

Session of Parliament held in the Forty-sixth Year of the Reign of
 46 G. 3. c. 12. His said Majesty, intituled *An Act to enable the Huddersfield Canal Company to raise a further Sum of Money for the Discharge of their Debts, and to finish and complete the Huddersfield Canal, and for amending the several Acts passed for making and maintaining the said Canal*, and that it was expedient that the said *Huddersfield Canal Company* should be incorporated with the Company therein-after mentioned, and intended to be by that Act incorporated, the *Huddersfield and Manchester Railway and Canal Company* were incorporated, for the Purpose of making a Railway from the Branch then in construction of the *Sheffield, Ashton-under-Lyne, and Manchester Railway Company* at *Stalybridge* in the County of *Lancaster* to the *Manchester and Leeds Railway* at *Kirkheaton* in the West Riding of the County of *York*, and also a Branch Railway, as therein-after mentioned, from and out of the said intended Railway, with proper Works and Conveniences thereto, and by “*The Huddersfield and Manchester Railway and Canal (Oldham Branch) Act, 1846,*” and “*The Huddersfield and Manchester Railway and Canal (Huddersfield Diversion and Cooper Bridge Branch) Act, 1846,*” the further Undertakings and Powers therein mentioned and contained were granted and authorized to the said *Huddersfield and Manchester Railway and Canal Company*; and the said Company have introduced into Parliament in the present Session a Bill for enabling them to make certain Extension or Branch Railways and other new Works of or to or connected with their Railways and Works already authorized as aforesaid: And whereas by “*The Leeds, Dewsbury, and Manchester Railway Act, 1845,*” the *Leeds, Dewsbury, and Manchester Railway Company* were incorporated, for the Purpose of making a Railway from *Leeds* by *Dewsbury* to *Huddersfield*, all in the West Riding of the County of *York*; and by “*The Leeds, Dewsbury, and Manchester (Deviations and Branches) Railway Act, 1846,*” the said Company were authorized to make certain Deviations from the Line and Levels of the said Railway, and to make and maintain certain Branches and Extensions therefrom; and the said Company have also introduced into Parliament in the present Session a Bill for enabling them to make and execute divers new Branch or Extension Railways and other Undertakings: And whereas by an Act passed in the Ninth and Tenth Years of the
 9 & 10 Vict. c. 204. Reign of Her present Majesty, intituled *An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies*, after reciting that an Act was passed in the Third Year of the Reign of His late Majesty King *William*
 3 & 4 W. 4. c. 36. the Fourth, intituled *An Act for making a Railway from London to Birmingham*, whereby a Company was incorporated under the Style of “*The London and Birmingham Railway Company,*” and reciting or referring to divers other Acts relating to the said Railway or Railway Company, and further reciting that an Act was passed in the Third Year of the Reign of His late Majesty King *William*
 3 & 4 W. 4. c. 34. the Fourth, intituled *An Act for making a Railway from the Warrington and Newton Railway at Warrington in the County of Lancaster to Birmingham in the County of Warwick*, to be called “*The Grand Junction Railway,*” whereby a Company was incorporated under the Style of “*The Grand Junction Railway Company,*” and reciting or referring to divers other Acts relating to the said Railway or Railway Company, and
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that under and by virtue of the several Acts therein particularized in that Behalf the *Warrington and Newton*, the *Chester and Crewe*, the *Bolton and Leigh*, the *Kenyon and Leigh Junction*, the *Liverpool and Manchester*, and the *Grand Junction* Railways had been united into One Undertaking, and the several Companies originally incorporated for the Purpose of making and maintaining such Railways had been incorporated with the said *Grand Junction* Railway Company, and further reciting that an Act was passed in the First Year of the the Reign of Her present Majesty, intituled *An Act for making a Railway from Manchester to join the Grand Junction Railway in the Parish of Chebsey in the County of Stafford, to be called the Manchester and Birmingham Railway, with certain Branches therefrom*, whereby the *Manchester and Birmingham* Railway Company were incorporated, and reciting or referring to divers others Acts relating to the said Railway or Railway Company, and further reciting that it would be advantageous to the Public and to the Proprietors of the *London and Birmingham*, *Grand Junction*, and *Manchester and Birmingham* Railway Companies if the Undertakings of such Companies were consolidated, and if the said several Companies were incorporated into One Company in manner therein-after mentioned, the said several Companies were incorporated into One Company by the Name of "*The London and North-western Railway Company*," and the aforesaid *London and Birmingham*, *Grand Junction*, and *Manchester and Birmingham* Railways, and all other Railways and Branches thereof respectively, and all Lands, Tenements, Easements, Rights, Powers, and Privileges whatsoever of the said several Companies or any of them, were vested in the said *London and North-western* Railway Company, and such Railway, Branches, and Works were to be called "*The London and North-western Railway*:" And whereas by divers Acts passed in the last Session of Parliament, namely, "*The Rugby and Stamford Railway Act, 1846*," "*The London and Birmingham Railway, Coventry and Nuneaton Railway, Act, 1846*," and "*The London and Birmingham Railway (Weedon and Northampton Branch) Act, 1846*," and also an Act intituled *An Act to empower the London and Birmingham Railway Company to enlarge their Stations in London, and for other Purposes*, also an Act intituled *An Act for making a Railway from the London and Birmingham Railway to or near to Navigation Street within the Borough of Birmingham*, and also an Act intituled *An Act to empower the London and Birmingham Railway Company to extend their Line at Leamington, and to enlarge their Stations at Coventry and Rugby, and for other Purposes*, the said *London and Birmingham* Railway Company were empowered to make divers other Railways or Branch or Extension Railways, and to execute other Works; and by another Act passed in the last Session of Parliament, intituled *An Act for vesting the Aylesbury Railway in the London and Birmingham Railway Company*, the said *Aylesbury* Railway was vested in perpetuity in the last-mentioned Company; and under or by virtue of divers other Acts passed in the last Session of Parliament, that is to say, an Act intituled *An Act for making a Railway from the Oxford and Bletchley Junction Railway to Buckingham and Brackley*, and another Act intituled *An Act for making a Railway from Oxford to the London and Birmingham Railway*

7 W. 4. &
1 Vict. c. 69.9 & 10 Vict.
c. 152.9 & 10 Vict.
c. 359.9 & 10 Vict.
c. 248.9 & 10 Vict.
c. 182.9 & 10 Vict.
c. 233.9 & 10 Vict.
c. 82.

Railway at Bletchley in the County of Buckingham, another Act intituled An Act to authorize an Improvement of the Line of the West London Railway, and the Extension thereof to the River Thames, and another Act intituled An Act for making a Railway from Birmingham to Wolverhampton, and the Grand Junction Railway in the Township of Bushbury, with a Branch to Dudley, the London and Birmingham Railway Company were empowered to construct or execute, purchase or acquire, or subscribe towards the Construction or Execution of divers other Railways, Works, or Undertakings; and by "The Birmingham and Dudley Canal Act, 1846," and "The London and Birmingham Railways and Canal Arrangement Act, 1846," both passed in the last Session of Parliament, divers other Rights, Powers, and Privileges, Duties and Liabilities were conferred and imposed upon the said London and Birmingham Railway Company; and under or by virtue of other Acts of Parliament passed in the last Session of Parliament divers other Railways, Works, Undertakings, Rights, Powers, and Privileges, Duties and Liabilities, may have been acquired or incurred by the said London and Birmingham Railway Company; and by an Act passed in the last Session of Parliament, intituled An Act for vesting in the Grand Junction Railway Company and the Manchester and Leeds Railway Company the North Union Railway, and all the Works, Property, and Effects appertaining thereto, the said Railway, and all the Works, Property, and Effects appertaining thereto, were vested in the said Grand Junction Railway Company and the said Manchester and Leeds Railway Company; and by Two other Acts passed in the last Session, intituled respectively An Act for enabling the Grand Junction Railway Company to make a Branch Line from Huyton to Warrington, and for amending the former Acts relating to the said Company, and An Act for enabling the Grand Junction Railway Company to make certain Branch Lines of Railway, to be called "The Huyton and Aston Branch," "The Huyton, Prescott, and Saint Helen's Branch," "The Warrington and Kenyon Branch," "The Warrington and Parkside Branch," and "The Edgehill and Huyton Branch," and for amending the former Acts relating to the said Company, the said Grand Junction Railway Company were empowered to make and execute divers Branch Lines of Railway and other Works; and by an Act passed in the last Session of Parliament, intituled An Act to empower the Manchester and Birmingham Railway Company to make a Branch Railway to Bollington, the Manchester and Birmingham Railway Company were empowered to make and execute such Branch Railway and other Works: And whereas all and singular the Railways, Works, and Undertakings, Rights, Powers, and Privileges, Duties and Liabilities whatsoever, by the said recited Acts passed in the last Session of Parliament, and every or any of them, authorized or sanctioned as aforesaid, and all other Rights, Powers, and Privileges, Duties and Liabilities whatsoever of the said London and Birmingham Railway Company, Grand Junction Railway Company, and Manchester and Birmingham Railway Company respectively, under or by virtue of the said Act passed in the last Session of Parliament to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies, were vested in or conferred or imposed upon the said London and North-western Railway Company thereby

9 & 10 Vict. c. 169.
 9 & 10 Vict. c. 328.
 9 & 10 Vict. c. 231.
 9 & 10 Vict. c. 193.
 9 & 10 Vict. c. 261.
 9 & 10 Vict. c. 80.

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incorporated; and under or by virtue of divers other Acts passed or to be passed in the present Session of Parliament divers other Railways, Works, and Undertakings, Rights, Powers, and Privileges, Duties and Liabilities, have been or may be or become vested in or conferred or imposed upon the said *London and North-western Railway Company*: And whereas it is expedient that the *Huddersfield Canal Navigation* and the Canal called *Sir John Ramsden's Canal* (which under the Authority of "The *Huddersfield and Manchester Railway and Canal Act, 1845*," has been purchased by the *Huddersfield and Manchester Railway and Canal Company*), and the said *Huddersfield and Manchester Railway*, and the said *Leeds, Dewsbury, and Manchester Railway*, with all Branches, Extensions, and Works thereof respectively, should be incorporated with the *London and North-western Railway Company*, upon and under the Terms and Conditions herein-after expressed: 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, That from and after the issuing of the Certificate herein-after required to be given by the Commissioners of Railways (the Time of which issuing is herein-after referred to as "the Period aforesaid," or "the Commencement of this Act,") the *Huddersfield Canal Navigation*, and the said Canal called *Sir John Ramsden's Canal*, and the said *Huddersfield and Manchester* and *Leeds, Dewsbury, and Manchester Railways* respectively, with all Branches, Extensions, and Works thereof respectively, and all and singular the Undertakings of the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, as well those which shall then have been commenced as those which shall not have been commenced, and all the Lands, Monies, Goods, and Chattels, and all other the Real and Personal Estate and Effects whatsoever of the said Companies respectively, and all the Estate, Right, Title, and Interest of the said Companies respectively in their several Undertakings respectively, and all the Rights, Privileges, Powers, and Authorities affecting or appurtenant to the same respectively by the said Acts relating to the said Companies respectively, or any of such Acts, or any other Act or Acts heretofore passed, or which have been or may be passed in the present Session of Parliament, at the Period aforesaid vested in the said Companies respectively, shall (subject to the then existing Debts, Liabilities, Engagements, Contracts, Obligations, and Incumbrances of the said Companies respectively,) be and be held to be and the same are hereby vested in the *London and North-western Railway Company*, and may be lawfully executed, completed, held, used, exercised, and enjoyed by and in the Name of the *London and North-western Railway Company*, in the same Manner and to the same Extent as the said *Huddersfield and Manchester Railway and Canal* and the said *Leeds, Dewsbury, and Manchester Railway Companies* respectively could have executed, completed, held, used, exercised, and enjoyed the same if this Act had not been passed (save only so far as the Execution, Completion, Use, Exercise, and Enjoyment of such Undertakings, Rights, Powers, Authorities, and Privileges may be inconsistent with the Provisions and Purposes of this Act, or any of them).

The Undertakings and Properties herein described vested in the *London and North-western Railway Company*.

Powers, &c. of the Huddersfield and Manchester Railway and Canal and the Leeds, Dewsbury, and Manchester Railway Companies respectively extended to London and North-western Railway Company.

II. And be it enacted, That from and after the Period aforesaid all the Powers, Authorities, Rights, Privileges, Provisions, Directions, Penalties, Forfeitures, Payments, Exemptions, Remedies, Regulations, Rules, Clauses, Matters, and Things contained in the Acts relating to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or in any of such Acts respectively (including any Act or Acts relating thereto respectively passed or to be passed in the present Session of Parliament), shall (with reference to such Works, Matters, and Things as have been or if this Act had not been passed might have been made or done thereunder by the said Companies respectively, in relation to their respective Undertakings or otherwise, and save only so far as the same or any of them respectively are inconsistent with the Provisions and Purposes of or are by this Act expressly repealed or altered, and subject to the Provisions herein-after contained,) be executed, done, performed, and observed by and be applied and applicable to the *London and North-western Railway Company*, their Directors, Officers, Agents, and Servants, in every respect, and as fully and effectually, to all Intents and Purposes, as if the Name of the *London and North-western Railway Company* had in every Case been written or inserted in the Acts relating to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively instead of the Names of the last-mentioned Companies respectively.

Debts, Rates, Tolls, and Duties of the respective Companies transferred to London and North-western Railway Company.

III. And be it enacted, That (subject to the Provisions in this Act contained) from and after the Period aforesaid all Debts then due from or to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, together with all Interest, if any, then due or to accrue due thereon, shall be payable and paid by and to the *London and North-western Railway Company*; and all Rates, Tolls, Duties, and Monies which shall be or become, or which if this Act had not been passed would be or become due and payable under and by virtue of any Acts relating to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or otherwise from or to the same Companies respectively, shall be due and payable from or to the *London and North-western Railway Company*, and shall and may be recovered from and by the said *London and North-western Railway Company* by the same Ways and Means, with the same Restrictions and Regulations, and with the same Penalties in regard thereto respectively as the same would or might have been due and payable to or from or recoverable from or by the said *Huddersfield and Manchester Railway and Canal Company* and the said *Leeds, Dewsbury, and Manchester Railway Company* respectively in case this Act had not been passed.

Effect of Conveyances, Contracts, &c. of or to the respective Companies

IV. And be it enacted, That all Conveyances, Contracts, Agreements, Obligations, Liabilities, Mortgages, Bonds, Covenants, and Securities which shall have been made or entered into before the Period aforesaid, to, with, by, or for the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, shall (subject to the Provisions

sions in this Act contained) be and remain as good, valid, and effectual for or against or with reference to the *London and North-western Railway Company* to all Intents and Purposes as if the last-mentioned Company had been Party to and had executed the same, or had been named or referred to therein instead of the *Huddersfield and Manchester Railway and Canal Company* or the *Leeds, Dewsbury, and Manchester Railway Company* respectively. respectively preserved.

V. And be it enacted, That all Injuries, Misfeasances, Nonfeasances, and other Rights of Action which before the Period aforesaid shall have been done or committed, or omitted to be done, or have accrued by, to, or for or against the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively shall (subject to the Provisions in this Act contained) be and remain as good, valid, and effectual for or against the *London and North-western Railway Company* to all Intents and Purposes as if the same had been done or committed, or omitted to be done, or had accrued by, to, for, or against the last-mentioned Company. Rights of Action by or against the respective Companies respectively preserved.

VI. And be it enacted, That every Purchase, Sale, Conveyance, Grant, Lease, Agreement, Security, Right, Liability, Privilege, Omission, Act, Matter, or Thing whatsoever, which before the Period aforesaid shall have been made, done, executed, granted, incurred, obtained, omitted, transacted, commenced, or instituted under or by virtue or in pursuance of any Acts relating to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or otherwise, by, for, or on behalf of or against or in respect of the same Companies respectively, shall (subject to the Provisions in this Act contained) be and the same are hereby declared to be as good, valid, and effectual, and of the same Condition and Quality, to all Intents and Purposes whatsoever, to, for, or against or with reference to the *London and North-western Railway Company* as they respectively were immediately before the Period aforesaid to, for, or against or with reference to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, and shall and may (subject as aforesaid) be executed, done, performed, continued, completed, and terminated by, for, or against or with reference to the *London and North-western Railway Company*, under and subject to the Provisions and Regulations of the Acts relating to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, as fully and effectually as the same could or might have been done by and in the Name of the last-mentioned Companies respectively if this Act had not been passed. Acts of the respective Companies to be binding on the London and North-western Railway Company.

VII. Provided always, and be it enacted, That all Works which under the Provisions of the Acts relating to the *Huddersfield and Manchester Railway and Canal Company*, and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or any of such Acts respectively, the same Companies respectively are or shall be authorized Works to be completed by the London and North-western Railway Company.

rized or required to execute or complete, and which shall not have been executed or completed before the Period aforesaid, shall be executed or completed by the *London and North-western Railway Company*; and the same Company shall have full Power to pay for the same respectively out of the respective Monies placed at their Disposal by this Act or otherwise, and shall have and be entitled to all such Powers for executing and completing such Works respectively, and be subject to such Restrictions as the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively were entitled or subject to under the said Acts, or any of them respectively, and as fully as if the *London and North-western Railway Company* had been originally authorized and required to execute and complete the same Works respectively, instead of the respective Companies actually authorized and required to execute and complete the same respectively: Provided nevertheless, that where any particular Times are by the same Acts or any of them respectively limited for the Execution or Completion of such Works respectively, the same respectively shall and may be so executed and completed within the respective Periods so limited.

Contracts entered into to be completed.

VIII. Provided also, and be it enacted, That in all Cases in which the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, previously to the Period aforesaid, shall, under the Powers or Provisions of any of the Acts aforesaid, have entered into any Contracts for the Purchase of or shall have taken or used any Land which before the Period aforesaid shall not have been effectually conveyed to such Companies respectively, or the Purchase Money in respect of which shall not have been duly paid by such Companies respectively, or shall have entered into any other Contract or Agreement, then and in every such Case such Contracts or Agreements shall be completed and such Land shall be conveyed to the *London and North-western Railway Company*, or as such Company shall direct; and such Purchase Money or other Money so agreed to be paid shall be paid out of any appropriate Monies placed at the Disposal of the *London and North-western Railway Company* by this Act, or otherwise; and all Clauses, Provisions, Powers, and Authorities contained in such Acts respectively, in relation to the Completion of such Contracts, and the Purchase and Conveyance of such Land, and the Payment and Application of such Purchase Money in respect thereof, and in relation to other Matters of Agreement, shall for the Purposes of this Act remain in full Force, and shall be construed and taken as if the *London and North-western Railway Company* were named in such Acts and Contracts or Agreements respectively, instead of the Company which shall have entered into such Contracts, or taken or used such Land, or otherwise have been affected by such Agreements.

Application of certain Monies payable under recited Acts.

IX. Provided also, and be it enacted, That in all Cases in which, under the Provisions of any Acts relating to the *Huddersfield and Manchester Railway and Canal Company* or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, any Sum or Sums of

of Money shall before the Period aforesaid have been paid by the said Companies respectively, or shall thereafter be paid by them respectively, or the *London and North-western Railway Company*, into the Bank of *England*, or to any Trustee or Trustees, on account of the Purchase of any Land or any Interest therein, or for any Compensation or Satisfaction, or on any other Account, such Sum or Sums, or the Stocks, Funds, or Securities in or upon which the same shall be invested, and the Interest, Dividends, and annual Produce thereof, shall be applied and disposed of pursuant to the Act or Acts under which the same shall have been or shall be so paid into the Bank of *England*, or to such Trustee or Trustees as aforesaid; and all the Clauses, Provisoes, Powers, and Authorities contained in such Act or Acts respectively in relation to such Monies, Stocks, Funds, and Securities, and the Dividends and annual Produce thereof, shall for the Purposes of this Act remain in full Force, and shall be construed and taken as if the *London and North-western Railway Company* were named in such Act or Acts respectively, instead of the Company to which such Act or Acts relate.

X. And be it enacted, That from and after the Period aforesaid the present and future Capitals of the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively shall be and are hereby declared to be Part of the Capital of the *London and North-western Railway Company*, and the respective Capitals hereby vested in that Company shall henceforth be subject to all the Provisions respecting Capital contained in the Acts of Parliament relating to the *London and North-western Railway Company*, and the several Proprietors of the respective Shares to be created by virtue of this Act shall (subject to the Provisions of this Act) have all the Privileges, Rights, and Powers and be subject to all the Provisions which by the Acts relating to the *London and North-western Railway Company* the Proprietors of Stock or Shares of like nominal Amount in that Company have or are or shall be subject to respectively; and the Receipts from the Traffic and Business of the *London and North-western Railway*, and all Works connected therewith, and from other Sources of Income, and from the Traffic and Business of the *Huddersfield Canal Navigation* and the Canal called *Sir John Ramsden's Canal*, and the *Huddersfield and Manchester* and the *Leeds, Dewsbury, and Manchester Railways* respectively, and all Branches or Extensions and other Works thereof respectively made or to be made under the Authority of any Acts relating to the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, and all Works connected therewith respectively, and from other Sources of Income, shall be deemed Receipts on the Account of the *London and North-western Railway Company*; and all the Costs, Charges, and Expences which if this Act had not been passed would be payable out of the respective Capitals of the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively shall (subject to the Provisions of this Act) be paid out of the Capital of the *London and North-western Railway Company*; and all the Costs, Charges, and Expences which if this

Capital of the respective Companies to be Capital of the *London and North-western Railway Company*, and Receipts to be deemed Receipts of the same.

Act had not been passed would be payable out of the Receipts from Traffic or other Income of the *Huddersfield and Manchester* Railway and Canal Company and the *Leeds, Dewsbury, and Manchester* Railway Company respectively shall be paid out of the Receipts which are hereby declared to be Receipts on account of the *London and North-western* Railway Company.

Debts of the respective Railway Companies to be Debts of the London and North-western Railway Company.

XI. And be it enacted, That from and after the Period aforesaid the respective Debts of the *Huddersfield and Manchester* Railway and Canal Company and the *Leeds, Dewsbury, and Manchester* Railway Company respectively, then due on Mortgage or Bond or otherwise, shall be deemed and are hereby declared to be Part of the Debt of the *London and North-western* Railway Company, and subject to all the Provisions respecting Debt contained in the Acts relating to that Company: Provided always, that nothing herein contained shall give to the Holder of any such Mortgage or Bond or other Security any Priority or Security which he would not have been entitled to if this Act had not been passed, nor diminish such as such Holder may possess at the Time of the passing of this Act.

As to Distribution of Capital of the *Huddersfield and Manchester* Railway and Canal Company, and the Creation of new Shares in the London and North-western Railway Company, &c.

XII. And whereas by the *Huddersfield and Manchester* Railway and Canal Act, 1845, it was enacted that the Capital of the said Company should be Six hundred and thirty thousand Pounds, subject to Augmentation as therein-after mentioned, and that the Number of Shares should be Twenty-one thousand, subject to Augmentation as therein-after mentioned, and the Amount of each Share should be Thirty Pounds; and it was further enacted that the said *Huddersfield* Canal Navigation, and all the Property and Effects, Rights, Powers, Privileges, and Authorities of the said *Huddersfield* Canal Company, should be vested in the said *Huddersfield and Manchester* Railway and Canal Company, and that every Proprietor of One or more Shares in the said *Huddersfield* Canal Navigation should, at his Option, as therein mentioned, be entitled to a like Number of Shares of the nominal Value of Thirty Pounds each in the Capital of the Company thereby incorporated, or, in case of his not electing to take such Shares, he should be entitled to receive from the Company thereby incorporated the Sum of Twenty-five Pounds for each Share in the said *Huddersfield* Canal Navigation, and the Company thereby incorporated were required to pay such Sum within Twelve Months after the passing of that Act, and thereupon all the Right, Title, Estate, and Interest of every such Proprietor in the said *Huddersfield* Canal Navigation, and the Property and Effects thereof, in respect of the Share on account of which such Payment should be made, as well as of and in such Share, should cease and determine; and it was further enacted that the full Sum of Thirty Pounds should be deemed to have been paid up on every Share in the Capital of the Company thereby incorporated which should be allotted to any Person or Corporation in lieu of any Share in the said *Huddersfield* Canal Navigation, and such Person or Corporation should not be liable to the Payment of any Money in respect of any such Share, nevertheless such Payment of Thirty Pounds in full of any such Share should not entitle the Proprietor thereof to Interest thereon as Capital paid in advance to the said Company, and that until the full Amount of Thirty Pounds should

should have been called for in respect of all the Shares in the Capital of the Company thereby incorporated the Shares therein which should have been allotted in lieu of Shares in the said *Huddersfield* Canal Navigation should for the Purpose of distinguishing them from the other Shares in the said Capital be denominated "paid-up Shares," and all other Shares in the said Capital should be denominated "unpaid-up Shares;" and it was further enacted that, in addition to the said Sum of Six hundred and thirty thousand Pounds which the Company were therein-before authorized to raise, they might also create such Number of additional Shares as might be necessary for the Purpose of allotting Shares in the Capital of the Company thereby incorporated to the several Proprietors of Shares in the said *Huddersfield* Canal Navigation electing to take such Shares, and for the Purpose of raising Money to pay to the Proprietors of Shares in the said *Huddersfield* Canal Navigation not electing to take Shares in the Capital of the Company thereby incorporated the said Sum of Twenty-five Pounds *per* Share, and the additional Shares so created by the said Company were to form Part of the Capital of the said Company; and it was further enacted that as a certain Canal called "Sir *John Ramsden's* Canal," made under the Authority of an Act of Parliament passed in the Fourteenth Year of the Reign of King *George* the Third, intituled *An Act for enabling Sir John Ramsden Baronet to make and maintain a navigable Canal from the River Calder between a Bridge called Cooper's Bridge and the Mouth of the River Colne to the King's Mill near the Town of Huddersfield in the West Riding of the County of York, communicating with the said Huddersfield Canal Navigation, might be beneficially worked by the Company thereby incorporated, in connexion with the said Railway and the said Huddersfield Canal Navigation, it should be lawful for the said Company to contract with the Owners for the Time being of the said Canal called "Sir John Ramsden's Canal" for purchasing, for such Price as might be agreed upon, the same Canal, and the Warehouses, Buildings, Wharfs, Lands, Works, and Conveniences connected therewith, and all the Powers, Rights, and Privileges of such Owners therein or thereto; and that in case the said Company should become the Purchasers of the said Canal by virtue of the said Power it should be lawful for them to raise sufficient Capital for the Purpose by the Creation of further additional Shares in the Company, and such further additional Shares when created should form Part of the Capital of the Company, and such additional Shares should be issued among the like Persons and in like Manner, and should be held and be subject to the like Terms and Provisions, in all respects, as were by that Act made applicable to the new Shares to be created under that Act for the Purpose of paying off to certain Proprietors of Shares in the *Huddersfield* Canal Navigation in respect of their Canal Shares the Sum of Twenty-five Pounds each, as therein-before provided: And whereas shortly after the passing of the said recited Act Five thousand five hundred and fifty-two paid-up Shares of Thirty Pounds each in the *Huddersfield and Manchester* Railway and Canal Company were created, for the Purpose of being allotted and were allotted to the several Proprietors of Shares in the *Huddersfield* Canal Navigation who elected to take such Shares in the said Railway and Canal Company in lieu of the like Number of Shares in the said*

9 & 10 Vict.
cc. 259. & 380.

said *Huddersfield* Canal Navigation, and Five hundred and seventy-three additional "unpaid-up Shares" of Thirty Pounds each in the said Railway and Canal Company were created for the Purpose of raising Money to the Amount of Seventeen thousand one hundred and seventy-five Pounds to pay to the Proprietors of Six hundred and eighty-seven Shares in the *Huddersfield* Canal Navigation not electing to take Shares in the said Railway and Canal Company; and One thousand five hundred and fifty-two additional "unpaid-up Shares" of Thirty Pounds each in the said Railway and Canal Company were created for the Purpose of raising the Amount of Forty-six thousand five hundred and sixty Pounds Sterling for the Purchase (which was made by the said Company) of the said Canal called "Sir John Ramsden's Canal," and the Warehouses, Buildings, Wharfs, Lands, Works, and Conveniences, Powers, Rights, and Privileges connected therewith or relating thereto; and such said several additional Shares so created as aforesaid made up a total additional Capital of Two hundred and thirty thousand three hundred and ten Pounds; and by "The *Huddersfield and Manchester* Railway and Canal (*Oldham* Branch) Act, 1846," and "The *Huddersfield and Manchester* Railway and Canal (*Huddersfield* Diversion and *Cooper Bridge* Branch) Act, 1846," respectively, both passed in the last Session of Parliament, the said *Huddersfield and Manchester* Railway and Canal Company were empowered to raise the several Sums of One hundred and fifty-eight thousand Pounds and Thirty-one thousand Pounds respectively by the Creation of new Shares or Stock, in addition to the Money they were authorized to raise by their former Act, upon such Terms and in such Manner as might be or have been agreed upon at any General Meeting or Meetings of the Company specially convened for the Purpose, and the new Shares or Stock to be created by virtue of that Act should be considered Part of the general Capital of the Company; and shortly after the passing of the said last-recited Acts, and at a General Meeting of the said Company specially convened for the Purpose, and held at *Huddersfield* on the Thirtieth Day of *November* One thousand eight hundred and forty-six, it was resolved and agreed that the said several Sums of One hundred and fifty-eight thousand Pounds and Thirty-one thousand Pounds respectively, making together One hundred and eighty-nine thousand Pounds, should be raised by the Creation of Eighteen thousand nine hundred new unpaid-up Shares of Ten Pounds each, to be allotted amongst the then Shareholders in the said Company rateably, upon the like Terms and with the like Privileges rateably as the original unpaid-up Shares in the said Company, and such new Shares were duly created and allotted accordingly: Now therefore be it enacted, That at or immediately before the Commencement of this Act, or as soon as conveniently may be thereafter, the *London and North-western* Railway Company shall create Five thousand five hundred and fifty-two new Shares in the Capital of the said Company, of the nominal Amount of Thirty Pounds each, to be called by way of Distinction "*Huddersfield and Manchester* paid-up Shares," and Twenty-three thousand one hundred and twenty-five new Shares in the Capital of the said *London and North-western* Company, of the nominal Amount of Thirty Pounds each, to be called by way of Distinction "*Huddersfield and Manchester* unpaid-up Thirty Pound Shares," and Eighteen thousand nine hundred

new Shares in the Capital of the said *London and North-western* Railway Company, of the nominal Amount of Ten Pounds each, to be called by way of Distinction "*Huddersfield and Manchester* unpaid-up Ten Pound Shares;" and every Person or Corporation who at the Time of such Creation of new Shares as aforesaid shall be the Proprietor of any "paid-up Shares" in the *Huddersfield and Manchester* Railway and Canal Company shall be entitled to One of such new "*Huddersfield and Manchester* paid-up Shares" in the Capital of the *London and North-western* Railway Company, in respect and in lieu of every "paid-up Share" to which such Person or Corporation shall be then entitled in the *Huddersfield and Manchester* Railway and Canal Company; and every Person or Corporation who at the Time of such Creation of new Shares as aforesaid shall be the Proprietor of any "unpaid-up Shares" of the nominal Amount of Thirty Pounds each in the *Huddersfield and Manchester* Railway and Canal Company shall be entitled to One of such new "*Huddersfield and Manchester* unpaid-up Thirty Pound Shares" in the Capital of the *London and North-western* Railway Company in respect and in lieu of every "unpaid-up Share" of the nominal Amount of Thirty Pounds to which such Person or Corporation shall be then entitled in the *Huddersfield and Manchester* Railway and Canal Company; and every Person or Corporation who at the Time of such Creation of new Shares as aforesaid shall be the Proprietor of any "unpaid-up Shares" of the nominal Amount of Ten Pounds each in the *Huddersfield and Manchester* Railway and Canal Company shall be entitled to One of such new "*Huddersfield and Manchester* unpaid-up Ten Pound Shares" in the Capital of the *London and North-western* Railway Company, in respect and in lieu of every "unpaid-up Share" of the nominal Amount of Ten Pounds each to which such Person or Corporation shall be then entitled in the *Huddersfield and Manchester* Railway and Canal Company; and every Person or Corporation in whom any such new Share or Shares so to be created in the Capital of the *London and North-western* Railway Company as aforesaid is or are or shall be vested by virtue of this Act shall stand and be possessed of every such Share upon the same Trusts and for the same Purposes, and with and under the same Powers and Provisions, in all respects, (subject nevertheless to the Provisions of this Act and the Acts relating to the *London and North-western* Company,) as the Shares in the *Huddersfield and Manchester* Railway and Canal Company in lieu of which such new Shares in the Capital of the *London and North-western* Railway Company are hereby given as aforesaid, were on the Day of the Creation of such new Shares held upon and subject or liable to, and so as to give effect to and not to revoke any Will or other testamentary Disposition, Contract, Trust, or Agreement made previous to that Day.

XIII. And whereas by "The *Leeds, Dewsbury, and Manchester* Railway Act, 1845," it was enacted that the Capital of the *Leeds, Dewsbury, and Manchester* Railway Company thereby incorporated should be Six hundred and fifty thousand Pounds, divided into Thirteen thousand Shares of Fifty Pounds each, provided that if under the Provisions therein-after contained the Company should not execute so much of the Railway thereby authorized as lay between the Town

[Local.]

23 P

As to Distribution of Capital of the *Leeds, Dewsbury, and Manchester* Railway Company, and

of

the Creation
of new
Shares in the
London and
North-west-
ern Railway
Company,
&c.

of *Huddersfield* and the Junction thereof with the *Manchester and Leeds* Railway (and which the Company afterwards resolved not to execute), then the Capital of the Company should be only Five hundred thousand Pounds (divided into Ten thousand Shares of Fifty Pounds each), and such Capital was accordingly reduced to Five hundred thousand Pounds (divided into Ten thousand Shares of Fifty Pounds each), and by "The *Leeds, Dewsbury, and Manchester* Deviations and Branches Railway Act, 1846," the said Company were empowered to raise the Sum of One hundred thousand Pounds by the Creation of new Shares, as they should think fit, in addition to the Sum they were authorized to raise by their former Act, or might be authorized to raise by any Act to be passed during the then Session of Parliament, and shortly after the passing of the last-recited Act the said Company resolved to raise the said Sum of One hundred thousand Pounds by the Creation of Four thousand additional Shares of Twenty-five Pounds each, to be allotted rateably amongst the then Shareholders, upon the like Terms and with the like Privileges in all respects as their original Shares, and such new Shares were duly created and allotted accordingly: Now therefore be it enacted, That at or immediately before the Commencement of this Act, or as soon as conveniently may be thereafter, the *London and North-western* Railway Company shall create Twenty-four thousand new Shares in the Capital of the said Company of the nominal Amount of Twenty-five Pounds each, to be called by way of Distinction "*Leeds and Dewsbury* Twenty-five Pound Shares;" and every Person or Corporation who at the Time of such Creation of new Shares as last aforesaid shall be the Proprietor of any Shares of the nominal Amount of Fifty Pounds each in the *Leeds, Dewsbury, and Manchester* Railway Company shall be entitled to Two of such new "*Leeds and Dewsbury* Twenty-five Pound Shares" in the Capital of the *London and North-western* Railway Company, in respect and in lieu of every Share of the nominal Amount of Fifty Pounds to which such Person or Corporation shall be then entitled in the *Leeds, Dewsbury, and Manchester* Railway Company; and every Person or Corporation who at the Time of such Creation of new Shares as last aforesaid shall be the Proprietor of any Shares of the nominal Amount of Twenty-five Pounds each in the *Leeds, Dewsbury, and Manchester* Railway Company shall be entitled to One of such new "*Leeds and Dewsbury* Twenty-five Pound Shares" in the Capital of the *London and North-western* Railway Company, in respect and in lieu of every Share of the nominal Amount of Twenty-five Pounds to which such Person or Corporation shall be then entitled in the *Leeds, Dewsbury, and Manchester* Railway Company; and every Person or Corporation in whom any such new Share or Shares so to be created in the Capital of the *London and North-western* Railway Company as last aforesaid is or are or shall be vested by virtue of this Act shall stand and be possessed of every such Share upon the same Trusts and for the same Purposes, and with and under the same Powers and Provisions, in all respects, (subject nevertheless to the Provisions of this Act, and the Acts relating to the *London and North-western* Railway Company,) as the Shares in the *Leeds, Dewsbury, and Manchester* Railway Company in lieu of which such new Shares in the Capital of the *London and North-western* Railway Company are hereby given as aforesaid

aforesaid were on the Day of the Creation of such new Shares held upon and subject or liable to, and so as to give effect to and not to revoke any Will or other testamentary Disposition, Contract, Trust, or Agreement made previous to that Day.

XIV. And whereas the *Leeds, Dewsbury, and Manchester* Railway Company have introduced into Parliament in the present Session a Bill for enabling them to enlarge and improve the Stations and Approaches to Stations on the Main Line of their Railway at *Leeds* and *Dewsbury* and *Morley* respectively, the estimated Expence of which is Sixty thousand Pounds, and the said last-mentioned Sum has been already subscribed for by the Shareholders of the *Leeds, Dewsbury, and Manchester* Railway Company in Two thousand four hundred Scrip Shares of the nominal Amount of Twenty-five Pounds each; now therefore be it enacted, That in case the *Leeds, Dewsbury, and Manchester* Railway Company shall in the present Session of Parliament, or by Continuation of the said Bill in the next Session of Parliament under the special Powers for that Purpose granted in the present Session, be authorized to make and execute all or any of the new Works or Undertakings herein-before mentioned or referred to, and for such Purpose to raise all or any Part of the herein-before mentioned Sum of Sixty thousand Pounds, then and in such Case the *London and North-western* Railway Company shall at the Time of such Creation of new Shares as last aforesaid, or within One Month after the passing of the Act authorizing the said new Works or Undertakings, also create Two thousand and four hundred new Shares in the Capital of the said Company, to be called by way of Distinction "*Leeds and Dewsbury* Extension Shares," of such nominal Amount each as shall be equivalent altogether in nominal Amount to the aggregate Monies which the said *Leeds, Dewsbury, and Manchester* Railway Company shall be authorized to raise as aforesaid, but so that such aggregate Monies shall not exceed the aggregate estimated Expence of such new Works or Undertakings as shall be so authorized as aforesaid, nor in any Case exceed the said Sum of Sixty thousand Pounds for all and singular such new Works and Undertakings as aforesaid; and every Person or Corporation who at the Time of such Creation of new Shares as last aforesaid shall be the Proprietor or *bonâ fide* Holder of any Share or Shares, or any Scrip or Certificate for any Share or Shares, of the nominal Amount of Twenty-five Pounds each, in such new Capital of the *Leeds, Dewsbury, and Manchester* Railway Company issued for the Purposes of the Works proposed to be authorized by the said Bill, shall be entitled to One of such new "*Leeds and Dewsbury* Extension Shares" so to be created as last aforesaid in the Capital of the *London and North-western* Railway Company, in respect and in lieu of every Share of the nominal Value of Twenty-five Pounds to which such Person or Corporation shall be then entitled or appear to be entitled in such new Capital of the *Leeds, Dewsbury, and Manchester* Railway Company; and every Person or Corporation in whom any One or more of such new "*Leeds and Dewsbury* Extension Shares" so to be created in the Capital of the *London and North-western* Railway Company as last aforesaid is or are or shall be vested by virtue of this Act shall stand and be possessed of every such Share upon the same

The same, subject as to Scrip Shares in the *Leeds, Dewsbury, and Manchester* Railway Company.

same Trusts, and for the same Purposes, and with and under the same Powers and Provisions respectively, (subject nevertheless to the Provisions of this Act, and the Acts relating to the *London and North-western Railway Company*,) as the Shares in such new Capital of the *Leeds, Dewsbury, and Manchester Railway Company* in lieu of which such new Shares in the Capital of the *London and North-western Railway Company* are hereby given as aforesaid were on the Day of the Creation of such new Shares held upon and subject or liable to, and so as to give effect to and not to revoke any Will or other testamentary Disposition, Contract, Trust, or Agreement made previous to that Day.

Proprietors of new Shares to be entitled to same Privileges as Proprietors of existing Stock or Shares of like nominal Amount.

XV. And be it enacted, That the Proprietors of all and every or any such new Shares whatsoever so to be created in the Capital of the *London and North-western Railway Company* as aforesaid shall (subject to the Provisions of this Act) at all Times be entitled in respect thereof respectively to the same Powers, Advantages, Rights, and Privileges, and be subject to the same Liabilities in respect thereof respectively (but rateably and in proportion only to the nominal Amount thereof respectively) as the Proprietors of any existing Stock or Shares in the *London and North-western Railway* are or may be entitled or subject to respectively; and particularly that such Proprietors of such new Shares as aforesaid shall be entitled to and receive a rateable Proportion of all new Issues of Shares made or to be made by the *London and North-western Railway Company* subsequently to the Fourth Day of *November* One thousand eight hundred and forty-six, in the same Manner and to the same Extent as if the new Shares to be created by virtue of this Act as aforesaid had been original Shares of like nominal Amount in the *London and North-western Railway Company*.

As to Calls on new Shares.

XVI. And be it enacted, That all Monies which at the Time of the Creation of any such new Shares in the Capital of the *London and North-western Railway Company* as aforesaid shall have been actually paid upon or in respect of the respective Shares in lieu or in respect of which such new Shares respectively shall have been created as aforesaid shall be deemed to have been paid upon or in respect of such new Shares respectively, and where Two new Shares shall have been created in lieu of One, equally between such Two new Shares respectively, and (subject to the Provisions herein contained) such further Calls shall from Time to Time be made by the *London and North-western Railway Company* upon or in respect of such new Shares respectively as shall be required for the making and executing of the several Railways, Works, and Undertakings respectively for the making and executing whereof respectively the respective Capitals in lieu or in respect of which such new Shares respectively shall have been created as aforesaid shall have been respectively originally authorized to be raised, until the full Amount of such new Shares respectively shall have been called up, but not beyond such Amount; and (subject to the Provisions herein contained) the *London and North-western Railway Company* shall have full Power to give effect to and enforce Payment of all and every or any such Calls respectively, in the same Manner in all respects as if the same had been made in
pursuance

pursuance of and under the Powers of the Acts relating to the *London and North-western* Railway Company, and the respective Monies paid on account of such Calls respectively shall be applied for the Purposes of the several and respective Railways, Works, and Undertakings respectively for the making and executing whereof respectively such Monies respectively shall have been originally authorized to be raised.

XVII. Provided always, nevertheless, and be it enacted, That the full Amount of Thirty Pounds shall be deemed to have been paid up on every new *Huddersfield and Manchester* paid-up Share in the Capital of the *London and North-western* Railway Company, and the Proprietors of such Shares shall not be liable to the Payment of any further Monies in respect of such Shares, nor shall such Shares be subject to any of the Provisions of the Acts relating to the *London and North-western* Railway Company in reference to the Payment of Calls upon Shares, or the Forfeiture of Shares on Nonpayment of Calls, or otherwise howsoever in reference to Calls on Shares.

Saving as to new *Huddersfield and Manchester* paid-up Shares.

XVIII. And be it enacted, That the Proprietors of the new "*Leeds and Dewsbury* Twenty-five Pound Shares" so to be created in the Capital of the *London and North-western* Railway Company as aforesaid shall be entitled to Dividends in respect thereof from (but not before) the Day on which the Main Line of the *Leeds, Dewsbury, and Manchester* Railway, as authorized by the said recited Acts relating thereto, shall be opened to the Public for the Conveyance of Passengers and Carriage of Traffic throughout between the Station at *Leeds* and the Junction with the *Manchester and Leeds* Railway; and that the Proprietors of the new "*Leeds and Dewsbury* Extension Shares" so to be created in the Capital of the *London and North-western* Railway Company as aforesaid shall be entitled to Dividends in respect thereof from (but not before) the Day on which all the Works and Undertakings for or in respect of which the Monies to be raised upon or by such Shares respectively shall have been originally authorized to be raised shall be completed, and opened to or for the Use of the Public; and that the Proprietors of the new "*Huddersfield and Manchester* paid-up Shares," and new "*Huddersfield and Manchester* unpaid-up Thirty Pound Shares," and new "*Huddersfield and Manchester* unpaid-up Ten Pound Shares," respectively, so to be created in the Capital of the *London and North-western* Railway Company as aforesaid, shall be entitled to Dividends in respect thereof respectively from (but not before) the Day on which the Main Line of the *Huddersfield and Manchester* Railway, as authorized by the said recited Acts relating thereto, shall be opened to the Public for the Conveyance of Passengers and Carriage of Traffic throughout between the Station at *Huddersfield* and *Stalybridge*.

As to Dividends.

XIX. Provided always, nevertheless, and be it enacted, That all and singular such Dividends as aforesaid shall always be after the Rate of Seven equal Tenth Parts and no more of the Dividends for the Time being payable on the then existing Stock and Shares in the

Rate of Dividend.

London and North-western Railway Company, and shall in all Cases be declared out of the clear Amount of Profits which shall be made by or arise or belong to the *London and North-western Railway Company* from all their Undertakings (including the Undertakings of the said several Companies hereby incorporated with the *London and North-western Railway Company*).

Interest on unpaid Capital to be deducted from Dividends.

XX. Provided always, and be it enacted, That from and after such Dividends as aforesaid shall respectively become payable on such new Shares respectively as aforesaid the same shall be paid on the full nominal Amount of such new Shares respectively, and that as well in respect of the unpaid Parts, if any, as of the paid Parts thereof respectively, but so nevertheless that it shall be lawful for the said *London and North-western Railway Company* to charge Interest at the Rate of Five Pounds *per Centum per Annum* on so much of such new Shares respectively as shall for the Time being remain uncalled, or having been called remain unpaid, at the Commencement of the Half Year in respect of which such Dividends as aforesaid shall respectively have become payable as aforesaid, and to deduct and retain the Amount of such Interest from the Dividends from Time to Time to become payable as aforesaid.

As to Interest until Dividends become payable on the new "Leeds and Dewsbury Shares."

XXI. And whereas by "The *Leeds, Dewsbury, and Manchester Railway Act, 1845*," the *Leeds, Dewsbury, and Manchester Railway Company* were empowered, from and after the passing of that Act, and from thenceforth until the said Railway should be completed and opened to the Public, to pay Interest at any Rate not exceeding Four Pounds *per Centum per Annum* on all Sums called up in respect of the said Shares from the respective Days on which the same should have been paid, such Interest to accrue due and be paid at such Times and Places as the Directors for the Time being should appoint for that Purpose; provided that no Interest should accrue to the Proprietor of any Share upon which any Call should appear to be in arrear in respect of such Share, or any other Share to be holden by the same Proprietor, during the Period while such Call should remain unpaid: And whereas the Directors of the said Company have resolved to pay Interest at the Rate of Four Pounds *per Centum per Annum*, under the last-recited Enactment, such Interest to commence and be calculated from the Twenty-third Day of *October* One thousand eight hundred and forty-five: Now therefore be it enacted, That from and after the Commencement of this Act, and from thenceforth until the Thirtieth Day of *June* or Thirty-first Day of *December*, whichever shall first happen, next after the Completion and opening of the said Railway, the said Company shall pay Interest at the Rate of Four Pounds *per Centum per Annum* to the Proprietors of the said *Leeds and Dewsbury Twenty-five Pound Shares* so to be created in the Capital of the *London and North-western Railway Company* as aforesaid, on all Sums for the Time being called up in respect of their respective Shares from the respective Days on which the same Sums respectively shall have been paid, such Interest to accrue and be paid half-yearly on the Thirtieth Day of *June* and the Thirty-first Day of *December* in each Year; provided that no Interest shall

accrue to the Proprietor of any Share upon which any Call shall appear to be in arrear in respect of such Share, or any other Share to be holden by the same Proprietor, during the Period while such Call shall remain unpaid; and moreover, it shall be lawful for the Directors of the *London and North-western Railway Company* also to charge Interest at the Rate of Five Pounds *per Centum per Annum* upon all Calls for the Time being in arrear in respect of any Share.

XXII. And whereas by the "*Huddersfield and Manchester Railway and Canal (Oldham Branch) Act, 1846,*" and the "*Huddersfield and Manchester Railway and Canal (Huddersfield Diversion and Cooper Bridge Branch) Act, 1846,*" the Directors of the *Huddersfield and Manchester Railway and Canal Company* were empowered, from and after the passing of those Acts respectively, and from thenceforth until the Railways and Branches by those Acts, and by the therein-recited *Huddersfield and Manchester Railway and Canal Act, 1845,* respectively authorized to be made, should be completed, and opened to the Public, to pay Interest at any Rate not exceeding Five Pounds *per Centum per Annum* on all Sums then already called up or thereafter to be called up in respect of the Shares created and to be created by virtue of the said recited Act and those Acts respectively, and also in respect of the Shares by the said recited Act described as "paid-up Shares," from the respective Days on which the same should have been paid, such Interest to accrue and be paid at such Times and Places as the Directors for the Time being should appoint for that Purpose; provided that no Interest should accrue to the Proprietor of any Share upon which any Call should be in arrear in respect of any such Share, or any other Share to be holden by the same Proprietor, during the Period while such Call should remain unpaid: And whereas at a Meeting of the Board of Directors of the said Company held on the Twenty-first of *September* One thousand eight hundred and forty-six it was resolved that Interest at the Rate of Five Pounds *per Centum per Annum* should be paid half-yearly on all Sums then already called up in respect of the said "unpaid-up Shares," such Interest to be calculated from the First of *May* then last, and that Interest at the Rate of Five Pounds *per Centum per Annum* should be paid on all Sums thereafter to be called up in respect of the said "unpaid-up Shares," such Interest to accrue and be calculated from the Date of the Payment of such Calls, and to be discontinued when the full Amount of each such Share was called up, and that Interest at the Rate of Five Pounds *per Centum per Annum* should be paid half-yearly upon the "paid-up Shares" upon a Sum equal to the Amount then already called up on the "unpaid-up Shares," such Interest to be calculated from the First Day of *May* then last, and that the Interest payable under the last Resolution should thereafter be increased, *pari passu* with the Interest to become payable upon the "unpaid-up Shares," until such Shares were fully paid up, and the same should be paid at the same Time as the "unpaid-up Shares:" Now therefore be it enacted, That from and after the Commencement of this Act the *London and North-western Railway Company* shall pay Interest to the respective Proprietors of the new "*Huddersfield and Manchester paid-up Shares,*" and "*Huddersfield and*

As to Interest on the new "*Huddersfield and Manchester Shares.*"

and Manchester unpaid-up Thirty Pound Shares," and "Huddersfield and Manchester unpaid-up Ten Pound Shares," respectively, so to be created in the *London and North-western Railway Company* as aforesaid, after such Rate and upon such Proportions only of such Shares respectively, and at such Times, and for such Periods, and in such Manner in all respects as Interest is or has been made payable to such Proprietors respectively under the Provisions of the said Acts relating to the *Huddersfield and Manchester Railway and Canal Company*, and the said Resolutions of the Directors of the said Company in this Behalf; provided that no Interest shall accrue to the Proprietor of any Share upon which any Call shall appear to be in arrear in respect of such Share, or any other Share to be holden by the same Proprietor, during the Period while such Call shall remain unpaid; and moreover it shall be lawful for the Directors of the *London and North-western Railway Company* also to charge Interest at the Rate of Five Pounds *per Centum per Annum* upon all Calls for the Time in arrear in respect of any Share.

Agreements between the Companies may be carried into effect.

XXIII. And be it enacted, That all such Agreements as previously to the Commencement of this Act shall have been entered into between the *London and North-western Railway Company* and the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or the Directors of the said Companies respectively, shall, if consistent with this Act, be carried into effect and enforced by and against the *London and North-western Railway Company*.

Dissolution of the Huddersfield and Manchester Railway and Canal and the Leeds, Dewsbury, and Manchester Railway Companies respectively.

XXIV. And be it enacted, That (subject to the Provisions herein contained) the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively shall from and immediately after the Commencement of this Act be and they are hereby dissolved for all Purposes, except such as may be necessary for enforcing any Agreement entered into between them respectively and the *London and North-western Railway Company*, or any of the Provisions of this Act, and also (as respects the *Leeds, Dewsbury, and Manchester Railway Company*) except for the Purpose of prosecuting in the next Session of Parliament a Bill now pending in Parliament, promoted by the said *Leeds, Dewsbury, and Manchester Railway Company*, and intituled *A Bill for enabling the Leeds, Dewsbury, and Manchester Railway Company to make a Branch Railway to Ossett, and to provide additional Station Accommodation in the Town of Dewsbury, and at or near Morley, all in the West Riding of the County of York*, and also another Bill now pending in Parliament, promoted by the same Company, jointly with the *Manchester and Leeds Railway Company*, the *Leeds and Thirsk Railway Company*, and the *Great Northern Railway Company*, and intituled *A Bill for making a Railway Station on the North Side of the River Aire in Leeds in the West Riding of the County of York, to be called "The Leeds Central Railway Station,"* the further Prosecution of which Bills has, under the special Powers for that Purpose granted in the present Session, been suspended until the next Session of Parliament, for which Purpose the said *Huddersfield*

field and Manchester Railway and Canal Company and the said Leeds, Dewsbury, and Manchester Railway Company respectively shall, notwithstanding this Enactment, continue and have Power to act as Bodies Corporate respectively.

XXV. Provided always, and be it enacted, That nothing in this Act contained shall abate or prejudice any Action or Suit which before the Period aforesaid shall have been commenced by or against the *Huddersfield and Manchester Railway and Canal Company* or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, but the same may be continued, proceeded with, and prosecuted as if this Act had not been passed; and nothing in this Act contained shall tend to revive or continue any Right of Action which by virtue of the said recited Acts or any of them should be brought within a limited Time, but such Action shall be brought within the same Time against the *London and North-western Railway Company* as it must or should have been brought against the *Huddersfield and Manchester Railway and Canal Company* or the *Leeds, Dewsbury, and Manchester Railway Company* respectively in case this Act had not been passed; and nothing in this Act contained shall prevent the suing for or recovering, either in the Name of the *London and North-western Railway Company*, or of the *Huddersfield and Manchester Railway and Canal Company*, or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, any Penalty incurred for any Offence against the Provisions of any Act relating to the said Companies respectively before the Period aforesaid, or to prevent, defeat, or abate any Prosecution, but all Penalties which shall have been so incurred may be sued for, and all Offences which shall have been so committed may be prosecuted, either in the Name of the *London and North-western Railway Company*, or of the *Huddersfield and Manchester Railway and Canal Company*, or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, in the same Manner to all Intents and Purposes as the same could have been sued for or prosecuted in the Name of the *Huddersfield and Manchester Railway and Canal Company* or the *Leeds, Dewsbury, and Manchester Railway Company* respectively if this Act had not been passed.

Dissolution
of Companies
not to abate
Actions.

XXVI. Provided also, and be it enacted, That nothing hereinbefore contained shall diminish, prejudice, increase, extend, vary, or otherwise affect the Rights, Remedies, Securities, or other Claims of any Person or Corporation to whom any Sum of Money is, or but for the passing of this Act would have been or become, due or payable from the *London and North-western Railway Company*, or the *Huddersfield and Manchester Railway and Canal Company*, or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, for Chief Rents, Ground Rents, Rent-charges, or other Rents or annual Sums, or upon or by virtue of any Mortgage or Bond from or by either or any of such Companies respectively, but that all such Rights, Remedies, Securities, and other Claims shall continue and be charged and chargeable upon the same Property and Effects, and have the same Priorities, and be in all respects in the same State and Condition, and of the

Saving the
Rights of
Owners of
Rent-
charges,
Mortgages,
&c.

[Local.]

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same

same Force, Validity, and Effect, as they would have been if this Act had not been passed.

Indemnity to Directors of the dissolved Companies respectively.

XXVII. And be it enacted, That (subject to the Provisions herein contained) all Persons who before the Commencement of this Act were the Directors of the *Huddersfield and Manchester* Railway and Canal Company or the *Leeds, Dewsbury, and Manchester* Railway Company respectively, and their respective Heirs, Executors, Administrators, and Assigns, and their and each and every of their Lands, Tenements, Goods, and Chattels, shall be indemnified and saved harmless by and out of the Funds of the *London and North-western* Railway Company against all Debts, Liabilities, Contracts, and Engagements at any Time before the Commencement of this Act contracted and entered into by them as such Directors as aforesaid, and against all Damages, Losses, Costs, Charges, and Expences occasioned or which may at any Time thereafter be occasioned on account or in respect thereof.

Directors of London and North-western Railway to be Directors under this Act.

XXVIII. And be it enacted, That (subject to the Provisions in this Act contained) the Directors for the Time being of the *London and North-western* Railway Company shall be Directors as well for the Purposes of the Acts of Parliament relating to the *Huddersfield and Manchester* Railway and Canal Company, and the *Leeds, Dewsbury, and Manchester* Railway Company respectively, as also for the Purposes of the Acts relating to the *London and North-western* Railway Company; and for the Purposes of this Act, and for all Purposes connected with the Qualification of Directors, Shares held under this Act shall be deemed Shares in the *London and North-western* Railway Company held under the Acts relating thereto, and all the Provisions in the several Acts relating to the *London and North-western* Railway Company contained in reference to Directors going out of Office being re-eligible, the Constitution of Meetings for choosing Directors, and the Proceedings thereat, and all other Provisions in such Acts contained in reference to the Qualification, Election, Duties, and Powers of Directors, so far as the same are not repugnant to or inconsistent with the Provisions in this Act contained, shall continue in full Force.

Local Committee of Proprietors of new "Leeds and Dewsbury Shares."

XXIX. Provided always nevertheless, and be it enacted, That from and after the Commencement of this Act, and until all and singular the Railways, Works, and Undertakings by the said recited Acts, or any Act passed or to be passed in the present Session, or by Continuation from the present Session to and in the next Session of Parliament, relating to the *Leeds, Dewsbury, and Manchester* Railway Company, authorized to be made and executed, shall be made, executed, and completed, the Persons who immediately before the Commencement of this Act shall have been the Directors of the *Leeds, Dewsbury, and Manchester* Railway Company, or other qualified Proprietors for the Time being of new "*Leeds and Dewsbury* Twenty-five Pound Shares," or "*Leeds and Dewsbury* Extension Shares," so to be created in the Capital of the *London and North-western* Railway Company as aforesaid, to be from Time to

Time elected by and at duly convened Meetings of similar Proprietors, shall, together with Two other Persons Proprietors of existing Stock or Shares in the *London and North-western Railway Company*, to be at any Time and from Time to Time appointed and removed or re-appointed by the Directors or a Board of Directors for the Time being of the *London and North-western Railway Company*, constitute a local Committee or Board for the Purpose only of making and executing all and singular such Railways, Works, and Undertakings as last aforesaid, with the Powers requisite for that Purpose (including the Powers of making and enforcing Payment of Calls, and of forfeiting Shares for Nonpayment of Calls, as well as of borrowing Money); and for the Purpose of maintaining and renewing such local Committee or Board, and also for the Purpose of authorizing the making and enforcing Payment of Calls, and the forfeiting of Shares for Nonpayment of Calls, and the borrowing of Money, under the Provisions and for the Purposes of the said recited Acts or any of them, or any Act of the present Session or of the next Session relating to the said *Leeds, Dewsbury, and Manchester Railway Company*, but not further or otherwise, all and singular the Provisions contained in such Acts or any of them, or in the public general Acts therewith incorporated, in reference to the making or enforcing Payment of Calls, or the forfeiting of Shares for Nonpayment of Calls, or to the borrowing of Money, or to the Qualification or Election of Directors, or their Duties, Powers, and Responsibilities in respect to the Premises, or to the convening or constituting of Meetings for authorizing the borrowing of Money, or for choosing Directors, and the Proceedings thereat, so far as the same are not repugnant to or inconsistent with the Provisions in this Act contained, shall continue in full Force, the Proprietors for the Time being of the new "*Leeds and Dewsbury Twenty-five Pound Shares*," and "*Leeds and Dewsbury Extension Shares*," so to be created in the Capital of the *London and North-western Railway Company* as aforesaid, being, for the Purpose of giving Effect to this Enactment, but not for any further or other Purpose whatever, deemed to have or to have succeeded to the Powers of the Shareholders in the *Leeds, Dewsbury, and Manchester Railway Company* hereby dissolved as aforesaid.

XXX. Provided also, and be it enacted, That from and after the Commencement of this Act, and until all and singular the Railways, Works, and Undertakings by the said recited Acts relating to the *Huddersfield and Manchester Railway and Canal Company* authorized to be made and executed shall be made, executed, and completed, the Persons who immediately before the Commencement of this Act shall have been the Directors of the *Huddersfield and Manchester Railway and Canal Company*, or any other Proprietors for the Time being of new "*Huddersfield and Manchester paid-up Shares*," or "*Huddersfield and Manchester unpaid-up Thirty Pound Shares*," or "*Huddersfield and Manchester unpaid-up Ten Pound Shares*," respectively so to be created in the Capital of the *London and North-western Railway Company* as aforesaid, to be from Time to Time elected by and at duly convened Meetings of similar Proprietors,

Local Committee of Proprietors of new "*Huddersfield and Manchester Shares*."

prietors, shall, together with Three other Persons Proprietors of existing Stock or Shares in the *London and North-western Railway Company*, to be at any Time and from Time to Time appointed and removed or re-appointed by the Directors or a Board of Directors for the Time being of the *London and North-western Railway Company*, constitute a local Committee or Board for the Purpose only of making and executing all and singular such Railways, Works, and Undertakings as last aforesaid, with the Powers requisite for that Purpose (including the Powers of making and enforcing Payment of Calls, and of forfeiting Shares for Nonpayment of Calls, as well as of borrowing Money); and for the Purpose of maintaining and renewing such local Committee or Board, and also for the Purpose of authorizing the making and enforcing Payment of Calls, and the forfeiting of Shares for Nonpayment thereof, and the borrowing of Money under the Provisions and for the Purposes of the said recited Acts or any of them relating to the said *Huddersfield and Manchester Railway and Canal Company*, but not further or otherwise, all and singular the Provisions contained in the said Acts or any of them, or in the public general Acts therewith incorporated, in reference to the making and enforcing Payment of Calls, and the forfeiting of Shares for Nonpayment thereof, to the borrowing of Money, or to the Qualification or Election of Directors, or their Duties, Powers, and Responsibilities in respect to the Premises, or to the convening or constituting of Meetings for authorizing the borrowing of Money or for choosing Directors, and the Proceedings thereat, so far as the same are not repugnant to or inconsistent with the Provisions in this Act contained, shall continue in full Force, the Proprietors for the Time being of the new "*Huddersfield and Manchester paid-up Shares*," and "*Huddersfield and Manchester unpaid-up Thirty Pound Shares*," and "*Huddersfield and Manchester unpaid-up Ten Pound Shares*," respectively so to be created in the Capital of the *London and North-western Railway Company* as aforesaid, being, for the Purpose of giving Effect to this Enactment, but not for any further or other Purpose whatever, deemed to have or to have succeeded to the Powers of the Shareholders in the *Huddersfield and Manchester Railway and Canal Company* hereby dissolved as aforesaid.

In case Mortgages are paid off, the *London and North-western Railway Company* may raise the Money again.

XXXI. And be it enacted, That if the *London and North-western Railway Company* shall pay off all or any Part of any Money which has been or shall at any Time or Times hereafter be borrowed under the Authority of the several Acts of Parliament relating to the *London and North-western Railway Company*, or to the *Huddersfield and Manchester Railway and Canal Company*, or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or any of such Acts, then and in every such Case it shall be lawful for the *London and North-western Railway Company* and they are hereby authorized and empowered (subject to the Provisions herein contained), immediately, or at any Time or Times, and from Time to Time thereafter, again to raise or borrow the whole or any Part of the Amount so paid off on the Credit of the several Undertakings vested in them, and for that Purpose to mortgage and assign the Undertakings, and the Rates, Tolls, or other Property of the Company, or any Part thereof respectively,

respectively, (the Costs and Charges of assigning the same to be paid out of the Money so to be raised,) as a Security for any Sum of Money which shall be so again raised or borrowed, with Interest, to such Person as shall advance the same, and so from Time to Time as often as the same shall happen, but so nevertheless that the *London and North-western* Railway Company shall not under the Authority of this Act in any event borrow or owe upon Mortgage at any One Time more than the total Amount authorized to be raised or borrowed by the said several Companies respectively.

XXXII. And be it enacted, That it shall be lawful for the *London and North-western* Railway Company, after the Commencement of this Act, and subject to the Provisions herein contained, to exercise all the Powers with reference to the raising of Money, either by the Creation of new Shares or by Mortgages, which may have been granted to the *Huddersfield and Manchester* Railway and Canal Company, or the *Leeds, Dewsbury, and Manchester* Railway Company respectively, by the said recited Acts relating to such Companies respectively, and which may be then in force, and also all Powers which may have been or be granted to the said respective Companies respectively by any Act or Acts of the present or the next Session of Parliament, and for such Purpose to create additional Shares in the *London and North-western* Railway Company, or to mortgage or assign the Undertakings, and the Rates, Tolls, or other Property of the *London and North-western* Railway Company, as the Case may be, but so nevertheless that the total Amount of Money to be raised by the *London and North-western* Railway Company under the Powers of this Act and of the said recited Acts, and any other Act or Acts of the present Session, shall not exceed the aggregate Amount of Capital which the *London and North-western* Railway Company, and the *Huddersfield and Manchester* Railway and Canal Company, and the *Leeds, Dewsbury, and Manchester* Railway Company respectively are or may be authorized to raise under the Powers of the said several recited Acts, and any other Act or Acts of the present or the next Session relating to their respective Undertakings.

London and North-western Railway Company may exercise Powers vested in dissolved Companies to raise Money.

XXXIII. And be it enacted, That it shall not be lawful for the said *London and North-western* Railway Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the said Company to construct any other Railway or execute any other Work or Undertaking.

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

XXXIV. Provided always, and be it enacted, That it shall not be lawful for the said Companies respectively, by virtue of the Provisions herein-before contained, to enter into and conclude the Amalgamation of the said Companies hereby authorized as aforesaid, unless it shall

Powers of Amalgamation not to be exercised without Certificate of

Commissioners of Railways.

have been proved to the Satisfaction of the Commissioners of Railways, and certified by them under their Seal, previously to the Completion of such Amalgamation, that One Half of the whole Amount of the Capital, exclusive of Loans, by the Act or Acts relating to each of the said Companies authorized to be raised, has been actually paid up, and expended for the Purposes authorized by such Act or Acts respectively.

Provisions of former Acts applicable to this Act,

XXXV. And be it enacted, That so much and such Parts of the recited Acts, or of any Act heretofore passed, or which has been or may be passed in the present Session of Parliament, relating to the *London and North-western Railway*, as relate to or in any Manner concern the Rates, Charges, Tolls, and Duties in and upon the said *London and North-western Railway*, the Appointment, Duty, Power, Obligation, or Liability of Directors, Committees, Clerks, Secretaries, Treasurers, or other Officers, the making or Enforcement of Bye Laws, the keeping, Examination, Inspection, or making up of Accounts, the making of Calls and enforcing Payment of Calls, the Forfeiture of Shares for the Nonpayment of Calls, the raising Money, the Conversion of Debt into Capital, the Consolidation of Shares into Stock, the transferring or Transmission of Shares or Stock, the Declaration or Receipt of Dividends, and the Service of Notices, Writs, or other Processes, (except so far as the same or any of them have heretofore been or by this Act is or are varied, altered, or repealed, or so far as the same or any of them may be inconsistent with the Provisions and Purposes of this Act,) and all other Powers and Provisions of the aforesaid Acts not inconsistent with this Act, shall be good, valid, and effectual to and for the said Undertakings of the *Huddersfield and Manchester Railway and Canal Company* and the *Leeds, Dewsbury, and Manchester Railway Company* respectively, as well as of the *London and North-western Railway Company*, and all the Purposes thereof respectively, and for carrying this Act into execution, in as full, ample, and beneficial a Manner, to all Intents and Purposes whatsoever, as if the same had been repeated and re-enacted expressly in this Act, or had been originally made applicable specifically to the said *Huddersfield and Manchester Railway and Canal Company* and *Leeds, Dewsbury, and Manchester Railway Company* respectively.

As to Tolls to be taken on the *Huddersfield and Manchester Railway*, and the *Leeds, Dewsbury, and Manchester Railway*.
9 & 10 Vict. c. 204.

XXXVI. And be it enacted, That the *London and North-western Railway Company* may lawfully demand and receive, in respect of the Use of the said *Huddersfield and Manchester Railway* and *Leeds, Dewsbury, and Manchester Railway* respectively, and all Branches and Extensions thereof respectively, and the Conveyance of Passengers and Goods along the said Railways respectively, any Rates, Tolls, and Charges, not exceeding the Rates, Tolls, and Charges mentioned and set forth in the said recited Act of the Ninth and Tenth Years of the Reign of Her present Majesty, intituled *An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies*, and thereby authorized and empowered to be demanded and received in respect of the Use of the said *London and North-western Railway*, and the Conveyance of Passengers and Goods along the said Railway; and that in respect to such Rates,

Tolls, and Charges hereby authorized, the said *London and North-western* Railway Company shall be subject to all the same Regulations and Provisions, and entitled to all the same Rights, Remedies, Powers, and Privileges, in respect of the said *Huddersfield and Manchester* Railway and *Leeds, Dewsbury, and Manchester* Railway respectively, as they are in and by the said last-mentioned Act of the Ninth and Tenth Years of the Reign of Her present Majesty respectively made subject and entitled to in respect of the said *London and North-western* Railway, and that in as full, ample, and beneficial a Manner in all respects as if the same Act had been originally made applicable to the said *Huddersfield and Manchester* Railway and *Leeds, Dewsbury, and Manchester* Railway respectively.

XXXVII. And be it enacted, That from and after the Commencement of this Act the several Tolls, Rates, and Duties due and payable under and by virtue of the said recited Acts relating to the said Canals, and to the Wharfs and Quays thereof, shall be and they are hereby repealed; and that in lieu thereof there shall thenceforth (subject to the Provisions in this Act contained) be paid and payable to the Proprietors for the Time being of the said Canals or either of them the several Tolls, Rates, and Duties mentioned and set forth in the Schedule to this Act annexed.

Repealing present Tolls on Canals, and limiting Tolls to be taken in future.

XXXVIII. And be it enacted, That the said *London and North-western* Railway Company shall not at any Time hereafter sell or dispose of to any Person or Persons whomsoever any Part of the said Canals, or the Works thereto respectively belonging, and that the said Company shall and they are hereby expressly directed and required, from Time to Time and at all Times after the Commencement of this Act, to keep and maintain the said Canals, Navigation, and the Works thereto belonging, and every Part thereof respectively, in good working Order and Condition, and preserve the Surplus of Water to the same, so that the same Canal and every Part thereof may be at all Times kept open and navigable for the Use of all Persons desirous to use and navigate the same, and that without any unnecessary Hindrance, Interruption, or Delay; and that in case the said *London and North-western* Railway Company shall at all Times hereafter repair, maintain, and support the same Canals, and the several Reservoirs, Tunnels, Towing Paths, Lands, Buildings, and Works belonging thereto, in such good working Order and Condition, and preserve the Supplies of Water as aforesaid, then and in every such Case it shall and may be lawful for the Lords Commissioners of Her Majesty's Treasury, or the Officers of the Department charged for the Time being with the Supervision of Railways, and they are required, upon the Complaint and at the Costs of any Person or Persons using or desirous of using the said Canals, to cause an Inquiry to be made as to the State and Condition of the Canals, and the several Reservoirs, Tunnels, Towing Paths, Lands, Buildings, and Works belonging thereto; and if upon such Inquiry and Examination the same shall not be found to be in such good working Order and Condition as aforesaid, it shall be lawful for the said Lords Commissioners or other Officers to cause a Notice to be given to the said *London and North-western* Company to put the same and every Part thereof

The Railway Company to keep the Canal open and in good Repair.

thereof in such good working Order and Condition as aforesaid (by leaving such Notice at the Office of the said Company, or with their Secretary or other recognized Officer); and in default of their putting the same into such Repair as aforesaid within Thirty Days from the Delivery or leaving such Notice as aforesaid, it shall be lawful for the said Lords Commissioners or other Officers to cause the same to be put into such Order and Condition as aforesaid; and that the Costs, Charges, and Expences of making such Inquiry and Repairs as aforesaid shall be borne and paid by and to such Party and in such Manner as the Lords Commissioners or other Officers shall order and direct; and if not so paid the Party entitled to receive the same shall and may recover the same by Action at Law in Her Majesty's Courts of Law at *Westminster*, against the Party or Parties ordered to pay the same.

Penalty on
Company
giving undue
Preference.

XXXIX. And be it enacted, That the *London and North-western Railway Company*, its Agents and Servants, shall not give any undue Preference to any Persons, Vessels, or Goods whatsoever, as against any other Persons, other similar Vessels, or other similar Goods whatsoever, as respects the Use of the said Canals or Railways, or the Tolls, Rates, or Charges thereof respectively, or the Conveniences thereunto respectively belonging; and in case the Commissioners of Railways shall, upon Complaint made to them, and after Ten Days Notice of such Complaint given by them to the Company of any alleged undue Preference by the Company (such Notice specifying the undue Preference complained of), be of opinion that such alleged undue Preference is really an undue Preference within the Meaning of this Act, and shall signify such Opinion in Writing to the Company; then, in case the Company, its Agents or Servants, shall, after Five Days from the Declaration of such Opinion by the said Commissioners to the Company, cause or permit any such undue Preference again to occur, the Company shall for every such Offence forfeit and pay a Sum not exceeding Twenty Pounds, to be recovered and applied in manner directed by the Railway Clauses Consolidation Act, 1845.

For regu-
lating Bye
Laws and
Tolls upon
the Canal.

XL. And be it enacted, That if at any Time Complaint shall be made to the Lords Commissioners of Her Majesty's Treasury, or to the Officers of the Department charged for the Time being with the Supervision of Railways, by any Person whomsoever, that the Bye Laws now or at any Time hereafter made or to be made by the *London and North-western Railway Company*, in respect of the Use and Navigation of the said Canals or either of them, are impolitic or unjust, or operate to the Prejudice or Disadvantage of Persons using, or desirous of using or trading upon the said Canal, or that the Amount of the Tolls, Rates, or Duties receivable or claimable by the said *London and North-western Railway Company* in respect of the said Canals or either of them, by virtue of this Act, are unreasonably high, having reference to the Cost of maintaining the said Canals and Works, and operate prejudicially to the Persons using or intending to use the said Canals, it shall be lawful for the said Lords Commissioners or other Officers, and they are hereby required, from Time to Time when and as such Complaints shall be made, to examine and
inquire,

inquire, or, at their Discretion, to appoint some competent Person to examine and inquire, into such Complaints and the Grounds thereof, and after such Examination had to make such Regulations from Time to Time as the said Lords Commissioners or other Officers shall think fit, with respect to the said Bye Laws, and to the Amount of all or any of the Tolls, Rates, and Duties which shall be received or claimable by the said Company by virtue of this Act, and by such Regulations to impose such reasonable Conditions and Restrictions with regard to the said Bye Laws, and the Amount of all or any Part of such Tolls, Rates, and Duties, as the said Lords Commissioners or other Officers shall think fit, having regard in fixing the Amount of Tolls, Rates, and Duties to the Expence of maintaining the said Canals and Works as aforesaid; and every such Regulation, on being published in the "*London Gazette*," shall be binding upon the said Proprietors for the Time being of the said Canal, and such Tolls, Rates, and Duties only as may be fixed thereby shall be recoverable by them, until such Regulation be revoked or altered by the said Lords Commissioners or other Officers.

XLI. And be it enacted, That, notwithstanding any thing herein contained, all the Powers, Authorities, Rights, Penalties, Forfeitures, and Remedies contained in the Acts relating to the said Canals, or to the Tolls, Rates, and Duties in the said Acts made payable, shall be deemed and taken to extend and apply, not only to all Tolls, Rates, and Duties, Acts and Things, payable, done, and performed at the Time of the passing of this Act, but also to all Tolls, Rates, and Duties which may accrue and become payable at any Time after the passing of this Act, and to all Matters and Things done and performed at any Time after the passing of this Act, and may be used, exercised, and enforced by and for the Protection and Benefit of the *London and North-western* Railway Company, as if the Clauses granting and conferring the same Powers, Authorities, Rights, Penalties, Forfeitures, Remedies, Matters, and Things were herein repeated.

Provisions of Canal Acts in reference to Tolls, &c. to apply to future Tolls, &c.

XLII. And be it enacted, That if at any Time after the passing of this Act it shall appear to the Commissioners of Railways to be necessary for the Interests of the Public, it shall be lawful for the said Commissioners to require the said *London and North-western* Railway Company to proceed to the Correction or Prevention of any Inconveniences or Evils by the said Commissioners specified, and which may appear to the said Commissioners to have arisen or to be likely to arise directly or indirectly from the said Canals having been transferred to the said *London and North-western* Railway Company, so as injuriously to affect the Use thereof by the Public; and upon the Failure or Inability of the said Railway Company to comply with the Requisitions of the said Commissioners in the Particulars aforesaid, within a Period of Six Months from the Date of such Requisition, it shall be lawful for the Commissioners to serve the said *London and North-western* Railway Company with Notice to introduce into Parliament in the then existing Session, if Parliament be then sitting, and if not in the next ensuing Session, a Bill or Bills for amending this Act in such Particulars as aforesaid, and thereupon the said

If the Interest of the Public requires it, Commissioners of Railways may correct Inconveniences or Evils arising from the Transfer of the Canals to the Railway Company.

London and North-western Railway Company shall and they are hereby required to introduce such Bill or Bills accordingly, and duly to prosecute the same; in default whereof it shall be lawful for the said Commissioners to introduce or prosecute, as the Case may be, such Bill or Bills, at the Expence of the said Railway Company.

Certain Parts
of recited
Acts 14 G. 3.
c. 13. and
34 G. 3. c. 53.
repealed.

XLIII. And be it enacted, That so much of the Act passed in the Fourteenth Year of the Reign of His late Majesty King *George the Third*, intituled *An Act for enabling Sir John Ramsden Baronet to make and maintain a navigable Canal from the River Calder between a Bridge called Cooper's Bridge and the Mouth of the River Colne to the King's Mill near the Town of Huddersfield in the West Riding in the County of York*, whereby it is provided that no Boat, Barge, or other Vessel of less Burden than Fifteen Tons shall pass through any Lock without the Consent of the said *Sir John Ramsden*, his Heirs and Assigns, or his or their principal Agent for the said Navigation for the Time being, in Writing first had and obtained for that Purpose, and so much of the said recited Act passed in the Thirty-fourth Year of the Reign of His late Majesty King *George the Third*, whereby it is enacted that nothing therein contained shall extend or be construed to extend to authorize or empower the said *Huddersfield Canal Company*, their Servants, Agents, or Workmen, or any other Person or Persons whomsoever, to navigate, hale, or cause to be navigated, haled, or drawn, any Boat, Barge, or other Vessel whatsoever, from and out of the said Canal of the said *Sir John Ramsden*, further than the Lock then made in and upon the said last-mentioned Canal commonly called or known by the Name of the *Reddoles Lock*, without the Consent of the said *Sir John Ramsden*, his Heirs or Assigns, for that Purpose first had and obtained, shall be and is hereby repealed.

Railways to
be subject to
Provisions of
1 & 2 Vict.
c. 98.,
3 & 4 Vict.
c. 97.,
5 & 6 Vict.
c. 55.,
7 & 8 Vict.
c. 85., and
9 & 10 Vict.
cc. 57. & 105.

XLIV. And whereas an Act was passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railway*; and another Act was passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops*; and another Act was passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by an Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways*; and another Act was passed in the last Session of Parliament, intituled *An Act for regulating the Gauge of Railways*; and another Act was passed in the said last Session of Parliament, intituled *An Act for constituting Commissioners of Railways*; be it enacted, That nothing in this Act contained shall be held to exempt the *Huddersfield and Manchester Railway and Canal Company* or the *Leeds, Dewsbury, and Manchester Railway Company* respectively, or the *London and North-western Railway Company* in respect thereof respectively, from the Provisions of the said several Acts respectively, but that such Pro-

visions shall be in force in respect to the *Huddersfield and Manchester* Railway and Canal Company and the *Leeds, Dewsbury, and Manchester* Railway Company respectively, and the *London and North-western* Railway Company, so far as the same shall be applicable thereto.

XLV. And be it enacted, That nothing herein contained shall be deemed to exempt the *Huddersfield and Manchester* Railway or the *Leeds, Dewsbury, and Manchester* Railway, or any Branches or Extensions thereof respectively, by the said recited Acts or any of them authorized to be made, or the *London and North-western* Railway Company in respect thereof, from the Provisions of any general Act relating to Railways, now in force or which may pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates and Charges authorized by this Act.

Railways to be subject to Provisions of any general Act.

XLVI. And be it enacted, That nothing herein contained shall be deemed or construed to exempt the said Canal from the Provisions of any general Act relating to this Act, or of any general Act relating to Canals, or relating to Canals amalgamated with Railways, or of any Act relating to the said *London and North-western* Railway, which may pass during the present or any future Session of Parliament, or from any future Revision and Alteration, under the Authority of Parliament, of the Tolls, Rates, and Duties authorized to be taken by this Act.

Canal to be subject to Provisions of future general Acts.

XLVII. And be it enacted, That all the Costs, Charges, and Expences of and incidental to the obtaining of this Act and preparatory thereto shall be paid in preference to other Payments, by the Directors of the *London and North-western* Railway Company, out of the first Monies received or to be received by them by virtue of this Act, or out of any other Monies at their Disposal, but so nevertheless that all and singular such Costs, Charges, and Expences shall be contributed in equal Third Shares by and out of the respective Funds of the *London and North-western* Railway Company, the *Huddersfield and Manchester* Railway and Canal Company, and the *Leeds and Dewsbury* Railway Company respectively.

Expences of Act.

XLVIII. And be it enacted, That when in this Act any Word is used importing the Singular Number or the Masculine Gender only the same shall be understood to include several Matters as well as one Matter, several Persons as well as one Person, and Females as well as Males; and where the Word "Lands" is used the same shall be understood to include Messuages, Lands, Tenements, and Hereditaments of any Tenure; and where the Word "Corporation" is used the same shall be understood to mean any Body politic, corporate, or collegiate, civil or ecclesiastical, aggregate or sole; and when the Words "Railway or Railways" are used the same shall be understood to mean the *Huddersfield and Manchester* and *Leeds, Dewsbury, and Manchester* Railways respectively, and to include all Branches, Extensions,

Interpretation of Act.

Extensions, Alterations, and Deviations of, in, and from such Railway or Railways respectively; unless in any of the Cases aforesaid it be specifically provided, or there be something in the Subject or Context repugnant to such Construction.

Public Act. XLIX. And be it enacted, That this Act shall be a Public Act, and shall be judicially taken notice of as such.

The SCHEDULE to which the foregoing Act refers.

The Schedule of Tolls, Rates, and Duties to be due and payable by virtue of this Act.

For every Ton of Dung or Manure which shall pass over the said Canals or either of them for a Distance not exceeding Four Miles, the Sum of Three Halfpence per Mile; and if exceeding Four Miles, the Sum of One Penny per Mile:

For every Ton of Limestone and Salt, the Sum of Three Farthings per Mile:

For every Ton of Clay, Sand, Lime, Lime Ashes, Gravel, Stone, Coal, Coke, Cannel, or other Minerals, Bricks, Tiles, Ironstone, Iron Ore, and Slates, the Sum of One Penny per Mile:

For every Ton of Timber, Corn, Sugar, Grain, Goods, Wares, and Merchandize, and all other Articles, Matters, and Things not herein-before enumerated, which shall pass over the said Canals or either of them for a Distance not exceeding Nine Miles, the Sum of Three Halfpence per Mile; and if exceeding Nine Miles, the Sum of One Penny per Mile:

And with respect to all the Matters aforesaid passing over the said Canals or either of them, where a reduced Charge is before made payable on their passing over such Canals for the Distance exceeding Four Miles or Nine Miles respectively, the said Company may demand and shall be entitled to receive Tolls as for Four Miles or Nine Miles respectively at the least, as the Case may be; and with respect to all the Matters aforesaid passed over the said Canals or either of them for any less Distance than Four Miles, the said Company may demand and shall be entitled to receive Tolls as for Four Miles.

List of Wharfages to be due and payable by virtue of this Act.

For any Period not exceeding Thirty Days.

Corn and Merchandize, One Penny per Ton.

Coal and Limestone, One Penny per Ton.

Lime, One Penny per Ton.

Bar and Cast Iron, One Penny per Ton.

Oil, Sixpence per Cask.

[*Local.*]

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Flour,

Flour, One Penny per Bag.

General Merchandize, and all other Articles not otherwise enumerated,
One Penny per Ton.

All Goods landed at Woolroad, Three-pence per Ton.

If housed in the Warehouse there, Ten-pence per Ton.

Except Wool, for which Eight-pence per Ton may be charged.

For any Period exceeding Thirty Days, a further Wharfage after
the Rate of One Halfpenny per Ton per Week may be charged on all
the above-mentioned Articles.

The Weight per Ton to be calculated at One hundred and twelve
Pounds to the Hundred Weight, and Twenty Hundred Weight to
the Ton; and as to Oak, Mahogany, Teak, Beech, or Ash, Forty
Cubic Feet, and as to any other Timber, Fifty Cubic Feet, shall be
deemed One Ton Weight.

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