ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

****

Cap. cliii.

An Act for making a Railway from *Portadown* in the County of *Armagh* to *Dungannon* in the County of *Tyrone*, to be called "The *Portadown and Dungannon* Railway." [9th *July* 1847.]

WHEREAS the making of a Railway from *Portadown* in the County of *Armagh* to the Town of *Dungannon* in the County of *Tyrone* would be of great public Advantage: And whereas the Persons herein-after named are willing, at their own Expence, to carry such Undertaking into execution; but the Object aforesaid cannot be carried into effect without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That the several Acts of Parliament following, (that is to say,) "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and the "Railways Clauses Consolidation Act, 1845," shall be incorporated with and form Part of this Act, save as to such Parts thereof as may be modified by or are inconsistent with the Provisions of this Act.

8 & 9 Vict. cc. 16. 18. and 20. incorporated with this Act.

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament and in legal Instruments it shall be sufficient to use the Expression "The *Portadown and Dungannon* Railway Act, 1847."

Subscribers incorporated.

III. And be it enacted, That *Martin Stutely*, *Thomas Verner*, and *Griffin Curtis Galt*, 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 forming and maintaining the Railway herein-before mentioned and herein-after more particularly defined, with proper Works and Conveniences belonging thereto, 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 *Portadown and Dungannon* Railway 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, and within the Restrictions herein and in the said recited Acts contained.

Capital.

IV. And whereas the estimated Expence of making the said Railway is One hundred and fifty-four thousand seven hundred and fifty-six Pounds; be it enacted, That the Capital of the said Company shall be One hundred and fifty-four thousand seven hundred and seventy-five Pounds.

Number and Amount of Shares.

V. And be it enacted, That the Number of Shares into which the said Capital shall be divided shall be Six thousand one hundred and ninety-one, and the Amount of each Share shall be Twenty-five Pounds.

Calls.

VI. And be it enacted, That Five Pounds *per* Share shall be the greatest Amount at any One Call which the Company may make on the Shareholders, and that One Half of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share, and that Three Months at the least shall be the Interval between successive Calls.

Interest not to be paid on Calls paid up.

VII. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest 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.

VIII. And

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

VIII. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway 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 an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

Power to borrow Money on Mortgage.

IX. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage any Sums not exceeding in the whole the Sum of Fifty-one thousand five hundred and eighty-five Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of One hundred and fifty-four thousand seven hundred and seventy-five Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Arrears may be enforced by the Appointment of a Receiver.

X. And be it enacted, That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of the Principal and Interest due on any such Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of such Receiver, in the event of the Principal Money due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Twenty thousand Pounds in the whole.

Number and Qualification of Directors.

XI. And be it enacted, That the Number of Directors shall be Five, and the Qualification of a Director shall be the Possession in his own Right of Twenty Shares in the Undertaking.

Power to vary the Number of Directors.

XII. And be it enacted, That it shall be lawful for the Company to increase or reduce the Number of Directors, provided that the Number of Directors when so increased does not exceed Twenty, and if reduced be not less than Five Directors.

First Directors.

XIII. And be it enacted, That Colonel *Thomas Verner*, Captain *Erasmus Ommanney*, *Martin Stutely*, *Griffin Curtis Galt*, and *James Vickers* shall be the first Directors of the Company.

Directors named to vacate, and as to future Election.

XIV. And be it enacted, 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; and at the corresponding Ordinary Meeting to be held in the next and every Year thereafter the Shareholders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office in Rotation, agreeably to the Provisions in the said "Companies Clauses Consolidation Act, 1845," contained; and the several Persons elected

at

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 said "Companies Clauses Consolidation Act, 1845."

Quorum of Directors.

XV. And be it enacted, That a Quorum of a Meeting of Directors shall be Three, unless the Number of Directors shall be increased, in which Case the Quorum of Directors shall be Five.

Committee of Directors.

Committees not to make Calls.

XVI. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three; and that such Committees shall not be empowered to make Calls for Money on the Shareholders.

Quorum of Committees.

XVII. And be it enacted, That the Quorum of such Committees shall be Three Members of such Committees.

Remuneration of Directors and Auditors.

XVIII. And be it enacted, That the Remuneration of the Directors, and also of the Auditors, to be appointed under the Provisions of the "Companies Clauses Consolidation Act, 1845," shall from Time to Time be fixed by a General Meeting of the Company, and be paid out of the Funds of such Company.

Newspapers for Insertion of Advertisements.

XIX. And be it enacted, That the Newspapers in which Advertisements relating to the Affairs of the Company are to be inserted shall be Two Newspapers published in *London*, and One Newspaper published and circulated in each of the Counties of *Armagh* and *Tyrone*.

Power to make Railway according to deposited Plans.

XX. And whereas Plans and Sections of the intended Railway showing the Lines and Levels thereof, and also Books of Reference thereto containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers of the Lands through which the same is intended to pass, or which may be required to be taken for the Purposes of the Undertaking, have been deposited with the Clerks of the Peace of the Counties of *Armagh* and *Tyrone*; be it enacted, That, subject to the Provisions of this and the said recited Acts, and the several Acts incorporated therewith, it shall be lawful for the said Company to make and maintain the said Railway and Works in the Line 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 Section, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Line of Railway.

XXI. And be it enacted, That the said Railway shall commence at the Junction of "the *Dublin and Belfast Junction* Railway" with "the *Ulster* Railway" in the Townland of *Corcrain* in the Parish of *Drumcree* in the County of *Armagh*, and shall pass through or into the several Parishes, Townlands, extra-parochial and other Places following, or some of them, (that is to say,) *Corcrain*, *Baltylum*, *Selshion*, *Corcullentragh Beg*, *Annakeera*, *Cornanucklagh*, *Ballyfodrin*, *Leganny*, *Richmount* or *Aghavellan*, *Farra*, *Timakeel*, *Derrylettiff*, *Roughan*, *Cannagola Beg*, *Canoneil*, and *Cannagola More* in the Parish of *Drumcree*, *Clontylew*, *Drumanphy*, *Eglish Tarthlogue*,

and *Teagy* in the Parish of *Tartaraghan*, *Annaghmore* and *Derrycoose* in the Parish of *Loughgall*, *Derrycorry North* and *Clontyclay* in the Parish of *Killyman*, and *Copney* in the Parish of *Clonfeacle* in the County of *Armagh*, and *Derrygally*, *Bovean*, *True*, *Bogbane*, *Moyroe*, *Drumenagh*, *Kinego*, *Laghey*, *Tempanroe*, and *Culnagrew* in the Parish of *Killyman*, *Derrycreevy* and *Coolcush* in the Parish of *Clonfeacle*, *Coolhill*, *Gortmeron*, *Ballynorthland Demesne*, and *Drumcoo* in the Parish of *Drumglass*, and *Mullaghunagh* and *Ballysaggart* in the Parish of *Donaghmore* in the County of *Tyrone*, and shall terminate in a certain Field in the Possession of Mr. *John M'Clelland* in the Townland of *Ballysaggart* in the Parish of *Donaghmore* in the County of *Tyrone*.

Gauge of Railway.

XXII. And be it enacted, That the Railway by this Act authorized to be made shall be laid with a Gauge of Five Feet Three Inches.

Company, if required, to provide an Electric Telegraph.

XXIII. And be it enacted, That the Company shall, when required by the Commissioners of Railways, provide and set up and maintain the Works necessary and suitable for the due working of the Electric Telegraph along the said Line.

Land for extraordinary Purposes.

XXIV. And be it enacted, That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Twenty Acres.

Compulsory Purchase of Lands limited.

XXV. And be it enacted, 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 Three Years from the passing of this Act.

Period for Completion of Railway.

XXVI. And be it enacted, That after the Expiration of Seven Years from the passing of this Act all the Powers hereby granted to the Company for making the Railway hereby authorized, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed.

Certain Provisions of 8 & 9 Vict. c. 20. to apply to Clerks of Unions in Ireland, in lieu of Postmasters.

XXVII. And whereas by the "Railways Clauses Consolidation Act, 1845," it is provided, that Certificates of any Omission, Misstatement, or erroneous Description in certain Plans and Books of Reference therein referred to should be deposited with the Postmaster of the Post Towns in or nearest to the several Parishes in *Ireland* in which the Lands affected thereby should be situate, and it is also provided that certain Plans and Sections of such Alterations in the original Plans and Sections as shall have been approved by Parliament should also be deposited with such Postmasters, and be retained, and produced by them for Inspection, in manner therein mentioned: And whereas, in compliance with the present Standing Orders of both Houses of Parliament, the several Plans, Sections, and other Documents heretofore required to be deposited with the Postmasters of the Post Towns in *Ireland* are now deposited with the Clerks of the Union instead of such Postmasters; be it therefore enacted, That with reference to this Act all the Provisions of said "Railways Clauses Consolidation Act, 1845," relating to the Matters aforesaid, and the

Expression "Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*," or the Word "Postmaster," in the said Act, shall be read and construed as if the Expression "Clerks of the Union within which such Parishes are included in *Ireland*," or the Words "Clerk of the Union," as the Case may be, had been used and inserted in such Act in lieu of the Expression "the Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*," or in lieu of the Word "Postmaster," as the Case may be.

Tolls.

XXVIII. And be it enacted, That 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 of Tonnage on Merchandize.

In respect of Tonnage of all Articles conveyed upon the Railway or any Part thereof, and included within the following Classes:

Class 1.—For all 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 by Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 2.—For all Coals, Coke, Culm, Charcoal, and Cinders, all Stones for building, pitching, and paving, all 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 Merchandize, *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; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 3.—For all Sugar, Grain, Corn, Flour, Meal, Bread, Potatoes, Hay, Straw, Flax, Tow, Linen or Cotton Yarns, Hides, Dyewoods, Earthenware, Timber, Stones, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Two-pence; 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 Two-pence:

Class 4.—For all Cotton and other Wools, Drugs, excepting Vitriol, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Three-pence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Two-pence:

Class 5.—For every Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing

weighing more than One Ton, *per* Mile not exceeding Sixpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding Two-pence; and if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding Two-pence:

And the 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 so conveyed may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton.

Tolls for Animals, &c.

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

Class 6.—For every Horse, Mule, Ass, or other Beast of Draught or Burden, and for every Ox, Cow, Bull, or Neat Cattle, conveyed in and upon any Carriage belonging to the Company, not exceeding Three-pence *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding One Penny:

Class 7.—For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any Carriage upon the Railway, *per* Mile not exceeding One Penny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing; and if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding One Farthing.

Tolls for Passengers.

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

For any Person conveyed in or upon any such Carriage, *per* Mile not exceeding Two-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

Maximum Rates of Charges for Passengers.

XXIX. And be it enacted, That the maximum Rate of Charge to be made by the Company for the Conveyance of Passengers upon the said Railway, including Tolls for the Use of the Railway and Carriages, and for locomotive Power, and every other Expence incidental to such Conveyance, shall not exceed the following Sums:

For every Passenger conveyed in a First-class Carriage, the Sum of Three-pence *per* Mile:

For every Passenger conveyed in a Second-class Carriage, the Sum of Two-pence *per* Mile:

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

XXX. Pro-

Maximum Charges for Goods and Animals.

XXX. Provided always, and be it enacted, That the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway, and of Carriages, Waggons, and Trucks, and for locomotive Power, and every Expence incidental to such Conveyance (except the loading and unloading of Goods, where such Service is performed by the Company), shall not exceed the Amount mentioned in the following Table; (that is to say,)

For the Matters herein-before mentioned under Class 1. not exceeding One Penny Halfpenny *per* Ton *per* Mile:

For the Matters mentioned under Class 2. not exceeding Two-pence Halfpenny *per* Ton *per* Mile:

For the Matters mentioned under Class 3. not exceeding Three-pence *per* Ton *per* Mile:

For the Matters mentioned under Class 4. not exceeding Four-pence *per* Ton *per* Mile:

For any Carriage mentioned under Class 5., not weighing more than One Ton, not exceeding Two-pence *per* Mile, and if weighing more than One Ton, not exceeding One Penny Halfpenny *per* Mile, for every Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton:

For every thing mentioned under Class 7. not exceeding One Penny Halfpenny *per* Mile.

Regulations as to Tolls.

XXXI. And be it enacted, That 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 Six Miles the Company may demand Tolls and Charges as for Six Miles:

For a Fraction of a Mile beyond Six Miles or beyond any greater Number of Miles the Company may demand Tolls or Merchandize for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction 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.

Tolls for small Parcels and Articles of great Weight.

XXXII. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, 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, (that is to say,) Parcels not exceeding Five hundred Pounds Weight each, the Company may demand

demand any Sum they may 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, 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 not exceeding Sixpence *per* Ton *per* Mile; and if conveyed in or upon a Carriage belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Fourpence; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Threepence:

For the Carriage of any One Boiler, Cylinder, or 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 may think fit.

Passengers Luggage.

XXXIII. And be it enacted, That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and fifty 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.

Restriction as to Charges not to apply to Special Trains.

XXXIV. Provided always, and be it enacted, That the Restriction as to the Charges to be made for Passengers shall not extend to any special or extra Train that may be required to run upon the said Railway, but shall apply only to the ordinary Trains appointed or to be appointed from Time to Time by the said Company for the Conveyance of Passengers and Goods upon the said Railway.

Disputes as to Tolls, &c. to be settled by Arbitration.

XXXV. And be it enacted, That if any Dispute or Difference shall arise between the Company and any other Companies using the Railway concerning the Tolls to be charged for the Use thereof, or concerning the Time or Method of forwarding the Traffic thereon, or concerning any other Cause, Matter, or Thing wherein the Convenience of the Public or the Interest of the said Company may be concerned, such Dispute or Difference shall, at the Request of either Party, be settled by Arbitration in the Manner provided by the Railways Clauses Consolidation Act, 1845.

Railway Company 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

XXXVI. 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*

9 & 10 Vict. cc. 57. & 105.

struction 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 another Act was passed in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled *An Act for regulating the Gauge of Railways;* and another Act was passed in the said Ninth and Tenth Years of the Reign of Her said present Majesty, intituled *An Act for constituting Commissioners of Railways;* be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto.

Railway to be subject to Provisions of any future general Act.

XXXVII. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made from the Provisions of any general Act relating to this Act, or of any general Act relating to Railways, 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 this Act.

Public Act.

XXXVIII. 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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