ANNO VICESIMO OCTAVO & VICESIMO NONO

VICTORIÆ REGINÆ.

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Cap. clxxxv.

An Act for making a Railway from *Presteign* in the County of *Radnor* to join the *Central Wales* Railway in the Parish of *Llangunllo*, to be called "The *Lugg Valley* Railway;" and for other Purposes. [29th *June* 1865.]

WHEREAS the making of a Railway from *Presteign* in the County of *Radnor* to the *Central Wales* Railway in the Parish of *Llangunllo* in the same County would be of great local and public Advantage: And whereas the Persons herein-after named, with others, are willing at their own Expense to carry such Undertaking into execution: And whereas it is expedient that the *Kington and Eardisley*, the *Leominster and Kington*, the *Great Western*, and the *Central Wales* (in this Act called "the Four Companies"), and the Company incorporated by this Act, and in this Act called "the Company," should be enabled to enter into Agreements as herein-after mentioned: 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

The Lugg Valley Railway Act, 1865.

Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

1. In citing this Act for any Purpose whatever it shall be sufficient to use the Expression "The *Lugg Valley* Railway Act, 1865."

8 & 9 Vict. cc. 16., 18., & 20., 23 & 24 Vict. c. 106., and 26 & 27 Vict. cc.92. & 118. incorporated.

2. "The Companies Clauses Consolidation Act, 1845," Part I. of "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and Parts I. and III. of "The Railways Clauses Act, 1863," shall be incorporated with and form Part of this Act.

Interpretation of Terms.

3. The Expressions "Superior Court" or "Court of competent Jurisdiction," or any other like Expression in this Act or in the said incorporated Acts, shall be read and have effect as if the Debt or Demand in respect to which the Expression is used were a Simple Contract Debt, and not a Debt or Demand created by Statute.

Subscribers incorporated.

4. Sir *Harford James Jones Brydges* Baronet, *Richard Green Price*, *George Thomas Edwards*, *James Beavan*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purpose of making and maintaining the Railways herein-after described, with all proper Works and Conveniences connected therewith, according to the Provisions of this Act and the Acts incorporated therewith; and for the Purposes aforesaid such Company shall be incorporated by the Name of the "*Lugg Valley* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession and a Common Seal, and shall have Power to purchase and hold Lands for the Purposes of the said Undertaking within the Restrictions herein and in the said Acts contained.

Quorum of Meetings.

5. The Quorum of every General Meeting of the Company, whether ordinary or extraordinary, shall be Ten Shareholders present in person or by proxy, and holding in the aggregate not less than Five thousand Pounds in the Capital of the Company.

Number and Qualification of Directors.

6. The Number of Directors shall be Five, and the Qualifications of a Director shall be the Possession in his own Right of Twenty Shares in the Undertaking.

First Directors.

7. Sir *Harford James Jones Brydges* Baronet, *Richard Green Price*, *Henry Wagner*, and *George Thomas Edwards* shall be Four of the First Directors of the Company.

8. The

Election of Directors at First General Meeting.

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

Subsequent Election of Directors.

9. At the Ordinary General Meeting to be held in every Year after the First General Meeting the Shareholders present, personally or by proxy, shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in "The Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected at every such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by "The Companies Clauses Consolidation Act, 1845."

Power to reduce Number of Directors.

10. The Company may reduce the Number of Directors, provided that the Number after such Reduction shall never be less than Three.

Quorum of Directors.

11. So long as the Number of Directors is more than Three the Quorum of a Meeting of Directors shall be Three, and if the Number of Directors is reduced to Three the Quorum of a Meeting of Directors shall be Two.

Capital.

12. Subject to the Powers of converting Loans into Capital in "The Companies Clauses Consolidation Act, 1845," contained, the Capital of the Company in Shares shall be Ninety thousand Pounds.

Shares.

13. The Number of Shares into which the said Capital shall be divided shall be Nine thousand, and the Amount of each Share shall be Ten Pounds.

Shares not to issue until One Fifth paid up.

14. It shall not be lawful for the Company to issue any Share, nor shall any Share vest in the Person accepting the same, unless and until a Sum not being less than One Fifth Part of the Amount of such Shares shall have been paid up in respect thereof.

Calls.

15. Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between successive Calls, and Three Fifths of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year.

Power to borrow on Mortgage.

16. It shall be lawful for the Company to borrow on Mortgage of their Undertaking any Sums of Money not exceeding in the whole the

the Sum of Thirty thousand Pounds, but no Part of that Sum shall be borrowed until the whole of the said Capital of Ninety thousand Pounds shall have been subscribed for *bonâ fide* and issued, and One Half thereof paid up, and the Company shall have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of the said Capital has been subscribed for *bonâ fide* and issued, and that One Half of such Capital has been paid up, and that not less than One Fifth of the Amount of each Share was paid on Issue of the same, and that all the Shares are held by the Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable.

Arrears may be enforced by Appointment of a Receiver.

17. It shall be lawful for the Mortgagees of the Company to enforce Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and the Amount necessary to authorize the Appointment of a Receiver shall not be less than Three thousand Pounds in the whole.

Application of Monies.

18. All and every Part of the Money raised under the Authority of this Act, whether by Shares or by borrowing, shall be applied only to Purposes authorized by this Act.

Power to make Railway.

19. It shall be lawful for the Company to make and maintain a Railway, with all proper Stations, Works, and Conveniences connected therewith, commencing in the Parish of *Presteign* in the County of *Radnor* by a Junction with the *Presteign* Branch of the *Kington and Eardisley* Railway in or near a certain Field called *Clatterbrook* Field, and terminating in the Parish of *Llangunllo* in the same County by a Junction with the *Central Wales* Railway near a certain Farmhouse called "The *Crug*."

Railway to be made according to deposited Plans.

20. Whereas Plans and Sections of the Railway showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the Lands which may be required to be taken for the Purposes of the Railway, have been deposited with the Clerks of the Peace for the Counties of *Radnor* and *Hereford*: Therefore, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Railway shall be made in the Line or Course and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections; and, subject to the aforesaid Provisions, it shall be lawful for the Company to enter upon, take, and use such of the said Lands as shall be necessary for the Railway and the Works connected therewith, and for any Purpose by this Act authorized.

21. Subject

Level Crossings.

21. Subject to the Provisions of this Act, the Company may in each Case carry the Railway with not exceeding One Line of Rails so long as the Railway consists of a single Line of Railway, and not exceeding Two Lines of Railway if the Railway shall consist of more than a single Line of Railway, across and on the Level of the Roads numbered as herein-after mentioned on the deposited Plans; (that is to say,)

No. on Plan of Road to be crossed.	Parish.	Description.
2	Presteign - - -	Public Road.
8	Presteign - - -	Public Road.

Inclination of Road.

22. In carrying the Road numbered on the deposited Plans as herein-after mentioned across the Railway the Company may make the Inclination of such Road as steep but not steeper than such as are herein-after mentioned; (that is to say,)

No. on Plan.	Parish.	Description.	Inclination.
312	Llangunllo - -	Public Road - -	1 in 15.

Span of Arches.

23. It shall be lawful for the Company to construct and maintain the Bridges or Arches for carrying the Railway over the Roads numbered as herein-after mentioned on the Plans deposited as aforesaid of such Dimensions as they think fit, not being less than the following; (that is to say,)

No. on Plan.	Parish.	Description.	Span of Arch.
79	Presteign - -	Turnpike Road - -	30 Feet.
205	Bleddfa - -	Turnpike Road - -	30 Feet.
243	Llangunllo - -	Public Road - -	20 Feet.

Lands for extraordinary Purposes.

24. The Company may by Agreement purchase Land adjoining or near to the Railway for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," but the Quantity of Land so to be purchased shall not exceed Two Acres.

Powers for compulsory Purchases limited.

25. The Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years after the passing of this Act.

Period for Completion of Railway.

26. The Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by

by this Act granted to the Company shall cease, except as to so much of the Railway as shall then be completed.

Junctions to be effected.

27. Subject to the Provisions of Part I. of "The Railways Clauses Act, 1863," incorporated herewith, it shall be lawful for the Company to make such Openings in and Alterations of the Railway with which Junctions are by this Act authorized to be made as are necessary for effecting such Junctions respectively.

Deposit Money not to be repaid until Line opened or Half the Capital paid up and expended, except on Execution of Bond, &c.

28. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of the Reign of Her present Majesty, Chapter Twenty, a Sum of Seven thousand two hundred Pounds, being Eight Pounds *per Centum* upon Ninety thousand Pounds, the Amount of the Estimate of the Undertaking by this Act authorized, has been deposited with the Court of Chancery in respect of the Application to Parliament for this Act: Therefore, notwithstanding anything contained in the said recited Act, the said deposited Sum, or the Interest or Dividends of such deposited Sum, shall not, except upon the Execution and Deposit of such a Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said deposited Sum, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred by the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain* and *Ireland*: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said deposited Sum shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the

the said deposited Sum if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purpose of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the Solicitor to the said Lords Commissioners, then the said deposited Sum, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the said Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Fact so certified.

Tonnage on Articles of Merchandise.

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

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

Class 1. For all Coals, Cinders, Compost, Dung, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per* Ton *per* Mile not exceeding One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 2. For all Coke, Culm, Charcoal, Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, Sand, Ironstone, and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 3. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Timber, Staves, and Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Twopence; and

and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 4. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

Class 5. And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform belonging to the Company, *per* Mile not exceeding Sixpence; and a further Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton which any such Carriage may weigh.

Tolls for Passengers and Cattle.

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

For every Person conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

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

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

Tolls for propelling Powers.

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

Regulations as to the Tolls.

31. The following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,)

For Articles or Persons conveyed on the Railway for a less Distance than Four Miles the Company may demand Tolls and Charges as for Four Miles:

For a Fraction of a Mile beyond Four Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Animals and Goods for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of

of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers, every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

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

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

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

Maximum Rate of Charge for Passengers.

32. The maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway and of Carriages and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums:

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

For every Passenger conveyed in a Second-class Carriage the Sum of One Penny Three Farthings *per* Mile:

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

For Cattle, Goods, &c.

33. And with respect to the Conveyance of Horses, Cattle, Carriages, and Goods, the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway and Waggons or Trucks and locomotive Power, and every Expense incidental to such Conveyance, except a reasonable Sum for loading, covering, and unloading of Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Duty or Business of a Carrier, where such Services, or any of them, are or is performed by the Company, shall not exceed the following Sums:

For any Horse, Mule, or Ass, the Sum of Fourpence *per* Mile:

For every Ox, Cow, Bull, or Neat Cattle, the Sum of Twopence Halfpenny *per* Head *per* Mile:

For every Calf or Pig, One Penny Halfpenny *per* Mile:

For Sheep and small Animals, One Penny Farthing each *per* Mile:

For all Articles in Class 1, the Sum of One Penny Halfpenny *per* Ton *per* Mile:

For all Articles in Class 2, the Sum of Twopence *per* Ton *per* Mile:

For all Articles in Class 3, the Sum of Threepence *per* Ton *per* Mile:

For all Articles in Class 4, the Sum of Fourpence *per* Ton *per* Mile:

For every Carriage in Class 5, the Sum of Sixpence *per* Mile.

Restrictions as to Charges not to apply to Special Trains.

34. The Restrictions as to Tolls and Charges to be made for Passengers and Articles herein-before mentioned shall not extend to any Special Train that may be required to run on the Railway, but shall apply only to the Ordinary and Express Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers or Goods upon the Railway.

Tolls for small Parcels and single Articles of great Weight.

35. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand Tolls not exceeding the following; (that is to say,)

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

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

For any Parcel exceeding Seven Pounds in Weight but not exceeding Fourteen Pounds in Weight, Fivepence;

For any Parcel exceeding Fourteen Pounds in Weight but not exceeding Twenty-eight Pounds in Weight, Sevenpence;

For any Parcel exceeding Twenty-eight Pounds in Weight but not exceeding Fifty-six Pounds in Weight, Ninepence:

And for Parcels exceeding Fifty-six Pounds in Weight but not exceeding One hundred and twelve Pounds in Weight, Two Shillings and Sixpence;

And for Parcels exceeding One hundred and twelve Pounds in Weight but not exceeding Five hundred Pounds in Weight the Company may demand any Sum they think fit:

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

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

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

Definition of Terminal Station.

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

Passengers Luggage.

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

Power to make Agreements for certain Purposes.

38. It shall be lawful for the Company on the one hand and the Four Companies, or any of them, on the other hand from Time to Time to enter into Agreements for the following Purposes, or any of them; (that is to say,)

First, the Passage of Engines and Carriages of the Company over the Railways or any Part of the Railways of the Four Companies, or any of them respectively:

Secondly, the Passage of Engines and Carriages of the Four Companies, or any of them respectively, over the Railway of the Company, or any Part thereof:

Thirdly, the Interchange of Traffic between the Railway of the Company and the Railways of the Four Companies, or any of them respectively:

Fourthly, the forwarding of Traffic on the Railway of the Company and the Railways of the Four Companies respectively:

Fifthly, the Division and Apportionment between the Company and any of the Four Companies respectively of the Tolls, Fares, Rates, Charges, and Profits arising from such Traffic:

Sixthly, the renewing or modifying of any Agreements so entered into.

Tolls during Contracts.

39. During the Continuance of any Contract or Agreement which may be entered into under the Authority of this Act, under which the Railway of the Company shall be worked continuously with any other Railway, the Railways of the Companies, Parties to such Contract or Agreement, shall for the Purposes of Tolls and Charges be considered as One Railway, and the Tolls and Charges shall be the Tolls and Charges authorized by this Act; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on the Railways of the Company and partly on such other Railway for a less

Distance

Distance than Four Miles, Tolls and Charges may only be charged as for Four Miles; and in respect of Passengers, for each Mile or Fraction of a Mile beyond Four Miles, Tolls and Charges as for One Mile only; and in respect of Animals, Minerals, and Goods, for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Four Miles, Tolls and Charges as for a Quarter of a Mile only; and no other Short-distance Charge shall be made for the Conveyance of Passengers, Animals, and Goods, or other Matters, partly on the Railways of the Company and partly on such other Railway.

Interest not to be paid on Calls paid up.

40. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividends to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital of the Company: Provided always, that the Company may pay to any 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 Capital.

41. The Company shall not, out of any Money by this or any other Act relating to the Company authorized to be raised for the Purpose 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 the Company to construct any other Railway, or execute any other Work or Undertaking.

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

42. This Act or anything therein shall not exempt the Railways to which this Act relates from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or the Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, or of the Rates for small Parcels, by this Act authorized.

Expenses of Act.

43. All Costs, Charges, and Expenses incurred at any Time before the passing of this Act, and preparatory to or connected therewith, or incidental or relating thereto, shall be paid by the Company.

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