ANNO DECIMO NONO & VICESIMO

VICTORIÆ REGINÆ.

***

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:

8 & 9 Vict. cc. 16. 18. & 20. incorporated.

I. That the Provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," except so far as the same are limited by any of the Provisions of this Act, shall be incorporated with and form Part of this Act.

Interpretation of Terms.

II. That in this Act the Words "the Company" shall mean the Company hereby incorporated, and the Words "the Railway" shall mean the Railway by this Act authorized to be constructed, unless there be something in the Context repugnant to such Construction.

Short Title.

III. That this Act may be cited for all Purposes as "The *Mid-Kent Railway* (*Bromley* to *Saint Mary Cray*) Act, 1856."

Subscribers incorporated.

IV. That *William Dent* 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 Railway herein-after particularly mentioned, with all proper Works and Conveniences connected therewith, according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Mid-Kent* Railway (*Bromley* to *Saint Mary Cray*) Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, subject to the Restrictions herein and in the said recited Acts contained.

Capital.

V. That the Capital of the Company shall be Seventy thousand Pounds.

Number and Amount of Shares.

VI. That the Number of Shares into which the Capital shall be divided shall be Seven thousand, and the Amount of each Share shall be Ten Pounds.

Calls.

VII. That 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 least shall be the Interval between successive Calls; and

and the aggregate Amount of Calls to be made on any One Share in any One Year shall not exceed Eight Pounds.

Interest not to be paid on Calls paid up.

VIII. That it shall not be lawful for the Company, 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, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of 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 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 of "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

IX. That it shall not be lawful for the Company, out of any Money by this Act or any other Act relating to the Company authorized to be raised for the Purpose 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 an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Power to borrow on Mortgage.

X. That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum or Sums of Money not exceeding in the whole the Sum of Twenty-three thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Seventy thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Application of Money.

XI. That all Moneys raised under this Act shall be applied only to the Purposes of this Act.

First and other Meetings.

XII. That the First Ordinary Meeting of the Company shall be held within Three Months next after the passing of this Act, and the subsequent Ordinary Meetings of the Company shall be held half-yearly on the First Day of *February* and the First Day of *August*, or within One Month before or after those Days respectively.

Directors.

XIII. That the Number of Directors shall be not less than Three nor more than Eight, and the Qualification of a Director shall be the Possession in his own Right of Twenty-five Shares.

XIV. That

First Directors.

XIV. That *William Dent*, *Nathaniel William John Strode*, *Lightly Simpson*, *John Tredwell*, and *John Allen* shall be the First Directors of the Company.

Election of Directors at First Ordinary Meeting.

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

Subsequent Election of Directors.

XVI. That at the First Ordinary Meeting to be held in the Year next after the Year in which such last-mentioned Directors shall have been appointed or elected 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 any 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."

Quorum of Directors.

XVII. That the Quorum of a Meeting of Directors shall be Three, and when the Number of Directors shall not exceed Three such Quorum shall be Two.

Newspaper for Advertisements.

XVIII. That the Newspaper in which Advertisements relating to the Affairs of the Company are to be inserted shall be a Newspaper published in the County of *Kent*.

Power to make Railways according to deposited Plans.

XIX. And whereas Plans and Sections of the Railway and Works showing the Lines and Levels thereof, and also a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers, of the Lands through which the same are intended to pass, have been deposited with the Clerk of the Peace for the County of *Kent*: Be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the Company to make and maintain the Railway and Works in the Lines and upon the Lands delineated on the said Plans, and described in the said Book of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

XX. That

Line of Railways.

XX. That the Railway to be constructed under the Authority of this Act shall be the following; that is to say,

A Railway commencing in the Parish of *Beckenham* in the County of *Kent* by a Junction with the Line authorized by "The *West End of London and Crystal Palace* Railway (Extension to *Farnborough*) Act, 1854," at or near a Point where the said Line crosses the High Road from *Bromley* to *Beckenham* at *Shortlands*, numbered 127 in the said Parish of *Beckenham* in the Plans and Book of Reference of the said Line deposited with the Clerk of the Peace for the County of *Kent*, and referred to in the said Act, and terminating in or near to a Field numbered 8 upon the deposited Plans of the proposed Railway in the Parish of *St. Mary Cray* in the County of *Kent*.

Company to form Junctions with the West End of London and Crystal Palace Railway.

XXI. That the Railway hereby authorized to communicate with the authorized Line of the *West End of London and Crystal Palace* Railway (Extension to *Bromley* and *Farnborough*) shall communicate with the same at the Point where, according to the Plans deposited as in this Act mentioned, such Railway appears to communicate therewith, and at no other Point, without the Consent in Writing of the *West End of London and Crystal Palace* Railway Company under their Common Seal first had and obtained.

All Communications with the Railway to be made under the Superintendence of their Engineer.

XXII. That all Communications between the proposed Railway and the *West End of London and Crystal Palace* Railway (Extension to *Bromley* and *Farnborough*), and all Openings in the Rails of such Railway, and other Works and Conveniences for the Purposes of such Junction, shall be made and for ever maintained and kept in good Repair at the sole Expense of the Company; and such Junction shall not only be in the first instance made, but shall also from Time to Time be altered, amended, repaired, and maintained, by the Company under the Superintendence and Direction and to the Satisfaction of the Engineer of the *West End of London and Crystal Palace* Railway Company, and in such Manner and by such Means only as shall not in anywise injure or prejudice the Railway of such last-mentioned Company, or the Stations, Works, or Property thereof, or interfere with the Traffic on that Railway, or the free and uninterrupted Use thereof by the *West End of London and Crystal Palace* Railway Company.

Saving Rights of certain Railway Companies.

XXIII. That this Act or anything therein contained shall not take away, alter, lessen, or prejudice any of the Rights, Powers, Privileges, or Authorities of the *West End of London and Crystal Palace* Railway Company, but all such Rights, Powers, Privileges, and Authorities may be exercised and enjoyed by that Company as fully as if this Act were not passed.

Company may make Arrangements with certain Railway Companies for the Use of their Lines.

XXIV. That it shall be lawful for the Company to enter into any Contracts or Agreements with the *Mid-Kent* Railway Company and the *West End of London and Crystal Palace* Railway Company, or either of them, for the Passage over or along any of the Railways of such last-mentioned Companies, or either of them, of any Engines, Waggons, or other Carriages belonging to the Company or to the *South-eastern* Railway Company, upon such Terms and Conditions, and on Payment of such Tolls, Rates, and Charges in respect thereof, as may be agreed upon between the Company and the before-mentioned Companies respectively: Provided always, that no such Agreement shall be entered into between the Company and the *Mid-Kent* Railway Company during the Existence of any Agreement between the *Mid-Kent* Railway Company and the *South-eastern* Railway Company for working the *Mid-Kent* Railway by the *South-eastern* Railway Company, without the previous Consent of the *South-eastern* Railway Company in Writing under their Common Seal; and the Company and the *South-eastern* Railway Company may enter into Contracts and Agreements for the Passage of any Engines, Waggons, or other Carriages belonging to the Company over any Portion of the *South-eastern* Railway, and also for the Conduct, Management, Use, or Working of the Railway by this Act authorized by the *South-eastern* Railway Company: Provided always, that any such Agreements shall not be for more than Ten Years, and no such Agreements shall have any Operation until the same shall have been approved of by the Board of Trade; and no such Agreement as aforesaid shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which the said Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Person or from any other Company, but all other Persons and Companies shall, notwithstanding any such Agreement, be entitled to the Use and Benefit of the Railways to which any such Agreement may relate upon the same Terms and Conditions, and on Payment of the same Tolls, Rates, and Charges, as they would have been in case no such Agreement had been entered into: Provided also, that the said Board shall not approve such Agreement without being satisfied that the same has been duly assented to by a Majority of Three Fifths of the respective Shareholders of the before-mentioned Companies in Special Meeting assembled for that Purpose either before or after the passing of this Act, and holding at least Three Fifths of the Capital of such Companies respectively, represented at such Meetings personally or by Proxy, such Shareholders being qualified to vote thereat in right of such Capital, and by the Shareholders in the Company in Special Meeting assembled for the like Purpose before or after the passing of this Act.

Duration of Agreement.

To be approved by the Board of Trade.

Agreements not to affect Persons not Parties thereto.

XXV. That

Agreements may be renewed with the Approval of Board of Trade.

XXV. That at the Expiration of any such Contracts or Agreements the said Companies, with the Consent in Special Meeting of Three Fifths of the Shareholders of such Companies respectively, and subject to the Approval of the Board of Trade, may enter into a further Agreement for all or any of the Purposes aforesaid: Provided,

Public Notice to be given of Intention to enter into Agreements.

that before such Companies shall enter into any such further Agreement as aforesaid, they shall give Notice of their Intention to enter into such Agreement by Advertisement in a Form to be approved of by the Board of Trade inserted once in each of Three successive Weeks in some Newspaper published or circulating in each County in which any Part of the Railway to which such proposed Agreement relates is situated; and every such Notice shall set forth within what Time and in what Manner any Company or Person aggrieved by such proposed Agreement, and desiring to object thereto, may bring such Objections before the Board of Trade; and no such Agreement shall be valid at Law or in Equity until the same shall have been approved of by the Board of Trade.

Agreement inoperative until approved.

Lands for extraordinary Purposes.

XXVI. That it shall be lawful for the Company to purchase by Agreement, in addition to the Lands herein-before authorized to be purchased by them for constructing the Railway, any Quantity of Land, not exceeding in the whole Five Acres, for any of the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845."

Powers for compulsory Purchases limited.

XXVII. That 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 Two Years from the passing of this Act.

Period for Completion of Works.

XXVIII. That the Railway shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall be then completed.

Security for Completion of Railway within the Time limited.

XXIX. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the Ninth Year of Her present Majesty, Chapter Twenty, a Sum of Five thousand two hundred and fifty Pounds, being One Tenth Part of Three Fourths of the Amount of the Estimate of the Expense of the Railway authorized by this Act, has been deposited with the Court of Chancery in *England* in respect of the Application to Parliament for this Act: Be it enacted,

enacted, That, notwithstanding anything contained in the said recited Act, the said Sum, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as hereinafter mentioned, be paid 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 said Act, or the Survivor or Survivors of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway hereby authorized to be made, either open the said 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 Amount 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 said 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 Sum so deposited as aforesaid, 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 Sum of Five thousand two hundred and fifty Pounds 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 said Sum of Five thousand two hundred and fifty Pounds if the Company shall not, within the Time limited for the Completion of the said Railway, either open the said 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 Purposes 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 said Solicitor to the said Lords Commissioners, then such Sum of Money, 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 Survivor or Survivors of

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 Moneys 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 Facts so certified.

Tolls.

XXX. 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,)

Class 1. For all Compost, Dung, and all Sorts of Manure, Lime and Limestone, Ashes, Gravel, Sand, Chalk, and all undressed Materials for the Repairs of Roads or Highways, and for all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Draining Pipes, Clay, Ironstone and Iron Ore, Pig Iron, Rod Iron, Bar Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, Boiler Plates, Bars, Bolts, Hoops, Axles, Chains, Rails, Nails, Lead, Salt, and Cement, carried upon the Railway, or any Part thereof, the Sum of One Penny and Three Farthings *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 2. For all Sugar, Grain, Corn, Flour, Meal, Oil-cake, Hides, Skins, Horns, and Hoofs, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), and for all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, carried upon the Railway, or any Part thereof, any Sum not exceeding Threepence Farthing *per* Ton *per* Mile; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Three Farthings:

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, conveyed upon the Railway, or any Part thereof, any Sum not exceeding Sixpence *per* Mile; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding Threepence *per* Mile; and if propelled by an Engine belonging to the Company, a further Sum not exceeding Twopence Farthing *per* Mile; and the Sum of Twopence Farthing *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 Animals, &c.

XXXI. In respect of Animals conveyed in Carriages upon the Railway, as follows:

Class 4. For every Horse, Mule, Ass, or other Beast of Draught or Burthen conveyed in or upon any such Carriage conveyed upon the Railway, or any Part thereof, the Sum of Fourpence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding Twopence *per* Mile; and if such Carriage be propelled by an Engine belonging to the said Company, an additional Sum not exceeding Twopence *per* Mile:

Class 5. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage conveyed upon the Railway, or any Part thereof, the Sum of Twopence Halfpenny *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny Halfpenny *per* Mile; and if such Carriage be propelled by an Engine belonging to the said Company, an additional Sum not exceeding One Penny Halfpenny *per* Mile:

Class 6. For every Calf or Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage upon the Railway, or any Part thereof, any Sum not exceeding Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Penny Halfpenny *per* Mile; and if propelled by an Engine belonging to the Company, an additional Sum not exceeding One Penny *per* Mile.

Tolls for Passengers.

XXXII. In respect of Passengers conveyed in Carriages upon the Railway, or any Part thereof, as follows:

For any Person conveyed in or upon any such Carriage on the Railway, or any Part thereof, not exceeding Twopence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company,

Company, an additional Sum not exceeding Three Farthings *per* Mile; and if propelled by an Engine belonging to the Company, an additional Sum not exceeding Three Farthings *per* Mile.

Regulation as to Tolls.

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

For every Fraction of a Ton, the Company may demand Tolls 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.

Tolls for small Parcels and Articles of great Weight.

XXXIV. And 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 the Tolls following; (that is to say,)

For the Carriage of small Parcels on the Railway, or any Part thereof, as follows; (that is to say,)

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

For any Parcel not exceeding Fourteen Pounds in Weight, Eightpence;

For any Parcel not exceeding Twenty-eight Pounds in Weight, One Shilling;

For any Parcel not exceeding Fifty-six Pounds in Weight, One Shilling and Fourpence;

For any Parcel not exceeding One hundred and twelve Pounds in Weight, Two Shillings and Fourpence;

For any Parcel not exceeding Two hundred and twenty-four Pounds in Weight, Three Shillings and Sixpence;

And for any Parcel exceeding Two hundred and twenty-four Pounds in Weight, but not exceeding Five hundred Pounds in Weight, the Company may demand any Sum which 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

For the Carriage upon the Railway, or any Part thereof, 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 Tons, but shall not exceed Eight Tons, the Company may demand any Sum *per* Ton *per* Mile not exceeding One Shilling and Threepence; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per* Ton not exceeding Threepence *per* Mile; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton not exceeding Threepence *per* Mile:

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

Maximum Rates of Charges for Passengers.

XXXV. The maximum Rates of Charges 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 for a Distance not exceeding Two Miles, the Sum of Sixpence; and if exceeding Two Miles, the Sum of One Shilling:

For every Passenger conveyed in a Second-class Carriage for a Distance not exceeding Two Miles, the Sum of Fourpence; and if exceeding Two Miles, the Sum of Eightpence:

For every Passenger conveyed in a Third-class Carriage for a Distance not exceeding Two Miles, the Sum of Threepence; and if exceeding Two Miles, the Sum of Sixpence.

Maximum Rates for Goods and Animals.

XXXVI. The maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, except the loading and unloading of Goods where such Service is performed by the Company, shall not exceed the Amounts mentioned in the following Table; (that is to say,)

For the Matters herein-before mentioned under Class One, not exceeding Tenpence *per* Ton:

For the Matters mentioned under Class Two, not exceeding One Shilling and Threepence *per* Ton:

For any Carriage mentioned under Class Three, not weighing more than One Ton, not exceeding Two Shillings; and if weighing

weighing more than One Ton, not exceeding Sixpence for every Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton:

For everything mentioned under Class Four, not exceeding One Shilling and Sixpence:

For everything mentioned under Class Five, not exceeding One Shilling:

For everything mentioned under Class Six, not exceeding Ninepence.

Power to charge extra for Goods by Agreement with the Owners.

XXXVII. Notwithstanding anything in this Act contained, it shall be lawful for the Company, and they are hereby authorized and empowered, by Agreement with the Owner or Owners of or Person or Persons in charge of Goods of any Description, to take and receive, and in such Case to demand and recover, either in respect of the Conveyance of such Goods (other than small Parcels) by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto, any increased Rates or Charges over and above the Rates and Charges by this Act limited or authorized to be received and taken for or in respect of any such Goods.

Restriction as to Charges not to apply to Special Trains.

XXXVIII. The Restrictions as to Charges to be made for Passengers shall apply to the Ordinary and Express Trains from Time to Time appointed, but shall not extend to any Special Train.

Passengers Luggage.

XXXIX. Every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and twelve 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.

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

XL. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made or the Company from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, or to the Conveyance of small Parcels by Railways, now in force or which may hereafter pass during the present 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 this Act, or of the Rates for small Parcels.

Expenses of Act.

XLI. That all the Costs, Charges, and Expenses of and attending the passing of this Act, or incidental thereto, shall be paid by the Company.

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