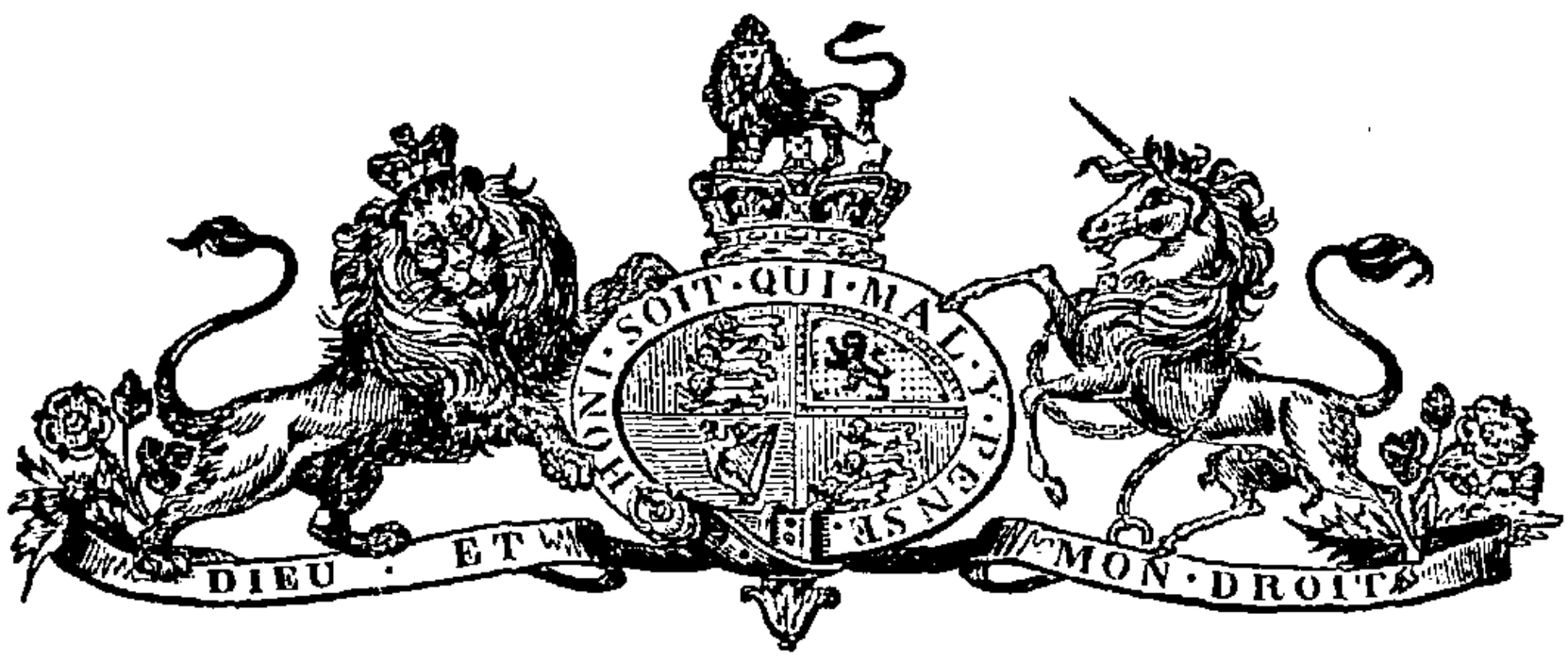


ANNO VICESIMO QUINTO & VICESIMO SEXTO

VICTORIÆ REGINÆ.

Cap. xcvi.

An Act to enable the *South-eastern* Railway Company to make Railways to *Tunbridge* and *Dartford* respectively, and to widen a Portion of their *North Kent* Line of Railway, and to purchase additional Lands for the Purposes of their Undertaking; and for other Purposes.

[30th *June* 1862.]

WHEREAS an Act was passed in the Session held in the Sixth and Seventh Years of the Reign of His late Majesty King *William* the Fourth, intituled *An Act for making a Railway from the* London and Croydon *Railway to* Dover, *to be called* "*The* South-eastern *Railway*," by which the *South-eastern* Railway Company (in this Act called "the Company") was incorporated: And whereas further Powers have been granted to the Company by several Acts subsequently passed: And whereas an Act was passed in the Session held in the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act to enable the* South-eastern *Railway Company to make a Railway from the* London and Greenwich *Railway to* Woolwich *and* Gravesend: And whereas the Railway by that Act authorized to be made has been for some Time completed and open for Traffic, and such Railway is commonly known as, and is in this Act called, the "*North Kent* Railway": And whereas

6 & 7 W. 4. c. lxxv.

9 & 10 Vict. c. cccv.

whereas it is expedient that the Company should be enabled to construct a Railway (in this Act called "Railway No. 1.") from the *North Kent* Railway in the Parish of *Saint Paul Deptford* to the Main Line of the *South-eastern* Railway near *Tunbridge*: And whereas it is expedient that the Company should be enabled to construct a Railway (in this Act called "Railway No. 2.") from the Line of Railway No. 1. in the Parish of *Lewisham* to the *North Kent* Railway near *Dartford*: And whereas it is expedient that the Company should be enabled to alter and widen the *North Kent* Railway on the Northern Side thereof between the Points herein-after mentioned: And whereas it is expedient that the Company should be enabled to purchase additional Lands for the Purposes of their *Bricklayers Arms*, their *Maidstone*, and their *North Camp Aldershot* Stations respectively: And whereas the Objects of this Act cannot be attained 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. In citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *South-eastern* Railway (*Tunbridge* and *Dartford* Lines, *&c.*) Act, 1862."

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

2. The Clauses and Provisions of "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," shall be incorporated with and form Part of this Act.

Power to make Railway.

3. It shall be lawful for the Company to make and maintain the Railways herein-after mentioned, with all proper Works and Conveniences connected therewith; (that is to say,)

Railway No. 1., commencing by a Junction with the *North Kent* Railway at or near the Point where that Railway diverges from the *London and Greenwich* Railway in the Parish of *Saint Paul Deptford* in the County of *Kent*, and terminating by a Junction with the Main Line of the *South-eastern* Railway in the Parish of *Tunbridge* in the same County:

Railway No. 2., diverging from the Line of Railway No. 1., in the Parish of *Lewisham* in the County of *Kent*, and terminating by a Junction with the *North Kent* Railway in the Parish of *Dartford* in the same County.

Power to alter and widen the North Kent Railway.

4. It shall be lawful for the Company to alter and widen the *North Kent* Railway on the Northern Side thereof between the Point where the *North Kent* Railway diverges from the *London and Greenwich* Railway and

and a Point Twenty-five Chains or thereabouts on the *Lewisham* Side of the Bridge which carries *George Street, Deptford*, over the *North Kent* Railway.

Railways to be made, &c. according to deposited Plans.

5. Whereas Plans and Sections of the Railways by this Act authorized to be made showing the Lines and Levels thereof, and also showing the Alteration and widening of the *North Kent* Railway by this Act authorized, and Plans showing the additional Lands proposed to be taken for the Purposes of the said *Bricklayers Arms, Maidstone*, and *North Camp Aldershot* Stations respectively, 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 which may be required to be taken for the Purposes of this Act, have been deposited for public Inspection with the Clerks of the Peace for the Counties of *Kent* and *Surrey* respectively: Therefore, subject to the Provisions and Powers of Deviation in this and "The Railways Clauses Consolidation Act, 1845," contained, the Railways by this Act authorized shall be made and the *North Kent* Railway may be altered and widened in the Lines or Courses and upon the Lands delineated upon the said Plans and described in the said Books of Reference, and according to the Levels defined in the said Sections; and, subject to the Provisions in this and the recited Acts contained, it shall be lawful for the Company to enter upon, take, and use such of the said Lands shown on the said Plans and described in the said Books of Reference as may be necessary for the Purposes of the said Railways hereby authorized to be made, or of the said Alteration and widening of the *North Kent* Railway, or for the Purposes of their said Stations at the *Bricklayers Arms*, at *Maidstone*, and at the *North Camp Aldershot* respectively, or for any Purpose by this Act authorized.

Power to take Lands.

Power to alter Engineering Work.

6. Notwithstanding anything in "The Railways Clauses Consolidation Act, 1845," contained, the Company, in the Construction of the Railway, may deviate from the Line of any Arches or Viaducts described in the deposited Plans or Sections, so as the Deviations be made within the Limits of Deviation shown upon 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 the Plans or Sections instead of a Viaduct, Arch or Arches, as shown therein, 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 Certificate, 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."

Company not to take Lands of Mr. West and Mr. Rolls without their Consents.

7. The Company shall not take, use, or purchase, for any Purpose whatsoever, any of the Lands or Hereditaments belonging to *James Roberts West* Esquire or *John Etherington Welch Rolls* Esquire respectively in the County of *Surrey* numbered on the said Plans and described in the said Books of Reference, without the previous Consent in Writing of the said *James Roberts West* and *John Etherington Welch Rolls* respectively, or the Person or Persons for the Time being entitled to the Rents of their respective Estates.

Lands for extraordinary Purposes.

8. It shall be lawful for the Company to purchase Lands, by Agreement, for any of the extraordinary Purposes specified in "The Railways Clauses Consolidation Act, 1845," connected with the Railways, but the Quantity of Land so to be purchased shall not exceed Five Acres.

Powers for compulsory Purchases limited.

9. 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.

Limited Time of Completion of Works.

10. The Railways and Works by this Act authorized 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 making the same shall cease.

If Railway not opened in Five Years certain Dividends to be suspended.

11. After the Expiration of Five Years from the passing of this Act, it shall not be lawful for the Company to pay any Dividend on the ordinary or unguaranteed Capital of the Company unless and until the Railway hereby authorized to be made shall be open for public Traffic.

Railways to form Part of the Undertaking of the Company.

12. The Railways by this Act authorized to be made shall form Part of the Undertaking of the Company.

Regulations as to breaking up the New Cross Turnpike Roads.

13. The Company may, where necessary for the Purpose of executing any Work authorized by this Act, open and break up any Part or Parts of the *New Cross* Turnpike Roads, under and subject to the Provisions and Restrictions herein-after expressed (in addition to the Provisions and Restrictions contained in the several Acts incorporated herewith); that is to say, Seven Days previous Notice, with a full Description of any intended Works, shall be left at the Office of the Clerk or Surveyor of the Trustees of the *New Cross* Turnpike Roads, and unless by the Permission

mission of the Trustees of the said Roads, which Permission such Trustees are hereby empowered to grant, upon such Terms and Conditions as they may think fit, the Traffic of any Part of the said Roads shall not at One time be stopped or hindered along more than Half of the Width of such Roads, nor (if the Half left open be of less than the clear Width of Fourteen Feet) along more than One hundred Yards in Length of such Roads; and unless by the Permission of the Trustees of the said Roads, which Permission such Trustees are hereby empowered to grant, upon such Terms and Conditions as they may think fit, no Alteration shall be made in the Gradient or Inclination of any Part of the said Roads by which the same shall be rendered steeper than in the Proportion of One Foot in every Sixty Feet of the same, except at the proposed Railway Crossing in the Parish of *Crayford* in the County of *Kent*, where the Company may alter the average Inclination of the said Roads to One Foot in every Thirty-five Feet thereof; and every Bridge or Viaduct constructed by the Company over any Part of the said Roads shall be made so as to leave a clear Space of Sixteen Feet at the least in perpendicular Height from the Surface of the Road for the entire Width of such Road and the Footpaths at the Sides thereof, under such Bridge or Viaduct; and every Bridge or Viaduct constructed by the Company under any Part of the said Roads shall be made so as to leave a Depth of Road Material of One Foot Six Inches at the least above the highest Part of such Bridge or Viaduct up to the proper Level of the said Road; and every such Work shall be done under the Superintendence and to the Satisfaction of the Surveyor of the Trustees of the said Roads; and the Company or the Party doing the Work shall cause all Openings and other Works in and affecting such Roads to be effectually secured and fenced during the Progress of the Works, and affix and maintain Lights during the Night at and near to such Openings and Works, so as to prevent Accidents; and the Trustees of the said Roads are hereby absolved from all Liability in respect of any and every Accident arising from or in consequence of the Works of the Company; and the Company or Party doing the Works shall with all proper and reasonable Despatch, and at the latest within the Space of Six Calendar Months from the Commencement of the Interference with such Roads, well and sufficiently, and to the Satisfaction of the Surveyor of the said Roads for the Time being, reinstate every Part of the said Roads which shall be so opened or broken up or interfered with, and restore the same to its original State and Condition as to Surface Materials and otherwise, such Materials to be of good and proper broken Granite, Rag Stone, or Flints, as the Case may be, and of the Depth of One Foot Six Inches at the least; and in order to meet the future Expenses consequent on the Subsidence of Materials newly filled in, the Company shall pay to such Trustees or their Treasurer, on Demand, such Sum as such Trustees shall require for such Purpose, not exceeding One Shilling for

every Superficial Square Yard of Road disturbed by or by reason of the Works of the Company, and shall also, so far as the said Works may affect the same, provide, reinstate, and make good all Drainage, Paving of Water Channels, Kerbs, and Footpaths, and other Matters and Things connected with the Maintenance of such Roads, and rendered necessary by or in consequence of such Works; and in default thereof the Surveyor of the said Roads may cause the necessary Works to be done therein, and the Company shall pay to the Trustees of the said Roads or their Treasurer, on Demand, the Amount of all Expenses incurred by them from Time to Time by reason of the Default of the Company or their Contractors or Servants in the Performance of any such Works as aforesaid.

Company to provide Parapet and Screen Walls to Railway where necessary.

14. The Company shall, at their Costs and Charges, upon Receipt of Notice in Writing from the Trustees of the *New Cross* Turnpike Roads, under the Hands of any Three or more of them, or of their Clerk or Surveyor for the Time being respectively, construct and make Parapet Walls to any and every Bridge, Archway, Viaduct, or other like Work which shall be constructed or made by the Company or their Successors, for the Purposes of the said Railway, across, over, under, or adjoining to any Part whatsoever of the said Roads, of the Height of not exceeding Seven Feet, to be measured, in the Case of the Railway being above the Level of the Road, from the highest Point of the Rails within the Limits of the said Bridge, Archway, Viaduct, or other like Work, and in the Case of the Road being above the Level of the Railway, from the highest Point of the Centre of the Road within the same Limits, and shall also, at their like Costs and Charges, construct and make Return or Screen Walls of the like Height, to be measured in the same Manner, at each of the Four Corners of the said Parapet Walls, and of such Length as shall be agreed upon between the Company and the Trustees, or as, in case of Difference between them, shall be determined by the Board of Trade, or by an Arbitrator appointed by that Board.

As to Inclination of Mottingham Lane.

15. The Gradient or Inclination of the public Highway called *Mottingham Lane* in the Parish of *Eltham* in the County of *Kent* shall not exceed or be steeper than One Foot in Forty Feet, anything in this Act contained or referred to to the contrary notwithstanding.

Company to do all necessary Works for effectual Drainage of Mottingham Lane.

16. The Company shall, at their Expense in all things, make, construct, and maintain all such Drains, Sewers, Culverts, and other Works as may be necessary and proper for the good and effectual Drainage of the Highway called *Mottingham Lane* in the Parish of *Eltham* in the said County of *Kent*, and do all such Acts, Matters, and Things which may be necessary and proper for the efficient Drainage of the said Highway, under the Superintendence and to the Satisfaction of the Surveyor

or

or other proper Officer of the Board of Works for the *Plumstead* District within which the same Highway is situate.

Saving Rights of Metropolitan Board of Works or any Vestry or District Board constituted under 18 & 19 Vict. c. 120.

17. Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Powers, Privileges, or Authorities vested in the Metropolitan Board of Works, or any Vestry or District Board constituted under "The Metropolis Local Management Act, 1855," but all such Rights, Powers, Privileges, and Authorities shall remain as completely unimpaired and unaffected as if this Act had not passed, anything herein-before contained to the contrary notwithstanding.

As to Tunnel through a Portion of Estate of S. Scott, Esq.

18. The Company in constructing the Tunnel shown on the said deposited Plan and Section of Railway No. 1. between the Fifth and Sixth Miles marked thereon shall extend the same for a Distance of One hundred and forty Yards at the North End thereof, and for a Distance of Four hundred and seventy Yards at the South End thereof, so that the said Railway shall be carried through that Portion of the Estate of *Samuel Scott* Esquire, in the Parish of *Bromley* in the County of *Kent*, as lies between the Points Five Miles Three Furlongs and Nine Chains and Six Miles on the said deposited Plans, by means of a Tunnel or covered Way of Nine hundred and two Yards, instead of Two hundred and ninety-two Yards only, the Length being measured from the Face of the Arch at each End of the said Tunnel.

Company not to deviate from Centre Line more than 20 Yards in passing through the Estate of S. Scott, Esq.

Company not to acquire the Fee Simple in certain Lands belonging to S. Scott, Esq.

19. Provided always, That nothing in this or the incorporated Acts contained shall be deemed or construed to empower the Company in passing through the Estate of the said *Samuel Scott* to deviate from the Centre Line of Works shown upon the said deposited Plans to any greater Extent than shall be absolutely necessary for the Construction of the said Railway, nor shall the said Company under any Circumstances deviate from the said Centre Line in passing through the said Estate to any greater Extent than Twenty Yards, without the Consent in Writing of the said *Samuel Scott*, his Heirs or Assigns: Provided also, that nothing in this or the said incorporated Acts contained shall empower the Company to purchase or acquire the Fee Simple of the Lands through which the last-mentioned Tunnel or covered Way shall be constructed, but only an Easement or Right of Way through the same; and the said Company shall at all Times keep the said Tunnel or covered Way in thorough Repair, so as to allow of the full and free Enjoyment by the said *Samuel Scott*, his Heirs or Assigns, of the Surface Lands over such Tunnel or covered Way; and if the said Company shall in the Construction of the said Tunnel or covered Way interfere with the Surface Lands, the same shall be forthwith restored, at the Expense of the Company, to the Satisfaction of the said *Samuel Scott*, his Heirs or Assigns.

20. The

Ornamental Carriage Entrance to Campden Park.

20. The Company shall make and for ever after maintain, under the Railway on the South Side of and adjoining the Road numbered Thirty-two in the Parish of *Bromley* on the said deposited Plans, an ornamental Archway of at least Forty Feet in Width and Twenty Feet in Height, with appropriate Iron Gates and Approaches, to form a Carriage Entrance to the Residence now occupied by *Peter Bell* Esquire, such Entrance to be in accordance with a Design to be approved of by *Nathaniel William John Strode* Esquire, or in default of such Approval to be approved by some Person to be appointed by the President for the Time being of the Society of the Institute of *British* Architects.

If Mr. Strode's Lands are injuriously affected, they are to be taken as under 8 & 9 Vict. c. 18.

21. If the Lands of *Nathaniel William John Strode* Esquire are in fact injuriously affected by the Construction of the Works by this Act authorized, such Lands shall be taken to be so injuriously affected within the Meaning of "The Lands Clauses Consolidation Act, 1845."

Company to plant the Slopes of Embankment in Camden Park.

22. The Company shall and they are hereby required to plant the Slopes of the Embankment upon which the Railway will pass through the Property of *Nathaniel William John Strode* Esquire, in the Parishes of *Bromley* and *Chislehurst*, with good Grass Seeds, or otherwise to cover over the said Embankment with Turf, and also to plant Dwarf Trees or Shrubs thereon; and it shall be lawful for the said *Nathaniel William John Strode* at all seasonable Times thereafter, but subject to the Directions of the Engineer of the Company, to enter upon the said Slopes for the Purposes of training or renewing the said Trees or Shrubs, provided that no unnecessary Damage be caused by such Entry.

Tolls on Railway No. 1.

23. Railway No. 1. shall form Part of the Main Line of the *South-eastern* Railway, and it shall be lawful for the Company to demand and receive such Tolls and Charges in respect of each and every Description of Traffic upon that Railway as they would have been entitled to demand and receive if the same had originally formed Part of the said Main Line.

Tolls on Railway No. 2.

24. Railway No. 2. shall form Part of the *North Kent* Railway; and it shall be lawful for the Company to demand and receive such Tolls and Charges in respect of each and every Description of Traffic upon that Railway as they would have been entitled to demand and receive if that Railway had originally formed Part of the *North Kent* Railway.

Power to raise Capital.

25. It shall be lawful for the Company at any Time and from Time to Time, with the Consent of a General Meeting of Proprietors, to raise such further Sums as they shall from Time to Time deem expedient, not exceeding in the whole the Sum of One million two hundred thousand Pounds: Provided always, that all and every Part of the Money

Money raised under this Act shall be applied to Purposes by this Act authorized, and to no other Purpose.

Power to create new Shares for that Purpose.

26. For the Purpose of raising such Sums of Money, the Company, with the Consent of Three Fifths of the Votes of the Proprietors present, in Person or by Proxy, at any General Meeting of the Company specially convened for the Purpose, may create and issue new Shares or Stock in their Undertaking, of such Amount, and to be appropriated and disposed of in such Manner, and to such Persons, and on such Terms and Conditions, either with or without such Preference or Priority in Payment of Dividend, not exceeding Five Pounds *per Centum per Annum* on the Amount for the Time being paid up on such Shares or Stock, as shall be determined by such Meeting; and the Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, and with respect to the Transfer and Transmission of Shares, and with respect to the Payment of Subscriptions, and the Means of enforcing the Payment of Calls, and with respect to the Forfeiture of Shares for Nonpayment of Calls, and with respect to the Consolidation of Shares into Stock, shall be applicable to the raising of such Sums by the Company, and to the Shares and Stock by this Act authorized to be created, and to the Holders or Proprietors of such Shares or Stock: Provided always, that the Company shall not issue any new Shares at a Discount.

Payment of preferential Dividend by Company.

27. The preferential Dividend (if any) to be paid by the Company on any Shares which they are by this Act authorized to create shall be payable half-yearly out of the Profits of every Year applicable for the Payment of Dividends of the Company, and in priority to the Dividend on the ordinary Shares; but if and whenever the Profits of any Year ending with the Thirty-first Day of *January* applicable for the Payment of Dividends on the Shares of the Company are insufficient for the Payment in full of the preferential Dividend thereon for that Year, the Deficiency shall not be paid or payable by the Company wholly or in part out of the Profits of any subsequent Year, or out of any other Funds of the Company.

Conditions of preferential Shares to be stated on Face of Certificates.

28. Provided always, That upon the Face of the Certificates issued for any preferential Shares under the Authority of this Act the Conditions upon which the same shall be issued shall be distinctly expressed.

Saving Rights of existing Preference Shareholders.

29. Provided always, That any Preference or Priority in the Payment of Interest or Dividend which may be assigned to any Shares or Stock to be created by virtue of this Act shall not prejudice or affect any Preference or Priority in the Payment of Interest or Dividend on any Share or Stock or any Annuity created or issued by the Company before the passing

passing of this Act, or confirmed by any other Act, or otherwise lawfully subsisting.

Calls.

30. Provided also, That One Fifth of the total Amount of any Share created under the Authority of this Act shall be the greatest Amount of any One Call which the Directors may make in respect of such Share, and Two Months at the least shall be the Interval between successive Calls in respect of such Share; and the aggregate Amount of Calls to be made in any One Year on any such Share shall not exceed Four Fifths of the total Amount thereof.

Power to borrow on Mortgage.

31. When and so soon as the whole of the Capital which the Company is authorized to raise by the Creation of Shares under this Act shall have been subscribed for, and 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 such Capital has been subscribed for *bonâ fide*, and is held by Subscribers or their Assigns, and for which Subscribers or their Assigns are legally liable, and when One Half thereof shall have been paid up, it shall be lawful for the Company from Time to Time, with the Authority of any General or Special General Meeting of the Company, to borrow on Mortgage of their Undertaking, in addition to any other Sums which they are or may be authorized to borrow, any Sum or Sums of Money not exceeding in the aggregate Four hundred thousand Pounds; and the Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the borrowing of Money on Mortgage or Bond, and with respect to the Conversion of the borrowed Money into Capital, shall be incorporated with this Act, and shall be applicable to the borrowing of such Sums by the Company, and to the Conversion thereof, if they think fit, into Capital: Provided always, that the total Amount which the Company may at any One Time owe on Mortgage, Bond, and Debenture Stock shall not exceed Three million two hundred and eighty-one thousand eight hundred and seventy-five Pounds: Provided also, that all and every Part of the Money to be raised by Mortgage under the Authority of this Act shall be applied to Purposes by this Act authorized, and to no other Purpose.

Former Mortgages to have Priority.

32. All Mortgages granted by the Company before the passing of this Act, and which may be in force at the Time of the passing of this Act, shall during the Continuance thereof have Priority over any Mortgages to be created by virtue of this Act.

Interest on Calls not to be paid out of Capital.

33. The Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay to

to any Shareholder Interest or Dividend on the Amount of Calls made in respect of the Shares held by him: Provided always, that the Company may pay to any Shareholder such Interest on Money advanced by him beyond the Amount of Calls actually made as may be in conformity with the Provisions of "The Companies Clauses Consolidation Act, 1845."

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

34. The Company shall not, out of any Money by this Act or by any other Act relating to the Company authorized to be raised, pay or deposit any Sum of Money which, by any Standing Order of either House of Parliament for the Time being in force, may require to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway, or execute any other Work or Undertaking.

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

35. Nothing in this Act shall be deemed or construed to 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 and 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 Rates for small Parcels and the maximum Rates of Fares and Charges authorized to be taken by the Acts relating to the Company.

Saving Rights of the Crown.

36. Nothing contained in this Act or in any of the Acts herein referred to shall authorize the said Company to take, use, or in any Manner interfere with any Land, Soil, Tenements, or Hereditaments, or any Rights, of whatsoever Nature, belonging to or enjoyed or exerciseable by the Queen's most Excellent Majesty in right of Her Crown, without the Consent in Writing of the Commissioners for the Time being of Her Majesty's Woods, Forests, and Land Revenues, or One of them, on behalf of Her Majesty, first had and obtained for that Purpose (which Consent such Commissioners are hereby respectively authorized to give); neither shall anything in the said Act or Acts contained divest, take away, prejudice, diminish, or alter any Estate, Right, Privilege, Power, or Authority vested in or enjoyed or exerciseable by the Queen's Majesty, Her Heirs or Successors.

Expenses of Act.

37. All the Costs, Charges, and Expenses of and incidental to the passing of this Act shall be paid by the Company.

LONDON:
Printed by GEORGE EDWARD EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty. 1862.