CHAPTER ccxxxi.

An Act for making a railway from Pontesbury to Snailbeach and Tankerville in the county of Salop. [5th August 1873.] A.D. 1873.

WHEREAS the making of the railways herein-after described in the county of Salop will be of great public and local advantage:

And whereas the persons in this Act named, with others, are willing, at their own expense, to construct the railways, and are desirous to be incorporated for the purpose:

And whereas it is expedient that the Snailbeach Mine Company, Limited, should be authorised to subscribe towards the said undertaking:

And whereas plans and sections showing the lines and levels of the railways authorised by this Act, and also books of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the clerk of the peace for the county of Salop, and are herein-after respectively referred to as the deposited plans, sections, and books of reference:

And whereas the purposes of this Act 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:

Short title.

1. This Act may be cited as "The Snailbeach District Railways Act, 1873."

Provisions of Acts herein named incorporated.

2. "The Railways Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses

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Consolidation Acts, 1845, 1860, and 1869," Part I. (relating to construction of a railway) and Part III. (relating to working agreements) of "The Railways Clauses Act, 1863," are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" means the Company incorporated by this Act; the expressions "the railways" and "the undertaking" mean respectively the railways and the undertaking by this Act authorised; and the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute.

Company incorporated.

4. Thomas Heaton Lovett, John Henniker Lovett, John Jones, John Vincent Hawksley Williams, Joseph Warter, and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking, and their executors, administrators, successors, and assigns respectively, shall be and are hereby united into a company for the purpose of making and maintaining the railways, and for other the purposes of this Act, and for those purposes shall be and are hereby incorporated by the name of "The Snailbeach District Railways Company," and by that name shall be a body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act.

Power to make railways according to deposited plans.

5. Subject to the provisions of this Act, the Company may make and maintain in the line and according to the levels shown on the deposited plans and sections the railways herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose. The railways herein-before referred to and authorised by this Act are—

No. 1, a railway 3 miles 2 furlongs and 5.44 chains in length, commencing by a junction with the Minsterley branch of the Shrewsbury and Welshpool Railway, near the western end of

the Pontesbury Railway station house, on the said Minsterley branch, in the parish of Pontesbury, and terminating in the parish of Worthen, near the highway leading from the Bog and Pennerley Lead Mines by Snailbeach to Minsterley:

No. 2, a railway 1 mile 7 furlongs and 3.90 chains in length, commencing by a junction with the railway No. 1 at the termination thereof, and terminating in the parish of Worthen in a field belonging or reputed to belong to the Earl of Tankerville, and in the occupation of Richard Thomas:

Provided always, that it shall not be lawful for the Company to enter upon, take, or use any lands not being public roads or highways except by agreement with the owners of such lands, and of any persons holding leases thereof, for terms of which not less than twenty years shall at the time of entry be unexpired; and if the compensation to be paid to any such owners or lessees in respect of any such lands belonging to or held on lease by them shall not have been agreed upon before the time when such consent is given by them, such compensation shall be fixed in manner provided by "The Lands Clauses Consolidation Act, 1845," with respect to the purchase and taking of lands otherwise than by agreement.

Not to take lands of or to interfere with the Minsterly branch of the Shrewsbury and Welshpool Railway except for the purposes of a junction.

6. Notwithstanding anything herein contained, it shall not be lawful for the Company, nor any person acting under or in the execution of this Act, to enter upon, occupy, or use, either permanently or temporarily, any of the lands, works, or property of the Shrewsbury and Welshpool Railway Company, the Great Western Railway Company, or the London and North-western Railway Company, or any or either of them; or in any manner to alter, vary, or interfere with the Minsterly branch of the Shrewsbury and Welshpool Railway, or the works connected therewith, without the consent of the Great Western and London and North-western Railway Companies, under their respective corporate seals, save only for the purpose of effecting the junction and communication by this Act authorised; and the Company shall construct such sidings or such other works at or near the junction as shall be required by the Great Western and London and North-western Railway Companies to provide for the safe and convenient working of the traffic on the railway and on the Minsterly branch.

Capital.

7. The capital of the Company shall be twenty thousand pounds, in two thousand shares of ten pounds each.

Shares not to issue until one fifth paid up.

8. The Company shall not issue any share created under the authority of this Act, nor shall any such share vest in the person

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accepting the same, unless and until a sum not being less than one fifth of the amount of such share is paid in respect thereof.

Calls.

9. One fifth of the amount of a share shall be the greatest amount of a call, and three months at least shall be the interval between successive calls, and three fourths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Receipt clause in case of persons not sui juris.

10. If any money is payable to a shareholder being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Power to Snailbeach Mine Company (Limited) to subscribe to undertaking.

11. The Snailbeach Mine Company (Limited) may, with the sanction of a special resolution, from time to time subscribe any sum which they may think fit towards the undertaking, not exceeding in the whole the sum of two thousand pounds, and the said company may, with the like authority, contribute and apply in or towards payment of their said subscription any moneys which they are by their memorandum and articles of association authorised to raise; and the said company shall, in respect of the sums to be subscribed, and the corresponding shares in the Company to be held by them, have all the powers, rights, and privileges (except in regard to voting at general meetings, which shall be as hereinafter provided), and be subject to all the obligations and liabilities of proprietors of shares in the Company.

Power to borrow.

12. The Company may from time to time borrow on mortgage any sum not exceeding in the whole six thousand six hundred pounds, but no part thereof shall be borrowed until the whole capital of twenty thousand pounds is issued and accepted, and one half thereof is paid up, and the Company 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 such capital has been issued and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide and is held by the persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate

that the proof aforesaid has been given, which shall be sufficient evidence thereof. A.D. 1873

Arrears may be enforced by appointment of a receiver.

13. The mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver. In order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than one thousand pounds in the whole.

Debenture stock.

14. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863, but, notwithstanding anything therein contained, the interest of all debenture stock at any time created and issued by the Company shall rank pari passu with the interest of all mortgages at any time granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

15. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only.

First ordinary meeting.

16. The first ordinary meeting of the Company shall be held within three months after the passing of this Act.

Number of directors.

17. The number of directors shall be six, but the Company may from time to time reduce the number, provided that the number be not less than three.

Qualification of directors.

18. The qualification of a director, except in the case of the director to be appointed by the Snailbeach Mine Company (Limited) under the power by this Act granted, shall be the possession in his own right of not less than fifty shares.

Quorum.

19. The quorum of a meeting of directors shall be three, and if the number of directors shall be reduced to three the quorum shall be two.

First directors.

20. Thomas Heaton Lovett, John Henniker Lovett, John Jones, John Vincent Hawksley Williams, Joseph Warter, and a person to be nominated by the Snailbeach Mine Company (Limited), and consenting to such nomination, shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act; at that meeting the shareholders present in person or by proxy may, subject to the provision herein-after made with reference to the director appointed by the Snailbeach Mine Company (Limited), either continue in

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office the directors appointed by this Act, or any of them, or may elect a new body of directors, or directors to supply the place of those not continued in office, the directors appointed by this Act being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall (subject to the power herein-before contained for reducing the number of directors, and to the said provision with reference to the director appointed by the Snailbeach Mine Company (Limited)) elect persons to supply the places of the directors then retiring from office, agreeably to the provisions of the Companies Clauses Consolidation Act, 1845; and the several persons elected at any such meeting, being neither removed nor disqualified nor having resigned, shall continue to be directors until others are elected in their stead in manner provided by the same Act.

Power to Snailbeach Mine Company (Limited) to appoint a director.

21. The Snailbeach Mine Company (Limited) may, by writing under their common seal, nominate annually out of their members, at some meeting of the said company to be held in the month of July or August in each year, a director of the Company hereby incorporated, and they may from time to time in the same way remove any director so appointed, and appoint another person from their members in the stead of any director who shall be so removed, or shall die, resign, or become incapable of acting, or disqualified by ceasing to be a member of the said Snailbeach Mine Company (Limited), and it shall not be necessary for the director so to be appointed to hold any shares in the undertaking; and the said director shall not go out of office in the manner provided for with respect to directors hereby appointed or to be elected by the shareholders of the Company, but shall every year retire from office at such time in the month of July or August next succeeding his appointment as may from time to time be fixed by the said Snailbeach Mine Company (Limited), and the director so retiring shall be re-eligible forthwith or in any subsequent year, and in all other respects he shall have the same powers and be subject to the same regulations and provisions (except as aforesaid) as the other directors of the Company.

Lands for extraordinary purposes.

22. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed two acres.

Gauge of railways.

23. The gauge of the railways shall be not less than two feet four inches, and the quantity of land to be taken by the Company shall be not less than is required for the construction of a railway

upon the gauge of four feet eight inches and half an inch, and all bridges shall be constructed of sufficient width for a railway of that gauge. A.D. 1873.

Inclination of a certain road.

24. In altering for the purposes of this Act the road next herein-after mentioned, the Company may make the same of any inclination not steeper than the inclination herein-after mentioned in connexion therewith; (that is to say,)

No. of Railway.	No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
1	13	Worthen -	Public highway.	1 in 10½ on one side and level on the other.

Notice to be given of taking houses of labouring classes.

25. The Company shall, not less than eight weeks before they take in any parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses, and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Deposit money not to be repaid until line opened or half the capital paid up and expended.

26. Whereas pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth year of the reign of Her present Majesty, chapter twenty, a sum of nine hundred and sixty-four pounds, being five per centum upon the amount of the estimate in respect of the railway, has been deposited with the Court of Chancery in England in respect of the application to Parliament for this Act: Be it enacted, that, notwithstanding anything contained in the said Act, the sum of nine hundred and sixty-four pounds so deposited as aforesaid in respect of the application for this Act shall not be paid or transferred to or on the application of the person or persons, or the majority of the persons, named in the warrant or order issued in pursuance of the said Act, or the 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, 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 capital by this Act authorised to be raised by means of shares, and

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have expended for the purposes of this Act a sum equal in amount to such one half of the said capital; and if the said period shall expire before the Company shall either have opened the 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 money deposited as aforesaid shall be applied in the manner hereinafter specified; and the certificate of the Board of Trade that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the fact so certified, and it shall not be necessary to produce any certificate of this Act having passed, anything in the above-mentioned Act to the contrary notwithstanding.

Application of deposit.

27. The said sum of money deposited as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Court of Chancery in England thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the Court, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver, or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof: Provided that until the said sum of money has been repaid to the depositors, or has become otherwise applicable as herein-before mentioned, any interest or dividends accruing thereon shall from time to time, and as often as the same shall become payable, be paid to or on the application of the person

or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them.

Period for completion of works.

28. If the railways are not completed within five years from the passing of this Act, then, on the expiration of that period, the powers by this Act granted to the Company for making and completing the railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Tolls.

29. The Company may demand and take in respect of the use of the railways any tolls not exceeding the following; that is to say,

In respect of passengers and animals conveyed in carriages on the railways,—

For every person conveyed in or upon any such carriage, per mile threepence; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one penny:

Tolls for animals.

Class I.—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 such carriage, per mile threepence; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one penny:

Class II.—For every calf or pig conveyed in or upon any such carriage, per mile one penny halfpenny; or if conveyed in any carriage belonging to the Company, an additional sum per mile not exceeding one halfpenny:

Class III.—For every sheep, lamb, or other small animal conveyed in or upon any such carriage, per mile one penny; and if conveyed in or upon any carriage belonging to the Company, an additional sum per mile not exceeding one halfpenny.

In respect of goods conveyed on the railways,—

Class IV.—For all coals, limestone, chalk, clay, ironstone, iron ore, undressed or scabbled stones for building, pitching, and paving, slag, stone, agricultural salt, sand, cinders, and all undressed materials for the repair of public roads, per ton per mile twopence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class V.—For all iron, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, lead ores, barytes, blende ores, cannel, lime, slates, slabs, billets, and rolled iron, wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, tiles, bricks, coke, charcoal,

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dung, manure, and compost, per ton per mile threepence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class VI.—For all native timber or wood, per ton per mile twopence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class VII.—For all sugar, grain, corn, flour, hay, straw, potatoes or other roots, hides, dyewoods, earthenware, timber, wood not before described, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton per mile fourpence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class VIII.—For pig lead of any description, metals, per ton per mile fivepence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class IX.—For cotton and other wools, drugs, oils, grease, tallow, candles, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton per mile sixpence; and if conveyed in carriages belonging to the Company, an additional sum per ton per mile not exceeding one penny:

Class X.—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, carried or conveyed on a truck or platform belonging to the Company, per mile sixpence; and a 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.

Tolls for propelling power.

30. The toll which the Company may demand for the use of engines for propelling carriages on the railways shall not exceed one penny per mile for each passenger or animal, or for each ton of goods, in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations as to tolls.

31. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act; that is to say,

For all passengers, animals, or goods conveyed on the railways 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 tolls and charges

on animals and goods for such fraction in proportion to the numbers 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 of a mile beyond an integral number of miles shall be deemed a mile:

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton:

With respect to all articles, except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Tolls for small parcels and single articles of great weight.

32. With respect to small parcels not exceeding five hundred pounds in weight, and single articles of great weight, notwithstanding anything in this Act, the Company may demand and take any tolls not exceeding the following; that is to say,

For the carriage of small parcels on the railways,—

For any parcel not exceeding seven pounds in weight, threepence:

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight, fivepence:

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight, sevenpence:

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence:

And for parcels exceeding fifty-six pounds in weight but not exceeding five hundred pounds in weight, the Company may demand any sum which they may think fit: Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the carriage of single articles of great weight on the railways,—

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 sixpence per

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ton per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum per ton per mile not exceeding sixpence. 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.

Maximum rates for passengers.

33. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railways, including the tolls for the use of the railways, and for carriages and locomotive power, and every other expense incidental to such conveyance, shall not exceed the following; that is to say,

For every passenger conveyed in a first-class carriage, the sum of threepence per mile:

For every passenger conveyed in a second-class carriage, the sum of twopence per mile:

For every passenger conveyed in a third-class carriage, the sum of one penny halfpenny per mile.

Maximum rates for animals and goods.

34. The maximum rate of charge to be made by the Company for the conveyance of animals and goods (except such small parcels and single articles of great weight as aforesaid) on the railways, including the tolls for the use of the railways, and for waggons or trucks and locomotive power, and for every other expense incidental to the conveyance (except a reasonable charge for loading and unloading goods at any terminal station in respect of such goods, and for delivery and collection, and any other service incidental to the business or duty of a carrier, where any such service is performed by the Company), shall not exceed the following sums; that is to say,

For the matters mentioned in Class I., threepence per mile:

For the matters mentioned in Class II., one penny halfpenny per mile:

For the matters mentioned in Class III., one penny per mile:

For the matters mentioned in Class IV., twopence per ton per mile:

For the matters mentioned in Class V., threepence per ton per mile:

For the matters mentioned in Class VI., twopence per ton per mile:

For the matters mentioned in Class VII., fourpence per ton per mile:

For the matters mentioned in Class VIII., fivepence per ton per mile:

For the matters mentioned in Class IX., sixpence per ton per mile:

For any carriage mentioned under Class X., not weighing more than one ton, sixpence per mile; and if weighing more than one ton, one penny halfpenny per mile for every quarter of a ton or fractional part of a quarter of a ton.

Passengers luggage.

35. Every passenger travelling upon the railways may take with him his ordinary luggage, not exceeding one hundred and twenty 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.

Terminal station.

36. No station shall be considered a terminal station in regard to any goods conveyed on the railways unless such goods have been received thereat direct from the consignor, or are directed to be delivered thereat to the consignee.

Restrictions as to charges not to apply to special trains.

37. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railways, in respect of which the Company may make such charges as they think fit, 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 railways.

Company may take increased charges by agreement.

38. Nothing in this Act shall prevent the Company from taking any increased charges, over and above the charges by this Act limited, for the conveyance of animals or goods of any description, by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the Company in relation thereto, or in respect to the conveyance of animals or goods (other than small parcels) by passenger trains.

Snailbeach Mine Company (Limited) may appoint person to vote at general meetings of Company.

39. The Snailbeach Mine Company (Limited), whilst shareholders of the Company, may, by writing under their common seal, from time to time appoint some person to attend any meeting of the Company; and such person shall have all the privileges and powers attaching to a shareholder of the Company at such meetings, and may vote thereat in respect of the capital held by the Snailbeach Mine Company (Limited).

Interest not to be paid on calls paid up.

40. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him; but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him

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beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act, 1845.

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

41. The Company shall not, out of any money by this Act authorised to be raised, pay or deposit any sum which, by any standing order of either House of Parliament now or hereafter in force, may be required to be deposited in respect of any application to Parliament for the purpose of obtaining an Act authorising the Company to construct any other railway or to execute any other work or undertaking.

Railways not exempt from provisions of present and future general Acts.

42. Nothing in this Act contained shall exempt the railways from the provisions of any general Act relating to railways, or 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 or alteration, under the authority of Parliament, of the maximum rates of fares and charges, or of the rates for small parcels, authorised by this Act.

Expenses of Act.

43. All costs, charges, and expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

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