ANNO VICESIMO SEXTO & VICESIMO SEPTIMO

VICTORIÆ REGINÆ.

****

Cap. cxviii.

An Act for making a Railway from the *London and South-western* Railway to *Seaton*, otherwise *Seaton-with-Beer*, in the County of *Devon;* and for other Purposes. [13th *July* 1863.]

WHEREAS the Construction of a Railway from the *Exeter Extension* Railway of the *London and South-western* Railway Company (herein-after called "The *South-western* Company"), near the *Colyton* Station on that Railway, to *Seaton* and *Beer*, all in the County of *Devon*, and of a Road Bridge over the River *Axe* to communicate with the Road to *Axmouth*, would connect *Axmouth* Harbour with the existing Railway System, and would be of public and local Advantage: And whereas it is expedient that the Persons herein-after named, with others, should be incorporated into a Company for the Purpose of carrying such Undertaking into execution: And whereas it is expedient that the Company so to be incorporated and the *South-western* Company should be empowered to enter into Working Arrangements, as herein-after provided: And whereas the several 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 Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

Short Title.

1. This Act may be cited for any Purpose as "*Seaton and Beer* Railway Act, 1863."

8 & 9 Vict. cc. 16. 18. & 20. and 23 & 24 Vict. c. 106. incorporated.

2. "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Railways Clauses Consolidation Act, 1845," save so far as any of the Clauses and Provisions thereof respectively are expressly excepted or varied by this Act, are incorporated with this Act; and in construing those Acts in connexion with this Act the Term "Superior Courts" includes any Court of competent Jurisdiction as in this Act defined, and the Expression "Court of competent Jurisdiction," or any other like Expression in this Act, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common simple Contract Debt, and not a Debt or Demand created by Statute.

Subscribers incorporated.

3. Sir *Walter Calverly Trevelyan* Baronet, the Honourable *Mark Rolle*, Sir *John Scott Lillie*, *William Head*, *George Evans*, *William Dommett*, 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 authorized, with proper Works and Conveniences connected therewith, according to the Provisions of this Act and of the Acts incorporated herewith, and for other the Purposes hereby and by those Acts authorized, and for such Purposes shall form One Body Corporate by the Name of "The *Seaton and Beer* Railway Company," with perpetual Succession and a Common Seal, and shall have Power to purchase, take, hold, and dispose of Lands and other Property for the Purposes of the Undertaking within the Restrictions herein and in the said Acts contained.

Capital.

4. The Capital of the Company shall be Thirty-six thousand Pounds.

Number and Amount of Shares.

5. The Capital shall be divided into Three thousand six hundred Shares, and the Amount of each Share shall be Ten Pounds.

Calls.

6. Two Pounds Ten Shillings *per* Share shall be the greatest Amount of a Call, and Two Months at the least shall be the Interval between successive Calls, and not more than Three Fourths of a Share shall be called up in any One Year.

7. The

Power to borrow on Mortgage.

7. The Company may borrow on Mortgage any Sum not exceeding Twelve thousand Pounds, but no Part of that Sum shall be borrowed until the whole of the said Capital of Thirty-six thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up, nor until the Company shall have proved to the Justice who is to certify under the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that the whole of the said Capital has been subscribed for *bonâ fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same (of which Facts the Certificate of such Justice under that Section shall be sufficient Evidence).

Arrears may be enforced by Appointment of a Receiver.

8. The Mortgagees of the Company may enforce Payment of Arrears of Principal and Interest due on their Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of a Receiver in the event of the Principal Money or Interest due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than Five thousand Pounds in the whole.

Application of Monies.

9. All Monies raised under the Powers of this Act by Shares or by borrowing shall be applied in carrying out the Purposes of this Act, and for no other Purpose.

Interest not to be paid on Calls.

10. The Company shall not, out of any Money by this Act authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividends to any Shareholder on the Amount of Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided always, 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 Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

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

11. It shall not be lawful for the Company, out of any Money by this Act authorized to be raised, 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 Company to construct any other Railway, or to execute any other Work or Undertaking.

Number and Qualification of Directors.

12. The Number of the Directors shall be Five, and the Qualification of a Director shall be the Possession in his own Right of Shares in the Undertaking of the aggregate nominal Value of Two hundred Pounds.

13. The

Power to vary Number of Directors.

13. The Company may, by the Vote of an Ordinary or Extraordinary Meeting, from Time to Time reduce the Number of Directors for the Time being, but so that such Number shall at no Time be less than Three; and the Company may also on each such Reduction determine which Director or Directors shall retire, and the future Order of Rotation in which the reduced Number of Directors shall go out of Office.

First Directors.

14. Sir *Walter Calverly Trevelyan* Baronet, Sir *John Scott Lillie*, *George Evans*, and *William Dommett*, together with such One other Person as they, or such of them as are for the Time being in Office, shall nominate in this Behalf, shall be the First Directors of the Company: Provided always, that the Acts and Proceedings of the Directors previous to such Nomination shall not be invalidated by reason of their Number being less than Five.

First Ordinary Meeting.

15. The First Ordinary Meeting of the Company shall be held within Six Months after the passing of this Act.

Newspapers for Advertisements.

16. The Newspaper for Advertisements shall be any Newspaper published in the County of *Devon*.

Election of Directors at First Ordinary Meeting.

17. The First Directors shall continue in Office until the First Ordinary Meeting of the Company, and at such Meeting the Shareholders present, personally or by proxy, may either continue in Office the First Directors or any Number of them, or may elect a new Body of Directors, or Directors to supply the Place of those not continued in Office, and an additional Director, if necessary, to make up the Number of Five, the First Directors being eligible as Members of such new Body.

Subsequent Election of Directors.

18. At the First Ordinary Meeting of the Company to be held in the Year One thousand eight hundred and sixty-four, and in every subsequent Year, 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 that Act.

Quorum of Directors.

19. The Quorum of a Meeting of Directors shall be Three.

As to Money payable to Persons under Disability.

20. If any Money be payable to any Shareholder being a Minor, Idiot, Lunatic, or *non compos mentis*, the Receipt of the Guardian of such Minor, or of the Committee of such Idiot, Lunatic, or Person *non compos mentis*, shall be a sufficient Discharge to the Company for the same.

21. And

Power to make Railway according to deposited Plans.

21. And whereas Plans and Sections of the Railway and Works by this Act authorized showing the Line and Levels thereof, and a Book of Reference containing the Names of the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands in and through which the same are intended to be made, have been deposited with the Clerk of the Peace for the County of *Devon*: Therefore, subject to the Provisions and Powers of Deviation in this Act and the incorporated Acts contained, the Company may make and maintain the Railway and Works in the Lines and upon the Lands delineated on those Plans and described in that Book of Reference, and according to the Levels defined on those Sections, and may enter upon, take, and use such of the same Lands as shall be necessary for such Purpose.

Line of Railway.

22. The Railway and Works by this Act authorized comprise the following; (to wit,)

A Railway commencing in the Parish of *Shute* in the County of *Devon* by a Junction (in accordance with the Provisions of this Act) with the *Exeter Extension* Railway of the *South-western* Company, near the *Colyton* Station on that Railway, and terminating in the Parish of *Seaton*, otherwise *Seaton-with-Beer*, in the same County:

A Road Bridge over the River *Axe*, with Approaches, commencing in the said Parish of *Seaton*, otherwise *Seaton-with-Beer*, and terminating in the Parish of *Axmouth* in the same County.

Level Crossing.

23. Subject to the Provisions in this Act and "The Railways Clauses Consolidation Act, 1845," contained, the Company may in the Construction of the Railway by this Act authorized carry the same across and on the Level of the Road which on the Plans deposited for the Purposes of this Act is numbered 84 in the Parish of *Colyton*: Provided always, that while the Railway consists of a single Line not more than a single Line of Railway, and when the Railway consists of a double Line not more than a double Line of Railway, shall be laid by the Company across that Road.

Trains not to be shunted on level Crossing.

24. It shall not be lawful for the Company in shunting Trains to pass any Train over the level Crossing, or to allow any Train, Engine, Carriage, or Truck to stand across the same.

Company to erect a Lodge at Point of crossing.

25. For the greater Convenience and Security of the Public the Company shall erect and permanently maintain a Lodge at the Point where the Railway crosses on the Level the before-mentioned Road, and shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Road on the Level, or with regard to the Speed at which Trains shall pass such Road, as may from Time to Time be made by the Board of Trade; and if they shall fail to erect and at all Times to maintain such Lodge as aforesaid, or to appoint a

proper Person to watch or superintend the Crossing at such Point, or to observe or abide by any such Rule or Regulation as aforesaid, the Company shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

The Board of Trade may require Bridge instead of level Crossing.

26. The Board of Trade may, if it shall appear to them necessary for the public Safety, at any Time, either before or after the Railway hereby authorized to be made shall have been completed and opened for public Traffic, require the Company, within such Time as the Board of Trade shall direct, and at the Expense of the Company, to carry the before-mentioned Road either under or over the Railway by means of a Bridge or Arch, instead of crossing the same on a Level, or to execute such other Work as under the Circumstances of the Case shall appear to the Board of Trade the best adapted for removing or diminishing the Danger arising from such level Crossing.

Inclination of certain Roads.

27. The Company may make the several Roads next herein-after specified, when altered for the Purposes of this Act, of any Inclinations not steeper than the respective Inclinations herein-after mentioned in connexion with those Roads; (to wit,)

Number of Road on the Plans deposited for the Purposes of this Act.	Parish or Place in which the Road is shown on those Plans.	Description of Road.	Proposed Inclination.
27	Colyton - -	Turnpike Road -	1 in 15 on one Side of the Railway, and level on the other Side.
44	Colyton - -	Public Road -	1 in 9 on one Side of the Railway, and level on the other Side.

Height and Span under Bridges.

28. The Company may make the Arches of the Bridges for carrying the Railway over the Roads next herein-after mentioned of any Height or Span, not less than the respective Heights or Spans herein-after mentioned in connexion with those Roads respectively; (to wit,)

Number of Road on the Plans deposited for Purposes of this Act.	Parish or Place in which the Road is shown on those Plans.	Description of Road.	Height.	Span.
44	Colyton - -	Public Road -	15 Feet	15 Feet.
52	Colyton - -	Public Road -	15 Feet	15 Feet.

29. Not-

Power to alter Engineering Works.

29. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company in the Construction of the Railway may deviate from the Line and Levels of any Arches, Tunnels, or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown on those Plans, and subject to the Limitations contained in the Eleventh, Twelfth, and Fifteenth Sections of that Act, and so as the Nature of the Work as described be not altered, and they may also substitute any other Engineering Work not shown on those Plans or Sections, instead of a Tunnel, Viaduct, Arch, or Arches, as shown thereon; provided that every such Substitution be authorized by a Certificate of the Board of Trade, and the said Board is hereby empowered to grant such Certificates, provided it shall appear to them upon due Inquiry that the Company has acted in the Matter with good Faith, and that the Owners, Lessees, and Occupiers of the Land in which the Substitution is intended to be made consent thereto, and also that the Safety and Convenience of the Public will not be diminished thereby: Provided that nothing herein contained shall take away or affect any of the Powers given to the Company or to the Board of Trade by the Eleventh, Twelfth, Fourteenth, or Fifteenth Sections of "The Railways Clauses Consolidation Act, 1845."

Regulating Dimensions, &c. of Bridge over Axe.

30. The Bridge across the River *Axe* shall be constructed of such Dimensions, with a Span or Spans, with such Headway and Waterway, and according to such Plans, as may have been previously approved of by the Board of Trade, such Approval to be signified in Writing under the Hand of a Secretary or Assistant Secretary of the Board.

Lights to be exhibited during and after Construction of Works, according to Directions of Board of Trade.

31. During the Construction of the Bridge across the River *Axe* and Works connected therewith the Company shall exhibit every Night, from Sunset to Sunrise, a Light or Lights, to be kept burning by and at the Expense of the Company, for the Guidance of Vessels; and after the Completion of the Bridge the Company shall exhibit upon the Bridge every Night, from Sunset to Sunrise, a Light or Lights, to be kept burning by and at the Expense of the Company, for the Guidance of Vessels, which Lights shall be from Time to Time altered by the Company in such Manner, and be of such Description, and be so used and placed as the Board of Trade, by Writing under the Hand of a Secretary or Assistant Secretary of the Board, directs or approves; and in case the Company shall neglect to exhibit and keep any such Light burning as aforesaid they shall for every such Neglect be liable to a Penalty not exceeding Ten Pounds.

Power to Board of Trade to require Com-

32. Where the Line of Railway cuts off or will cut off Access between the Land and the Shore of the River *Axe* the Company shall during the Formation of the Line of Railway, and from Time to Time thereafter,

pany to maintain Access to the Shore under or across the Railway free of Toll.

thereafter, make and for ever maintain, and allow to be used by all Persons and at all Times free of Toll or other Charge, all such Footways and Carriageways over, under, or across the Railway or on a Level therewith as the Board of Trade shall at any Time or from Time to Time require, such Requirement to be signified in Writing under the Hand of a Secretary or Assistant Secretary of the Board: Provided always, that the Company shall not be required to make such Footways or Carriageways in such a Manner as would prevent or obstruct the working or using of the Railway, nor to make any such Footways or Carriageways over any Lands for the Use of Owners and Occupiers who shall have agreed to receive and shall have been paid Compensation for the Severance of such Lands from the Shore: Provided also, that the Expense of making and maintaining such Footways or Carriageways as may be required to be made after the Construction of the Line shall be defrayed by the Body or Persons interested in the Shore for whose Benefit or Convenience such Crossing shall be required; and if any such Carriageway be made across the Railway on the Level, then the Manner of making and watching such level Crossing shall be subject to the Approval of the Board of Trade; and all Expenses attending the watching of such level Crossing as may be required to be made after the Construction of the Line shall in like Manner be paid by the Body or Persons interested in the Shore for whose Benefit or Convenience such level Crossing shall have been made.

Company not required to make Footways, &c. so as to obstruct working of Railway.

Proviso as to Expense of making certain Footways, &c.

No Deviation of certain Works without Consent of Board of Trade.

33. Where the Line skirts the River *Axe* the Railway and other Works shall not deviate Riverwards from the continuous centre Line of the Railway marked on the Plan deposited at the Board of Trade, even within the Limits of Deviation marked on that Plan, without the previous Consent of the Board of Trade (signified in Writing under the Hand of a Secretary or Assistant Secretary of the Board), or otherwise than in such Manner as may be mentioned in any such Consent: If any Deviation is made contrary to the Provisions of the present Section the Board of Trade may abate and remove the same, or any Part thereof, and restore the Site thereof to its former Condition, at the Expense of the Company, and the Amount of such Expense shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Provision for requiring Working Drawings to be deposited and approved by Board of Trade.

34. Before commencing the Roadway Bridge over the River *Axe*, or the Works connected therewith, the Company shall deposit at the Office of the Board of Trade Plans, Sections, and Working Drawings of the said Roadway Bridge and Works for the Approval of the Board of Trade (such Approval to be signified in Writing under the Hand of a Secretary or Assistant Secretary of the Board), and such Bridge and Works shall be constructed only in accordance with such Approval; and after

after the Construction of such Bridge and Works the Company shall not at any Time alter or extend the same without first obtaining the like Approval; and if the Company acts in any respect contrary to the Provisions of the present Section in relation to any Work, the Board of Trade may abate and remove the same, or any Part thereof, and restore the Site thereof to its former Condition, at the Expense of the Company, and the Amount of such Expense shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Power to Board of Trade to order a local Survey at Expense of Company.

35. If at any Time it is deemed expedient by the Board of Trade to order a local Survey and Examination of any Works of the Company in, over, or affecting any tidal or navigable Water or River, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

Works affecting tidal Waters abandoned may be removed by Board at Expense of Company.

36. If any Work to be constructed by the Company in, under, over, through, or across any tidal or navigable Water or River, or if any Portion of any Work which affects or may affect any such Water or River or Access thereto, shall be abandoned or suffered to fall into Disuse or Decay, the Board of Trade may abate and remove the same, or any Part thereof, and restore the Site thereof to its former Condition, at the Expense of the Company, and the Amount of such Expense shall be a Debt due from the Company to the Crown, and be recoverable accordingly with Costs, or may be recovered with Costs as a Penalty is or may be recoverable from the Company.

As to Communication with the London and South-western Railway.

37. The Communication between the Railway and the *Exeter Extension* Railway of the *South-western* Company, and all Openings in the Rails of that Railway, shall be made only at such Point thereon as the *South-western* Company approve; and all such Communications and Openings, and all Works at or near the Junction hereby authorized with that Railway which may be made for the Reception, Accommodation, and Delivery of the Traffic of the Company, whether on the Land of the Company or on the Land of the *South-western* Company, shall be made by the *South-western* Company at the sole Expense of the Company; and, except only so far as the Company and the *South-western* Company otherwise agree, or according to the Terms and Conditions from Time to Time agreed on between them, the same shall be for ever thereafter maintained and kept in good Repair by the *South-western* Company at the Expense of the Company; and all such Communications, Openings, and Works shall be made and maintained in such Manner and by such

Means only as shall not in anywise injure or prejudice the Railway, or the Works or Property of the *South-western* Company, or the free and uninterrupted Use thereof by that Company, or interfere with the Traffic thereon: Provided always, that, unless the Company and the *South-western* Company otherwise agree, the Junction of the Railway with the *Exeter Extension* Railway of the *South-western* Company, instead of being made immediately with that Railway, shall be made directly with a proper and sufficient Siding or Side Line, to be from Time to Time formed and maintained for the Purpose by the *South-western* Company on their Lands, and passing from or from near to the Point at which the Railway is shown on the deposited Plans as intended to terminate to or towards the *Colyton* Station on the *Exeter Extension* Railway, and between which Side Line and the Main Line of the *Exeter Extension* Railway there shall be a Junction affording a sufficient Communication between that Siding and that Main Line of Railway.

Power to South-western Company to erect Signals, &c.

38. The *South-western* Company from Time to Time may erect such Signals and Conveniences incident thereto, and appoint and remove such Watchmen, Switchmen, or other Persons, as that Company deem necessary for the Prevention of Danger to or Interference with the Traffic at and near the Junction between the Railway and the *Exeter Extension* Railway, and the Working and Management of such Signals and Conveniences, whether on Land of the *South-western* Company or on Land of the Company, shall be under the exclusive Management and Regulation of the *South-western* Company; and all the Expense of making and maintaining such Signals and Conveniences, and the Wages of such Watchmen, Switchmen, and other Persons, and all incidental current Expenses, shall be repaid by the Company to the *South-western* Company, as regards the Expense of Erection, at the End of the Half Year in which the same is incurred, and as regards all such other Expenses and Wages at the End of every Half Year, and in default of such Repayment the Amount of such Expenses and Wages may be recovered from the Company by the *South-western* Company in any Court of competent Jurisdiction.

Land of the South-western Company not to be taken without Consent.

39. No Land belonging to the *South-western* Company shall be taken by the Company without the Consent in Writing of the *South-western* Company under their Common Seal first had and obtained: Provided always, that the Company may purchase and take from the *South-western* Company, and that Company shall, if so required by the Company, grant in perpetuity to the Company, an Easement or Right of using for the Purposes of the intended Junction of the Railway with the *Exeter Extension* Railway, and for the Purpose of the Works and Conveniences necessary in connexion with such Junction, such Parts of the Lands of the *South-western* Company as are necessary for those Purposes.

40. Except

Saving Rights of the South-western Company.

40. Except as is by this Act expressly provided, this Act or anything therein contained shall not take away, lessen, alter, or prejudice any of the Rights, Privileges, Powers, or Authorities of the *South-western* Company.

Company to take whole of Marsh Bank for Construction of Railway;

41. The Company shall purchase and take the whole of the Bank which divides the *Seaton Marsh*, belonging to the Right Honourable *Spencer Horatio Walpole* and *Ernest Augustus Perceval* Esquire, as Trustees of the Will of the late Sir *John Trevelyan* Baronet, deceased, from the *Axmouth Marsh* adjoining the River *Axe*, and shall, where the Line of Railway runs parallel thereto, construct their Railway upon the said Bank, after having widened the same by adding thereto, so as to make the same of a sufficient Width for the Purposes of the said Railway.

and to maintain same.

42. When the Company shall have taken the said Marsh Bank the same and every Part thereof shall for ever thereafter be preserved and maintained by the Company in good and perfect Repair and Condition, of a Height from the Surface of the Marsh on the *Seaton* Side of not less than Seven Feet throughout the said Bank, and the Company shall also for ever thereafter maintain and keep in the like Repair and Condition all the Bonhays, Drains, Sluices, Watercourses, and other Works and Conveniences now being in and through and in connexion respectively with the said Bank, and shall from Time to Time construct and complete through and in connexion respectively with the said Bank such other Works and Conveniences (if any) as may be necessary or useful for the said *Seaton Marsh*, and shall also make and at all Times maintain proper and sufficient Occupation Roadways across the Railway between the said *Seaton Marsh* and the *Axmouth Marsh* adjoining the said Bank on the East.

In Company's Default, Owners of Marsh may repair or complete Works at Expense of Company.

43. In case any Part of the said Bank or any of the Works and Conveniences through or in connexion therewith respectively, either already existing or hereafter constructed by the Company, shall at any Time be out of repair, or in case the Company shall neglect or fail to construct and complete any such new Works and Conveniences as aforesaid, it shall be lawful for the Owner or Owners for the Time being of the said *Seaton Marsh* from Time to Time to cause the then existing Bank, Works, and Conveniences respectively to be put into good and perfect Repair and Condition, and to construct and complete any such new Works and Conveniences as aforesaid, and by Action at Law in any Court of competent Jurisdiction to recover from the Company the Costs and Expenses of and attending all such Repairs and Works and Conveniences, together with all Loss, Costs, Damages, and Expenses which may have been sustained or occasioned by or to such Owner or Owners, or the Tenant or Occupier, Tenants or Occupiers, of any Part of the said Marsh

Marsh by reason or in consequence of any such Want of Repair or Neglect or Failure as aforesaid.

Lands for extraordinary Purposes.

44. The Company may purchase by Agreement, and not compulsorily, for extraordinary Purposes, as defined in "The Railways Clauses Consolidation Act, 1845," any Quantity of Lands not exceeding Three Acres.

Powers for compulsory Purchases limited.

45. The Powers of the Company for the compulsory Purchase of Land 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 Works.

46. The Railway and Works shall be completed within Five Years from the passing of this Act, and on the Expiration of that 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 and Works as shall then be completed.

Restrictions as to Transfer of certain Monies deposited pursuant to Standing Orders.

47. And 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 Two thousand four hundred and fifty-two Pounds Stock in the New Three Pounds *per Centum* Bank Annuities, has been transferred into the Name of the Accountant General of the Court of Chancery in *England* in respect of the Application to Parliament for this Act: And whereas of that Sum of Stock Two thousand three hundred and twenty-three Pounds represents the Sum of Two thousand one hundred and sixty Pounds, being Eight *per Centum* on the Amount of the Estimate of the Expense of the Railway, and One hundred and twenty-nine Pounds represents the Sum of One hundred and twenty Pounds, being Four *per Centum* on the Amount of the Estimate of the Expense of the Road Bridge and Approaches by this Act authorized: Therefore, notwithstanding anything contained in the said recited Act, the said Sum of Two thousand three hundred and twenty-three Pounds Stock, Part of the Stock so transferred as aforesaid in respect of the Application for this Act, or the Interest or Dividends thereof, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the Application of the Person or Persons or the Ma ority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railway, open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade that the Company have paid up One Half of the Amount of 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 Capital; and if the said

Period

Period shall expire before the Company shall either have opened the Railway for the public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Board of Trade, the said Sum of Two thousand three hundred and twenty-three Pounds, Part of the Stock so transferred 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 Two thousand one hundred and sixty 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 Sum of Two thousand one hundred and sixty Pounds if the Company shall not, within the Time limited for the Completion of the Railway, either open the Railway for the public Conveyance of Passengers, or prove to the Satisfaction of the Board of Trade 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 the said Sum of Two thousand three hundred and twenty-three Pounds, Part of the Stock so transferred as aforesaid, and the Interest and Dividends thereof, shall be paid and transferred to or on the Application of the Person or Persons or the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce a Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Monies to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Two thousand three hundred and twenty-three Pounds, Part of the Stock so transferred as aforesaid, would have been dealt with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the Solicitor to the said Lords Commissioners that such Bond has been executed and deposited as aforesaid, and the Certificate of the Board of Trade that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Release of Balance of Money deposited.

48. On the Application of the Persons or the Majority of the Persons named in the Warrant or Order by which the Transfer of the said Sum of Two thousand four hundred and fifty-two Pounds Stock in

manner aforesaid was directed to be made, or of the Survivors or Survivor of those Persons, or of the Executors or Administrators of the last Survivor, by Petition in a summary Way at any Time after the passing of this Act, the High Court of Chancery may and shall order that the Sum of One hundred and twenty-nine Pounds Stock (the Balance of the said Sum of Two thousand four hundred and fifty-two Pounds Stock), and the Dividends thereon, shall be transferred and paid to the Persons or Person so applying, or to any other Person or Persons whom they or he may appoint in that Behalf.

Tolls.

49. The Company may demand upon or in respect of the Railway by this Act authorized any Tolls not exceeding the following; (to wit,)

Tonnage on Articles of Merchandise.

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

Class 1. For all Coals, Coke, Culm, Charcoal, and Cinders, Compost, Dung, and all Sorts of Manure, Lime and Limestone, Chalk, and all undressed Materials for the Repair of Roads or Highways, and for all Stones for building, pitching, and paving, Bricks, Tiles, Slates, Clay, and Sand, *per* Ton *per* Mile not exceeding, for the Use of the Railway, One Penny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Halfpenny:

Class 2. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Timber, Staves, Deals, Iron, and all other Metals, Cotton and other Wools, manufactured Goods, and all other Wares, Merchandise, Articles, Matters, or Things (except as herein-before and herein-after mentioned), *per* Ton *per* Mile not exceeding, for the Use of the Railway, Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 3. For all Silk, Indigo, Cinnamon and other Spices, Oranges, Lemons, and other Fruit not dried, Eggs, Fish, Poultry, Meat, and all other Articles of a perishable or consumable Nature, *per* Ton *per* Mile not exceeding, for the Use of the Railway, Fourpence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny:

Class 4. And for every Carriage of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, *per* Mile not exceeding, for the Use of the Railway, Fourpence; and if any such Carriage be conveyed on a Truck or Platform belonging to the Company, an additional Sum *per* Mile not exceeding One Penny Halfpenny; and for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton which any such Carriage may weigh, further Tolls not exceeding, for the Use of the Railway, One Penny; and for the Use of any Truck or Platform provided by the Company, One Farthing.

In

In respect of Animals conveyed in Carriages upon the Railway, as follows: Tolls for Animals, &c.

Class 5. For every Horse, Mule, Ass, or other Beast of Draught or Burden, Ox, Cow, Bull, or Head of Neat Cattle, conveyed in or upon any Carriage, *per* Mile not exceeding; for the Use of the Railway, One Penny Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 6. For every Calf or Pig conveyed in or upon any Carriage, *per* Mile not exceeding, for the Use of the Railway, One Halfpenny; and if conveyed in any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

Class 7. For every Sheep, Lamb, or other small Animal conveyed in or upon any Carriage, *per* Mile not exceeding, for the Use of the Railway, One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Farthing.

In respect to Passengers conveyed in Carriages upon the Railway, as follows: Tolls for Passengers

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

50. For the Use of any Engine provided by the Company for drawing or propelling Carriages on the Railway the Company may demand any Toll not exceeding One Penny *per* Mile for each Passenger, and for each Ton of Goods or other Articles, in addition to the other Tolls by this Act authorized to be taken. Tolls for locomotive Power.

51. The following Provisions and Regulations shall be applicable to the fixing of the Tolls and maximum Rates of Charge; (to wit,) Regulations as to Tolls.

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

For a Fraction of a Mile beyond Three Miles, or beyond any greater Number of Miles, the Company may demand in respect of Passengers Tolls and Charges as for One Mile, and in respect of Animals and Articles Tolls and Charges in proportion to the Number of Quarters of a Mile contained in such Fraction, and for this Purpose a Fraction of a Quarter of a Mile shall be deemed a Quarter of a Mile:

For a Fraction of a Ton the Company may demand Tolls and Charges 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 single Articles of great Weight.

52. With respect to small Packages and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may demand any Tolls not exceeding the following; (to wit,)

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

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

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

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

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

And for Parcels exceeding Fifty-six Pounds in Weight, but not exceeding Five Hundredweight, the Company may demand any Sum which they think fit:

(Provided 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 any One 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, for the Use of the Railway, One Shilling *per* Ton *per* Mile; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Fourpence; and if drawn or 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 any 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 think fit.

Passengers Luggage.

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

54. The

Maximum Rates of Charge for Passengers.

54. The maximum Rates of Charge to be made by the Company for the Conveyance of Passengers upon the Railway, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance, shall not exceed the following Sums; (to wit,)

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

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

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

Maximum Charges for Goods and Animals.

55. The maximum Rate of Charge to be made by the Company for the Conveyance of Animals and Goods respectively included in the Classes before mentioned, 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 a reasonable Sum for loading, covering, and unloading Goods at any Terminal Station of such Goods, and for Delivery and Collection, and any other Services incidental to the Business or Duty of a Carrier, where such Services or any of them are or is performed by the Company,) shall not exceed the Amounts following; (to wit,)

For the Matters mentioned under Class 1, not exceeding One Penny Halfpenny *per* Ton *per* Mile:

For the Matters mentioned under Class 2, not exceeding Threepence *per* Ton *per* Mile:

For the Matters mentioned under Class 3, not exceeding Fivepence *per* Ton *per* Mile:

For any Carriage mentioned under Class 4, not weighing more than One Ton, not exceeding Sixpence *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:

For every Animal mentioned under Class 5, not exceeding Fourpence *per* Mile:

For every Animal mentioned under Class 6, not exceeding One Penny Halfpenny *per* Mile:

For every Animal mentioned under Class 7, not exceeding One Penny *per* Mile.

Terminal Station defined.

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

Restriction as to Charges not to apply

57. The Restriction as to the Charges to be made shall not extend to any Special Train that may be required to be run upon the Railway, but

to Special Trains.

but shall apply only to the Ordinary and Express Trains appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Company may take increased Charges by Agreement.

58. This Act or anything herein contained shall not prevent the Company from taking any increased Charges, over and above the Charges by this Act limited, for the Conveyance of Goods of any Description, by Agreement with the Owners or Persons in charge of such Goods, either by reason of any special Service performed by the Company in relation thereto, or in respect to the Conveyance of any Goods, other than small Parcels, by Passenger Trains.

Working Arrangements between Company and South-western Company.

59. The Company and the *South-western* Company from Time to Time may make and carry into effect Contracts and Arrangements with respect to all or any of the following Purposes, and all incidental Matters; (to wit,)

The Maintenance and Repair, Use and Working, of all, any, or any Part of the Railway, Bridge, and Works of the Company by the contracting Companies, or by the *South-western* Company alone:

The Regulation, Management, Collection, Transmission, and Delivery by both the contracting Companies, or by the *South-western* Company alone, of the whole or any Part of the Traffic upon the Railway and Bridge, or either of them, or any Part thereof, and the Supply of Rolling and Working Stock for such Purposes, and the Employment, Remuneration, and Dismissal of Officers and Servants:

The fixing, Collection, and Appropriation of the Tolls and other Income and Profits of the Railway and Bridge, or either of them, or any Part thereof, and the Payment or Deduction of any Rent, Allowances, or Consideration to be paid or allowed by each or either Company to the other:

And any such Contract or Arrangement may be made for the same Period of Time with reference to all the Purposes of the Contract, or for different Periods with reference to different Purposes.

Agreement to be approved by Board of Trade.

60. No such Contract or Arrangement, save only so far as it might be entered into under the Provisions of "The Railways Clauses Consolidation Act, 1845," incorporated with this Act, or any other General Statute or Law from Time to Time in force and applicable to the Company and the *South-western* Company respectively, shall have any Operation until the same shall have been approved of by the Board of Trade;

Agreements not to affect Persons not Parties thereto.

and no such Contract or Arrangement shall in any Manner alter, affect, increase, or diminish any of the Tolls, Rates, or Charges which those Companies shall for the Time being be respectively authorized and entitled to demand and receive from any Persons or from any other Company, but all other Persons and Companies shall, notwithstanding any

any such Contract or Arrangement, be entitled to the Use and Benefit of the Railways and Works to which the same Contract or Arrangement 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 Contract or Arrangement had been entered into.

Assent of Shareholders.

61. No such Contract shall have any Operation or Effect unless and until the Terms thereof have been duly assented to by Three Fifths of the Votes of the Shareholders of the Company and of the *South-western* Company respectively at Special Meetings assembled for that Purpose.

Agreements between Companies may be revised by Board of Trade.

62. Provided always, That at the Expiration of the First or any subsequent Period of Ten Years from the making of any such Contract or Arrangement for which the Approval of the Board of Trade is required as aforesaid, or of any Revision of any such Contract or Arrangement, it shall be lawful for the Board of Trade, if they are of opinion that any of the Terms or Conditions of the Contract or Arrangement are prejudicial to the Public, to cause the same to be revised; and the Board of Trade shall have Power to declare any Modification required by that Board to be Part of such Contract or Arrangement, and thenceforth such Contract or Arrangement shall be construed and take effect accordingly.

Notice of Revision.

63. The Company, previously to the Expiration of each such decennial Period, shall give such public Notice as the Board of Trade shall prescribe that that Board has such Power, and is about to enter upon such Revision, and will entertain Complaints with a view to the Removal of any Evil resulting to the Public from any such Contract or Arrangement.

Tolls during Contracts.

64. During any such Contract the Provision of this Act authorizing Tolls and Charges as for Three Miles on the Railway by this Act authorized shall not extend or apply to Traffic conveyed on the same Journey over any Part of the Railway by this Act authorized, and also over any Part of the *Exeter Extension* Railway, but in respect of the Passage of such Traffic over the Railway by this Act authorized only the Tolls and Charges *per* Mile and Terminal Charges by this Act authorized shall be taken; and the Provisions as to Fractions of Miles shall apply thereto, although the Distance traversed on the Railway by this Act authorized may be less than Three Miles.

Company may erect Toll Gates on Bridge.

65. The Company may erect and maintain in, upon, or across the Bridge over the River *Axe* and the Approaches thereto hereby authorized to be constructed, or on the Sides thereof, any Toll Gates or Bars, and may from Time to Time remove the same or any of them, and erect other Toll Gates or Bars in lieu thereof.

66. For

Certificate of Completion of Bridge.

66. For the Purposes of this Act a Certificate under the Hand of the Chairman of Quarter Sessions for the County of *Devon* shall be conclusive Evidence that the said Bridge and Approaches are completed and fit for the Passage of Traffic, and such Chairman shall sign such Certificate on satisfactory Proof being adduced to him of such Completion and Fitness.

Power to take Tolls on Bridge.

67. Upon the Completion of the said Bridge and Approaches, and at all Times thereafter, the Company may demand and take at the several and respective Toll Gates and Bars which shall by virtue of this Act be upon, across, or on the Sides of the said Bridge and Approaches such Tolls as the Company shall from Time to Time direct, not exceeding the Sums following; (to wit,)

For every Horse or other Beast drawing any Omnibus, Coach, Stage Coach, Van, Caravan, Sociable, Berlin, Landau, Chariot, Vis-à-Vis, Barouche, Phaeton, Chaise Marine, Calash, Curricle, Chair, Gig, Whiskey, Hearse, Litter, Chaise, or other such like Carriage, carrying Passengers or Goods for Hire, any Sum not exceeding Ninepence; and if not carrying Passengers or Goods for Hire, any Sum not exceeding Sixpence:

For every Horse or other Beast drawing any Waggon, Wain, Cart, or other such like Vehicle, any Sum not exceeding Sixpence:

For every Horse or Mule (not drawing), laden or unladen, any Sum not exceeding Twopence:

For every Ass, laden or unladen (not drawing), any Sum not exceeding One Penny:

For every Drove of Oxen or Neat Cattle, any Sum not exceeding Tenpence *per* Score, and so in proportion for any greater or less Number:

For every Drove of Calves, Swine, Sheep, or Lambs, any Sum not exceeding Fivepence *per* Score, and so in proportion for any greater or less Number:

For every Locomotive, and for every Waggon, Wain, Cart, or Carriage drawn or propelled by any Locomotive, any Tolls not exceeding the Tolls limited by "The Locomotive Act, 1861:"

For every Foot Passenger or Person on Foot, (except the Person or Persons, not exceeding Two in Number, actually driving and accompanying any Carriage, Waggon, Wain, Cart, or other Vehicle liable to Toll,) any Sum not exceeding One Penny:

And for every Person who shall ride in or upon any Waggon or Wain, or any Cart or other such like Vehicle (not being a Cart or Carriage usually employed for the Conveyance of Passengers for Hire), or who shall ride upon any Horse or Beast drawing any such Waggon, Wain, Cart, or other such like Vehicle, any Sum not exceeding One Penny:

Which said Tolls shall be taken before any Horse, Mule, Beast, or other Cattle or Carriage liable to Toll shall be permitted to pass through any

any Toll Gate or Bar which shall be by virtue of this Act upon or across the said Bridge or Approaches, or on the Sides thereof.

As to the Fraction of a Halfpenny in Tolls.

68. If and whenever there shall be a Fraction of a Halfpenny in the Amount of the Tolls by this Act authorized to be taken at such Toll Gates and Bars as aforesaid, a Halfpenny may be taken instead of such Fraction.

Definition of Road Tolls.

69. The Expression "the Road Tolls" in this Act shall mean the Tolls by this Act authorized to be taken at such Toll Gates and Bars as aforesaid.

Power to vary Road Tolls.

70. The Company may from Time to Time lessen and reduce, or advance and raise, all or any of the Road Tolls, but so that the same shall not in any Case exceed the Rates by this Act granted.

Only One full Toll to be payable.

71. No more than One full Toll shall be taken for passing and repassing once only on the same Day (to be computed from Twelve of the Clock at Night to Twelve of the Clock in the next succeeding Night) with the same Horses, Beasts, Cattle, or other Animal or Thing liable to the Road Tolls through all the Toll Gates or Bars to be erected on the said Bridge and Approaches, except as herein-after otherwise provided.

Postchaises, &c. to pay on each fresh Hiring.

72. The Road Tolls shall be paid for all Horses or Cattle drawing any Postchaise, Hackney Coach, Fly, Jaunting Car, or other Carriage travelling for Hire as often as any new Hiring shall take place, and for all Horses or Cattle drawing any Omnibus, Caravan, Stage Coach, Stage Waggon, or other Stage Carriage or Cart as often as they shall pass over the said Bridge or Approaches, in the same Manner as if no previous Payment of Toll in respect of such Horses, Animal, or Cattle had been made on the same Day.

Extending Provisions of General Turnpike Acts to Bridge.

73. The Road Tolls shall be subject to all such and the same Exemptions as the Tolls taken on any Turnpike Road in *England* are, or from Time to Time may be, by virtue of the Public General Acts relating to Turnpike Roads in *England* for the Time being in force; and all the Clauses and Provisions of those Acts relating respectively to Tolls and Exemptions from Tolls, to the letting of Tolls, to the ascertaining and Recovery of Tolls, to the Settlement of Disputes, to the Evasion of Tolls, to the Prevention and Punishment of Offences, to the Protection, Government, and Punishment of Collectors and other Officers and Servants, to the ascertaining, Recovery, and Application of Penalties, and all other the Clauses and Provisions of those Acts, so far as the same can be made applicable, and in all Particulars not in this Act otherwise provided for, shall extend and apply to the said Bridge and

Approaches, to the Road Tolls, to the Company and their Lessees, and their respective Collectors and Servants, as fully and effectually as if the said Bridge and Approaches were a Turnpike Road in *England;* and for the Purposes of those Clauses and Provisions the Company shall be deemed to be the Trustees or Commissioners of the said Bridge and Approaches, and the Secretary of the Company shall be deemed to be the Clerk to the Trustees or Commissioners.

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

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

Expenses of Act.

75. All the Costs, Charges, and Expenses of and attending the passing of this Act, and preliminary or incidental thereto, shall be paid by the Company.

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