



ANNO DECIMO & UNDECIMO

VICTORIÆ REGINÆ.

Cap. lxxiii.

An Act for making a Railway from the Town of *Killarney* in the County of *Kerry* to the Harbour of *Valencia* in the same County.

[25th June 1847.]

WHEREAS the making of a Railway from *Killarney* in the County of *Kerry* to the Harbour of *Valencia* in the same County would be of great public Advantage, by opening a Communication between the Harbour of *Valencia* and the Town of *Killarney*, and, by means of Railways already authorized to be constructed, with the Port of *Wexford*, *Dublin*, and the Southern and South-eastern Districts of *Ireland*: And whereas the Persons hereafter named are willing, at their own Expence, to carry such Undertaking into execution, but the same cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, That the several Acts of Parliament following, (that is to say,) the Companies Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Act, 1845, and the Railway Clauses Consolidation Act, 1845, shall be incorporated with and form Part of this Act.

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rated with
this Act.

[*Local.*]

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II. And

Short Title.

II. And be it enacted, That in citing this Act in other Acts of Parliament and in legal Instruments it shall be sufficient to describe it as "The *Killarney and Valencia* Railway Act, 1847."

Subscribers incorporated.

III. And be it enacted, That *John Attwood, Ambrose Miller*, the Honourable *Henry John Chetwynd Talbot* commonly called Lord Viscount *Ingestre, James Henry Attwood*, and *Richard Spooner*, and all other Persons and Corporations who have already subscribed or shall hereafter subscribe to the Undertaking, and their Executors, Administrators, Successors, and Assigns respectively, shall be united into a Company for the Purposes of the said Undertaking according to the Provisions of the said recited Acts and of this Act, and for other the Purposes herein and in the said recited Acts contained; and for the Purposes aforesaid such Company shall be incorporated by the Name of "The *Killarney and Valencia* Railway Company," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking within the Restrictions herein and in the recited Acts contained.

Capital.

IV. And whereas the estimated Expence of making the Railway is Two hundred and fifty-eight thousand Pounds; be it enacted, That the Capital of the Company shall be Three hundred thousand Pounds.

Number and Amount of Shares.

V. And be it enacted, That the Number of Shares into which the Capital shall be divided shall be Thirty thousand, and the Amount of each Share shall be Ten Pounds.

Calls.

VI. And be it enacted, That Two Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders, and Three Months at the least shall be the Interval between each Call.

Power to borrow Money on Mortgage.

VII. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sums not exceeding in the whole the Sum of One hundred thousand Pounds, but no Part of such Sum shall be borrowed until the whole of the said Capital or Sum of Three hundred thousand Pounds shall have been subscribed for, and One Half thereof shall have been actually paid up.

Arrears may be enforced by the Appointment of a Receiver.

VIII. And be it enacted, That it shall be lawful for the Mortgagees of the Company to enforce the Payment of the Arrears of Principal and Interest due on any such Mortgages by the Appointment of a Receiver; and in order to authorize the Appointment of such Receiver in the event of the Principal Monies due on such Mortgages not being duly paid, the Amount owing to the Mortgagees by whom Application for such Receiver shall be made shall not be less than Ten thousand Pounds in the whole.

First and other Meetings.

IX. And be it enacted, That the first Ordinary Meeting of the Company shall be held within Six Months next after the passing of this Act, and the second Ordinary Meeting shall be held in the

Month of *August* One thousand eight hundred and forty-eight, and the subsequent Ordinary Meetings of the Company shall be held half-yearly in the Months of *February* and *August*, and the first of such Ordinary Meetings shall be held in *London*; and all Meetings, whether ordinary or extraordinary, shall be held in *London*, *Dublin*, or *Killarney*, as the Directors may determine.

X. And be it enacted, That the Quorum for every General Meeting of the Company shall be Ten Shareholders holding in the aggregate not less than Twenty thousand Pounds in the Capital of the Company. Quorum of General Meetings.

XI. And be it enacted, That the Number of Shareholders on whose Requisition an Extraordinary Meeting may be required to be convened shall be Fifteen Shareholders holding in the aggregate not less than Thirty thousand Pounds in the Capital of the Company. Number of Shareholders to convene Extraordinary Meetings.

XII. And be it enacted, That the Scale according to which the Shareholders may vote in respect of their Shares shall be as follows; (that is to say,) Scale of Voting.

For Five Shares One Vote, and an additional Vote for every further Five Shares held.

XIII. And be it enacted, That the Number of Directors shall be Five, and the Qualification of a Director shall be the Possession in his own Right of One hundred Shares in the Undertaking. Number and Qualification of Directors.

XIV. And be it enacted, That it shall be lawful for the Company at any Ordinary Meeting for the Election of Directors after the first Ordinary Meeting, or at any Extraordinary Meeting called by the Directors for the Purpose, to increase or reduce the Number of Directors, provided that the increased Number do not exceed Nine, and that the reduced Number be not less than Five: Provided always, that Notice of the Intention to increase or reduce the Number of Directors shall be given One Month at least before any such Meeting. Power to vary the Number of Directors.

XV. And be it enacted, That *John Attwood* Esquire, Member of Parliament, the Honourable *Henry John Chetwynd Talbot* commonly called Lord Viscount *Ingestre*, Member of Parliament, *Richard Spooner* Esquire, Member of Parliament, *James Henry Attwood*, and *Ambrose Miller*, shall be the first Directors of the Company. First Directors.

XVI. And be it enacted, That the Directors appointed by this Act shall continue in Office until the first Ordinary Meeting to be held after the passing of this Act, and at such Meeting the Shareholders present, personally or by Proxy, may either continue in Office the Directors appointed by this Act, or any Number of them, or may elect a new Body of Directors, or Directors to supply the Places of those not continued in Office, the Directors appointed by this Act being eligible as Members of such new Body; and at the first Ordinary Meeting to be held in every Year thereafter the Shareholders Such Directors to continue in Office until first Meeting after passing of Act.

holders present, personally or by Proxy, shall elect Persons to supply the Places of the Directors then retiring from Office agreeably to the Provisions in the said Companies Clauses Consolidation Act, 1845, and in this Act, contained; and the several Persons elected at any such Meeting, being neither removed nor disqualified nor having resigned, shall continue to be Directors until others are elected in their Stead in manner provided by the said Companies Clauses Consolidation Act, 1845, and in this Act, or either of them.

Quorum.

XVII. And be it enacted, That a Quorum of a Meeting of Directors shall be Three.

Committee of Directors.

XVIII. And be it enacted, That the Number of Directors of which Committees appointed by the Directors shall consist shall be not less than Three.

Power to make Railway according to deposited Plans.

XIX. And whereas Plans and Sections of the Railway showing the Line and Levels thereof, and also Books of Reference containing the Names of the Owners, Lessees, and Occupiers, or reputed Owners, Lessees, and Occupiers, of the Lands through which the same is intended to pass, have been deposited with the Clerk of the Peace of the County of *Kerry*; be it enacted, That, subject to the Provisions in this and the said recited Acts contained, it shall be lawful for the Company to make and maintain the Railway and Works in the Line and upon the Lands delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections, and to enter upon, take, and use such of the said Lands as shall be necessary for such Purpose.

Main Line of Railway.

XX. And be it enacted, That the Railway shall commence at or near the *Avenue* in the Townland of *Avenue* in the Parish of *Killarney* in the County of *Kerry*, and shall pass through the following Places, (that is to say,) *Killarney*, *Aghadoe*, *Kilbonane*, *Knockane*, *Killorglin*, *Glenbehy*, *Killinane*, and *Caher*, and shall terminate near the East Bank of the Harbour of *Valencia* in the Parish of *Cahir* in the said County of *Kerry*.

Junction with Killarney Junction Railway to be under the Direction of Engineer of last-named Company.

XXI. And be it enacted, That the Line of Railway at the Junction with the *Killarney Junction* Railway, and all such Openings in the Ledges or Flanches of the said *Killarney Junction* Railway as may be necessary or convenient for effecting such Junction, shall be made and effected under the Direction and Superintendence of the Engineer for the Time being of the said last-mentioned Railway; and in case of any Difference of Opinion as to the Mode of effecting such Junction, then such Difference shall be referred to the Decision of the Railway Commissioners.

Not to take the Lands of the Killarney Junction Railway Company, or interfere

XXII. And be it enacted, That nothing in this Act contained shall extend or be deemed or construed to extend to authorize or enable the Company hereby incorporated to take or enter upon any of the Lands or Grounds belonging to the *Killarney Junction* Railway Company, or to alter, vary, or interfere with the said *Killarney Junction*

Junction Railway, or any of the Works thereof respectively, further or otherwise than is hereby expressly authorized, without the Consent in Writing of the said *Killarney Junction* Railway Company in every Instance for that Purpose first had and obtained. with such Railway, without Consent.

XXIII. And be it enacted, That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in the *Killarney Junction* Railway Company, but saving and reserving to such Company all the Rights, Privileges, and Franchises to them respectively belonging, and also saving and reserving all such Powers, Authorities, and Provisions in the several Acts relating thereto respectively, as if this Act had not been passed. Saving the Rights of the *Killarney Junction* Railway Company.

XXIV. And whereas it is proposed in the first instance to lay down a single Line of Rails, but it is the Intention of the Company to purchase Land, and to construct the Bridges over the Line of Rails and other Works of Dimensions, sufficient to admit hereafter of a double Line of Rails being laid down throughout the whole Line of Railway; be it therefore enacted, That if at any Time after Twelve Months from the opening of the Railway to the Public it shall appear to the Commissioners of Railways that an additional Line of Rails is required for the proper Accommodation of the Public using the Railway, then and in such Cases the Company shall and they are hereby required, upon receiving an Order in Writing to that Effect from the Lords of the said Committee, to lay down such additional Line of Rails, and to execute all other necessary Works for effecting such Purpose, within such reasonable Time as shall be fixed by the Lords of the said Committee having reference to the Extent of the Works to be executed under such Order; and if such Order shall be made, and the Works thereby required to be done shall not be executed within the Time specified in such Order, it shall not be lawful for the Company to take any Toll or Fare for the Use of the said Railway until the Works required to be made by such Order shall have been completed. Empowering the Board of Trade to compel the laying down of additional Line of Rails.

XXV. And be it enacted, That the Quantity of Land to be taken by the Company for extraordinary Purposes shall not exceed Thirty Acres. Lands for extraordinary Purposes.

XXVI. And be it enacted, That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of this Act shall not be exercised after the Expiration of Three Years from the passing of this Act. Limiting Period for purchasing Lands.

XXVII. And be it enacted, That the Railway shall be completed within Seven Years from the passing of this Act, and on the Expiration of such Period the Powers by this or the recited Acts granted to the Company for executing the Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railway as shall then be completed. Period for Completion of Works.

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XXVIII. And

Tolls.

XXVIII. And be it enacted, That it shall be lawful for the Company to demand any Tolls for the Use of the Railway, not exceeding the following ; (that is to say,)

Tonnage of Articles of Merchandize.

In respect of the Tonnage of all Articles conveyed upon the Railway or any Part thereof, as follows :

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile* not exceeding One Penny ; and if conveyed by Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny :

For all Coals and Culm, *per Ton per Mile* not exceeding Two-pence ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny :

For all Coke, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slates, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per Ton per Mile* not exceeding Three Halfpence ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Halfpenny :

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile* Two-pence ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding Three Farthings :

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things, *per Ton per Mile* not exceeding Three-pence ; and if conveyed in Carriages belonging to the Company, an additional Sum *per Ton per Mile* not exceeding One Penny :

For every Carriage, of whatever Description, having more than Two Wheels, and not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton and a Half, carried or conveyed on a Truck or Platform, *per Mile* not exceeding Four-pence Halfpenny :

For every Two-wheeled Carriage, of whatever Description, not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton, carried or conveyed on a Truck or Platform, *per Mile* not exceeding Three-pence :

And a Sum of Two-pence *per Mile* for every additional Quarter of a Ton, or fractional Part of a Quarter of a Ton, which any such Carriage may weigh ; and if conveyed on a Truck or Platform belonging to the Company, an additional Sum *per Mile* not exceeding Two-pence.

Tolls for Passengers and Cattle.

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

For any Person conveyed in or upon any such Carriage, *per Mile* not exceeding Two-pence ; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per Mile* not exceeding One Penny :

For every Horse, Mule, Ass, or other Beast of Draught or Burden conveyed in or upon any such Carriage, *per* Mile not exceeding Three-pence; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Penny:

For every Ox, Cow, Bull, or Neat Cattle conveyed in or upon any such Carriage, *per* Mile not exceeding One Halfpenny; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum *per* Mile not exceeding One Halfpenny:

For every Calf, Pig, Sheep, Lamb, or other small Animal conveyed in or upon any such Carriage, *per* Mile not exceeding One Farthing; and if conveyed in or upon any Carriage belonging to the Company, an additional Sum not exceeding One Farthing.

XXIX. And be it enacted, That the Toll which the Company may demand and receive for the Use of Engines for propelling Carriages on the Railway shall not exceed Three Farthings *per* Mile for each Passenger or Animal, or for each Ton of Goods or other Articles, in addition to the several other Tolls or Sums by this Act authorized to be taken.

Tolls for propelling Power.

XXX. And be it enacted, That the following Provisions and Regulations shall be applicable to the fixing of such Tolls; (that is to say,) For Articles or Persons conveyed on the Railway for a less Distance than Six Miles the Company may demand the said Tolls as for Six Miles:

Regulations as to the Tolls.

For a Fraction of a Mile beyond Six Miles, or beyond any greater Number of Miles, the Company may demand Tolls on Merchandize for such Fraction in proportion to the Number of Quarters of a Mile contained therein, and if there be a Fraction of a Quarter of a Mile such Fraction shall be deemed a Quarter of a Mile; and in respect of Passengers every Fraction of a Mile beyond an integral Number of Miles shall be deemed a Mile:

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

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

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

XXXI. And with respect to small Packages, and single Articles of great Weight, be it enacted, That, notwithstanding the Rate of Tolls prescribed by this Act, the Company may lawfully demand the Tolls following; (that is to say,)

Tolls for small Parcels and single Articles of great Weight.

For the Carriage of small Parcels (that is to say, Parcels not exceeding Five hundred Pounds Weight each,) the Company may demand any Sum which they think fit; provided always, that Articles sent in large aggregate Quantities, although made up of separate Parcels, such as Bags of Sugar, Coffee, Meal, and the

the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages :

For the Carriage of any One Boiler, Cylinder, or single Piece of Machinery, or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence *per Ton per Mile* :

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

Passengers
Luggage.

XXXII. And be it enacted, That every Passenger travelling upon the Railway may take with him his ordinary Luggage, not exceeding One hundred and fifty Pounds in Weight for First-class Passengers, Sixty Pounds in Weight for Second-class Passengers, and Forty Pounds in Weight for Third-class Passengers, without any Charge being made for the Carriage thereof.

Maximum
Charges for
Conveyance
of Passen-
gers.

XXXIII. And be it enacted, That it shall not be lawful for the Company to demand or receive any greater Sum in respect of the Carriage of Passengers conveyed on the Railway than Three-pence *per Passenger per Mile* in respect of any Passenger travelling in a First-class Carriage, Two-pence *per Passenger per Mile* in respect of any Passenger travelling in a Second-class Carriage, and One Penny *per Passenger per Mile* in respect of any Passenger travelling in a Third-class Carriage, including the Charges for the Use of Carriages and locomotive Power, and all other Charges incidental to such Conveyance.

For Con-
veyance of
Goods and
Cattle.

XXXIV. And be it enacted, That it shall not be lawful for the Company to charge in respect of the several Articles, Matters, and Things, and of the several Descriptions of Animals herein-after mentioned, conveyed on the Railway, any greater Sum, including the Charges for the Use of Carriages, Waggon, or Trucks, and for locomotive Power, and all other Charges incident to such Conveyance (except a reasonable Charge for the Expence of loading and unloading, where such Service is performed by the Company), than the several Sums herein-after mentioned ; (that is to say,)

For all Dung, Compost, and all Sorts of Manure, Lime and Limestone, and all undressed Materials for the Repair of public Roads or Highways, *per Ton per Mile Three Halfpence* :

For all Coals and Culm, the Sum of Two-pence *per Ton per Mile* :

For all Coke, Charcoal, and Cinders, all Stones for building, pitching, and paving, all Bricks, Tiles, Slate, Clay, Sand, Ironstone and Iron Ore, Pig Iron, Bar Iron, Rod Iron, Hoop Iron, and all other similar Descriptions of Wrought Iron and Iron Castings not manufactured into Utensils or other Articles of Merchandize, *per Ton per Mile Two-pence Halfpenny* :

For all Sugar, Grain, Corn, Flour, Hides, Dyewoods, Earthenware, Timber, Staves, Deals, Metals (except Iron), Nails, Anvils, Vices, and Chains, *per Ton per Mile Three-pence* :

For

For all Cotton and other Wools, Drugs, manufactured Goods, and all other Wares, Merchandize, Fish, Articles, Matters, or Things, *per* Ton *per* Mile Four-pence :

For every Carriage, of whatever Description, having more than Two Wheels, and not being a Carriage adapted and used for travelling on a Railway, and not weighing more than One Ton and a Half, *per* Mile Nine-pence ; and if having only Two Wheels, and not weighing more than One Ton, *per* Mile Sixpence :

For every Horse, Mule, Ass, Ox, Cow, Bull, or Neat Cattle, *per* Mile Four-pence :

For every Calf, Pig, Sheep, Lamb, or other small Animal, *per* Mile One Penny.

XXXV. Provided always, and be it enacted, That if any Person shall desire to hire and retain a separate Waggon or Truck for the Conveyance of Cattle or Sheep belonging to him it shall not be lawful for the Company to charge any greater Sum, including all the Charges aforesaid, than One Shilling and Sixpence *per* Mile for every Waggon or Truck capable of containing conveniently Six Beasts of an ordinary Size, or Thirty Sheep.

Tolls for separate Trucks for Cattle, &c.

XXXVI. Provided always, and be it enacted, That the Restriction as to the Charges to be made for Passengers shall not extend to any Special Train which may be required to be run upon the Railway, but shall apply only to the ordinary Trains appointed or to be appointed from Time to Time by the Company for the Conveyance of Passengers and Goods upon the Railway.

Foregoing Charges not to apply to Special Trains.

XXXVII. Provided always, and be it enacted, That nothing herein contained shall be held to prevent the Company from taking any increased Charges over and above the Charges herein-before limited for the Conveyance of Goods of any Description by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance thereof by Passenger Trains, or by reason of any other special Service performed by the Company in relation thereto.

Company may take increased Charges by Agreement.

XXXVIII. And be it enacted, That it shall not be lawful for the said Company, out of any Money by this Act or any other Act relating to the said Railway Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay Interest to any Shareholder on the Amount of the Calls made in respect of Shares held by him in the Capital by this Act authorized to be raised : Provided always, that nothing herein-before contained shall be deemed to prevent the said Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in the Companies Clauses Consolidation Act, 1845, in that Behalf contained.

Interest not to be paid on Calls paid up.

XXXIX. And be it enacted, That it shall not be lawful for the said 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
[Local.] 9 S of Capital of Company not to be used for pay-

ing Deposits
to other Un-
dertakings.

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.

Railway 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. and
105.

XL. 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 Eighth 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 any Act of the present or succeeding Sessions of Parliament*; and for other Purposes in relation to Railways; and Two Acts were passed in the last Session of Parliament, intituled respectively *An Act for regulating the Gauge of Railways*, and *An Act for constituting Commissioners of Railways*; be it enacted, That nothing in this Act contained shall be held to exempt the said Railway or the said Company from the Provisions of the said several Acts respectively, but that such Provisions shall be in force in respect to the said Railway and Company so far as the same shall be applicable thereto.

Railway to
be subject to
Provisions of
any future
general
Acts.

XLI. Provided always, and be it enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized from the Provisions of any general Act relating to this Act, or of any general Act relating to Railways, 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 of Fares and Charges authorized by this Act.

Public Act.

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

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