ANNO DECIMO QUINTO

VICTORIÆ REGINÆ.

****

Cap. lxiii.

An Act for making a Railway from *Highbridge* to *Glastonbury* in the County of *Somerset*, to be called "The *Somerset Central* Railway;" and for other Purposes. [17th *June* 1852.]

WHEREAS the making of a Railway from *Highbridge* to
Glastonbury, both in the County of *Somerset*, would be of
public Advantage: And whereas the Act of the Seventh 7 & 8 G. 4.
and Eighth of *George* the Fourth, Chapter Forty-one, was passed for c. 41.
improving and supporting the Navigation of the River *Brue*, and for
making the *Glastonbury* Navigation and Canal (in this Act called
"the Canal"): And whereas the Act of the Eleventh and Twelfth 11 & 12 Vict.
of *Victoria*, Chapter Twenty-eight, enabled the *Bristol and Exeter* c. 28.
Railway Company to purchase the Canal: And whereas under that
Act the Canal hath been purchased by and is now vested in the
Bristol and Exeter Railway Company; and the Company incorporated
for making the Canal hath ceased to exist, and the Powers of that
Company have been transferred to and are now vested in the *Bristol
and Exeter* Railway Company: And whereas the Line of the proposed
Railway is generally in the Line of the Canal or Part thereof, and

Parts of the Canal may be advantageously appropriated to the Purposes of the proposed Railway: And whereas such Part of the Canal as lies to the Westward of the *Bristol and Exeter* Railway comprises the Mouth of the River *Brue* at its Junction with the River *Parrett*, and forms a Harbour near *Highbridge*, and it would be beneficial to the Interests of the Public that the same Portion of the said Canal and the said Harbour should be maintained and used in connexion with the proposed Railway: And whereas it is expedient, and the *Bristol and Exeter* Railway Company are willing, that that Company be authorized to make, and that the proposed Company be authorized to accept, a Transfer of the Canal: And whereas the following Acts have been passed relating to the *Bristol and Exeter* Railway Company; (to wit,) the several Acts of the Sixth of *William* the Fourth, Chapter Thirty-six; of the First and Second of *Victoria*, Chapter Twenty-six; of the Third and Fourth of *Victoria*, Chapter Forty-seven; of the Fourth and Fifth of *Victoria*, Chapter Forty-one; of the Eighth and Ninth of *Victoria*, Chapter One hundred and fifty-five; of the Ninth and Tenth of *Victoria*, Chapter One hundred and eighty-one; of the Eleventh and Twelfth of *Victoria*, Chapter Seventy-seven; and of the Eleventh and Twelfth of *Victoria*, Chapter Eighty-two; and of the Eleventh and Twelfth of *Victoria*, Chapter Twenty-eight, before recited; and of the Fourteenth and Fifteenth of *Victoria*, Chapter Twenty-two: And whereas the Persons herein-after named, with others, are willing, at their own Expense, to carry such Undertaking into execution: And whereas the making of the Railway will be beneficial to the Interests of the *Bristol and Exeter* Railway Company, and it is expedient that that Company be authorized to become Shareholders in the Undertaking to the Extent and upon the Terms in this Act expressed; but such Purposes 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,

Short Title.

I. That in citing this Act for any Purpose it shall be sufficient to use the Expression "The *Somerset Central* Railway Act, 1852."

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

II. That "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Railways Clauses Consolidation Act, 1845," shall be, so far as the same are not expressly altered by the Provisions of this Act, incorporated with this Act: Provided always, that the Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Election, Qualification, Retirement from Office, and Rotation of Directors, shall not apply to the Directors herein-after directed to be appointed on behalf of the *Bristol and Exeter* Railway Company.

And

And with respect to the Incorporation, Constitution, and Capital of the Company, be it enacted as follows; (to wit,)

Subscribers incorporated.

III. That the Honourable *Philip Pleydell Bouverie*, *James Clark*, *Michael Castle*, *Ralph Neville*, *George Barons Northcote*, *William Pinney*, *Thomas Porch Porch*, *Frederick William Slade*, *Edward Saunders*, *William Watson*, and *George Warry*, and all other Persons and Corporations who have already subscribed or 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 a Railway from the Harbour or Port of *Highbridge* in the Parishes of *Burnham* and *Huntspill*, or One of them, in the County of *Somerset*, to the Town of *Glastonbury* in that County, with proper Works and Conveniences connected therewith, according to the Provisions of this Act, and for other the Purposes of this Act, and for such Purposes are by this Act incorporated by the Name of "The *Somerset Central* Railway Company," and by that Name shall be One Body Corporate, with perpetual Succession, and with a Common Seal, and Power to sue and be sued, and with Power to purchase, take, hold, and dispose of Lands for the Purposes and within the Restrictions of this Act.

Capital.

IV. That the Capital of the Company shall be Seventy thousand Pounds in Three thousand five hundred Shares of Twenty Pounds each.

Calls.

V. That Three Pounds a Share shall be the greatest Amount of a Call, and Three Months at least shall be the Interval between successive Calls, and the aggregate Amount of all Calls to be made on any One Share in any Year shall not exceed Three Fourths of the nominal Amount of such Share.

Interest not to be paid on Calls paid up.

VI. That the Company shall not, out of any Money by this Act authorized to be raised by Calls or by borrowing, pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him: Provided always, that this Act shall not prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions of "The Companies Clauses Consolidation Act, 1845."

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

VII. That the Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum of Money 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 authorizing the Company

Company to construct any other Railway or execute any other Work or Undertaking.

Power to borrow Money on Mortgage.

VIII. That the Company may borrow on Mortgage any Sums not exceeding in the whole Twenty thousand Pounds, but any Part thereof shall not be borrowed until the whole of the Capital have been subscribed for, and One Half thereof paid up: Provided always, that all and every Part of the Money to be raised under the Provisions of this Act, whether by Shares or Mortgage or Bond, shall be applied only to the Purposes authorized by this Act.

Power for Bristol and Exeter Railway Company to subscribe and hold Shares.

IX. That the *Bristol and Exeter* Railway Company may be Shareholders in the Company to any Extent not exceeding Thirteen thousand Pounds, and that of such Sum of Thirteen thousand Pounds the Sum of Eight thousand Pounds shall be deemed the Purchase Money of the Canal; and Shares in the Company, the nominal Value of which shall amount to Eight thousand Pounds, shall be allotted to the *Bristol and Exeter* Railway Company in respect of such Canal; and the Sum of Five thousand Pounds, the Remainder of the Sum of Thirteen thousand Pounds, or such Part of such Sum of Five thousand Pounds as is or shall be authorized by any General or Special General Meeting of the *Bristol and Exeter* Railway Company, may be subscribed for and held by the *Bristol and Exeter* Railway Company.

Bristol and Exeter Railway Company may appoint a Person to vote.

X. That so long as the *Bristol and Exeter* Railway Company continue Shareholders in the Company, the *Bristol and Exeter* Railway Company, or the Directors thereof, may appoint any Person (whether a Shareholder in the Company or not) to vote on behalf of the *Bristol and Exeter* Railway Company at Meetings of the Company, and may from Time to Time revoke any such Appointment, and appoint another Person in that Behalf; and such Person shall during his Appointment have the same Right of voting at such Meetings as he would have if the Shares in the Company for the Time being held by the *Bristol and Exeter* Railway Company were held by such Person in his own Right: Provided always, that every such Appointment or Revocation shall be in Writing, and under the Seal of the *Bristol and Exeter* Railway Company, or under the Hand of the Chairman for the Time being of the Directors of that Company, or under the Hand of the Secretary of that Company: Provided also, that the Person named in such Appointment shall not on behalf of that Company be entitled to vote at any Meeting upon any Question touching the Election of Directors, or touching any proposed Reduction of the Number of Directors.

First and other Meetings.

XI. That the First Ordinary Meeting of the Company shall be held within Eight Months next after the passing of this Act.

XII. That

Number of Directors.

XII. That, subject to the Provisions of this Act for reducing the Number of Directors, the Number of Directors appointed by the Shareholders shall be Nine.

Qualification of Directors.

XIII. That the Qualification of a Director appointed by the Shareholders shall be the Possession in his own Right of Five Shares; and the Qualification of a Director appointed by the Directors of the *Bristol and Exeter* Railway Company shall be his being a Director or Shareholder in the *Bristol and Exeter* Railway Company, or his being a Shareholder in the Company incorporated by this Act.

Election of Directors at First Ordinary Meeting.

XIV. That the Directors appointed by this Act shall continue in Office until the First Ordinary Meeting held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or a new Body of Directors may be elected to supply their Places, the Directors appointed by this Act being, if qualified, eligible for Election.

Power to reduce Number of Directors.

XV. That the Company may from Time to Time reduce the Number of Directors appointed by the Shareholders, so as the Number of such Directors be not less than Five.

Power for Bristol and Exeter Railway Company to appoint Two Directors.

XVI. That so long as the *Bristol and Exeter* Railway Company continue Shareholders in the Company to the Extent of Thirteen thousand Pounds the Directors of the *Bristol and Exeter* Railway Company may appoint Two Persons, qualified as herein-after mentioned, to be Directors of the Company, in addition to the Directors appointed by the Shareholders; and that if at any Time the *Bristol and Exeter* Railway Company cease to be Shareholders in the Company to the Extent of Thirteen thousand Pounds, then and immediately thereupon One of the Directors appointed on their Behalf shall, on the Nomination of the Chairman of the Directors of the *Bristol and Exeter* Railway Company, retire from Office, and the Powers vested by this Act in such retiring Director, and in the Directors of the *Bristol and Exeter* Railway Company, to appoint Two such Directors, shall respectively for ever cease, and the Directors of the *Bristol and Exeter* Railway Company shall thenceforth have Power to appoint only One such Director; and if at any Time the *Bristol and Exeter* Railway Company cease to be Subscribers towards and Shareholders in the Company to the Extent of Seven thousand Pounds, then and immediately thereupon the Directors or Director appointed on their Behalf shall retire from Office, and the Powers of this Act vested in such Directors or Director, and in the *Bristol and Exeter* Railway Company, to appoint such Directors, shall respectively for ever cease.

Powers of Directors.

XVII. That the Directors appointed on behalf of the *Bristol and Exeter* Railway Company shall retire from Office at the First Ordinary Meeting of the Company hereby incorporated in every Year, unless the *Bristol and Exeter* Railway Company, or the Directors thereof, shall appoint such Directors for a longer Period; and such Directors going out of Office shall be re-eligible, and (except as by this Act otherwise provided) such Directors shall have the same Powers and be subject to the same Provisions and Regulations as other Directors of the Company: Provided always, that the Directors of the *Bristol and Exeter* Railway Company may remove by Vote any such Directors or Director so appointed, and when any Vacancy shall occur in the Directors or Director appointed by them may elect any other qualified Person in the Room of the Directors or Director occasioning such Vacancy; and in the event of any Director of the *Bristol and Exeter* Railway Company being unable from Illness or Absence to attend any Meeting or Meetings of the Directors of the Company, the *Bristol and Exeter* Railway Company or the Directors thereof may appoint another qualified Person in his Place as Director to attend such Meeting or Meetings for so long a Time as the Inability subsists.

Powers not dependent on Appointment by Bristol and Exeter Railway Company.

XVIII. That the Powers of the Directors to execute this Act shall not be dependent upon there being in Office any Director appointed by the Directors of the *Bristol and Exeter* Railway Company.

Notice of Appointments by Bristol and Exeter Railway Directors.

XIX. That the Secretary of the *Bristol and Exeter* Railway Company shall give Notice in Writing, to be sent by Post to or delivered at the Office of the Company hereby incorporated, of every Appointment, Removal, Resignation, or Disqualification of any Director of such last-mentioned Company, by or on behalf of the *Bristol and Exeter* Railway Company, as soon as conveniently may be after the Event therein certified has occurred, and such Notice shall (as between the Company and the *Bristol and Exeter* Railway Company) be conclusive Evidence of the Fact thereby certified.

First Directors of the Company.

XX. That the Honourable *Philip Pleydell Bouverie*, *James Clark*, *Michael Castle*, *Ralph Neville*, *George Barons Northcote*, *William Pinney*, *Thomas Porch Porch*, *Frederick William Slade*, *Edward Saunders*, *William Watson*, and *George Warry* shall be the First Directors of the Company.

Quorum.

XXI. That the Quorum of a Meeting of Directors shall be Five: Provided always, that if the Number of the Directors appointed by the Shareholders shall be reduced to Five, then that a Quorum shall be Three.

XXII. That

Newspaper.

XXII. That the Newspaper for Advertisements shall be any *Somerset* Newspaper.

And with respect to the Railway and Works, be it enacted as follows; (to wit,)

Power to make the Railway according to deposited Plans.

XXIII. Whereas Plans and Sections of the Railway and Works showing the Lines and Levels thereof respectively, and also a Book of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners and Lessees and Occupiers of the Lands through which the same respectively are intended to pass or be made, have been deposited with the Clerk of the Peace for the County of *Somerset*: Therefore, subject to the Provisions of this Act, 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 described on those Sections, and may enter upon, take, and use such of those Lands as shall be necessary for that Purpose.

Railway and Works.

XXIV. That the Railway and Works by this Act authorized are the following; (to wit,)

1. A Railway commencing at or near the Harbour or Port of *Highbridge* in the Parishes of *Burnham* and *Huntspill*, or One of them, in the County of *Somerset*, and in or near certain Waste Lands situate on the North Side of the River *Brue* near the Junction of the *Brue* Drainage with that River, and thence crossing the *Bristol and Exeter* Railway and forming Junctions therewith near the *Highbridge* Station of that Railway in those Parishes or One of them, and terminating at or near a Pasture Field situate in the United Parishes of *Saint John the Baptist* and *Saint Benedict* in *Glastonbury* in the County of *Somerset*, and numbered 58 as regards Lands in those United Parishes in the Parliamentary Plan of the *Bristol and Exeter* Railway Company's Branch Railway from *Bleadon* to *Wells*, *Glastonbury*, and *Street*, which is deposited with the Clerk of the Peace for the County of *Somerset*:
2. The Appropriation of the Canal, or such Part thereof as the Company think fit, for the Purpose of constructing the Railway or the Works connected therewith, or any of them:
3. The making, near the *Highbridge* Station of the *Bristol and Exeter* Railway, of a new Cut from One Point on the Canal to another Point thereon, both those Points being in the Parishes of *Burnham* and *Huntspill*, or One of them:
4. The making use for the Railway of such Part of the Canal as lies between those Points:
5. The diverting into and through that intended new Cut of the Waters of the Canal.

XXV. That

Certain Roads may be crossed on the Level.

XXV. That, subject to the Provisions of this Act, the Company may carry the Railway across and on the Level of the several Roads numbered in the Plans deposited for the Purposes of this Act as follows; (to wit,)

The Road numbered 12 in the Parish of *Burnham*;

The Roads numbered 44A and 71 respectively in the Parish of *Huntspill*;

The Road numbered 9 in *Edington* in the Parish of *Moorlinch*;

The Road numbered 7 in the Parish of *Shapwick*; and

The Road numbered 4 in the Parish of *Ashcot*.

Company to erect a Station or Lodge at Points of crossing, and to abide by Regulations of Board of Trade.

XXVI. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or a Lodge at the Points where the Railway crosses the before-mentioned Roads on the Level; and the Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of such Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as are from Time to Time made by the Board of Trade; and if the Company fail to erect or at all Times maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend the crossing at any such Point or Station, or to observe or abide by any such Rule or Regulation, they 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 continues after such Penalty of Twenty Pounds is incurred.

Board of Trade may require a Bridge to be erected in lieu of level Crossing.

XXVII. That the Board of Trade, if it appear to them necessary for the Public Safety, may at any Time, either before or after the Railway to be carried across those Roads on the Level is completed and opened for public Traffic, require the Company, within such Time as the Board of Trade direct, and at the Expense of the Company, to carry any of those Roads either under or over the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, or to execute such other Works as under the Circumstances of the Case appear to the Board of Trade best adapted for removing or diminishing the Danger arising from any such level Crossing.

As to Communications with Bristol and Exeter Railway.

XXVIII. That all Communications between the Railway and the *Bristol and Exeter* Railway by means of Connexion Rails and Points (as well as all such Openings in the Ledges or Flanges of the *Bristol and Exeter* Railway as may be necessary and convenient for effecting such Communications) shall be made and effected under the Approval, Direction, and Superintendence of the Engineer for the Time being of the *Bristol and Exeter* Railway Company, or other Person authorized by them for that Purpose, and at the Expense of the Company incorporated by this Act.

XXIX. That

Gauge of Rail.

XXIX. That the Railway shall be constructed, maintained, and worked upon the same Gauge as the now Line of the *Bristol and Exeter* Railway.

Crossing of Bristol and Exeter Railway on Level to be under Control of that Company.

XXX. And whereas it is intended that the Railway shall cross the *Bristol and Exeter* Railway on a Level at or near *Highbridge*, and it is essential that the entire Control of such level Crossing should be placed in the *Bristol and Exeter* Railway Company: Be it enacted, That such level Crossing shall be made in such Manner only as the Engineer of the *Bristol and Exeter* Railway Company shall determine; and the Company, and their Officers and Servants, in the Discharge of their Duties, shall at all Times have the Right of crossing the *Bristol and Exeter* Railway, with or without their Engines and Carriages, at such level Crossing, free from all Tolls and Charges whatsoever: Provided always, that the Company, their Officers and Servants, shall be subject to such Regulations and Restrictions as to the crossing of the *Bristol and Exeter* Railway there, and as to the Times and Mode of using such level Crossing, as may from Time to Time be made by the Directors of the *Bristol and Exeter* Railway Company; and the Station Master or other Officer of the *Bristol and Exeter* Railway Company shall have full Power to enforce such Regulations and Restrictions; and any Person who shall act contrary to the Orders of such Station Master or Officer, or who shall infringe any of the Regulations made by the Directors of the *Bristol and Exeter* Railway Company, shall be liable to a Penalty of Five Pounds for every such Offence, but such Penalty shall not exempt such Person from any other Penalty or Liability to Punishment for any such Offence: Provided always, that if the Board of Trade shall, upon the Application of the Company, be of opinion that any such Regulations and Restrictions are in any respect not required for the Safety of the Public or the Protection of the *Bristol and Exeter* Railway, or the Prevention of any Injury or Interruption to or Interference with the Traffic along the *Bristol and Exeter* Railway, that Board may make such Alterations in the Regulations and Restrictions as may appear to them reasonable and proper, and the Regulations and Restrictions from Time to Time approved by that Board shall be observed accordingly.

Saving Rights of the Bristol and Exeter Railway Company.

XXXI. That, 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 *Bristol and Exeter* Railway Company, nor shall extend to authorize the Company, in making and constructing or maintaining the Railway, to take or enter upon any of the Lands belonging to the *Bristol and Exeter* Railway Company, or to alter, vary, or interfere with the *Bristol and Exeter* Railway or any of the Works thereof, without the Consent

Consent in Writing of the *Bristol and Exeter* Railway Company in every instance for that Purpose first had and obtained.

Lands for extraordinary Purposes.

XXXII. That the Company may purchase, in addition to the Lands for constructing the Railway, any Quantity of Land not exceeding in the whole Fifteen Acres, for extraordinary Purposes.

Period for compulsory Purchase of Lands limited.

XXXIII. That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act.

Period for Completion of Works.

XXXIV. That the Railway 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 as is then completed.

Tolls.

And with respect to Tolls, be it enacted as follows; (to wit,)

Tonnage on Articles of Merchandise.

XXXV. That the Company may demand any Tolls for the Use of the Railway, not exceeding the following; (to wit,)

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, and all undressed Materials for the Repair of Roads or Highways, and all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandise, *per* Ton *per* Mile not exceeding One Penny Halfpenny; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding Three Farthings; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding Three Farthings:

Class 2. For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per* Ton *per* Mile not exceeding Threepence; and if conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding One Penny:

Class 3. For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandise, Fish, Articles, Matters, or Things, *per* Ton *per* Mile not exceeding Fourpence; and if conveyed

conveyed in Carriages belonging to the Company, an additional Sum *per* Ton *per* Mile not exceeding One Penny; and if propelled by an Engine belonging to the Company, a further Sum *per* Ton *per* Mile not exceeding 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 Threepence; 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 if propelled by an Engine belonging to the Company, a further Sum *per* Mile not exceeding One Penny Halfpenny; and the Sum of One Penny Halfpenny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton which any such Carriage may weigh; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum not exceeding One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton; and if propelled by an Engine belonging to the Company, a further Sum not exceeding One Penny *per* Mile for every additional Quarter of a Ton or fractional Part of a Quarter of a Ton above One Ton.

Tolls for Animals, &c.

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

Class 5. For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Twopence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

Class 6. For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, the Sum of Three Halfpence *per* Mile; and if conveyed in any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding Three Farthings; and if such Carriage be propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding Three Farthings:

Class 7. For every Calf or Pig, Sheep, Lamb, or other small Animal, conveyed in or upon any such Carriage, *per* Mile not exceeding One Penny, provided Six at least are carried; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny; and if propelled by an Engine belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny.

In

Tolls for Passengers.

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

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

Regulations as to the Tolls.

XXXVI. That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (to wit,)

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

For a Fraction of a Ton the Company may demand Toll according to the Number of Quarters of a Ton in such Fraction, and if there be a Fraction of a Quarter of a Ton, such Fraction shall be deemed a Quarter of a Ton:

With respect to all Articles, except Stone and Timber, the Weight shall be determined according to the usual Avoirdupois Weight:

With respect to Stone and Timber, Fourteen Cubic Feet of Stone, Forty Cubic Feet of Oak, Mahogany, Teak, Beech, or Ash, and Fifty Cubic Feet of any other Timber, shall be deemed One Ton Weight, and so on in proportion for any smaller Quantity.

Tolls for small Parcels and Articles of great Weight.

That with respect to small Packages, and single Articles of great Weight, notwithstanding the Rate of Tolls prescribed by this Act, the Company may demand the Tolls following; (to wit,)

For the Carriage of small Parcels on the Railway as follows:

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

For any Parcel not exceeding Fourteen Pounds in Weight, One Shilling:

For any Parcel not exceeding Twenty-eight Pounds in Weight, Two Shillings:

For any Parcel not exceeding Fifty-six Pounds in Weight, Two Shillings and Sixpence:

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

That Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article

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

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

Passengers Luggage.

XXXVII. That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One Hundredweight for First-class Passengers, Eighty-four Pounds in Weight for Second-class Passengers, and Fifty-six Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Maximum Rates of Charges for Passengers.

XXXVIII. That 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:

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 Halfpenny *per* Mile:

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

Maximum Charges for Goods and Animals.

XXXIX. That the maximum Rate of Charge to be made by the Company, including the Tolls for the Use of the Railway, and of Carriages, and for locomotive Power, and every other Expense incidental to such Conveyance (except the loading and unloading of Goods when such Service is performed by the Company), shall not exceed the Amounts following; (to wit,)

For the Matters mentioned under Class 1, not exceeding Threepence *per* Ton *per* Mile:

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

For the Matters mentioned under Class 3, not exceeding Sixpence *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 Threepence Halfpenny *per* Mile for every Quarter of a Ton or fractional Part of a Quarter of a Ton above Two Tons:

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

For every thing mentioned under Class 6, not exceeding Threepence *per* Mile:

For every thing mentioned under Class 7, not exceeding Twopence *per* Mile.

Restriction as to Charges not to apply to Special Trains.

XL. That the Restriction as to the Charges to be made for Passengers shall not extend to any Special or Extra Train that may be required to be run upon the Railway, but shall apply only to the ordinary 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.

XLI. That this Act or anything therein 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, or in respect of the Conveyance of such Parcels by Express Trains.

Company may take Transfer of Glastonbury Canal.

And with respect to the Transfer of the Canal, be it enacted as follows; (to wit,)

XLII. That the *Bristol and Exeter* Railway Company may and within Three Months after the passing of this Act shall make, and the Company may and shall accept, a Transfer of the Canal.

Form of Transfer.

XLIII. That the Transfer shall be by Deed duly stamped, in which the full Consideration shall be set forth, and may be in the Form in the Schedule to this Act or to the like Effect, with such Alterations therein or Additions thereto as the Circumstances of the Case or the Parties thereto require, and shall be under the respective Common Seals of the Two Companies.

Notice of Execution of Conveyance to be given.

XLIV. That Notice of the Execution of the Transfer shall, within Twenty-one Days after the Date thereof, be inserted in the *London Gazette* and in a *Somerset* Newspaper, and within the same Period a Copy of the Transfer, under the respective Common Seals of the Two Companies, shall be deposited at the Office of the Clerk of the Peace for

for the County of *Somerset*, and such Clerk of the Peace shall receive and retain the same, and shall permit the Inspection thereof, and the making Copies thereof or Extracts therefrom, in the like Manner and subject to the like Terms and Penalties as by the Act of the Seventh of *William* the Fourth and the First of *Victoria*, Chapter Eighty-three, is provided in relation to the Documents therein referred to.

Operation of Transfer.

XLV. That the Deed of Transfer shall, when so executed, be effectual to vest in the Company the *Glastonbury* Navigation and Canal, or such Portions thereof as have been constructed, and the Reservoirs, Aqueducts, Towing-paths, Houses, and other Buildings, Wharfs, Works, Lands, Powers, Authorities, Easements, and Privileges belonging to and vested in the *Bristol and Exeter* Railway Company, with respect to the Canal and all other Property whatsoever, whether real, personal, or mixed, late of the Canal Company, transferred to the *Bristol and Exeter* Railway Company, with the Rights, Members, and Appurtenants, (and which are in this Act called the Canal and Premises,) absolutely, according to the Tenure, Nature, and Quality thereof respectively in the Company, and the Canal and Premises shall thenceforth form Part of the Undertaking and general Property and Effects of the Company, but subject and without Prejudice to all Mortgages, Charges, Incumbrances, Claims, and Liabilities (if any) at the Time of the Transfer affecting the *Bristol and Exeter* Railway Company, or any of the Property thereof, in respect of the Canal and Premises.

Consideration for Transfer to be Shares in Company.

XLVI. That in consideration of the Transfer the Company shall, within One Month after the Transfer, allot and issue to the *Bristol and Exeter* Railway Company, and that Company shall accept, Shares in the Company of the aggregate nominal Amount of Eight thousand Pounds, and the Shares so allotted to the *Bristol and Exeter* Railway Company shall be deemed fully paid up.

Liabilities of Bristol and Exeter and Railway Company as to Canal to be discharged by Company.

XLVII. That from and after the Transfer, and subject to the Provisions of this Act, the Company shall be subject to and shall perform and conform and be liable to all Covenants, Conditions, Agreements, Duties, Liabilities, Debts, Charges, and Restrictions to which the *Bristol and Exeter* Railway Company, with reference to the Canal and Premises, at the Time of the Execution of the Transfer, or but for this Act and the Transfer, now are or shall or would become subject or liable, and shall indemnify the *Bristol and Exeter* Railway Company, their Estates and Effects, from all such Covenants, Conditions, Agreements, Divisions, Duties, Liabilities, Debts, Charges, and Restrictions, and all Costs, Charges, and Expenses by reason thereof or of the Nonperformance or undue Performance thereof respectively.

XLVIII. That

Contracts, &c. to remain.

XLVIII. That from and after the Transfer all Conveyances, Leases, Deeds, Appointments, Contracts, Agreements, Mortgages, Bonds, Covenants, and Securities of or concerning the Canal and Premises or any Part thereof, made or entered into before the Transfer, to, with, in favour of, or by, for, or on behalf of the *Bristol and Exeter* Railway Company, or any Person on their Behalf, or the Canal Company, or any Person on their Behalf, shall be and remain as good, valid, and effectual, in favour of, against, and with reference to the Company, and may be proceeded on and enforced in the same Manner, to all Intents and Purposes, as if the Company, instead of the *Bristol and Exeter* Railway Company, or the Canal Company, or such Person, had been Party to and executed the same, or had been named or referred to therein or privy thereto.

Powers, &c. of Canal Company extended to the Railway Company.

XLIX. That, subject to the Provisions of this Act, all the Powers, Rights, Privileges, Provisions, Directions, Penalties, Forfeitures, Payments, Exemptions, Remedies, Rules, Matters, and Things in the first-recited Act or any other Act or Acts relating to the Canal respectively contained, and not since repealed, shall, with reference to the Canal and Premises so transferred to the Company, and the Tolls, Rates, Duties, and Charges upon or in respect thereof, or otherwise arising therefrom, and to such Works, Matters, and Things as have been or might have been made, done, or claimed under those Acts respectively by the *Bristol and Exeter* Railway Company, in relation to the Canal and Premises, if this Act had not passed or the Transfer been executed, be from and after the Transfer respectively exercised, enjoyed, performed, and observed by and be applied and applicable to the Company, their Directors, Officers, Agents, and Servants, in every respect and as fully and effectually to all Intents as if the Name of or a Reference to or comprehending the Company had in every Case been used in those Acts respectively, instead of the Name of or a Reference to or comprehending the Canal Company and the *Bristol and Exeter* Railway Company respectively.

Actions, &c. not to abate.

L. That any Action, Suit, or Proceeding whatsoever commenced either by or against the *Bristol and Exeter* Railway Company in respect of the Canal and Premises before the Transfer thereof, shall not abate or be discontinued or be prejudicially affected by this Act or the Transfer, but, on the contrary, the same shall continue and take effect, as well in favour of as against the Company, in the same Manner in all respects as the same would have continued and taken effect in favour of or against the *Bristol and Exeter* Railway Company if this Act had not passed; and all Penalties by reason of any Offence against the Provisions of the Acts relating to the Canal, or any of them, before the Transfer, may be sued for, and all Offences committed before the Transfer against the Provisions of those Acts or any of them,

them, may be prosecuted, in like Manner as if this Act had not passed, and the Transfer had not been made; and the Court in which any such Proceeding is pending, or any Judge, may, on the Application in a summary Way of any Party thereto, cause the Name of the Company to be substituted for the Name of the *Bristol and Exeter* Railway Company as Party to such Proceeding, and the Name of the Company shall after any such Substitution be used in such Proceeding as if the Company, instead of the *Bristol and Exeter* Railway Company, had originally been Party thereto.

Power to abandon Canal as a Navigation, except as to a certain Part herein specified.

LI. That after the Transfer the Company may from Time to Time abandon the Maintenance and Use as or for the Purposes of a Navigation or Canal of all or any Part of the Canal and Premises, and may from Time to Time deal with and dispose of the Parts so abandoned of the Canal and Premises as they think fit: Provided always, that in order to maintain the Harbour at *Highbridge* nothing herein contained shall authorize the Company to abandon the Maintenance and Use as a Navigation or Canal of that Portion of the Canal lying to the West of the Bridge carrying the *Bridgewater and Bristol* Turnpike Road over the Canal, but all Liabilities respecting the same Portion of the Canal which before the passing of this Act attached to any Corporation or other Person or Persons shall remain in full Force and Effect, and those Liabilities respecting the same which before the passing of this Act attached to the Canal Company or to the *Bristol and Exeter* Railway Company shall be discharged by this Company: Provided also, that the Company shall from Time to Time, and for ever hereafter, at their own Expense, maintain and keep in repair, as and for the Purposes of Drainage, under the Jurisdiction of the Commissioners of Sewers for the County of *Somerset*, all such Parts of the Canal and Premises as the Canal Company were or the *Bristol and Exeter* Railway Company now are liable to maintain and keep in repair for such Purposes.

Tolls on Canal.

LII. That after the Transfer the Company may from Time to Time demand and take, for or in respect of the Canal and Premises, or such Part thereof as is not so abandoned, or any Part thereof, and the Vessels and Things carried or conveyed on the Canal or any Part thereof, such Rates and Tolls as the *Bristol and Exeter* Railway Company might have taken if this Act had not passed.

Saving Rights of Commissioners of Sewers for Somerset.

LIII. That nothing herein contained shall extend or be construed to extend to prejudice, lessen, alter, or take away any of the Rights, Privileges, Powers, or Authorities of the Commissioners of Sewers for the County of *Somerset*, by virtue of the General Laws relating to Sewers, or the Powers or Provisions of any Act or Acts of Parliament heretofore passed for the better Drainage of any Lands within the

County of *Somerset*, or otherwise, but such Rights, Privileges, Powers, and Authorities of the Commissioners shall remain, continue, and be in full Force and Effect, and all Bridges and other Works which shall be built, erected, or executed under the Provisions of this Act, in, over, under, upon, or across any River, Rhine, Drain, or public Watercourse under the Jurisdiction of the Commissioners of Sewers, and all Works which shall be made under the Provisions of this Act for preventing the Sewage or Drainage of any Lands from being impeded, or for preventing the said Lands from being injured by the Influx of the Sea, shall in every respect be built, erected, and executed, if not previously agreed upon or consented to by the Commissioners of Sewers, as the same shall be determined on, at the Expense of the Company, by Two Engineers or their Umpire, to be appointed in manner directed by the "Railways Clauses Consolidation Act, 1845."

Notice of Commencement of Works to be given.

LIV. That the Company shall give Fourteen Days Notice to the Commissioners, their Clerk, Agent, or Surveyor, before they begin to build, erect, make, do, and execute such Works or any of them respectively.

Commissioners of Sewers not to impede Execution of Act.

LV. Provided always, That nothing herein contained shall extend or be construed to extend to enable the Commissioners of Sewers to interrupt or hinder the Execution of this Act, the Company from Time to Time making, erecting, and maintaining all such Bridges and other Works, and doing all such other Things, as may be necessary, and as may be lawfully required by the Commissioners under the Powers and Authorities vested in them by the Laws relating to Sewers, or the Powers or Provisions of any Act or Acts of Parliament heretofore passed for the better Drainage of any Lands within the County of *Somerset*, or by the Provisions of this Act to be made, erected, maintained, done, and executed for preventing the Drainage or Sewage of any Lands from being injured or impeded by means of the making and maintaining the Railway and other Works by this Act authorized to be made and maintained, or any of them, and for preventing the said Lands from being injured by the Influx of the Sea.

Provision for enlarged Waterway of Culverts, &c.

LVI. That in case where the proposed Railway shall cross any of the Drains, Sewers, or Rhines under the Jurisdiction of the Commissioners, the Bridge, Archway, or Culvert constructed to carry the Railway over the Drains, Sewers, or Rhines shall have a sectional Area for Waterway not less than One Fourth larger than the Waterway of the nearest corresponding Culvert or Archway carrying any public Road or Drove over the said Drains, Sewers, or Rhines: Provided always, that the Company shall not be compelled to give this additional Waterway at the Places where the Railway crosses the Canal or the River *Brue*, and that the Company shall not be limited in

in the Number of Spans or Openings by which the Railway shall be carried across the Canal or the River *Brue*; but the entire sectional Area for Waterway at the said last-mentioned Places, exclusive of the Piers by which such Spans or Openings are formed, shall not be less than it is at present.

Regulating Jurisdiction of Maintenance of Diversion of Canal at Burnham and Huntspill.

LVII. And whereas it is intended, in the Construction of the Railway, to divert the Canal or River in the Parishes of *Burnham* and *Huntspill*, or One of them, in a certain Field numbered 14 on the before-mentioned deposited Plans: Be it therefore enacted, That after the said Diversion is made it shall be under the Jurisdiction of the Commissioners, and shall be maintained by the several Parties now liable to maintain that Part of the Canal or River instead of which such Diversion is made, in such Proportions as may be determined by the Commissioners, and the Diversion shall in all other respects be deemed as much Part of the Canal or River as though it had originally formed Part thereof.

Company to keep Parts of Canal crossed by Railway free from Obstructions.

LVIII. That the Company shall from Time to Time, at their own Expense, cleanse, scour, and keep free from Weeds and all other Obstructions, those Parts of the Canal or River which will be crossed by the Railway, and they shall also remove all Obstructions to the Drainage which may be caused by any of their Bridges, Culverts, or other Works.

Company to invest 200*l.* in Three per Cents., to be sold out and applied for Repair or Alteration of inefficient Works, or Repayment of Damage, in the crossing of Rivers or Drains.

LIX. That the Company shall, before they shall construct the Railway across any of the Rivers or Drains under the Jurisdiction of the Commissioners of Sewers, invest in the Purchase of Stock in the Three Pounds *per Centum* Consolidated Bank Annuities, in the Name of the Treasurer of the County of *Somerset* for the Time being, upon trust to pay the Dividends arising therefrom to the Company, as and when the same shall accrue due and be received, subject to the Provision herein-after contained, the Sum of Two hundred Pounds, which Stock, when so purchased, and all other Stock which shall be purchased under the Provisions herein-after contained for that Purpose, shall be under and subject to the Order of the Commissioners of Sewers at any Court or Session of Sewers, and shall, under such Order and Direction, be from Time to Time sold and disposed of, either in whole or in part, as Occasion shall require, and the Monies arising from every such Sale shall from Time to Time be applied and disposed of by the Commissioners of Sewers in and towards the Repair or Alteration of any of the Works hereby authorized to be made which, in the Judgment of such Commissioners, shall or may in any way affect the Drainage or Sewerage of the County, or the Defences thereof against the Influx of the Sea, and which shall or may, in their Opinion, require such Repair or Alteration, and also in Payment of such

such Satisfaction or Compensation as the Company or the Directors thereof may from Time to Time agree to make, or as at any Assessment of Damages before the Sheriff of the County of *Somerset*, under the Provisions herein contained, may be assessed to any Owner or Occupier of or Person interested in any Lands, for any Damage which may be sustained by such Owner or Occupier or Person interested by reason of such Influx of the Waters of the Sea, or of the Overflow of Waters from the Drains, arising from the Failure or Insufficiency of any of the Works which shall be executed by the Company under the Provisions of this Act.

When said Stock sold out and applied, a similar Amount to be again invested.

LX. That if the whole or any Part of the said Bank Annuities shall at any Time be sold, under the Direction of the Commissioners, in manner herein-before mentioned, the Company shall and they are hereby required, within Thirty Days, to replace the said Sum of Two hundred Pounds, or such a Sum as, with the like Annuities then remaining in the Name of the Treasurer of the County of *Somerset*, shall make up the said Sum of Two hundred Pounds, to be applied and disposed of as herein-before mentioned.

Commissioners of Sewers of Somerset may convene Special Courts, on Application of Company.

LXI. And whereas it may be necessary and expedient, for the Purpose of this Act, from Time to Time to convene Special Courts or Sessions of Sewers in and for the County of *Somerset*: Be it therefore enacted, That it shall be lawful for the Clerk of the Commissioners of Sewers and he is hereby required, at any Time, upon Application in Writing for that Purpose made to him under the Hand of the Clerk or Secretary for the Time being of the Company, to appoint a Time and Place for holding such Special Court or Session of Sewers, and such Special Court or Session of Sewers so to be appointed as aforesaid shall be a lawful Court or Session of Sewers, and shall be competent to execute all or any of the Powers vested in the Commissioners of Sewers by this Act: Provided always, that no such Special Court of Sewers shall be held as aforesaid until Fourteen Days public Notice thereof shall have been inserted by the Clerk of the Commissioners of Sewers in Two Newspapers printed or generally circulated in the County of *Somerset*.

Saving of Rights of Corporation of Bridgewater under 8 & 9 Vict. c. 89.

LXII. That this Act or anything therein contained shall not take away, lessen, prejudice, alter, or affect any of the Estates, Rights, Duties, Tolls, Dues, Privileges, Franchises, Powers, or Authorities of the Mayor, Aldermen, and Burgesses of the Borough of *Bridgewater* under the Act of the Eighth and Ninth Years of Her present Majesty, intituled *An Act for improving the Navigation of the River and Bay leading to the Borough of* Bridgewater, *for maintaining the present Bridge and extending the Quays within the Borough, and for forming a Communication*

munication by Road and by Railway between the Quays and the Bristol and Exeter *Railway.*

Railway not exempt from Provisions of future General Acts.

LXIII. That this Act or anything therein contained shall not exempt the Railway from the Provisions of any General Act relating to this Act, or 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 this 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 of maximum Rates of Fares and Charges, by this Act authorized, or of the Rates for small Parcels by this Act authorized.

Railway subject to Provisions of certain existing General Acts.

LXIV. That this Act or anything therein contained shall not exempt the Railway or the Company from the Provisions of the Acts of the First and Second of *Victoria*, Chapter Ninety-eight, of the Third and Fourth of *Victoria*, Chapter Ninety-seven, of the Fifth and Sixth of *Victoria*, Chapter Fifty-five, of the Seventh and Eighth of *Victoria*, Chapter Eighty-five, and of the Ninth and Tenth of *Victoria*, Chapter Fifty-seven and Chapter One hundred and five respectively, and of the Fourteenth and Fifteenth of *Victoria*, Chapter Sixty-four, but such Provisions shall be in force in respect to the Railway and the Company, so far as the same are applicable thereto.

SCHEDULE.

Form of Transfer of Canal.

In pursuance of "The Somerset Central Railway Act, 1852," the Bristol and Exeter Railway Company, in consideration [*here state the Consideration*], hereby transfer, according to that Act, and the Somerset Central Railway Company hereby accept the Transfer accordingly of the Glastonbury Navigation and Canal, with the Appurtenances, nevertheless subject to all Mortgages, Charges, Incumbrances, and Liabilities (if any) now affecting the Bristol and Exeter Railway Company or any of the Property thereof, in respect of the Canal and Premises. As witness the respective Common Seals of the Two Companies, this Day of A.D. 18

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1852.