ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

VICTORIÆ REGINÆ.

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Cap. ccxiv.

An Act to improve and extend the *Dundee and Newtyle* Railway, and for other Purposes.

[25th *July* 1864.]

WHEREAS under the Powers of "The *Dundee and Perth* Railway (Amendment) Act, 1846," the *Dundee and Perth* Railway Company, afterwards called the *Dundee and Perth and Aberdeen* Railway Junction Company, became Lessees of the *Dundee and Newtyle* Railway, for a Period of Nine hundred and ninety-nine Years from the First Day of *November* One thousand eight hundred and forty-six; and by "The *Dundee and Newtyle* Railway (widening, altering, and improving) Act, 1847," and "The *Dundee and Newtyle* Railway Improvement Act, 1859," the said Company were authorized to make and they did make important Improvements on the said Railway: And whereas by "The *Scottish* "*Central* Railway (*Dundee, Perth, and Aberdeen* Railway Purchase) "Act, 1863," the Undertaking of the said Company, and their Interest in the *Dundee and Newtyle* Railway, and all their Powers, Rights, Privileges, and Authorities were transferred to and vested in the *Scottish Central* Railway Company, herein-after called "the Company:" And whereas it is expedient that an improved Line of Railway should

9 & 10 Vict. c. ccxxviii.

10 & 11 Vict. c. cvi.

22 & 23 Vict. c. xviii.

26 & 27 Vict. c. ccxxiii.

should be constructed from a Point on the *Dundee and Newtyle* Railway near *Pitnappie* (herein-after called *Pitnappie* Junction) to *Newtyle*, in lieu of the *Hatton* Incline, and thence to the *Scottish North-eastern* Railway at *Meigle* Station, and that the Portion of the existing Line of the *Dundee and Newtyle* Railway rendered unnecessary thereby should be relinquished: And whereas the Company are willing, if authorized so to do, to construct the Portion of the said improved Line of Railway between *Pitnappie* Junction and a Point near the Schoolhouse in the Village of *Newtyle*, and the *Scottish North-eastern* Railway Company (herein-after called the *North-eastern* Company) are willing to construct the Portion of the said improved Line of Railway between the last-mentioned Point and *Meigle* Station aforesaid; and the said Companies are also willing to construct a joint Station at the Point of Junction of their said Railways in the Village of *Newtyle*, and to execute other Works in connexion therewith and with the existing Railways and Station in *Newtyle*, and have agreed to the Provisions herein-after contained with respect to the Use of the said improved Line of Railway, joint Station, and other Works, and the Interchange of Traffic by means thereof between their respective Undertakings: And whereas the *North-eastern* Company have in the present Session of Parliament obtained an Act for certain of the aforesaid Purposes: And whereas on the Completion of the Works by this Act authorized the *Dundee and Newtyle* Railway will cease to have any Inclined Plane worked by a Stationary Engine, and will become capable of being used for the Conveyance of Traffic at high Rates of Speed in connexion with the Railways which belonged to the *Dundee and Perth and Aberdeen* Railway Junction Company; and it is expedient that the Rates leviable in respect of Inclined Planes should be abolished, and that the Tolls, Rates, and Charges which may be demanded by the Company for the Use of the *Dundee and Newtyle* Railway, and the Conveyance of Traffic thereon, should be revised with reference to such altered Circumstances, and assimilated to those leviable for the Use of the Railways which belonged to the *Dundee and Perth and Aberdeen* Railway Junction Company, and the Conveyance of Traffic on those Railways: And whereas it is expedient that some of the Powers and Provisions of the Acts relating to the *Dundee and Newtyle* Railway should be amended, and that the Company should be authorized to raise additional Capital; but these Objects cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

1. This

The Scottish Central Railway (Dundee and Newtyle Improvement) Act, 1864.

Short Title.

1. This Act may be cited for all Purposes as "The *Scottish Central* Railway (*Dundee and Newtyle* Improvement) Act, 1864."

"The Railway."

2. In this Act the Expression "the Railway" shall mean the Railway by this Act authorized.

8 & 9 Vict. cc. 19. & 33., 23 & 24 Vict. c. 106., and 26 & 27 Vict. c. 92. incorporated.

3. Subject to the Provisions of this Act, "The Lands Clauses Consolidation (*Scotland*) Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation (*Scotland*) Act, 1845," and Part First of "The Railways Clauses Act, 1863," are incorporated with this Act.

Parts of 8 & 9 Vict. c. 17. incorporated.

4. Subject to the Provisions of this Act, the Sections of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, with respect to the Transfer or Transmission of Shares, with respect to the Payment of Subscriptions and the Means of enforcing the Payment of Calls, with respect to the Forfeiture of Shares for Nonpayment of Calls, with respect to the Remedies of Creditors of the Company against the Shareholders, with respect to the borrowing of Money by the Company on Mortgage or Bond, with respect to the Conversion of the borrowed Money into Capital, with respect to the Consolidation of the Shares into Stock, with respect to the General Meetings of the Company and the Exercise of the Right of Voting by the Shareholders, and with respect to the Provision to be made for affording Access to the Special Act by all Parties interested, are incorporated with this Act: Provided that each Holder of the new Shares or Stock by this Act authorized to be issued shall be entitled to the same Number of Votes, proportionate to the Amount paid up in respect thereof, which he would have been entitled to if such Amount had been paid up in respect of the Capital authorized by "The *Scottish Central* Railway Consolidation Act, 1859."

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

5. Subject to the Provisions of this Act, Parts First and Second of "The Companies Clauses Act, 1863," relating to Cancellation and Surrender of Shares and to Additional Capital, are incorporated with this Act: Provided that the Holders of any Preference Shares or Preference Stock in the Company, issued in pursuance of this Act, shall be entitled to the preferential Dividend or Interest assigned thereto only out of the Profits of each Half Year in priority to the Ordinary Shares and Ordinary Stock of the Company, and that if in any Half Year ending on the Thirty-first Day of *January* or the Thirty-first Day of *July* there are not Profits available for the Payment of the full Amount of such preferential Dividend or Interest for that Half Year, no Part of the Deficiency shall be made good out of the Profits

of

of any subsequent Half Year or out of any other Funds of the Company: Provided also, that if any new Ordinary Shares or new Ordinary Stock, or any new Preference Shares or new Preference Stock in the Company shall be apportioned among and offered at Par to the then Holders of Shares or Stock, such new Shares or new Stock shall be so apportioned among and offered to the then Holders of Preference Shares and Preference Stock, as well as of Ordinary Shares and Ordinary Stock, in proportion to the Amount of Preference and Ordinary Shares and Stock held by them respectively.

Power to raise additional Capital by new Shares or Stock.

6. It shall be lawful for the Company from Time to Time to raise, by the Issue of new Ordinary Shares or new Ordinary Stock or of new Preference Shares or new Preference Stock, or at their Option by any One or more of those Modes, any Sums not exceeding in the whole the Sum of Thirty thousand Pounds, in addition to the Capital which they are now or may by any Act or Acts to be passed during the present Session of Parliament be authorized to raise: Provided always, that no such Share and no Portion of such Stock shall be issued by the Company, or shall vest in the Person accepting the same, until not less than Twenty *per Centum* on the nominal Amount of such Share or Portion of Stock shall have been paid up thereon.

Rights of Holders of new Shares or Stock.

7. Such new Shares or new Stock when issued shall form Part of the general Capital of the Company, and, unless the Company before the Issue thereof otherwise determines, shall confer and impose on the Holders thereof all the Rights and Privileges, Liabilities and Obligations which a corresponding Amount of the existing Stock of the Company confers and imposes on the Holders thereof.

Power to raise additional Money on Mortgage or by Debenture Stock.

8. It shall be lawful for the Company from Time to Time to borrow on Mortgage of their Undertaking, and, if paid off, again to borrow, or in lieu of borrowing or continuing on Mortgage to issue Debenture Stock for any Sums not exceeding in the whole the Sum of Ten thousand Pounds in addition to the Amount which they are now or may by any Act or Acts to be passed during the present Session of Parliament be authorized to borrow or to raise by the Issue of Debenture Stock; but no Part of the said Sum shall be borrowed or be raised by the Issue of Debenture Stock until the whole of the additional Share Capital of Thirty thousand Pounds by this Act authorized shall have been issued and taken up *bonâ fide*, and One Half thereof shall have been paid up, and the Company shall have proved to the Sheriff who is to certify under the Provisions contained in the Forty-second Section of "The Companies Clauses Consolidation (*Scotland*) Act, 1845," that, before he so certifies, the whole

whole of such additional Capital has been issued and taken up *bonâ fide*, and that not less than Twenty *per Centum* was paid up on each Share and on each Portion of Stock so issued at the Time of the Issue and Acceptance thereof, and that the whole of the said Shares or Stock are held by the Persons to whom the same were issued, or their Executors, Administrators, or Assignees, and for which such Persons, or their Executors, Administrators, or Assignees, are legally liable.

Mortgages, Bonds, and Debenture Stock under prior Acts not to be affected.

9. The Mortgages, Bonds, and Debenture Stock which have been or may hereafter be granted or issued by the Company, or due or subsisting under the Authority of the Acts relating to their Undertaking passed in the last or any previous Session of Parliament, shall have Priority over any Mortgage to be granted or Debenture Stock to be issued by the Company under the Authority of this Act.

Rights of Mortgagees and Debenture Holders.

10. Subject to the Provisions of this Act, the Mortgages granted and the Debenture Stock issued under the Authority of this Act shall confer on the Holders thereof respectively the same Rights and Privileges and entitle them to the same Remedies as are conferred by "The *Scottish Central* Railway Consolidation Act, 1859," on the respective Holders of Mortgages granted and of Debenture Stock issued under the Authority of that Act.

Application of Money.

11. The whole Sums by this Act authorized to be raised by the Issue of new Shares or new Stock, or by borrowing, or by the Issue of Debenture Stock shall be applied to the Purposes sanctioned by this Act and to no other Purpose whatsoever.

Power to make Railway.

12. Whereas Plans and Sections showing the Line and Levels of the Railway and describing the Lands intended to be taken for the Purposes thereof, with a Book of Reference to the said Plans, have been deposited in the Offices of the Principal Sheriff Clerk of the County of *Forfar* at *Dundee* and *Forfar* respectively: It shall be lawful for the Company, subject to the Provisions and with the Power of Deviation and other Powers contained in this Act and the Acts incorporated herewith, to make and maintain the Railway in the Line and on the Levels described on the said Plans and Sections, and all proper Works and Conveniences in connexion therewith, and for the Purposes thereof to enter upon, take, and use the Lands delineated on the said Plans and described in the said Book of Reference, or such of them or such Portions thereof as they may deem necessary.

Description of Railway.

13. The Railway shall diverge out of the *Dundee and Newtyle* Railway at a Point near *Pitnappie* (herein-after called *Pitnappie* Junction), and shall terminate near the Parish Schoolhouse at *Newtyle* at or near the Point shown on the Plans deposited as aforesaid as Two Miles Six Furlongs from *Pitnappie* Junction, and will be situate exclusively in the Parish of *Newtyle* in the County of *Forfar*.

Lands for extraordinary Purposes.

14. It shall be lawful for the Company, in addition to the Lands herein-before authorized to be taken and used compulsorily, to purchase by Agreement, in connexion with the Railway, any Quantity of Land near or adjoining thereto, not exceeding Two Acres, for the extraordinary Purposes specified in "The Railways Clauses Consolidation (*Scotland*) Act, 1845."

Powers for compulsory Purchases limited.

15. The compulsory Powers of taking Lands conferred by this Act shall not be exercised after the Expiration of Two Years from the Date of the passing thereof.

Regulating the Inclination of a certain Road.

16. It shall be lawful for the Company to make the Approach on the South Side of the Arch for carrying the Turnpike Road numbered on the said Plans 97 under the Railway, with any Inclination which they may think fit, not steeper than One in Twenty-five.

Period for completing Railway.

17. The Railway shall be completed and opened for public Traffic within Three Years from the passing of this Act, and if not then completed and opened for public Traffic the Company shall be liable to a Penalty of Fifty Pounds *per* Day, to be recoverable as a Debt due to the Crown, for every Day after the Expiration of the said Period until the Railway shall be completed and opened for public Traffic; but no Penalty shall accrue in respect of any Time during which it shall appear, by a Certificate from the Board of Trade, that the Company was prevented from completing or opening the Railway by unforeseen Accident or Circumstances beyond their Control, but the Want of sufficient Funds shall not be held to be a Circumstance beyond their Control.

Substitution of new for old Line of Dundee and Newtyle Railway.

18. On the Completion and opening for public Traffic of the Railway and of the joint Station at *Newtyle* herein-after provided for, so much of the *Dundee and Newtyle* Railway as lies between *Pitnappie* Junction and the Foot of the *Hatton* Incline at *Newtyle* Station shall be relinquished and disused as a public Railway, and the Solum thereof, subject to all Claims affecting the same at the Instance of other Parties than the *Dundee and Newtyle* Railway Company, and all Works thereon, shall vest in and may be sold and disposed

disposed of by the Company; and the Railway and the Works and Conveniences connected therewith, together with the Company's Interest in the said joint Station, and the Right of Use of certain Portions of the Undertaking of the *North-eastern* Company near *Newtyle*, which is by the Act obtained by the *North-eastern* Company as aforesaid conferred on the Company for the Purpose of affording Access to the Work at or near the existing Station at *Newtyle*, at present occupied by *Robert Thomas*, shall become a Part of the *Dundee and Newtyle* Railway, in substitution in every respect for the Portion to be relinquished and disused as aforesaid, and shall vest in the *Dundee and Newtyle* Railway Company as Owners, and in the Company as Lessees, with the Powers and subject to the Provisions of this Act and of the Acts relating to the *Dundee and Newtyle* Railway, and of the Lease of that Railway.

Interest on Cost of new Line to be deducted before fixing Surplus Profits.

19. The Cost of executing the Railway and the Works and Conveniences connected therewith, which under the immediately preceding Section of this Act shall vest in the *Dundee and Newtyle* Railway Company as Owners, shall be definitively and finally fixed by the Auditors of the Company, who shall certify the Amount thereof; and Interest at the Rate of Four Pounds *per Centum per Annum* on the Sum by which such Amount shall exceed the Value of the Portion of the *Dundee and Newtyle* Railway which is by the said Section vested in the Company, (as such Value shall be fixed by a Valuator to be appointed by the Sheriff of the County of *Forfar*) shall be allowed for and credited to the Company as a Charge on the Revenues arising from the *Dundee and Newtyle* Railway before calculating the surplus Profits directed to be ascertained and fixed by Section Thirty of "The *Scottish Central* Railway (*Dundee, Perth, and Aberdeen* Railway Purchase) Act, 1863."

Certain Clauses applicable to Dundee and Newtyle Railway repealed.

20. Sections Fifty-six, Fifty-seven, Fifty-eight, Fifty-nine, and Sixty of "The *Dundee and Perth and Aberdeen* Railway Junction (Consolidation) Act, 1855," and Section Sixteen of "The *Dundee and Newtyle* Railway Improvement Act, 1859," are hereby repealed.

Power to levy Tolls.

21. It shall be lawful for the Company to demand and recover, for the Use of the Railway and of the *Dundee and Newtyle* Railway, and for the Conveyance of Traffic thereon, any Tolls and Charges not exceeding the Tolls and Charges authorized by Sections Fifty-one, Fifty-two, Fifty-three, Fifty-four, Fifty-five, Sixty-one, Sixty-two, and Sixty-three of "The *Dundee and Perth and Aberdeen* Railway Junction (Consolidation) Act, 1855;" and the Powers and Provisions of the said Sections shall apply to the Railway and to the *Dundee and Newtyle* Railway as well as to the Railways and Branch Railways

The Scottish Central Railway (Dundee and Newtyle Improvement) Act, 1864.

Railways which were at the Date of the said Act vested in the *Dundee and Perth and Aberdeen* Railway Junction Company.

As to Construction of Railway and Station at Junction.

22. The Railway by this Act authorized and the said new Line of Railway from *Newtyle* to *Meigle* Station to be constructed by the *North-eastern* Company shall be so constructed as to form One continuous Line of Railway between the existing Line of the *Dundee and Newtyle* Railway at *Pitnappie* Junction and the *Scottish North-eastern* Railway at *Meigle* Station; and the said Railways shall be proceeded with and completed by the Company and the *North-eastern* Company respectively with all reasonable Despatch; and a joint Station shall be constructed by the said Two Companies at the Junction of the said Railways at *Newtyle*, with all necessary Works connected therewith, and any Additions thereto or Alterations thereon which may at any Time hereafter become necessary, at the joint and equal Expense of the said Companies, and for their joint Use; and each of the said Companies shall contribute and pay towards the Expense of working and maintaining the said joint Station in proportion to the Amount of their Traffic using the same, and no Terminals shall be charged by either of the said Companies against the Traffic of the other in respect of the said joint Station.

Disputes as to Junction or Station to be referred.

23. If any Dispute shall arise between the said Companies as to the Mode of effecting the said Junction of the said Railways at *Newtyle*, or as to the exact Position of the said Junction, or as to the Extent or Position or Construction of the said joint Station, or as to the Sum to be paid by the *North-eastern* Company to the Company in respect of the Company furnishing the Stuff required by the *North-eastern* Company to fill up the Embankments of the Railway to be constructed by that Company as aforesaid (which Stuff shall be furnished by the Company to the *North-eastern* Company from the Cuttings on the said Railway by this Act authorized, or as to the Place or Manner of supplying the same, every such Dispute shall be left to the Decision of *Benjamin Hall Blyth*, whom failing *Edward Lawrence Ireland Blyth*, as the Engineer of the Company, and *John Willett*, whom failing *Thomas Bouch*, as the Engineer of the *North-eastern* Company, and in case of Difference between the Two Engineers for the Time being acting on behalf of the said Companies, then to the Decision of some Third Engineer to be appointed by them before entering upon any such Reference.

Company and Scottish North-eastern Company to concur in Through

24. The Company and the *North-eastern* Company shall, when the said new Line of Railway from *Pitnappie* Junction to *Meigle* Station is opened, concur in Through Booking and forwarding, *viâ Newtyle*, with all due Despatch, by all their Trains stopping at the Stations

The Scottish Central Railway (Dundee and Newtyle Improvement) Act, 1864.

Stations after mentioned, Passengers of the Class or Classes carried by such Trains, and Coaching Traffic, from and to *Forfar* and all other Stations on the *Scottish North-eastern* Railway and its Branches between *Forfar* and *Perth*, including *Kirriemuir*, *Alyth*, and *Blairgowrie*, to and from *Dundee*, and all Stations on the *Dundee and Newtyle* Railway between *Dundee* and *Newtyle*, on Payment of such Through Rates and on such Terms and Conditions as may from Time to Time be fixed by the said Companies, or, in the event of their differing, by an Arbitrator to be appointed by the Board of Trade on the Application of either of the said Companies: Provided always, that in the event of the *North-eastern* Company not providing Passenger Trains for such Traffic between *Newtyle* and *Meigle* in connexion with any of the Trains on their Main Line to or from any of the Places aforesaid, the Company shall be entitled to provide such Trains; and for the Purpose of bringing such Passenger and Coaching Traffic from or taking it to *Meigle* Station, in connexion with the said Trains on the Main Line of the *Scottish North-eastern* Railway stopping at *Meigle* Station, the Company shall be entitled to run over and use with their Engines and Carriages the Portion of the said new Line of Railway between *Newtyle* and *Meigle* Station which is to be constructed by the *North-eastern* Company as aforesaid, and the Sidings and Conveniences connected therewith, and also the said Station at *Meigle* and Watering Places, if any, and Sidings and other Conveniences connected therewith (the Company paying a reasonable Sum for any Water they may use), on such Terms and Conditions and on Payment of such Tolls as may from Time to Time be fixed by the said Companies, or, in the event of their differing, by an Arbitrator to be appointed as aforesaid.

Booking Passenger Traffic to certain Stations, and in certain Events Company to have Running Powers.

25. The Company and the *North-eastern* Company shall, when the said new Line of Railway is completed, concur in Through Booking, Through Invoicing, and forwarding, *viâ Newtyle*, with all due Despatch, by a Train or Trains daily and each Day (*Sundays* excepted) all Goods and Mineral Traffic and Live Stock Traffic arising at or destined for *Glammis* and all other Stations on the *Scottish North-eastern* Railway and its Branches between *Glammis* and *Perth*, including *Alyth* and *Blairgowrie*, from and to these Stations, to and from *Dundee* and all Places on the *Dundee and Newtyle* Railway, at such Through Rates and on such Terms and Conditions as may from Time to Time be fixed by the said Companies, or, in the event of their differing, by an Arbitrator to be appointed by the Board of Trade on the Application of either of the said Companies, and such Rates, when once fixed by an Arbitrator, shall not be altered except by the mutual Consent of the said Companies.

Company and Scottish North-eastern Company to concur in Through Booking Goods and Mineral Traffic to certain Stations.

Through Rates to be divided according to Mileage.

26. The Through Rates payable as aforesaid in respect of Goods and Mineral Traffic and Live Stock Traffic, after deducting therefrom such Terminal Charges as may have been or may be agreed upon between the Company and the *North-eastern* Company, or failing such Agreement as shall be fixed by an Arbitrator to be appointed by the Board of Trade on the Application of either of the said Companies as herein-before provided, shall be divided between the said Companies in proportion to the Number of Miles that the Traffic in respect of which such Through Rates are leviable shall be conveyed along their respective Undertakings.

Rates viâ Newtyle not to exceed those charged by other Routes.

27. If and whenever the *North-eastern* Company shall charge in respect of Goods or Mineral or Live Stock Traffic of any Description conveyed between *Glammis* or any Station on their Railway or any of its Branches between *Glammis* and *Perth*, including *Alyth* and *Blairgowrie* on the one hand, and *Dundee* on the other hand, *viâ Arbroath* or *viâ* the Railway from *Dundee* to *Forfar*, for Power to construct which the *North-eastern* Company have applied to Parliament in the present Session, or by any other Route belonging to or under the Control of the *North-eastern* Company, lower Rates than the Through Rates which shall be charged at the Time, under the Provisions herein-before contained, in respect of Traffic of a similar Description conveyed between the same Places *viâ Newtyle*, then and in that Case the Through Rates charged by the last-mentioned Route in respect of such Traffic shall forthwith be reduced to the same Amount as the lower Rates before mentioned, any such Agreement or Arbitration as aforesaid to the contrary notwithstanding.

Company to concur with Scottish North-eastern Company in fixing equal Through Rates between certain Stations.

28. The Company shall from Time to Time if required by the *North-eastern* Company concur in fixing Through Rates in respect of all Descriptions of Goods, Mineral, and Live Stock Traffic conveyed *viâ* the *North-eastern* Company's Railway between *Glammis* and all Stations on that Railway between *Glammis* and *Perth* on the one hand, and all Places South of *Perth*, whether upon the Company's own Railway or upon any Railway communicating therewith, on the other hand, of the same Amount as the Through Rates which may at the Time be charged in respect of similar Descriptions of Traffic conveyed between the Places last mentioned and the said joint Station at *Newtyle viâ* the *Dundee and Newtyle* Railway.

Interest not to be paid on Calls paid up.

29. 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 Powers of borrowing, or by the Issue of Debenture Stock, to pay to any Shareholder any Interest or Dividend on the Amount of the Calls made

made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided that nothing herein 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 in "The Companies Clauses Consolidation (*Scotland*) Act, 1845," in that Behalf contained.

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

30. 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 Purposes thereof, to pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament in force for the Time being, 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.

31. Nothing herein contained shall be deemed or construed to exempt the Railways by this Act or the recited Acts authorized to be made from the Provisions of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during 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 and of the Rates for small Parcels authorized by this Act or the recited Acts.

Expenses of Act.

32. The Costs, Charges, and Expenses of applying for and obtaining this Act, and preparatory and incidental thereto, shall be paid by the Company.

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