



ANNO VICESIMO SEPTIMO & VICESIMO OCTAVO

# VICTORIÆ REGINÆ.

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*Cap. cccxx.*

An Act to authorize the *Manchester, Sheffield, and Lincolnshire* Railway Company to run Steam and other Vessels between *Great Grimsby* and certain Foreign Ports. [29th July 1864.]

**W**HEREAS the *Manchester, Sheffield, and Lincolnshire* Railway affords the only Access by Railway to the Port of *Great Grimsby*: And whereas it would be of Advantage to the Public as well as to the Company if the Company were empowered to establish and use Steam and other Vessels to run between *Great Grimsby* and *Rotterdam, Antwerp, Hamburgh, Flushing, Lubeck, Stockholm, Copenhagen, Revel, Cronstadt, St. Petersburg, and Konigsberg*, or some of them; and it is expedient that the Company should be authorized to establish and use Steam and other Vessels accordingly, and should have other Powers in reference to Steam and other Vessels: And whereas it is expedient that the Company should be authorized for that Purpose to raise further Sums of Money by the Creation of Shares or Stock in their Undertaking or by Mortgage: And whereas the Objects aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it

[*Local.*]

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enacted

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enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and of the Commons, in this present Parliament assembled, and by the Authority of the same, as follows :

Short Title.

**1.** In citing this Act for any Purpose it shall be sufficient to describe it as "*The Manchester, Sheffield, and Lincolnshire Railway (Steamboat) Act, 1864.*"

26 & 27 Vict.  
cc. 92. & 118.  
incorporated.

**2.** Part IV. of "*The Railways Clauses Act, 1863,*" relating to Steam Vessels, and Part II. of "*The Companies Clauses Act, 1863,*" (relating to additional Capital,) shall be incorporated with and form Part of this Act, and Section 35 of the first-mentioned Act shall be read and construed as if the Word "*Third*" had been inserted therein instead of the Word "*Seventh.*"

Power to  
Company to  
provide and  
use Steam  
and other  
Vessels.

**3.** The Company from Time to Time may build or buy or hire, and may use, maintain, and work, or enter into Arrangements for using, maintaining, or working, Steam and other Vessels for the Purpose of carrying on a convenient and efficient Communication by means thereof between the Town or Port of *Great Grimsby* and the Towns or Ports of *Rotterdam, Antwerp, Hamburgh, Flushing, Lubeck, Stockholm, Copenhagen, Revel, Cronstadt, St. Petersburgh,* and *Konigsberg,* or some of them, and may take Tolls and Charges in respect of such Steam and other Vessels.

Rates for  
Passengers.

**4.** The Charges to be made by the Company for the Conveyance of Passengers in such Steam Vessels between the Points of Embarkation and Disembarkation shall not exceed the Charges set forth in the Schedule to this Act.

Regulating  
Fares and  
Charges for  
Passengers  
and Traffic  
carried by  
Land and  
Sea.

**5.** If under the Powers of this Act, or of any Agreement thereunder, the Company become Carriers of Passengers or Traffic by Railway and by Sea at One Through Rate or Charge for the whole Distance, or at One Through Rate or Charge for the Sea Route and any Part of the Railway Route on either Side thereof, or both, then the Company shall publish a Monthly List of Fares and Charges, showing the Amount of such Through Rate or Charge, and also the Portion thereof which is attributed to the Sea Route used by such Passengers or Traffic and the Portion thereof which is attributed to the Railway Route on either Side thereof respectively; and if under the Powers of this Act, or of any Agreement thereunder, the Company become Carriers of Passengers or Traffic by Sea without such Through Rate as aforesaid, they shall publish a Monthly List of Fares and Charges charged by them in respect of such Passengers or Traffic by Sea, and during the Month for which any such List of Fares and Charges

as

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as aforesaid shall be published no other Fares or Charges shall be taken in respect of the Class of Passengers or Traffic to which such List of Fares and Charges applies; and any other Company conveying Passengers or Traffic by Railway to the Ports of Departure and Arrival on such Route shall be entitled to have such Passengers and Traffic carried over the Sea Route between the same Ports at the Rate attributed to Passengers or Traffic in such published List of Fares and Charges conveyed over the same Sea Route; and any Company or Person conveying Passengers or Traffic over the Sea Route between the same Ports shall be entitled to have such Passengers and Traffic carried over the Railway Route between the same common Points at the Rate attributed to such Railway Route in the said published List of Fares and Charges; and all Passengers and Traffic conveyed over the Sea Route only or over the Railway Route (on either Side only) shall be entitled to the same Privileges and Advantages, and to be forwarded by the same Trains and Vessels, without Detention or Delay, as the same Classes of Passengers and Traffic conveyed at the same Rate of Fare or Charge over the whole of the Railway and Sea Routes are entitled to, according to any published List of Fares and Charges or Train or Steamboat Time Tables.

6. Every First-class Passenger conveyed by any Steam or other Vessel of the Company, or partly by a Vessel of the Company and partly by the Railway of the Company, may take with him, without extra Charge, his ordinary Luggage, not exceeding One hundred and Twenty Pounds in Weight, and every Second-class Passenger not exceeding One hundred Pounds in Weight, and every Third-class Passenger not exceeding Sixty Pounds in Weight.

Passengers  
Luggage.

7. The Clauses and Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the Distribution of the Capital of the Company into Shares, with respect to the Transfer or Transmission of Shares, with respect to the Payment of Subscriptions and the Means of enforcing the Payment of Calls, with respect to the Forfeiture of Shares for Nonpayment of Calls, with respect to the Remedies of Creditors of the Company against the Shareholders, with respect to the borrowing of Money by the Company on Mortgage or Bond, with respect to the Conversion of the borrowed Money into Capital, with respect to the Consolidation of the Shares into Stock, and with respect to providing Access to the Special Act, shall be incorporated with this Act, and shall apply to all Shares or Stock created by the Company, and to Mortgages granted and Money borrowed by them under this Act.

8 & 9 Vict.  
c. 16. incor-  
porated.

8. The

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Power to  
Company to  
raise Capital  
by Shares or  
Stock.

8. The Company, with the Consent of Three Fifths of the Votes of the Shareholders present, in person or by proxy, at any General Meeting or General Meetings, convened with special Notice of the Purpose, may raise, by the Creation of new Shares or Stock in their Undertaking, (in addition to such Sums as they now are or by any other Act of the present Session of Parliament may be authorized to raise,) any further Sums of Money, not exceeding in the whole Two hundred and fifty thousand Pounds, and such Shares or Stock may be ordinary or preference, at the Option of the Company.

Shares not to  
issue until  
One Fifth  
paid up.

9. It shall not be lawful for the Company to issue any Share, nor shall any Share vest in the Person accepting the same, unless and until a Sum, not being less than One Fifth Part of the Amount of such Share, shall have been paid up in respect thereof.

Saving  
Guarantee of  
West Riding  
and Grimsby  
Railway  
Company.

10. Provided always, That any Preference or Priority of Interest or Dividends, or other Privileges, attached to any Share created by the Company under the Authority of this Act, shall be subject to and rank after the Guarantee secured to the *West Riding and Grimsby Railway Company*, under the "*West Riding and Grimsby Railway Act, 1862*," and the Heads of Agreement scheduled to such Act, and from Time to Time subsisting.

Power to  
borrow on  
Mortgage.

11. When the whole of the additional Capital of Two hundred and fifty thousand Pounds has been subscribed, and One Half thereof paid up, the Company may borrow on Mortgage any further Sum or Sums of Money not exceeding in the whole Eighty-three thousand three hundred Pounds, but no Part of such last-mentioned Sum of Eighty-three thousand three hundred Pounds shall be borrowed until the whole of the said additional Capital of Two hundred and fifty thousand Pounds shall have been *bonâ fide* subscribed and issued, and One Half thereof paid up, and the Company shall have proved to the Justice who is to certify under the Provisions contained in the Fortieth Section of "*The Companies Clauses Consolidation Act, 1845*," before he so certifies, that the whole of the said additional Capital of Two hundred and fifty thousand Pounds has been subscribed for *bonâ fide* and issued, and that not less than One Fifth of the Amount of each Share has been paid on Issue of the same, and that such Shares are held by the Subscribers or their Assigns, and for which such Subscribers or their Assigns are legally liable, of which Proof having been given the Certificate of the Justice under that Section shall be sufficient Evidence.

12. Provided,

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**12.** Provided, That all Mortgages granted by the Company before the passing of this Act, and now in force, shall while in force have Priority to all Mortgages granted by the Company under this Act.

Priority of existing Mortgages.

**13.** All Money raised under the Powers of this Act by the Creation of any new Shares or Stock shall be applied only to the Purposes by this Act authorized.

Application of Monies raised under this Act.

**14.** It shall not be lawful for the Company, out of any Money by this Act or any other Acts relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, to pay to any Shareholder any Interest or Dividend on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised; provided that nothing in this Act contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Interest not to be paid on Calls paid up.

**15.** It shall not be lawful for the Company, out of any Money by this Act or any other Acts relating to the 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 in force for the Time being, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any Railway or execute any other Work or Undertaking.

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

**16.** Nothing in this Act contained shall be deemed or construed to exempt the Railways of the Company from the Provisions of any General Act relating to Railways, or to the better or more impartial Audit of the Accounts of Railway Companies, for the Time being in force, or from any future Revision and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges, and of the Rates for small Parcels, authorized by any Act relating to the Company.

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

**17.** The Costs and Charges of applying for and obtaining this Act, and incidental thereto, shall be paid by the Company.

Expenses of Act.

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SCHEDULE OF RATES FOR PASSENGERS.

	1st Class.	2d Class.	3d Class.
	£ s. d.	£ s. d.	£ s. d.
Between Great Grimsby and Rotterdam - - -	1 0 0	0 15 0	0 10 0
"    "    Antwerp, Flushing, and Lubeck -	0 15 0	0 10 0	0 7 6
"    "    Hamburgh - - -	1 10 0	1 0 0	0 15 0
"    "    Copenhagen - - -	3 0 0	2 5 0	1 10 0
"    "    Stockholm, Revel, Cronstadt, and St. Petersburg - - -	6 6 0	4 4 0	3 3 0
"    "    Konigsberg - - -	3 10 0	2 6 6	1 15 0

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