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## Cap. ccl.

An Act to enable the *Mold and Denbigh Junction Railway Company* to make Branch Railways and a Deviation, and to alter their authorized Railway; and for other Purposes. [23d July 1866.]

**W**HEREAS by "The *Mold and Denbigh Junction Railway* Act, 1861," (in this Act called "the Act of 1861,") the *Mold and Denbigh Junction Railway Company* (in this Act called "the Company") were incorporated and authorized to make a Railway from the *Mold Branch* of the *Chester and Holyhead Railway* at *Mold* to join the *Vale of Clwyd Railway*: And whereas by the "*Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865*" (in this Act called "the Deviations Act of 1865"), and "*The Mold and Denbigh Junction Railway (Extensions) Act, 1865*," (in this Act called "the Extensions Act of 1865,") further Powers were granted to the Company: And whereas the Act of 1861, the Deviations Act of 1865, and the Extensions Act of 1865, are in this Act called "the Company's Acts:" And whereas it is expedient that the Company should be authorized to make the Railways and Deviation herein-after described: And whereas it is expedient that the Company should be authorized to alter the Curves upon the Portions

24 & 25 Vict. c. ccxlvii.  
28 & 29 Vict. cc. clxxii. & cclxxi.

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herein-after specified of their authorized Lines of Railway, and to stop up the Roads herein-after mentioned : And whereas Plans and Sections of the Railway showing the Lines and Levels thereof, and also Books of Reference containing the Names of the Owners and Lessees or reputed Owners and Lessees and of the Occupiers of the Lands which may be required to be taken for the Purposes of the Railway, have been deposited for public Inspection with the respective Clerks of the Peace for the Counties of *Denbigh* and *Flint*, and those Plans, Sections, and Books of Reference are in this Act referred to as "the deposited Plans, Sections, and Books of Reference:" And whereas by the Company's Acts the Company are authorized to raise Three hundred and twenty-five thousand Pounds by Shares and One hundred and seven thousand Pounds by borrowing : And whereas it is expedient that the Company should be authorized to raise further Sums for the Purposes of this Act : And whereas, under the Powers of the Deviations Act of 1865, the Company have created and issued Preference Shares to the Extent of One hundred thousand Pounds, and it is expedient that the Company be authorized, with the Consent of the Holders of those Shares, to convert the same into Ordinary Shares of the Company : And whereas the Objects and Purposes of this Act cannot be attained without the Authority of Parliament : May it therefore please Your Majesty that it may be enacted ; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, (as follows) :

Short Title.

1. This Act may be cited for all Purposes as "*The Mold and Denbigh Junction Railway (Branches, Alterations, &c.) Act, 1866.*"

8 & 9 Vict.  
cc. 16. 18.  
& 20.,  
23 & 24 Vict.  
c. 106., and  
26 & 27 Vict.  
cc. 92. & 118.  
incorporated.

2. "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," Parts I. and III. of "The Railways Clauses Act, 1863," the Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the following Matters, (that is to say,)

With respect to the Distribution of the Capital of the Company into Shares ;

With respect to the Transfer and 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 ;

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With respect to the Consolidation of Shares into Stock ;  
 With respect to the making of Dividends ;  
 With respect to the borrowing of Money on Mortgage or Bond ;  
 With respect to the Conversion of borrowed Money into Capital ;  
 With respect to the General Meetings of the Company and the  
 Exercise of the Right of Voting by the Shareholders ;  
 And with respect to the Provisions to be made for affording Access  
 to the Special Act ;  
 And Part II. of "The Companies Clauses Act, 1863," shall be  
 incorporated with and form Part of this Act.

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 *Mold and Denbigh Junction Railway Company* ; the Expression "the Act of 1861" shall mean the *Mold and Denbigh Junction Railway Act, 1861* ; the Expression "the Extensions Act of 1865" shall mean "The *Mold and Denbigh Junction Railway (Extensions) Act, 1865* ;" the Expression "the Deviations Act of 1865" shall mean "The *Mold and Denbigh Junction Railway (Capital and Deviations, &c.) Act, 1865* ;" the Expression "the Plans of 1861" shall mean the Plans deposited for the Purposes of and referred to in the Act of 1861 ; the Expression "the Extensions Plans of 1865" shall mean the Plans deposited for the Purposes of and referred to in the Extensions Act of 1865 ; the Expression "the Deviations Plans of 1865" shall mean the Plans deposited for the Purposes of and referred to in the Deviations Act of 1865 ; the Expression "the Railway" or "the Undertaking" shall mean the Railways or Undertaking, the Deviation and Alterations by this Act authorized, or any Part thereof ; and the Expression "Superior Court" 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 in respect of which the Expression is used were a common Simple Contract Debt, and not a Debt or Demand created by Statute.

Interpreta-  
tion of  
Terms.

4. Subject to the Provisions of this Act and of the Acts wholly or partially incorporated herewith, the Company may make and maintain in the Line and according to the Levels shown on the deposited Plans and Sections the Railways and substituted Railway herein-after described, with all proper Stations, Approaches, Works, and Conveniences connected therewith respectively, and may make the Alterations in their authorized Line herein-after described, and may enter upon, take, and use such of the Lands delineated on the deposited

Power to  
make Rail-  
way accord-  
ing to depo-  
sited Plans.

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deposited 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 (herein called Railway No. 1.) Four Furlongs or thereabouts in Length, commencing by a Junction with the Railway of the Company authorized by the Act of 1861 at or near the Point where the said Railway crosses the Turnpike Road leading from *King Street* in the Town of *Mold* to *Queen's Ferry*, and terminating at or near a Point on the public Road leading from *Pentre* to *Bromfield* Nine Chains or thereabouts distant from and to the North of the level Crossing of that Road by the *Chester and Mold* Railway :
- (2.) A Railway (herein called Railway No. 2.) Three Miles Four Furlongs and Nine Chains or thereabouts in Length, commencing by a Junction with Railway No. 1. at or near the Termination thereof herein-before described, and terminating by a Junction with the *Wrexham, Mold, and Connah's Quay* Railway at or near the Bridge which carries that Railway over the Turnpike Road leading from *Mold* to *Chester* :
- (3.) A Railway (herein called Railway No. 3.) Two Furlongs and Three Chains or thereabouts in Length, commencing by a Junction with Railway No. 2. in or near a certain Field Enclosure numbered 1,706 on the Tithe Commutation Map of the Township of *Bistre* in the Parish of *Mold*, and terminating in or near an Enclosure numbered 10. in the Parish of *Hawarden* on the Plans of Railway No. 1. referred to in and authorized by the "*Wrexham, Mold, and Connah's Quay* Railway Extension Act, 1865 :
- (4.) A Railway (herein called Railway No. 4., but on the deposited Plans and Sections called Railway No. 5.) Three Miles Six Furlongs and Five Chains or thereabouts in Length, commencing by a Junction with the Railway of the Company authorized by the Act of 1861 in or near an Enclosure numbered 248. in the Parish of *Mold* on the Plans of 1861, and terminating in or near a certain Field or Croft called the *Mill Croft*, adjoining the Mill known as the *Loggerhead's Mill* in the Parish of *Llanveras* :
- (5.) A Railway (herein called the Deviation) Three Miles Three Furlongs and One Chain or thereabouts in Length, in lieu of or in substitution for Railway No. 1. authorized by the Extensions Act of 1865, commencing in the Parish of *Mold* by a Junction with Railway No. 1., by this Act authorized, at or near the Termination thereof herein-before described, and terminating in the Parish of *Hawarden* at or near the Termination

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Termination of the said Railway No. 1. authorized by the Extensions Act of 1865:

The Company may construct the following Curves upon their authorized Line of Railway according to the Radii of such Curves respectively shown on the deposited Plans, instead of according to the Radii of such Curves respectively shown on the Plans of 1861, or (as the Case may be) the Deviations Plans of 1865; namely,

- (A.) The Curve shown on the Plans of 1861 commencing in the Enclosure numbered on the Plans of 1861 96. in the Parish of *Mold*, and terminating in the Enclosure numbered on the Plans of 1861 206. in the Parish of *Mold*:
- (B.) The Curves shown on the Plans of 1861 commencing in the Enclosure numbered on the Plans of 1861 21. in the Parish of *Bodfarry*, and terminating in the Enclosure numbered on the Plans of 1861 55. in the Parish of *Bodfarry*:
- (C.) The Curves shown on the Deviations Plans of 1865, commencing in the Enclosure numbered on the Deviations Plans of 1865 1. in the Parish of *Cilcen*, and terminating in the Enclosure numbered on the Deviations Plans of 1865 12. in the Parish of *Halkin*:
- (D.) The Curves shown on the Deviations Plans of 1865, commencing in the Enclosure numbered on the Deviations Plans of 1865 18. in the Parish of *Cilcen*, and terminating in the Enclosure numbered on the Deviations Plans of 1865 30. in the Parish of *Cilcen*.

5. The Company may stop up the public Roads numbered respectively on the Plans of 1861 62. and 75. in the Parish of *Nannerch*. Power to stop up certain Roads.

6. Notwithstanding the Diversion shown on the deposited Plans of the Turnpike Road numbered 24. thereon, with reference to the said Parish of *Mold*, the existing Turnpike Road so proposed to be diverted shall not be stopped up, but shall, for the Purpose only of affording Access to and Egress from the Station, Station Yard, and Premises of the *London and North-western* Railway Company, be kept open and maintained in good Order and Repair by the Company to the reasonable Satisfaction of the principal Engineer for the Time being of the *London and North-western* Railway Company, and in all things at the Expense of the Company; and such diverted Road shall be constructed according to the Line shown on such Plans, and so that at the Points marked with the Letters B. and D. on the said Plans it shall join such existing Turnpike Road on the Level, and that the Access to the *Mold* Station of the said *London and North-western* Railway Company shall not in any Manner (except as to the crossing of the said Road by the Railway No. 1.), but subject to

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the Provisions herein-after contained, be obstructed or rendered less convenient than the same now is.

For the  
Protection  
of Llong  
Station of  
North-west-  
ern Com-  
pany.

7. For the Protection of the *Llong* Station of the said *London and North-western* Railway Company, the Company shall be bound by and observe the following Provisions :

(1.) The proposed Diversion of the River shown on the said deposited Plans of Railway No. 2., near the said *Llong* Station, shall be so carried out as to leave a clear Space of Thirty-five Feet between the Southern Boundary of the Property of the said *London and North-western* Railway Company there and the Northern Boundary of the Works of such River Diversion, and the River so diverted shall be carried under the said *Chester and Mold* Railway at the Point indicated on the said Plans, and at no other Point, without the previous Consent in Writing of the said *London and North-western* Railway Company :

(2.) The proposed Diversion of the Road numbered 70. on the said Plan with reference to, the said Parish of *Mold* shall be constructed according to the Line shown on the said Plans, and carried over the said *Chester and Mold* Railway by a good and sufficient Bridge, with a clear Span of not less than Thirty-six Feet on the Square, and a clear Headway for the whole Distance of such Square Span of Fifteen Feet, and also over such clear Space of Thirty-five Feet with a clear Span of not less than Thirty-five Feet on the Square, and a like clear Headway of Fifteen Feet :

(3.) The Works for carrying such Roads over such *Chester and Mold* Railway, and clear Space, and also for carrying the said River when diverted under that Railway, shall be constructed according to Plans and Drawings to be reasonably approved under the Hand of such principal Engineer of the said *London and North-western* Railway Company, and executed under his Superintendence, and to be in all things at the Expense of the Company, and in such Manner as not to interfere with the free, uninterrupted, and safe User of the said *Chester and Mold* Railway, or the working of the Traffic thereon ; and if any Interruption shall be occasioned to the Traffic on that Railway by reason of any Operations or the Failure of any of the Works of the Company, the Company shall pay to the said *London and North-western* Company all Damages, Costs, and Expenses to which that Company may be put, as well as full Compensation for the Loss and Inconvenience to be sustained by them by reason of any such Interruption :

(4.) The

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(4.) The said existing Road No. 70. so proposed to be diverted shall not be stopped up, but shall, for the Purpose only of affording Access to and Egress from the said *Llong* Station, be kept open and maintained in good Order and Repair by the Company to the reasonable Satisfaction of such principal Engineer, and in all things at the Expense of the Company, and such diverted Road shall at the Points marked A and B on the said Plans join such existing Road on the Level, and so that the Access to the said *Llong* Station shall not be in any Manner, except as to the crossing of the said Road by Railway No. 2., but subject to the Provisions herein-after contained, obstructed or rendered less convenient than the same now is.

8. For the greater Convenience and Security of the Public using, and of the said *London and North-western* Railway Company for shunting at and otherwise using, the said *Mold* and *Llong* Stations, the Company shall, at their Expense in all things, in addition to the Requirements with respect to level Crossings to which they may by Law be liable, make and maintain good and sufficient level Crossings and Gates at the respective Points where the said Road numbered 24. is crossed on the Level, as well by the Railway Number 1. as by the authorized Railway of the Company which joins the *Chester and Mold* Railway, and at the Point where the said Road Number 70. is crossed on the Level by the Railway Number 2., and shall employ such good and proper Persons to open and shut such Gates and watch at such Crossings and adopt such other Means for providing such Convenience and Security as shall be agreed upon between the Engineer of the Company and the *London and North-western* Railway Company, or, failing Agreement, as shall be settled by an Arbitrator to be appointed by the Board of Trade, on the Application of either Party, so that the Persons, Carts, or Carriages passing along such Roads to and from the said Stations, and the Officers, Agents, and Servants of the *London and North-western* Railway Company, so shunting at and using the said Stations, shall not be exposed to any Danger or Damage by the passing of any Carriages or Engines along the Railway of the Company.

To keep  
Gates at  
level Cross-  
ings at *Mold*  
and *Llong*  
Stations.

9. The Company shall at all Times maintain the Bridge by which the said River, when diverted, shall be carried under the said *Chester and Mold* Railway and the Works connected therewith, and the Bridge and the Works connected therewith by which the said Road Number 70., as proposed to be diverted, shall be carried over the said *Chester and Mold* Railway, and such clear Space, in substantial Repair and good Order and Condition, to the reasonable Satisfaction in all respects of such Engineer of the *London and North-western* Railway

Maintenance  
of Works  
affecting  
*Chester* and  
*Mold* Rail-  
way.

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Railway Company; and if and whenever the Company fail so to do that Company may make or do, in and upon as well the Lands of the Company as their own Lands, all such Works and Things as such Engineer of that Company may reasonably think requisite in that Behalf, and the Sum from Time to Time certified by such Engineer to be the reasonable Amount of their Expenditure in that Behalf shall be repaid to them by the Company, and in default of full Repayment the Amount so certified to be due may be recovered, with full Costs, by that Company, from the Company, in any Court of competent Jurisdiction.

Restricting any Interference with the Lands of the London and North-western Railway Company.

**10.** The Company shall not, without in every Case first obtaining the Consent of the *London and North-western Railway Company* under their Common Seal, take, use, enter upon, or interfere with any of the Lands now belonging to or in the Possession of that Company, or which they may now have Power to take, nor alter, vary, or interfere with their said *Chester and Mold Railway*, except only so far as shall be necessary for enabling the Company to make and maintain the Works by which the said Road numbered 70. is, as diverted, to be carried over their said Railway and clear Space, and the said River, when diverted, is to be carried under such Railway.

To acquire Easements only in Lands of London and North-western Railway Company.

**11.** With respect to any Lands of the said *London and North-western Railway Company* which the Company are by this Act authorized to take, use, enter upon, or interfere with, the Company shall not purchase or take the same, but they may purchase and take, and that Company may and shall sell and grant accordingly, an Easement or Right of using the same for the Purposes for which but for this Enactment the Company might purchase and take the same.

Power to raise additional Capital by new Shares.

**12.** The Company from Time to Time, with the Consent of an Extraordinary General Meeting, may create and issue additional Capital, not exceeding in the whole the Sum of One hundred and thirty-four thousand Pounds, by the Creation and Issue of new Ordinary Shares in the Capital of the Company, which Shares respectively shall be of the same Amount, and shall confer upon the Holders thereof the same Rights and Privileges, and shall be subject to the same Provisions in all respects, as if they had been created under the Authority of the Company's Acts.

Shares not to issue until One Fifth paid up.

**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 of the Amount of such Share, shall have been paid in respect thereof.

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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 successive Calls, and Four Fifths of the Amount of a Share shall be the utmost aggregate Amount of the Calls made in any Year upon any Share.

15. The Company may from Time to Time borrow on Mortgage, in addition to the Sums which the Company have been already authorized to borrow, any Sum not exceeding in the whole the Sum of Forty-four thousand six hundred Pounds, but no Part thereof shall be borrowed until the whole Capital Sum of One hundred and thirty-four thousand Pounds by this Act authorized to be raised by 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 the Fortieth Section of "The Companies Clauses Consolidation Act, 1845," before he so certifies, that the whole of the said Capital Sum of One hundred and thirty-four thousand Pounds 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.

16. All Mortgages granted by the Company in pursuance of the Powers of any Act of Parliament before the passing of this Act, and which shall be subsisting at the Time of the passing of this Act, shall during the Continuance of such Mortgages have Priority over any Mortgages to be granted by virtue of this Act.

17. The Mortgagees of the Company under this Act may enforce Payment of the Arrears of Principal and Interest due on their Mortgages by the Appointment of a Receiver, and in order to authorize the Appointment of a Receiver the Amount owing to the Mortgagees by whom the Application for a Receiver shall be made shall not be less than Five thousand Pounds.

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

19. It shall be lawful for the Company from Time to Time, with the Consent of the Holders thereof, but not otherwise, to convert the Preference Shares or any of them created and issued under the

Calls.

Power to borrow on Mortgage.

Priority of existing Mortgages.

Arrears may be enforced by Appointment of a Receiver.

Application of Monies.

Power to convert Preference into Ordinary Shares.

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Authority of the Deviations Act of 1865 into Ordinary Shares of the Company.

Lands for extraordinary Purposes.

20. 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 Five Acres.

Powers for compulsory Purchases limited.

21. 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.

Period for Completion of Works.

22. The Deviation by this Act authorized to be made shall be completed within Three Years from the passing of the "Extension Act of 1865," and the Curves A, B, C, and D by this Act authorized to be altered shall be completed within Five Years from the passing of the Act of 1861, and the other Railways and Works by this Act authorized shall be completed within Five Years from the passing of this Act, and on the Expiration of those respective Periods the Powers by this Act granted to the Company for executing the said Railways and Works, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Inclinations of certain Roads.

23. 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,)

No. or Description of Railway.	No. on deposited Plans.	Parish.	Description of Road.	Intended Inclination.
No. 4.	13	Mold - - -	Public - - -	1 in 14
Deviation	19	Mold - - -	Turnpike - - -	1 in 15

For Protection of the Bronwhlfa Colliery Company.

24. In constructing Railway No. 2. across the private Line of Railway now in course of Construction by the *Bronwhlfa* Colliery Company, Limited, from their Colliery to the *Chester and Mold* Railway, the Company shall raise the Level of Railway No. 2. at the Point of crossing Five Feet above the Level thereof, as shown on the deposited Sections, and shall construct the Bridge for carrying Railway No. 2. across the said private Line with flat Girders, and so as to give a clear Headway of not less than Ten Feet at all Points between the Level of the Rails of the said private Line as about to be laid down and the under Surface of the said Bridge, and a clear Width of not less than Fifteen Feet between the Abutments of the said Bridge ; and the Company shall, in the event of the Consent of the Owner of the Land at and adjoining the said Point of crossing being obtained thereto,

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thereto, raise the Level of Railway No. 2. at the said Point Two Feet higher than is herein-before provided, and shall construct the said Bridge so as to give a clear Headway as aforesaid of not less than Twelve Feet at all Points.

**25.** The Company shall abandon the Construction of the Railway No. 1. authorized by the Extensions Act of 1865.

Power to  
abandon  
Portion of  
authorized  
Line.

**26.** The Abandonment by the Company, under the Authority of this Act, of the said Railway No. 1. authorized by the Extensions Act of 1865, shall not prejudice 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.

Compensa-  
tion for  
Damage to  
Land by  
Entry, &c.  
for Purposes  
of Railway  
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 Portion of the Railway 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.

Compensa-  
tion to be  
made in  
respect of  
Railway  
abandoned.

**28.** After the Expiration of the Period by this Act limited for the Completion of the Railway, if the same be not then completed, the Company shall be liable to a Penalty of Fifty Pounds *per* Day, to be recoverable as a Debt due to the Crown, for every Day after the Period so limited until the Railway shall be completed and opened for public Traffic; but no Penalty shall accrue in respect of any Time during which it shall appear, by a Certificate to be  
obtained

Penalty if  
Railway is  
not com-  
pleted with-  
in Time  
limited.

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obtained from the Board of Trade, that the Company was prevented from completing or opening the Railway by unforeseen Accident or Circumstances beyond their Control; but the Want of sufficient Funds shall not be held to be a Circumstance beyond the Control of the Company.

Tolls.

**29.** For the Purposes of Tolls and Charges, and for all other Purposes, the Railway shall form Part of the Undertaking of the Company.

Interest not to be paid on Calls paid up.

**30.** The Company shall not, out of any Money by this Act 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: 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 Companies Clauses Consolidation Act, 1845."

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

**31.** The Company shall not, out of any Money by this Act authorized to be raised, pay or deposit any Sum which, by any Standing Order of either House of Parliament now or hereafter in force, 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 other Railway or to execute any other Work or Undertaking.

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

**32.** Nothing herein contained shall be deemed or construed to exempt the Railways of the Company, or any of them, from the Provisions of any General Act relating to Railways, or 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 or Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges or of the Rates for small Parcels authorized by the Company's Acts.

Expenses of Act.

**33.** All Costs, Charges, and Expenses of and incident to the preparing for, obtaining, and passing of this Act, or otherwise in relation thereto, shall be paid by the Company.

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