



ANNO VICESIMO NONO & TRICESIMO

# VICTORIÆ REGINÆ.

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## *Cap. ccxv.*

An Act to confer further Powers upon the *Hemel Hempsted and London and North-western Railway Company*; and for other Purposes.

[16th July 1866.]

**W**HEREAS by "The *Hemel Hempsted and London and North-western Railway Act, 1863*," the *Hemel Hempsted and London and North-western Railway Company* were incorporated for the making of a Railway from *Boxmoor* to *Hemel Hempsted* in the County of *Herts*, and the Company are proceeding to make the said Railway: And whereas the Extension thereof to *Harpenden*, and the Construction of a Branch Railway to join the *Midland Railway* at *Harpenden*, would be beneficial to the Company and to the Public, and the Company are willing so to extend their Railway and to make the said Branch Railway: And whereas Plans and Sections of the proposed Railways, with Books of Reference to the Plans containing the Names of the Owners and Lessees, or reputed Owners and Lessees, and of the Occupiers of the said Lands, have been deposited with the Clerk of the Peace for the said County: And whereas it is expedient that the Company should be authorized to abandon a Portion of their authorized Railway at *Hemel Hempsted*: And whereas it is expedient that the Powers herein-after contained should be conferred upon the Company, on the one hand, and the *London and North-western Railway Company*, the *Great Northern Railway* [Local.]

26 & 27 Vict.  
c. clii.

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Railway Company, and the *Midland* Railway Company, or some or one of them, on the other hand: And whereas the Objects aforesaid cannot be accomplished without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows:

Short Title.

1. This Act may be cited for all Purposes as "*The Hemel Hempsted and London and North-western Railway Extension Act, 1866.*"

8 & 9 Vict.  
cc. 18. & 20.,  
23 & 24 Vict.  
c. 106., and  
26 & 27 Vict.  
c. 92. in-  
corporated.

2. "The Railways Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and Parts I. and III. of "The Railway Clauses Act, 1863," are (except where expressly varied by this Act) incorporated with and form Part of this Act.

Interpreta-  
tion of  
Terms.

3. In this Act the several Words and Expressions to which Meanings are assigned by the Acts wholly or partially incorporated herewith shall have the same respective Meanings, unless there be something in the Subject or Context repugnant to such Construction; the Expression "the Company" shall mean the *Hemel Hempsted and London and North-western Railway Company*; the Expression "the Railways," or "the Undertaking," shall mean the Railways or Undertaking by this Act authorized, or any Part thereof; and the Expression "Superior Courts" or "Court of competent Jurisdiction," or any other like Expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have Effect as if the Debt or Demand with respect to which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

Power to  
make Rail-  
way accord-  
ing to de-  
posited  
Plans

4. Subject to the Provisions of this Act, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Railways herein-after described, with all proper Stations, Approaches, Works, and Conveniences connected therewith, and may enter upon, take, and use such of the Lands delineated on the said Plans and described in the deposited Books of Reference as may be required for that Purpose. The Railways herein-before referred to and authorized by this Act are,—

"1. A Railway, Eight Miles Five Furlongs Three Chains and  
"Thirty-five Links in Length, commencing in the Parish of  
" *Hemel Hempstead* and County of *Hertford* by a Junction  
" with the authorized *Hemel Hempsted and London and North-*  
" *western Railway* at a Point on the Plans deposited for the  
" Purposes of the said Railway with the Clerk of the Peace  
" for

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“ for the County of *Hertford* in *November* 1862 Seven Fur-  
 “ longs Two Chains or thereabouts from the Commencement  
 “ thereof, and terminating in the Parish of *Harpenden* and  
 “ County of *Hertford* by a Junction with the *Hertford, Luton,*  
 “ *and Dunstable* Branch of the *Great Northern* Railway near  
 “ the North-western Corner of the Passenger Platform at  
 “ *Harpenden* Station of the said *Hertford, Luton, and Dun-*  
 “ *stable* Branch :

“ 2. A Railway, Three Furlongs Seven Chains and Fifty Links  
 “ in Length, situate wholly in the Parish of *Harpenden* in the  
 “ County of *Hertford*, commencing by a Junction with the  
 “ last-mentioned intended Railway in a Field belonging to  
 “ *Thomas Cox* and *Emma* his Wife, and in the Occupation  
 “ of *Gerard Wolfe Lydekker* at a Point of Twenty Yards or  
 “ thereabouts to the East of the Road leading from *Cooters*  
 “ *End* to *Harpenden* Station, and terminating by a Junction  
 “ with the authorized *London* Extension of the *Midland* Rail-  
 “ way in a Field or Piece of Land numbered on the Plans  
 “ deposited for the Purposes of the said *London* Extension  
 “ with the Clerk of the Peace for the County of *Hertford* in  
 “ *November* 1863 183 in the Parish of *Harpenden*.”

5. The Company may make the Arch of the Bridge for carrying the Railway over the Road next herein-after mentioned of any Height and Span not less than the Height and Span herein-after mentioned in connexion with that Road ; (that is to say,)

Height and Span of Arch.

No. on deposited Plan.	Parish.	Description of Road.	Height.	Span.
45	Redbourne	Public Highway	ft. 13	ft. 20

6. In altering for the Purposes of this Act the Roads next herein-after mentioned the Company may make the same of any Inclinations not steeper than the Inclinations herein-after mentioned in connexion therewith respectively ; (that is to say,)

Inclination of Gradients.

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
53	Hemel Hempsted	Public Road	1 in 8
57A	Hemel Hempsted	Public Road	1 in 8
67	Hemel Hempsted	Public Road	1 in 16
113	Hemel Hempsted	Public Road	1 in 16
2	Harpenden	Public Road	1 in 12
63	Harpenden	Public Road	1 in 10

7. Whereas

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For Protec-  
tion of the  
Great North-  
ern Railway.

7. Whereas the Junction with the *Great Northern* Railway shown on the said deposited Plans would, it is apprehended, interfere pre-  
judicially with the working of the said Railway, and it is possible to  
effect a more convenient Junction within the Limits of Deviation shown  
on the said Plans and upon the Lands described thereon, and in the  
said deposited Books of Reference : Be it therefore enacted as follows :  
Notwithstanding anything contained in the Plans and Sections depo-  
sited with relation to this Act, the Junction with the *Great Northern*  
Railway shall not be made at the Point of Junction shown on the said  
deposited Plans, but the Junction shall be made in conformity with a  
Plan signed on behalf of the Company by Mr. *J. W. Grover* and  
Mr. *Henry Moon*, and on behalf of the *Great Northern* Railway Com-  
pany by Mr. *Seymour Clarke*, and distinguished thereon by the  
Colour Red ; the Company shall not enter upon, take, or use any of  
the Land or Works of the *Great Northern* Railway Company, except-  
ing for the Purposes of the said Junction, and then only by way of  
Easement.

Mode of  
effecting  
Communica-  
tion with  
Midland  
Railway.

8. The Junction between the Railway No. 2. by this Act  
authorized and the *Midland* Railway shall be made at such Point  
only within the Limits of Deviation shown upon the deposited Plans  
as shall be fixed by the Engineer for the Time being of the *Midland*  
Railway Company, and according to a Plan to be approved of by  
such Engineer in Writing ; and all Communications between the  
said Railway No. 2. and the *Midland* Railway shall be effected in a  
substantial Manner by means of Connexion Rails and Points of the  
Construction, and laid in such Manner and in such Position, as the  
Engineer for the Time being of the *Midland* Railway Company may  
from Time to Time approve and require, and shall be executed to his  
Satisfaction in all respects.

Mode of  
crossing the  
Midland  
Railway.

9. In constructing Railway No. 1. the Company shall pass the  
said Railway under the *Midland* Railway in the Parish of *Harpenden*  
by a Bridge of the clear Width between the Parapets of not less than  
50 Feet throughout its entire Length, and the said Bridge shall be  
constructed by the Company according to a Plan to be approved  
of by the Engineer for the Time being of the *Midland* Railway  
Company, and under the Superintendence and to the Satisfaction in  
all respects of such Engineer.

Company to  
acquire only  
an Easement  
in Lands of  
the Midland  
Railway  
Company.

10. With respect to any Land which the *Midland* Railway Com-  
pany are authorized to take and shall take for the Purposes of the  
*Midland* Railway, and which the Company are by this Act also  
authorized to take, enter upon, or interfere with for the Purposes of  
their Railway, the Company shall not, except by Agreement, purchase  
and

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and take the same, but the Company may purchase and take, and the *Midland Railway Company* may and shall sell and grant accordingly, an Easement or Right of using the same for the Purpose of enabling the Company to construct and maintain the Railways and Works herein-before described.

11. Nothing in this Act contained shall extend or be deemed to extend to authorize the Company, without the previous Consent in Writing in every Instance of the *Midland Railway Company*, to take or enter upon or use, either permanently or temporarily, any of the Lands belonging to the *Midland Railway Company*, or to alter, vary, or interfere with the *Midland Railway* or any of the Works thereof, further or otherwise than is necessary for the proper and convenient making of the Railways and Works by this Act authorized.

Company not to take Lands belonging to the *Midland Railway Company* without Consent.

12. The Company may from Time to Time raise for the Purposes of this Act any Sum not exceeding in the whole One hundred and seventy thousand Pounds by the Creation and Issue of new Ordinary Shares, which shall form Part of the general Capital of the Company.

Power to raise Money by creating new Shares.

13. The Company shall not issue any Share created under the Authority of this Act, 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.

Shares not to issue until One Fifth paid up.

14. One Fifth of the Amount of a Share shall be the greatest Amount of a Call, and Two Months at least shall be the Interval between any Two successive Calls, and Three Fourths of the Amount of each Share shall be the utmost aggregate Amount of the Calls made in any One Year.

Limiting the Amount and Number of Calls.

15. The Proprietors of any new Shares created under the Powers of this Act shall be entitled to such Number of Votes in respect thereof as the nominal Amount represented by such Shares would have entitled them to if such Shares had been original Shares in the Company.

Votes of Proprietors of new Shares.

16. The Company may from Time to Time borrow on Mortgage beyond the Sum now authorized to be borrowed by them any additional Sum of Money not exceeding Fifty-six thousand six hundred Pounds, but no Part of that Sum shall be borrowed until the whole of the additional Capital of One hundred and seventy thousand Pounds by this Act authorized to be raised by new Shares is subscribed for, issued, and accepted, and One Half thereof is paid up, and the Company have proved to the Justice who is to certify under

Power to borrow on Mortgage

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the 40th Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that all such additional Capital has been issued and accepted, and that One Half thereof has been paid up, and that not less than One Fifth Part of the Amount of each separate Share has been paid on account thereof before or at the Time of the Issue or Acceptance thereof, and that such Capital was issued *bonâ fide*, and is held by the Subscribers or their Assigns, and that such Subscribers or their Assigns are legally liable for the same; and upon Production to such Justice of the Books of the Company, and of such other Evidence as he shall think sufficient, he shall grant a Certificate that the Proof aforesaid has been given, which Certificate shall be sufficient Evidence thereof.

Monies  
borrowed on  
Mortgage  
to have  
Priority.

17. All Monies to be borrowed on Mortgage under this Act (or under any former Act authorizing the Company to borrow Money on Mortgage) from the Time when the said Monies shall be advanced, and the Interest for the Time being due thereon, shall have Priority against the Company, and the Property from Time to Time of the Company, over all other Claims on account of any Debts incurred or to be incurred, or Engagements entered into or to be entered into, by them: Provided always, that such Priority shall not prejudice or affect any Claim, Right, or Remedy against the Company or their Property in respect of any Rentcharge granted or to be granted by them in pursuance of the Provisions of the "Lands Clauses Consolidation Act, 1845," or the "Lands Clauses Consolidation Acts Amendment Act, 1860," nor shall anything herein-before contained prejudice or affect the Lien of any Vendor for the unpaid Purchase Money of any Land taken by the Company for the Purposes of the Railway.

Arrears may  
be enforced  
by Appoint-  
ment of a  
Receiver.

18. 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 Money 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 Five thousand Pounds in the whole.

Application  
of Sums  
raised under  
this Act.

19. All Monies raised under this Act, whether by new Shares or borrowing, shall be applied for the Purposes authorized by this Act only.

Parts of  
8 & 9 Vict.  
c. 16. and  
26 & 27 Vict.  
c. 118. in-  
corporated.

20. 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

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scriptions and 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 Shares into Stock, with respect to the General Meetings of the Company, with respect to the Right of voting by the Shareholders, with respect to the making of Dividends, with respect to giving of Notices," and "with respect to affording Access to the Special Act by all Parties interested," and Part II. (relating to additional Capital) of "The Companies Clauses Act, 1863," shall be incorporated with this Act, and shall, so far as applicable, apply to all Shares created, and to Mortgages granted, and Monies borrowed under the Powers of this Act.

**21.** It shall be lawful for the Company to apply towards the Purposes of this Act any of the Monies which they are already authorized to raise, and which may not be required by them for the Purposes of their authorized Undertaking.

Company may apply their Funds towards Purposes of Act.

**22.** The Quantity of Land to be taken by the Company for the extraordinary Purposes mentioned in "The Railways Clauses Consolidation Act, 1845," shall not exceed Four Acres.

Lands for extraordinary Purposes.

**23.** The Powers by this Act conferred for the compulsory Purchase of Lands shall not be exercised after the Expiration of Three Years from the passing of this Act.

Powers for compulsory Purchases limited.

**24.** The Railways shall be completed within Four Years from the passing of this Act, and on the Expiration of such Period the Powers of this Act granted to the Company for executing the Railways, or otherwise in relation thereto, shall cease to be exercised, except as to so much of the Railways as shall then be completed.

Period for Completion of Railways.

**25.** The Company shall abandon the Construction of so much of the Railway authorized by the *Hemel Hempsted and London and North-western Railway Act, 1863*, as lies between the Point shown on the Plan deposited for the Purposes of the Company in November 1862 with the Clerk of the Peace for the County of *Hertford*, and measuring One Mile One Furlong Nine Chains and Eighty Links from the Commencement thereof at *Boxmoor Station*, and the authorized Termination thereof at *Hemel Hempsted*.

Company to abandon Portions of authorized Lines.

**26.** The Abandonment by the Company under the Authority of this Act of any Portion of any Railway or Works shall not prejudice or

Compensation for Damage to or

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Land by  
Entry, &c.  
for Purposes  
of Railways  
abandoned.

or affect the Right of the Owner or Occupier of any Land to receive Compensation, in accordance with the Provisions in that Behalf of "The Lands Clauses Consolidation Act, 1845," for any Damage occasioned by the Entry of the Company on such Land for the Purpose of surveying and taking Levels, or probing or boring to ascertain the Nature of the Soil, or setting out of the Line of Railway, and shall not prejudice or affect the Right of the Owner or Occupier of any Land which may have been temporarily occupied by the Company to receive Compensation, in accordance with the Provisions in that Behalf of the "Railways Clauses Consolidation Act, 1845," for such temporary Occupation, or for any Loss, Damage, or Injury which may have been sustained by such Owner or Occupier by reason thereof, or of the Exercise as regards such Land of any of the Powers contained in the last-mentioned Act, or the "*Hemel Hempsted and London and North-western Railway Act, 1863.*"

Compensa-  
tion to be  
made in  
respect of  
Portions of  
Railways  
abandoned.

27. Where before the passing of this Act any Contract may have been entered into or Notice given by the Company for the purchasing of any Land for the Purposes of or in relation to any Portions of the Railways or Works authorized to be abandoned by this Act, and which shall not be required for the Purposes of any of the Works by this Act authorized, full Compensation shall be made by the Company to the Owners and Occupiers, or other Persons interested in such Lands, for all Injury or Damage sustained by them respectively by reason of the Purchase not being completed pursuant to the Contract or Notice, and the Amount and Application of the Compensation shall be determined in manner provided by the "Lands Clauses Consolidation Act, 1845," for determining the Amount and Application of Compensation paid for Lands taken under the Provisions thereof.

Money  
deposited  
with Court  
of Chancery  
to be for-  
feited in a  
certain  
Event.

28. Whereas, pursuant to the Standing Orders of both Houses of Parliament, and pursuant to an Act of the 9th Year of Her present Majesty, Chapter 20, the Sum of Fifteen thousand and five Pounds Reduced Annuities, equal in Value to the Sum of Twelve thousand nine hundred and five Pounds, has been transferred by *John Barrow*, a Subscriber to the Undertaking, into the Name and with the Privity of the Accountant General of the Court of Chancery pursuant to the said Act in respect of the Application to Parliament for this Act, being Eight Pounds *per Centum* upon One hundred and sixty-one thousand two hundred and eighty-two Pounds, the estimated Cost of the Railways: Be it enacted, That, notwithstanding anything contained in the said recited Act, the said Sum so transferred as aforesaid in respect of the Application for this Act, or the Interest or Dividends of such Sum of Money, shall not, except upon the Execution and Deposit of such Bond as herein-after mentioned, be paid or transferred to or on the



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the Application of the Person or Persons or the Majority of the Persons named in the Warrant or Order issued in pursuance of the said Act, or the Survivors or Survivor of them, unless the Company shall, previously to the Expiration of the Period limited by this Act for Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the Company have paid up One Half of the Amount of the Capital by this Act authorized by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital; and if the said Period shall, before the Company shall either have opened the Railways for public Conveyance of Passengers, or have given such Proof as aforesaid to the Satisfaction of the Lords of the said Committee, the said Sum of Money deposited as aforesaid, and the Interest and Dividends thereof, shall immediately from and after the Expiration of the said Period be forfeited to Her Majesty, and be paid and transferred to the Officer or Person in whose Name they shall then be deposited or invested to the Account of Her Majesty's Exchequer, and when so paid and transferred shall be carried to and form Part of the Consolidated Fund of the United Kingdom of *Great Britain and Ireland*: Provided that at any Time after the passing of this Act if a Bond in twice the Amount of the said Sum of Twelve thousand nine hundred and five Pounds shall have been executed by the Company, with One or more Sureties, (such Bond to be prepared to the Satisfaction of, and such Surety or Sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury,) conditioned for Payment to Her Majesty, Her Heirs or Successors, of the said Sum of Twelve thousand nine hundred and five Pounds if the Company shall not, within the Time limited for the Completion of the Railways, either open the Railways for the public Conveyance of Passengers, or prove to the Satisfaction of the Lords of the said Committee that the Company have paid up One Half of the Amount of the said Capital by this Act authorized to be raised by means of Shares, and have expended for the Purposes of this Act a Sum equal in Amount to such One Half of the said Capital, and if such Bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such Sum of Money, and the Interest or Dividends thereof, shall be paid to or on the Application of the Person or Persons or of the Majority of the Persons named in such Warrant or Order as aforesaid, or the Survivors or Survivor of them, and it shall not be necessary to produce any Certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the Money to be recovered upon such Bond shall be dealt with in like Manner as the said Sum of Money, and the Interest or Dividends thereof, would have been dealt

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with under this Act if such Bond had not been executed and deposited as aforesaid; and the Certificate of the Solicitor to the said Lords Commissioners, that such Bond has been executed and deposited as aforesaid, and the Certificate of the Lords of the said Committee that such Proof has been given to their Satisfaction as aforesaid, shall respectively be sufficient Evidence of the Facts so certified.

Railways as to Tolls and otherwise to form Part of Company's Undertaking.

29. The Company may demand and receive for and in respect of the Railways the same Tolls and Charges as they are now authorized to receive in respect of their authorized Undertaking, and the Railways shall, for the Purposes of Tolls and in all other respects (except as by this Act is otherwise provided), be deemed Part of the *Hemel Hempsted and London and North-western Railway* as if they had been authorized by the recited Act.

Power to enter into Traffic Arrangements, &c.

30. The Company on the one hand, and the *Great Northern* and *Midland* Railway Companies, or either of those Companies, on the other hand, may from Time to Time enter into Contracts or Arrangements with respect to the following Purposes or any of them; (that is to say,)

The Use, Working, Management, Maintenance, and Repair of the Railways, and the Collection, Conveyance, and Conduct of the Traffic thereof, and the Supply of any Rolling or Working Stock, or of any Officers or Servants required for such Purposes:

The fixing and levying of the Tolls, Rates, and Charges arising on the Railways:

The Interchange, Accommodation, and Conveyance of Traffic coming from or destined for the respective Undertakings of the contracting Companies, and the Division and Appropriation of the Revenue arising from such Traffic.

During Continuance of Contract Railways to be considered Part of Railways of contracting Companies.

31. During the Continuance of any Agreement to be entered into under the Provisions of this Act for the Use of the Railway by the *Great Northern* and *Midland* Railway Companies, or either of them, the Railways of the Company and of the *Great Northern* or *Midland* Railway Companies shall for the Purposes of Tolls and Charges be considered as One Railway; and in estimating the Amount of Tolls and Charges in respect of Traffic conveyed partly on the Railway and partly on the Railways of the *Great Northern* and *Midland* Railway Companies, or either of them, for a less Distance than Three Miles, Tolls and Charges may only be charged as for Three Miles; and in respect of Passengers, for every Mile or Fraction of a Mile beyond Three Miles Tolls and Charges as for One Mile only; and in respect of Animals and Goods, for every Quarter of a Mile or Fraction of a Quarter of a Mile beyond Three Miles Tolls and Charges as for a Quarter of a Mile only; and no other Short-distance Charge shall

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shall be made for the Conveyance of Passengers, Animals, or Goods partly on the Railway and partly on the Railways of the *Great Northern* and *Midland* Railway Companies, or either of them.

**32.** Nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, or Powers of the *Midland* Railway Company otherwise than is herein expressly provided.

Saving  
Rights of  
Midland  
Railway  
Company.

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

Interest on  
Calls not to  
be paid out  
of Capital.

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

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

**35.** Nothing herein contained shall be deemed or construed to exempt the Railways of the Company or the Company from the Provisions of any General Act relative to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, now in force or which may hereafter pass during this 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 to be taken by the Company, or of the Rates for small Parcels.

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

**36.** All the Costs, Charges, and Expenses of applying for, obtaining, and passing this Act, or preparatory or incidental thereto, shall be paid by the Company out of the Monies by this Act authorized to be raised.

Expenses of  
Act.

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Office of the  
Director of the  
Bureau of the  
Census

Washington, D.C.  
1950

Dear Sir:

11

Very truly yours,  
Director