty-eight and not exceeding Fifty-six Pounds, Ninepence:

Exceeding Fifty-six Pounds in Weight, and not exceeding Five Hundredweight, such Sum as the *Dover* Company think proper:

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 that 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

Four Tons, but shall not exceed Eight Tons, the *Dover* Company may demand and take any Sum they think fit not exceeding Five Shillings *per* Ton:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, including the Carriage, shall exceed Eight Tons, the *Dover* Company may demand and take any Sum they think fit.

Regulations as to Tolls.

30. The following Provisions and Regulations shall apply to the fixing of the Tolls; (that is to say,)

For a Fraction of a Ton the *Dover* Company may demand Toll according to the Number of Quarters of a Ton in the Fraction, and if there be a Fraction of a Quarter of a Ton that 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, and so in proportion for any greater or smaller Quantity.

Maximum Rates of Charge for Goods and Animals.

31. The maximum Rates of Charge to be made by the *Dover* Company for the Conveyance on the Railways, or on either of them, or any Part thereof, of Goods, Carriages, and Animals comprised in the following Classes respectively, and of Passengers, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and for every other Expense incidental to the Conveyance (except a reasonable Sum for loading, covering, and unloading Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the *Dover* Company,) shall not exceed the following Sums:

For all Articles in Class 1, Fourpence *per* Ton:

For all Articles in Class 2, Sixpence *per* Ton:

For every Carriage in Class 3, One Shilling:

For every Animal in Class 4, Ninepence:

For every Animal in Class 5, Sixpence:

For every Calf or Pig, Sheep or other small Animal, Twopence:

For every Passenger conveyed in or upon a First-class Carriage, if a Through Passenger Fourpence, and if a Local Passenger Threepence;

For every Passenger conveyed in or upon a Second-class Carriage, if a Through Passenger Threepence, and if a Local Passenger Twopence;

For every Passenger conveyed in or upon a Third-class Carriage, if a Through Passenger Twopence, and if a Local Passenger One Penny.

Definition of Local and Through Passengers.

32. In this Act the Term "Local Passenger" means any Passenger passing not more than Twenty Miles in the aggregate over the Railways comprised in the City Lines Undertaking, and any other Railway; and the Term "Through Passenger" means every Passenger passing over those Railways, and not being a Local Passenger as herein-before defined.

Terminal Station defined.

33. No Station is to be considered a Terminal Station in regard to any Goods conveyed on the Railways which have not been received thereat direct from the Consignor of such Traffic, or are not directed to be delivered thereat to the Consignee.

Restrictions as to Charges not to apply to Special Trains.

34. The Restrictions as to Charges to be made for Passengers shall not extend to any Special Train required to be run on the Railways, but shall apply to every Express and Ordinary Train from Time to Time appointed by the *Dover* Company for the Conveyance of Passengers and Goods on the Railways.

Company may take increased Charges by Agreement.

35. Nothing in this Act contained shall prevent the *Dover* Company from taking any increased Charge (over and above the Charges by this Act limited) for the Conveyance of Goods of any Description by Agreement with the Owners or Persons in charge of the Goods, either with respect to the Conveyance thereof (except small Parcels) by Passenger Trains, or by reason of any other special Service other than the Conveyance of the Goods performed by the *Dover* Company in relation thereto.

Company not bound to carry Manure.

36. The *Dover* Company shall not be bound to carry on the Railways, or on any Part thereof, any Nightsoil, Dung, Manure, Compost, or other offensive Matter.

Dover Company not to carry without Payment of Tolls, &c.

37. Except as by or under the Authority of this Act, or of any Agreement authorized by this Act otherwise provided, the *Dover* Company shall not carry any Passengers, Animals, or Things upon or over the City Lines Undertaking, or any Part thereof, except on Payment by or on behalf of such Passengers, Animals, or Things, of the full Tolls and Charges from Time to Time charged on that Undertaking.

Tolls of Undertaking to be carried to its Revenue Account.

38. All Tolls and Charges and other Income received by the *Dover* Company on or in respect of the City Lines Undertaking or any Part thereof shall be by them carried to the Credit of the Revenue Account of that Undertaking, and shall be applied as Part of the Revenue thereof.

Agreements between Great Northern

39. The *Dover* Company and the *Great Northern* Railway Company, with the Sanction of Three Fifths at least of the Votes of the Proprietors voting, personally or by proxy, at an Extraordinary General

General Meeting of each Company convened with Notice of this Purpose, may from Time to Time enter into and carry into effect, alter or rescind, all such Agreements as they think fit for or with respect to the following Purposes, or any of them, and any incidental Matters; (to wit,) and Dover Companies.

The running over and Use by the *Great Northern* Railway Company of the City Lines Undertaking, or any Portion thereof;

The Tolls, Charges, Rents, Contributions, Payments, and Allowances to be made and paid by and to the *Dover* Company and the *Great Northern* Railway Company respectively under or for the Purposes of this Act.

40. Part III. (Working Agreements) of "The Railways Clauses Act, 1863," is incorporated with this Act, and shall apply to Agreements between the *Dover* Company and the *Great Northern* Railway Company, and also to Agreements between the *Dover* Company and the *Metropolitan* Railway Company made under the Authority of this Act, so far as those Agreements comprise any of the Purposes mentioned in that Part III. Part III. of 26 & 27 Vict. c. 92. as to Working Agreements incorporated.

41. The *Dover* Company may from Time to Time, by Agreement with the *Metropolitan* Railway Company, admit them to participate in the Use of the City Lines Undertaking upon Payment of such Tolls, Charges, and Rents as are from Time to Time agreed upon between the contracting Companies. Admission of Metropolitan Railway Company to Undertaking.

42. When the *Great Northern* Railway Company shall have contributed the Sum of Three hundred thousand Pounds towards the City Lines Undertaking on the Conditions herein-before mentioned, they may (subject as to the *Great Western* Railway Company to the Terms of the Agreement set forth in the Schedule to this Act, and as to the *Dover* Company to the reasonable Priority of the Passenger Trains of the *Dover* Company, due regard being had to the Character and Importance of such Trains, and the Passenger Trains of either Company having Priority over the Goods and Through Trains of the other Company,) work over and use with their Engines and Carriages of every Description, Drivers and Guards, the City Lines Undertaking and the Metropolitan Extensions of the *Dover* Company between the City Lines Undertaking and the *Victoria* Station, *Pimlico*, and also the Railways of the Company and the *Crystal Palace and South London Junction* Railway between the City Lines Undertaking of the Company and the *Crystal Palace* Station of the *Crystal Palace and South London Junction* Railway, and also (but for the Conveyance of Coal only) any other Railways of the *Dover* Company within Fifteen Miles of their Station at *Earl Street*, together with the Station of the *Dover* Company at *Earl Street*, their Great Northern Railway Company to give use of King's Cross Station, &c.

their Part of the said *Victoria* Station and the said *Crystal Palace* Station, and all Sidings, Buildings, Offices, Approaches, Water Supplies, Telegraphs, Signals, Engines, and Machinery, Works and Conveniences on or connected or used with the Railways or Portions of Railway, Stations and Parts of Stations, so used, upon and subject to such Terms, Conditions, Regulations, and Payments as may have been or hereafter shall be agreed upon between the *Dover* Company and the *Great Northern* Railway Company, or as (failing Agreement) shall be determined by an Arbitrator to be appointed by the Board of Trade on the Application of either Company, and the Arbitrator shall have regard to all Agreements made between the Companies at any Time prior to the Arbitration.

Provisions as to such User.

43. Provided (first) that the Powers by the last preceding Section given to the *Great Northern* Railway Company shall be used only for the Conveyance of Passengers, Passengers Luggage, Parcels, Horses, Carriages, and Dogs, and all other Coaching Traffic as the same is from Time to Time defined at the Railway Clearing House, to or from the Railways of the *Great Northern* Railway Company (including any Stations on the Railways of the *Metropolitan* Railway Company between the *King's Cross* Station and *Farringdon Street* at which their Trains may stop) from or to the Station of the *Dover* Company at *Earl Street* aforesaid, or their Part of the *Victoria* Station, *Pimlico*, or the said *Crystal Palace* Station, or any intermediate Station, and (secondly) that the *Great Northern* Railway Company shall, if and for such Periods as the *Dover* Company by Notice in Writing require them so to do (but not otherwise), carry and convey for the *Dover* Company the Local Passenger and Coaching Traffic so defined as aforesaid arising on the City Lines Undertaking and the other Railways of the *Dover* Company, which under the last preceding Section of this Act the *Great Northern* Railway Company may work over, upon and subject to such Terms, Conditions, Payments, and Regulations as are from Time to Time agreed upon between the *Dover* Company and the *Great Northern* Railway Company.

Great Northern Company may use Dover Company's Railways.

44. Provided also, That One of those Conditions is and shall be that the *Dover* Company shall have the Right, if and when they lawfully may run over the intervening Railways present or future of the *Metropolitan* Railway Company, to run into and use for Passengers, Parcels, Horses, Carriages, and Dogs, and all other Coaching Traffic defined as aforesaid, only the *King's Cross* Station of the *Great Northern* Railway Company, and the *Great Northern* Railway Company shall afford all reasonable Facilities for that Purpose at that Station without any Cost to the *Dover* Company.

45. It

For protecting Local Traffic.

45. It shall not be lawful for the *Great Northern* Railway Company in using the said Railways and Portions of Railway of the *Dover* Company, unless with the Consent in Writing of the *Dover* Company, to take up at any Station of that Company on any Railway or Portion of Railway so used, and deliver at any other Station of that Company, any Passengers, Parcels, Animals, Carriages, Coaching Traffic, Goods, Coals, or Minerals; and if the *Great Northern* Railway Company violate this Enactment they shall for every such Violation pay to the *Dover* Company Fifty Pounds by way of Penalty.

Heads of Arrangement with Great Western Company confirmed.

46. The Heads of Arrangement between the *Dover* Company of the one Part and the *Great Western* Railway Company of the other Part, bearing Date the Twenty-first Day of *April* One thousand eight hundred and sixty-four, a Copy of which is contained in the Schedule to this Act, are by this Act confirmed and made binding upon the Companies Parties thereto.

Power to raise additional Capital by new Shares.

47. The *Dover* Company may from Time to Time (in addition to any other Sums of Money which they are by this or any other Act authorized to raise) raise the Sums following; (to wit,) as additional Capital of their general Undertaking, and by the Creation of new Ordinary Shares in their general Undertaking, any additional Sums not exceeding in the whole One million five hundred thousand Pounds, and as additional Capital of the Metropolitan Extensions, and by the Creation of new Shares in that Undertaking, any additional Sums not exceeding in the whole One million six hundred thousand Pounds.

Classes and Amounts of new Shares.

48. The respective new Shares created under this Act for raising each of those Sums of One million five hundred thousand Pounds and One million six hundred thousand Pounds may be created at One Time or different Times, and respectively in One or more Classes, and of such Amounts as will allow the same to be conveniently apportioned or disposed of to such Persons and in such Manner as may be determined by the Resolutions of any Ordinary or Special Meeting of the *Dover* Company.

What Profits shall be applicable to Dividend on general Shares,

49. All new Shares in the general Undertaking created under the Powers of this Act are herein-after designated "General Shares, 1864," and shall entitle the Holders thereof to Dividend or Interest only out of the general Profits of the *Dover* Company as defined in this Act.

and on New Metropolitan Extension Shares.

50. All new Shares in the Metropolitan Extensions Undertaking created under the Powers of this Act are herein-after designated "Metropolitan Extension New Shares, 1864," and, whether created at One Time or in One Class, or at different Times or in different

Classes, shall entitle the Holders thereof to Dividend or Interest *pari passu*, but (until the Consolidation thereof under the Authority of this Act) only out of the Profits of the Metropolitan Extensions applicable to Dividend as defined in the Metropolitan Extensions Act, and not out of any other Profits of the *Dover* Company.

Shares not to issue until One Fifth paid up.

51. No Share shall be issued by the *Dover* Company under the Authority of any of the foregoing Sections of this Act, or shall vest in the Person accepting the same, until not less than Twenty *per Centum* on the nominal Amount thereof shall have been paid up thereon.

Half Shares may be created.

52. The *Dover* Company may, if they think fit, create and issue in Preferred Half Shares and Deferred Half Shares, or after Issue may, with the Consent of the registered Holders thereof, divide into Preferred Half Shares and Deferred Half Shares, in accordance with the Provisions of "The *East Kent* Railway (Extension to *Dover*) Amendment Act, 1858," all or any Part of the respective additional Capitals of the general Undertaking and Metropolitan Extensions which they are by this Act authorized to raise.

Limit of Amount and Number of Calls.

53. The Amount of any One Call to be made upon the Proprietors of any new Shares in the *Dover* Company created under the Powers of this Act shall not exceed the Rate of Twenty *per Centum* on the Amount of such Shares, and there shall be an Interval of Two Calendar Months at least between every Two successive Calls, and not more than Three Fourths of each Share shall be called up in any One Year.

Qualifications of new Shareholders.

54. All new Shares and Stock in the *Dover* Company created under the Powers of this Act shall, in proportion to the aggregate Amount of Capital in such Shares or Stock held by the same Person at the same Time, and except as by or under the Authority of this Act otherwise provided, confer the like Qualifications and Rights of voting as the like aggregate Amount of Capital in Original Shares of that Company would confer.

Unissued Shares may be cancelled.

55. If after having created any new Shares under this Act the respective Company creating the same resolve not to issue them, or any Class or Part thereof, they may cancel the Shares to which such Resolution applies, and in lieu thereof, and also in lieu of any Shares surrendered under the Authority of this Act, may create and issue other new Shares in the same Undertaking as those cancelled or surrendered, not exceeding the aggregate Amount unpaid on the Shares so cancelled or surrendered.

Authorized Capital may be raised by Stock.

56. The *Dover* Company may, if they think fit, raise by Creation and Issue of Capital Stock in lieu of the Creation and Issue of Shares

Shares any Part of the Capital which they may be from Time to Time authorized to raise under the Powers of this Act, with the like Interest or Dividend payable out of the same Profits or Revenue, and other Rights and Privileges, and in like Manner as they might have attached to the Shares in lieu of which such Stock may be created.

Stocks to carry Dividends of Shares.

57. All Stock created under the Powers of this Act by the Conversion or in lieu of the Creation of any Shares entitled to any Dividend or Interest shall bear and be entitled to the same Dividend or Interest, payable out of the same Profits or Revenue, but subject to the same Limitations, as the Shares for which such Stock is substituted would, if in existence, bear or be entitled to under the Provisions of this Act.

Application to such Stock of Part of 8 & 9 Vict. c. 16.

58. The Sections of "The Companies Clauses Consolidation Act, 1845," numbered 62, 63, and 64, relating to Shares consolidated or converted into Stock, shall (subject to the Provisions of this Act) apply to all Capital Stock created under the Powers of this Act in the same Manner as if such Capital Stock were general Capital Stock formed by the Conversion or Consolidation of Capital under the Powers of that Act, and any Instalments by which any Stock created by or under the Powers of this Act may be made payable shall be recoverable as Calls are recoverable under that Act.

Surrender of Shares.

59. The *Dover* Company may from Time to Time accept, on such Terms as they think fit, Surrenders of any Shares in the general Undertaking which the Proprietors of the Shares may desire to surrender, and the *Dover* Company shall cancel every Share so surrendered, and thereupon all Rights and Liabilities affecting the Share shall be extinguished, but the *Dover* Company shall not pay or refund to any such Proprietor any Money for or in respect of any such Surrender.

Parts of 26 & 27 Vict. c. 118. incorporated.

60. The Sections numbered respectively 9, 10, and 11 of "The Companies Clauses Act, 1863," are incorporated with this Act, and shall apply in the Case of all Shares so surrendered.

New Shares, &c. may be exchanged for existing Preference Shares, &c.

61. The *Dover* Company may from Time to Time, by Agreement with the registered Holders of any Preference Shares or Preference Stock, Mortgages, or Bonds in or charged upon their general Undertaking, or for the Payment whereof their general Profits may be liable, exchange for any such Shares, Stock, Mortgages, or Bonds any General Shares, 1864, or Stock into which those Shares may be converted, or which may be formed by the Consolidation thereof, and for the Time being unissued, and may from Time to Time, by Agreement with the registered Holders of any Preference Shares or Preference Stock, or Mortgages of or charged upon the Metropolitan

Extensions

Extensions (excluding the Eastern Section), exchange for any such last-mentioned Shares, Stock, or Mortgages any Metropolitan Extension New Shares, 1864, or Stock into which those Shares may be converted, or which may be formed by the Consolidation thereof and for the Time being unissued.

Provision as to Exchanges.

62. All Shares and every Portion of Stock so given in exchange by the *Dover* Company shall be deemed fully paid up, unless otherwise agreed between them and the Person taking the same in exchange, and the aggregate nominal Value of Shares or Stock so given in exchange by the *Dover* Company shall not exceed the aggregate nominal Value or Amount of Shares, Stock, or Securities taken by them in exchange for the same.

Extinction of Shares, &c. taken in exchange.

63. On every such Exchange the Stock, Shares, or Securities taken by the *Dover* Company in exchange, and all Rights and Liabilities in respect thereof, are by this Act extinguished; and the *Dover* Company shall forthwith enter in the Register thereof a Memorandum of the Exchange and Extinction thereof.

Provision for Consolidation of certain Metropolitan Extension Shares.

64. If and when the Consent hereto of all the Holders for the Time being of Metropolitan Extension Deferred Half Shares A, or of any Stock substituted for those Half Shares, is obtained, the Capital of One million six hundred thousand Pounds by this Act authorized to be raised by Metropolitan Extension New Shares, 1864, and the Capital of Eight hundred and twenty-five thousand Pounds represented by the Metropolitan Extension Deferred Half Shares A, or any Stock substituted for those Half Shares, shall be consolidated, and thenceforth the Shares, Half Shares, and Stock representing the same respectively shall, subject to the Priorities of the Metropolitan Extension Preferred Half Shares B and the Metropolitan Extensions C Shares, entitle their registered Holders, *pari passu*, to Interest or Dividend out of the Metropolitan Extensions, at the Rate of Six *per Centum per Annum* on the Amount from Time to Time paid up thereon, out of the Profits from Time to Time applicable to Dividend of the Metropolitan Extensions (excluding the Metropolitan Extensions, Eastern Section, and the City Lines Undertaking), and not out of any other Profits of the *Dover* Company.

Borrowing Powers.

65. In addition to the Powers of borrowing Money by any other Acts given to the *Dover* Company they may from Time to Time, borrow for the Purposes of the City Lines Undertaking, and on Mortgage of that Undertaking and the Tolls arising thereon,

In respect of the additional Capital of One million Pounds by this Act authorized to be raised by City Lines Shares and City Lines Stock, any Monies not exceeding in the whole Three hundred and thirty-three thousand three hundred Pounds:

And

And they may also from Time to Time borrow for the Purposes of the general Undertaking, on Mortgage of that Undertaking and the Tolls arising thereon,

In respect of the additional Capital by this Act authorized to be raised by General Shares, 1864, any Monies not exceeding in the whole Five hundred thousand Pounds:

And they may also from Time to Time borrow for the Purposes of the Metropolitan Extensions, on Mortgage of that Undertaking (including any Railways, Works, and Lands which by any Act of the present Session of Parliament are or may be declared Part of that Undertaking), and the Tolls arising thereon,

In respect of the additional Capital by this Act authorized to be raised by Metropolitan Extension New Shares, 1864, any Monies not exceeding in the whole Five hundred and thirty-three thousand Pounds.

Restrictions on borrowing.

66. No Money shall be borrowed under the Powers of this Act until the whole of the additional Capital in respect of which the same is hereby authorized to be borrowed is subscribed for or taken, and One Half thereof is paid up, and until the *Dover* Company shall prove 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 that Capital have been issued and accepted *bonâ fide*, and that not less than Twenty *per Centum* has been paid up on account of each separate Share before or at the Time of the Issue or Acceptance thereof, and that such Shares were taken *bonâ fide*, and are held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same (of which Facts the Certificate of such Justice under that Section shall be sufficient Evidence).

Priority of existing Mortgages.

67. All Mortgages granted by the *Dover* Company before the passing of this Act, and which are in force at the Time of the passing of this Act, and charged or attaching on the general Undertaking or the general Profits of the *Dover* Company, shall during their Continuance have Priority over all Mortgages granted by virtue of this Act and charged on the same Undertaking or Profits; and all Mortgages granted by the *Dover* Company before the passing of this Act, and in force at the Time of the passing of this Act, and charged on the Metropolitan Extensions alone, shall during their Continuance have Priority over all Mortgages granted by this Act and charged on the Metropolitan Extensions alone.

Application of Monies raised.

68. All Monies raised by the *Dover* Company under the Powers of this Act shall be applied as follows; (to wit,) if raised by City Lines Shares or City Lines Stock, or by borrowing on Mortgage of the City Lines Undertaking, then, for the Purposes of that Undertaking only (including the Discharge of the Liabilities incurred by

the *Dover* Company for the Purposes thereof); if raised by General Shares, 1864, or by borrowing on Mortgage of the general Undertaking, then (subject to the Powers for Exchange of Shares, Stock, and Securities by this Act given) for the Purposes of the general Undertaking; if raised by Metropolitan Extension New Shares, 1864, then for the Purposes of the Metropolitan Extensions only (including any Railways, Works, and Lands which by any other Act of the present Session of Parliament are or may be declared Part of that Undertaking, and for the Construction whereof Funds are not by the other Act authorized to be raised); and all Monies raised by the *Great Northern* Railway Company by Stock, Shares, or borrowing under the Powers of this Act shall be applied only for the Purposes of their Contribution under this Act.

No Interest or Dividend to be paid on Calls paid up.

69. The *Dover* Company shall not, nor shall the *Great Northern* Railway Company, out of any Money by any Act relating to them authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividend to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be created: Provided always, that they may pay to any such Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

70. The *Dover* Company shall not, nor shall the *Great Northern* Railway Company, out of any Money by any Act relating to them authorized to be raised for the Purposes of such Act or Acts, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament for the Time being in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing them to construct any Railway, or to execute any other Work or Undertaking.

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

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

Expenses of Act.

72. The Expenses, Costs, and Charges of preparing and passing this Act, and preliminary and incidental thereto, shall be paid by the Company.

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SCHEDULE referred to in the foregoing Act.

HEADS OF ARRANGEMENT between the London, Chatham, and Dover Railway Company (herein-after called "the Dover Company") of the one Part, and the Great Western Railway Company (herein-after called "the Great Western Company") of the other Part. Dated this Twenty-first Day of April One thousand eight hundred and sixty-four.

Whereas the Dover Company intend to construct, are in course of constructing, and will construct Three Lines of Railway on Railways Nos. 4 and 5, authorized by the London, Chatham, and Dover Railway Act, One thousand eight hundred and sixty-three, and on the Continuation of Railway No. 5, provided for by the Agreement between them and the Great Western and London, Brighton, and South Coast Railway Companies, dated the Ninth of July One thousand eight hundred and sixty-three, Two of which said Three Lines (the outer and inner) are to be constructed upon the Mixed Gauge, and such Lines are intended to be in addition to any Lines constructed by or for the London, Brighton, and South Coast Railway Company, and such Lines are to be the general Lines of Approach to the Victoria Station, for the Use of the said Companies hereto, and of the Great Northern Railway Company: And whereas it has been agreed by and between the said Companies Parties hereto, as follows:

The existing Agreements between the said Companies Parties hereto are to remain in force subject to the following Modifications:

The Great Northern Railway Company's Trains to be admitted into the Victoria Station upon the Terms and subject to the Stipulations hereinafter contained:

In the Apportionment by the Arbitrator, under Clauses Two and Three of the Agreement between the Parties hereto of the Ninth of July One thousand eight hundred and sixty-three, of the Rent payable by them respectively, the Arbitrator shall have Power to determine whether, owing to the Admission of the Traffic of the Great Northern Railway Company to the said Station, the Great Western Company should for the Convenience of their Traffic have separately allocated to their Use some and (if any) what Portion of the said Station; and the Arbitrator shall also have Power to determine the Amount of Rent or Proportion of Rent of the said Station, Contribution to Maintenance, and other Charges, which the Great Western Company should bear and pay in respect of such separate Allocation; the Trains of the Dover and Great Western Companies are to have Priority and Preference over the Trains of the Great Northern Railway Company on the said Two outer and inner Lines, but no Preference or Priority is to exist as between the Dover and Great Western Companies, except as regards the Middle Line of Rails to be constructed on the Narrow Gauge, over which the Main Line Trains of the Dover Company are to have Priority:

In

In calculating the Payments to be made under the existing Agreements, and in any Division of such Payments, the Trains of the Great Northern Railway Company are to count as and to be deemed Trains of the Dover Company:

The Great Western Company are to be entitled to run over and use with their Engines, Carriages, and Waggons, and by their Officers and Servants, the Railways of the Dover Company authorized to be constructed by any Acts of this Session, from the Junction with the West London Extension to the Lines over which the Great Western Company are to pass into the Victoria Station, on Payment of such Tolls, Rent, or other annual Payment as may be agreed between the Companies Parties hereto, or as may in default of Agreement be settled by Arbitration:

The Lines from the Junction with the West London Extension up to the Continuation of the said Railway No. 5. are to be constructed with a double Line of Rails on the Mixed Gauge, and those Lines are to be completed and opened for public Traffic before the Dover Company in any Manner interfere with the Battersea Alteration of the London, Brighton, and South Coast Railway Company over which the Great Western Company have running Powers, or the present Mode of Access of the Great Western Company into the Victoria Station is in any way impeded or prejudicially affected:

An Arbitrator, to be from Time to Time appointed by the Companies Parties hereto, or, failing their Agreement, by the Board of Trade, shall be the standing Arbitrator to whom all Questions arising between the Companies with reference to the Subject Matters hereof, and all incidental Matters, shall stand referred:

A formal Agreement in strict conformity with these Heads of Arrangement is to be executed, if required by either of the Parties, and to be settled in case of Difference by Mr. Bullar, whom failing by Mr. John Horatio Lloyd.

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