ANNO DECIMO TERTIO & DECIMO QUARTO

VICTORIÆ REGINÆ.

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ninth and Fortieth, and the Forty-fifth Years of the Reign of King *George* the Third: And whereas an Act was passed in the Session of Parliament held in the Eleventh and Twelfth Years of the Reign
11 & 12 Vict. c. 86. of Her present Majesty, intituled *An Act for vesting in the* Manchester, Sheffield, and Lincolnshire *Railway Company the Canal Navigation from* Manchester *to or near* Ashton-under-Lyne *and* Oldham: And whereas an Act was passed in the Thirty-fourth Year
34 G. 3. c. 26. of the Reign of King *George* the Third, intituled *An Act for making and maintaining a navigable Canal from and out of the Canal Navigation from* Manchester *to or near* Ashton-under-Lyne *and* Oldham *in the County Palatine of* Lancaster *at the intended Aqueduct Bridge in* Dukinfield *in the County of* Chester *to or near to* Chapel Milton *in the County of* Derby, *and a Communication by Railways or Stone Roads from thence to* Loads Knowl *within* Peak Forest *in the said County of* Derby, *and a Branch from and out of the said intended Canal to* Whaley Bridge *in the said County of* Chester, whereby the Undertaking herein-after referred to as "the *Peak Forest* Canal" was authorized: And whereas the Provisions of the last-mentioned Act were amended and enlarged by Two subsequent Acts of Parliament relating to the said *Peak Forest* Canal, passed respectively in the Fortieth and the Forty-fifth Years of the Reign of King *George* the Third: And whereas an Act was passed in the Seventh Year of the Reign of King *George* the Fourth, intituled
7 G. 4. c. 30. *An Act for making and maintaining a navigable Canal from the* Peak Forest *Canal in the Township of* Marple *in the County Palatine of* Chester *to join the Canal Navigation from the* Trent *to the* Mersey *at or near* Hardings Wood Lock *in the Township or Hamlet of* Talk *or* Talk-on-the-Hill *in the County of* Stafford, whereby the Undertaking herein-after referred to as "the *Macclesfield* Canal" was authorized: And whereas an Act was passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her
9 & 10 Vict. c. 267. present Majesty, intituled *An Act for vesting in the* Sheffield, Ashton-under-Lyne, and Manchester *Railway Company the* Peak Forest *Canal and* Macclesfield *Canal:* And whereas an Act was passed in the Session of Parliament held in the Tenth and Eleventh Years of the Reign of Her present Majesty, relating to the said *Peak Forest* Canal and *Macclesfield* Canal, whereby certain Reservoirs, Filtering Beds, and other Works were authorized to be constructed by the said *Manchester, Sheffield, and Lincolnshire* Railway Company, in connexion with such Canals: And whereas an Act was passed in the Session of Parliament held in the Twelfth and Thirteenth Years of the Reign
12 & 13 Vict. c. 81. of Her present Majesty, called "The *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," whereby the *Manchester, Sheffield, and Lincolnshire* Railway Company were dissolved and re-incorporated, and the said several Canals, that is to say, the *Chesterfield* Canal, the *Ashton* Canal, the *Peak Forest* Canal, and the *Macclesfield* Canal,

Canal, and all the Railways, Docks, Works, Property, and Effects of the Company thereby dissolved, were vested in the Company thereby incorporated, and were classified and divided into Three distinct Parts, called respectively "The Railway Undertaking," "The Dock Undertaking," and "The Canal Undertaking" of the said Company, and all the Acts of Parliament relating to the Company thereby dissolved and re-incorporated (other than the herein-before recited Acts) were repealed, and their Provisions consolidated and amended: And whereas Difficulty is experienced by the said *Manchester, Sheffield, and Lincolnshire* Railway Company, incorporated by the "*Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," in raising Money by the Means authorized and available by and under such Act with sufficient Rapidity to meet the pecuniary Engagements of the Company contracted for the Purposes of their Railway and Dock Undertakings, and it is apprehended that they will not be able to meet such Engagements, and that the Completion of their Works will be stopped for Want of Funds, unless Facilities be granted them for rendering more available the Funds which they are authorized to raise by the said last-mentioned Act: And whereas there had been expended in and about the Construction of the *Ashton* Canal, the *Peak Forest* Canal, and the *Macclesfield* Canal, prior to the said Canals coming into the Possession of the said *Manchester, Sheffield, and Lincolnshire* Railway Company, the several Sums of Money following; that is to say, in and about the Construction of the said *Ashton* Canal, the Sum of Two hundred and thirty-eight thousand six hundred and forty-two Pounds Sixteen Shillings and Sixpence; in and about the Construction of the said *Peak Forest* Canal, the Sum of Two hundred and sixty-three thousand eight hundred and six Pounds Seven Shillings and Five-pence; and in and about the Construction of the said *Macclesfield* Canal, the Sum of Three hundred and fifty-two thousand nine hundred and sixteen Pounds Thirteen Shillings and One Penny; which respective Sums had been wholly raised by means of Capital subscribed and paid up under the Authority of the said recited Acts relating to the said Canals, and by means of the Profits realized from the said Canals, except as to the Amounts following, which had respectively been raised by means of Loans contracted on Security of the said Canals; that is to say, on Security of the said *Ashton* Canal, the Sum of Twelve thousand Pounds; on Security of the said *Peak Forest* Canal, the Sum of Forty-one thousand eight hundred Pounds; and on Security of the said *Macclesfield* Canal, the Sum of Sixty thousand Pounds; and such last-mentioned Sums (amounting together to the Sum of One hundred and thirteen thousand eight hundred Pounds) were respectively Debts owing on the Security of the said Canals at the Time such Canals respectively came into the Possession of the said *Manchester, Sheffield, and Lincolnshire* Railway Company as aforesaid:

aforesaid: And whereas the Monies raised and expended in and about the Construction of the said Canals, and the Debts incurred and owing on the Security thereof, as herein-before recited, constitute Capital of and Debts owing by the said *Manchester, Sheffield, and Lincolnshire* Railway Company, wholly irrespective of their Capital and Debts authorized by "The *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," and in addition thereto: And whereas Portions of the said Debts of Twelve thousand Pounds, Forty-one thousand eight hundred Pounds, and Sixty thousand Pounds, so owing on Security of the said Canals as aforesaid, have already fallen due, and the Residue thereof will shortly fall due; and the said *Manchester, Sheffield, and Lincolnshire* Railway Company have no Fund, nor Means of providing a Fund, either under the said recited Acts or otherwise, whereby they may legally pay such Debts or any Part thereof; and it is expedient that the said Company should be authorized to raise Money for paying off and discharging the same, by borrowing the requisite Amount on Bond or Mortgage of their Undertakings: And whereas empty Boats, and Boats having small Cargoes on board, are frequently navigated along the Canals belonging to the said Company or some of them, and it is expedient that better Provision should be made for enabling the said Company to levy reasonable Rates in respect of such Boats, and also to levy reasonable Charges for the Use of the several Wharfs belonging to or possessed by the said Company, and adjoining to their said Canals: 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 of the Commons, in this present Parliament assembled, and by the Authority of the same, That in construing this Act Words importing the Singular Number only shall include the Plural Number, and Words importing the Plural Number only shall include the Singular Number, and Words importing the Masculine Gender shall include Females, and the Word "Company" shall mean "the *Manchester, Sheffield, and Lincolnshire* Railway Company," unless there be something in the Subject or Context repugnant to such Construction.

Interpretation of Terms.

Power to attach Privileges to Shares created for raising Money in lieu of borrowing.

II. And whereas, under the Provisions of the *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849, the Company have Power to borrow Money on Bond or Mortgage of their Undertakings, and have also Power by the said Act to raise any Monies which they are authorized to borrow on Bond or Mortgage as aforesaid by the Creation of Shares, instead of borrowing the same, but have no express Power by the said Act to guarantee any fixed Amount of Dividend or Interest on the Shares to be so created, or to attach to such Shares any

any peculiar Advantages, whether in respect of Preference or Priority in Payment of Dividends or Interest, or otherwise: Be it enacted, That if the said Company shall authorize the Creation of Shares for the Purpose of raising any Sum or Sums of Money not exceeding in the whole Five hundred thousand Pounds, instead of raising such Sum or Sums of Money by Bond or Mortgage, under the Provisions of the said *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849, it shall be lawful for them, with the Consent of Three Fifths of the Votes of the Proprietors of Shares in the Company present in Person or by Proxy at a General Meeting of the said Company specially convened for the Purpose, to guarantee such Amount of Dividend on the Shares to be so created as they shall think fit, not exceeding the Rate of Ten Pounds *per Centum per Annum*, and to attach to the Shares to be so created such Preference or Priority in Payment of Dividend, as well as such Terms and Conditions in relation to the Times and Manner of paying up such Shares, and in relation to the Instalments and Calls to be made for that Purpose, as they the said Company shall also think fit: Provided always, that no such Shares so to be created shall be placed upon an Equality with or have any Preference or Priority over any Class of existing Preference Shares belonging to the Company, in respect of Dividend or otherwise, unless with the Consent of Three Fifths of the Votes of the Proprietors of each such Class of existing Preference Shares as aforesaid present in Person or by Proxy at such Meeting; and such new Shares so to be created shall be of such nominal Amount, and shall be issued and disposed of in such Manner, as shall be prescribed by and be in accordance with Resolutions to be passed at such Meeting of Proprietors as aforesaid, and, subject thereto, as the Directors of the said Company shall determine.

Power to mortgage to be considered as exercised to the Extent of the Money raised by new Shares.

III. And be it enacted, That from and after the Creation and Issue of such new Shares the Powers conferred upon the Company for raising Money by Bond or upon Mortgage of their Undertakings, by "The *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," shall be considered as having been exercised by such Creation and Issue of new Shares under the Provisions of this Act to the Extent of the Amount which shall be raised by means of such new Shares.

In respect of Shares to be issued, not exceeding 535,000*l.*, Company may guarantee any Preference or Priority, with the Consent of

IV. And whereas by the said "*Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," the *Manchester, Sheffield, and Lincolnshire* Railway Company were authorized to raise by the Creation of Shares various Sums of Money amounting in the aggregate to Eight hundred and eighty-seven thousand three hundred Pounds, and therein referred to as "additional Capital" of the said Company, and, with the Consent of Three Fifths of the Proprietors present at a General Meeting, to guarantee Dividend or Interest upon such Shares at

Three Fifths of each Class of Holders of Preference Shares.

at a Rate not exceeding the Rate of Seven Pounds and Ten Shillings *per Centum per Annum*; but it was provided that any such Guarantee should not operate to defeat or prejudice any Guarantee of prior Dividend or Interest created by or in conformity with the Provisions of the said Act: And whereas by the same Act the said Company were authorized, in lieu of Shares which should be surrendered, forfeited, or merged, with the Approbation of Three Fifths of the Votes of the Proprietors present in Person or by Proxy at any General Meeting of the Company specially convened for that Purpose, to create and issue such new Shares, of such Amount, and with such Preference or Priority and Amount of Dividend not exceeding the Rate of Ten Pounds *per Centum per Annum*, and generally on such Terms as by the Order of any such Meeting shall be determined; but it was provided that no such Guarantee should operate to defeat or prejudice any prior Guarantee of Preference or Priority of Amount of Dividend or Interest created by or in conformity with the Provisions of the said Act: Be it enacted, That with respect to so many of the said Shares as the said Company shall create, not exceeding in the whole the Sum of Five hundred and thirty-five thousand Pounds, it shall be lawful for the said Company to guarantee any Preference or Priority whatever over any other Class or Classes of Shares in the Company, and also any Amount of Dividend not exceeding the respective Amounts aforesaid, anything in the said Act contained to the contrary notwithstanding: Provided always, that no such Shares shall by reason of any such Guarantee be placed upon an Equality with or have any Preference or Priority over any Class of existing Preference Shares in the Company, in respect of Dividend or otherwise, unless with the Consent of Three Fifths at least of the Votes of the Proprietors of each such Class of existing Preference Shares as aforesaid present in Person or by Proxy at such Meeting.

Guaranteed Shares having Priority over existing Preference Shares not to exceed 6*l.* per Cent.

V. Provided always, and be it enacted, That if the Company shall create any new Shares for raising the said Sums of Five hundred thousand Pounds and Five hundred and thirty-five thousand Pounds, or either of them, or any Part thereof respectively, with the Guarantee of any Dividend, Preference, or other Benefit authorized by this Act, and such new Shares shall be created so as to have a Preference or Priority over all existing Classes of Preference Shares, then and in such Case the Amount of Dividend to be guaranteed on the Shares so to be created shall not exceed the Rate of Six Pounds *per Centum per Annum* on the Money which shall for the Time being have been paid up on such Shares, anything in this Act contained to the contrary notwithstanding.

Limiting Amount of Calls and

VI. Provided always, and be it enacted, That in case the Company at the General Meeting at which any of such Shares shall be created

shall not direct the whole of the Money payable in respect of such Shares to be paid up in full, or by Instalments of certain Amounts at certain fixed Times, Seventy-five *per Cent.* shall be the greatest Amount of the First Call which shall be made on such Shares, and there shall be an Interval of Two Months at the least between any Two successive Calls. Times of Payment.

VII. And be it enacted, That the Shares so to be created as aforesaid shall be of such nominal Amount respectively, and shall be allotted to such Persons and in such Manner as may be determined by the General Meeting at which the same respectively shall be created, and shall entitle the Holders thereof to the Preference or Priority guaranteed thereon from the Day of the Creation of such Shares, or from such Day subsequent thereto, as may be determined by such General Meeting; and such Shares shall form Part of the general Capital of the Company, and shall be subject to all the Provisions of the "*Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," which in any Manner relate to or affect such general Capital, or the Shares or Stock into which the same may be divided or of which the same may consist, or the Holders thereof respectively, except in so far as such Provisions may be inconsistent with the Provisions of this Act, or with any Resolutions of Proprietors of Shares in the Company made in conformity with such Provisions. Shares to be allotted, &c. as directed by a General Meeting, and to form Part of the general Capital, and be subject to Provisions of existing Act.

VIII. And be it enacted, That wherever in this Act the Consent of Three Fifths of the Votes of the Proprietors of existing Preference Shares is required to authorize any Shares which may be created as aforesaid to be placed upon an Equality with or have Preference or Priority over existing Preference Shares in respect of Dividend or otherwise, such Consent shall mean the Consent of Three Fifths of the Proprietors of that Class only or those respective Classes only of existing Preference Shares with which it is proposed to equalize or over which it is proposed to give Preference or Priority to the Shares to be created as aforesaid, and for the Purpose of signifying such Consent every such Proprietor present in Person or by Proxy at such Meeting shall have One Vote in respect of each such existing Preference Share held by him, and in the Case of any Share standing in the Names of Two or more Persons in the Register of Shareholders the Person first named shall for the Purpose aforesaid be considered as sole Proprietor and entitled to vote in respect thereof. Specifying in what Cases the Preference Shareholders shall signify Consents, and the Ratio of voting.

IX. And be it enacted, That it shall be lawful for the Company to borrow on Bond or Mortgage of their Undertakings, in addition to the Sums which they are authorized to borrow by "The *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849," and in accordance with the Provisions of "The Companies Clauses Consolidation Act, 1845," Power to borrow Money on Mortgage of the Undertaking for Payment of Canal Debts.

1845," such Sums of Money as shall from Time to Time be required for paying off any Debt of the said Company charged or secured on the said *Ashton* Canal, or on the said *Peak Forest* Canal, or on the said *Macclesfield* Canal, or on the Tolls of any or either of the said Canals, not exceeding in the whole the Sum of One hundred and thirteen thousand eight hundred Pounds.

Power to re-borrow on Mortgage.

X. And be it enacted, That if, after having borrowed any Part of the Money so hereby authorized to be borrowed on Bond or Mortgage, the said Company shall pay off the same, it shall be lawful for them again to borrow the Amount so paid off, and so from Time to Time, in accordance with the Provisions of "The Companies Clauses Consolidation Act, 1845."

Provisions of 8 & 9 Vict. c. 16. with respect to borrowing incorporated with this Act.

XI. And be it enacted, That the Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the borrowing of Money by the Company on Bond or Mortgage, shall be incorporated with this Act; and the Word "Company" in such Clauses and Provisions shall mean the said *Manchester, Sheffield, and Lincolnshire* Railway Company; and the Word "Undertaking" shall mean the Undertakings of the said Company.

Nothing in Act to authorize Company to borrow more than One Third of their Capital.

XII. Provided always, and be it enacted, That nothing in this Act contained shall authorize the Company to raise or have outstanding upon Mortgage of their Undertakings or any of them, or any Part thereof respectively, at any One Time, a greater Sum or Sums than would together amount to One Third Part of the aggregate Amount of the Sums which have been expended in and about the Construction of the said Canals as aforesaid, and of the Capital of the Company in respect of their Railway and Dock Undertakings.

Power to charge Rates on empty Boats and Boats of light Burden.

XIII. And be it enacted, That it shall be lawful for the Company to demand, take, levy, and receive, in respect of every Boat, Barge, or other Vessel passing through any Lock upon any Canal belonging to the said Company, and being empty, or having on board so small a Cargo that the Tonnage Rates payable thereon would not amount to Three Shillings, such Rates or Charges as they the said Company shall think fit, not exceeding the Sum of Three Shillings on each such Canal: Provided nevertheless, that if any Boat, Barge, or other Vessel shall have made a Voyage on the said Canals or any of them with a Cargo on board of not less than Fifteen Tons, and Tonnage Rates shall have been paid thereon to the said Company, and such Boat, Barge, or Vessel shall be on her return Voyage (after Delivery of such Cargo), either empty, or having on board so small a Cargo that the Tonnage Rates payable thereon would not amount to Three Shillings, it shall not be lawful for the said Company, by virtue of the Provisions

Provisions aforesaid, to demand, take, levy, or receive, in respect of such Boat, Barge, or other Vessel so on her return Voyage, more in the whole than One Sum of Three Shillings.

Power to charge Wharfage Rates.

XIV. And be it enacted, That it shall be lawful for the Company to demand, take, levy, and receive, for all Goods, Wares, Merchandize, Articles, Matters, and Things which shall be put on board any Boat, Barge, or other Vessel at, from, or from off any Wharf belonging to or possessed by the said Company, or which shall be landed from or out of any Boat, Barge, or other Vessel upon or at any Wharf belonging to or possessed by the said Company, such Wharfage Rates or Charges not exceeding Three-pence *per* Ton as they the said Company shall think fit; and such Wharfage Rates shall be independent of and in addition to any Tonnage Rates which the said Company are entitled to charge under the Provisions of the said recited Acts relating to the Canals comprised in their Canal Undertaking or any of them: Provided always, that nothing herein contained shall authorize the said Company to demand, take, levy, or receive any such Wharfage Rate or Charge for any Goods, Wares, Merchandize, Articles, Matters, or Things which shall be put on board any Boat, Barge, or other Vessel at, from, or from off any Wharf not belonging to or possessed by the said Company, or which shall be landed from or out of any Boat, Barge, or other Vessel upon or at any Wharf not belonging to or possessed by the said Company.

Such Wharfage to be in lieu of or Satisfaction, pro tanto, for existing Wharfage.

XV. Provided always, and be it enacted, That if the Company shall be entitled, under any Act of Parliament already passed, to demand any Rate or Charge by way of Wharfage in respect of any Wharf where any Charge shall be authorized to be made by them for Wharfage under the Provisions of this Act, such Charge by this Act authorized shall be either in lieu of, or, as the Case may be, in satisfaction *pro tanto*, and not further, of the Amount of Rate or Charge which the said Company shall be so entitled to demand under the Provisions of such Act already passed, according as such Amount of Rate or Charge shall be less or greater than the Charge authorized to be made by the Provisions of this Act.

Penalties for evading Rates.

XVI. And be it enacted, That all Owners of Boats, Barges, or other Vessels, or Owners, Carriers, or Consignees of Goods, Wares, or Merchandize, and all other Persons, shall incur a like Penalty or Forfeiture for evading or attempting to evade the Payment of any such Rates or Charges as aforesaid at any Lock or Wharf upon or in connexion with any Cut or Canal belonging to the said Company as such Owners, Carriers, Consignees, or other Persons would have incurred for evading or attempting to evade the Payment of any Toll,

Rate, Charge, or Due authorized to be taken at the same Lock or Wharf under or by virtue of any Act relating to the Cut or Canal upon or in connexion with which such Lock or Wharf shall be or be situate.

Power to recover Rates and Penalties.

XVII. And be it enacted, That the Rates and Charges authorized by this Act, and every Penalty incurred under the Provisions thereof, shall be recovered and recoverable in like Manner and by the same Means as any other Toll, Rate, Charge, or Due, or any other Penalty for evading or attempting to evade any Toll, Rate, Charge, or Due, is now by Law recovered or recoverable; and all the Provisions of the said recited Acts applicable to the Recovery of Tolls, Rates, Charges, or Dues, or to such Penalties as aforesaid, shall, so far as they are now in force, and are not inconsistent with the Provisions of this Act, be incorporated with and form Part of this Act, in reference to the Rates and Charges authorized by this Act, and the Penalties to be incurred under the Provisions thereof, as fully and effectually to all Intents and Purposes, as if such Provisions had been expressly re-enacted in this Act in reference to such Rates, Charges, and Penalties.

Saving Powers of Commissioners of Railways.

XVIII. And be it enacted, That nothing in this Act contained shall in any Manner repeal, alter, abrogate, diminish, prejudice, or affect any of the Rights, Powers, or Authorities vested in the Commissioners of Railways in reference to the Canals and Railways of the said Company or any of them.

Interest not to be paid on Calls paid up.

XIX. And be it enacted, That it shall not be lawful for the Company, out of any Money by this Act or any other Act relating to the said Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in the "Companies Clauses Consolidation Act, 1845," in that Behalf contained, nor shall anything herein contained extend to defeat or prejudice any Power to pay Interest or Dividend which is already vested in the said Company under or by virtue of "The *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849."

Deposits for future Bills not to be paid out of

XX. And be it enacted, That it shall not be lawful for the Company, out of any Money by this Act or any other Act relating to the said Company authorized to be raised for the Purposes of such Act or

Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining any Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking. the Company's Capital.

XXI. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway;* and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways;* and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops;* and another Act was passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways;* and Two other Acts were passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled respectively *An Act for regulating the Gauge of Railways*, and *An Act for constituting Commissioners of Railways:* Be it enacted, That nothing in this Act contained shall be held to exempt the Railways comprised in the Railway Undertaking of the *Manchester, Sheffield, and Lincolnshire* Railway Company, or the said Company, from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect of the said Railways and Company, so far as the same shall be applicable thereto. Railways to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., and 9 & 10 Vict. cc. 57. 105.

XXII. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railways comprised in the said Railway Undertaking from the Provisions of any general Act relating to the *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849, or to this Act, or of any general Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by the said *Manchester, Sheffield, and Lincolnshire* Railway Act, 1849. Railways not exempt from Provisions of future general Acts.

XXIII. And be it enacted, That all the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the said Company out of the first Monies Expenses of Act.

which

which shall come to their Hands, and in preference to every other Payment whatsoever.

Short Title. XXIV. And be it enacted, That in citing or referring to this Act in other Acts of Parliament, or in legal Instruments or Documents, it shall be sufficient to describe it as "The *Manchester, Sheffield, and Lincolnshire* Railway Act, 1850."

Public Act. XXV. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

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