



ANNO TRICESIMO

VICTORIÆ REGINÆ.

Cap. lxxviii.

An Act for enabling the *North London Railway Company* to widen further Portions of their Railway, and for granting various additional Powers to the Company. [17th June 1867.]

WHEREAS it is expedient to give Powers to the *North London Railway Company* to widen the Railway constructed by them under the Powers of "The *North London Railway (City Branch) Act, 1861,*" and to enable them to enlarge their *Camden Road Station*, and to remove the same to a more convenient Site, and to construct Approaches thereto, and also to widen, enlarge, and improve certain of the Bridges carrying the Company's Railway over Streets, Roads, and other public Places in the Parish of *Saint John at Hackney*, and to lay certain Sidings under *Devon's Lane* in the Parish of *Bromley Saint Leonard*, and to make a short Branch Railway from their Railway at *Bow* to join the *London, Tilbury, and Southend Railway* at *Bromley*: And whereas it is also expedient to empower the Company to purchase or acquire, by Compulsion or otherwise, and hold, additional Lands and Houses in connexion with their Undertaking: And whereas Plans and Sections showing the Lines and Levels of the proposed widening of the said

24 & 25 Vict,
c. cxvii.

[Local.]

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Portion

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Portion of the Company's Railway, and the said proposed Branch Railway, and the proposed Site of *Camden Road* Station, and the Diversion of *Brecknock Street* in connexion therewith, and of the proposed Enlargement and Improvement of the said Bridges respectively, and of the Sidings to be laid under *Devon's Lane* aforesaid, and also showing the Lands and Houses which the Company may purchase under this Act, together with a Book of Reference to such Plans, have been deposited with the Clerk of the Peace for the County of *Middlesex*, which Plans and Sections and Book of Reference are in this Act referred to as the deposited Plans, Sections, and Book of Reference: And whereas it is expedient to give Powers to the Company to raise additional Capital for the Purposes aforesaid, or some of them, and also for the general Purposes of their Undertaking, and also to apply to such Purposes further Capital which they are already authorized to raise: And whereas the several Objects of this Act 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, as follows; (that is to say,)

Short Title.

1. This Act may be cited for all Purposes as "*The North London Railway Act, 1867.*"

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," and Part I. (relating to the Construction of a Railway) of "The Railways Clauses Act, 1863," Part II. (relating to additional Capital) and Part III. (relating to Debenture Stock) of "The Companies Clauses Act, 1863," and the Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the following Matters, (that is to say,)

- The Distribution of the Capital of the Company into Shares;
- The Transfer or Transmission of Shares;
- The Payment of Subscriptions, and the Means of enforcing the Payment of Calls;
- The Forfeiture of Shares for Nonpayment of Calls;
- The Remedies of Creditors of the Company against the Shareholders;
- The borrowing of Money by the Company on Mortgage;
- The Conversion of the borrowed Money into Capital;
- The Consolidation of Shares into Stock;
- The General Meetings of the Company, and the Exercise of the Right of voting by the Shareholders;
- The making of Dividends;

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The giving of Notices; and
 The Provision to be made for affording Access to the Special Act,
 are (except where expressly varied by this Act) 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 *North London Railway Company*; the Expression "the Railway" or "the Railways" shall mean the Railway and Works by this Act authorized, or any Part thereof; and the Expression "Superior Courts" or "Court of competent Jurisdiction," or 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.

Interpre-
 tation of
 Terms.

4. In construing in connexion with this Act "The Railways Clauses Consolidation Act, 1845," the Terms "Parish Clerks" in the last-mentioned Act shall, as regards those Parishes or Extra-parochial Places in which, by the Standing Orders of either House of Parliament, Plans, Sections, and other Documents are now required to be deposited with the Vestry Clerk or with the Clerk of the District Board of Works for the District in which the Parish or Extra-parochial Place is included, mean, in the First Case, the Vestry Clerks of those Parishes, and in the Second Case the Clerks of those District Boards.

Definition of
 Term Parish
 Clerks.

5. Subject to the Provisions of this Act, the Company may from Time to Time enter upon, take, and use all or any of the Lands defined upon the deposited Plans and described in the deposited Book of Reference which may be required for the Purposes of the Works herein-after mentioned, and may hold and enjoy such of the same Lands as have been already acquired by them, and may from Time to Time (in accordance with the deposited Plans and Sections and in and upon the said Lands) execute the Works following; (that is to say,)

Description
 of Works.

They may widen and enlarge, and lay down and maintain, all such additional Lines of Rails as they think fit upon so much of the Railway constructed under the Powers of "The *North London Railway (City Branch) Act, 1861*," as extends from the Southern Side of the public Street or Highway known as *Skinner Street* in the Parish of *Saint Leonard Shoreditch* in the County of *Middlesex* to the Junction of the same Railway with the original

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or Main Line of the *North London Railway* near the Bridge carrying *King's Road* over the same Railway in the Parish of *Saint Mary Islington* in the said County of *Middlesex*:

They may make and maintain a Branch Railway, Five Furlongs and Half a Chain or thereabouts in Length, with all proper Approaches, Stations, Works, and Conveniences connected therewith, in the Parishes of *Bow* otherwise *Saint Mary Stratford-le-Bow* and *Bromley Saint Leonard*, both in the County of *Middlesex*, or in one of them, commencing by a Junction with the *North London Railway* near to and North of the *Bow Station* of the same Railway, and terminating by a Junction with the *London, Tilbury, and Southend Railway* near to and Westward of the Bridge carrying *Saint Leonard Street, Bromley*, over such last-mentioned Railway:

They may construct Arches or Openings under *Devon's Road*, in the aforesaid Parish of *Bromley Saint Leonard*, between the Bridge at present carrying the same Road over the Company's Railway and *Burdett Place*:

They may, for the Purpose of constructing a new Station at *Homerton*, and the Sidings and Approaches leading thereto, enlarge and improve the existing Bridges carrying the Company's Railway over *Church Road* and *Macintosh Lane* respectively, in the Parish of *Saint John at Hackney* in the County of *Middlesex*:

They may remove their Station at *Camden Road* in the Parish of *Saint Pancras* in the County of *Middlesex* to the Western Side of *Camden Road*, and for that Purpose they may stop up and appropriate, and discontinue as a public Thoroughfare, and abolish all Rights of Way over so much of *Brecknock Street, Camden Town*, as lies between its Junction with *Great College Street* and a Point Eighty Yards or thereabouts South-west thereof, and they may construct a new Street in lieu of the Portion of *Brecknock Street* so to be stopped up and appropriated, commencing at such last-mentioned Point, and terminating by a Junction with *Camden Road* aforesaid.

Company to acquire only Easement in Lands of the Independent Gaslight Company.

6. With respect to certain Lands in the Parish of *Saint Leonard Shoreditch* belonging to the *Independent Gaslight Company*, and numbered 344, 345, and 346 in the deposited Plans, and over which the Widening hereby authorized of the Railway constructed by the Company under the Powers of "The *North London Railway (City Branch) Act, 1861*," is to be carried, the Company shall not (unless for temporary Purposes and during the Construction of the Works for such Widening) use, enter upon, or interfere with the same Lands, except to such Extent as may in the Judgment of the Engineer of the Company be actually required for the Sites of the Piers

of

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of the Arches for the said Widening and the Foundations of such Piers, but the Company may purchase and take, and the *Independent Gaslight Company* may and shall sell and grant accordingly, an Easement or Right of widening the existing Viaduct over the same Lands to an Extent not exceeding Twenty-one Feet in Width beyond the existing Viaduct and on the Western Side thereof, and of using the said widened or additional Portion of the said Viaduct when constructed as Part of the Railway and Undertaking of the Company.

7. In addition to the other Lands which the Company are by this Act authorized to acquire, they may, subject to the Provisions of this Act, from Time to Time enter upon, take, use, and appropriate all or any of the Lands and Houses following defined on the deposited Plans and described in the deposited Books of Reference; that is to say,

Power to purchase additional Lands.

Certain Lands and Houses in the Parish of *Saint Botolph Without Bishopsgate* in the City of *London* lying East of the Company's Railway, and on the North Side of and known as Numbers 36 and 37, *Sun Street, Bishopsgate*;

Certain Lands and Houses in the Parish of *Saint John at Hackney* in the County of *Middlesex* on the West Side of and near or adjoining to *Church Road*, and lying North of and near or adjoining to the *North London Railway*; and

Certain other Lands and Houses in the same Parish on the East Side of and near or adjoining to *King's Road*, and lying South of and near or adjoining to the *North London Railway*;

Certain Lands in the Parish of *Saint Mary Islington* in the County of *Middlesex* lying to the North of and near or adjoining to the Line of the *North London Railway*, and extending Westward from the *Caledonian Road* and the Rear of the Houses on the West Side of the said Road to the Boundary Fence of the *Great Northern Railway*.

8. Notwithstanding anything in this Act contained, the Company shall not take or interfere with any Portion of the Lands in the Parish of *Saint Mary Islington* belonging to the *Great Northern Railway Company*, and numbered 35 in the Plans deposited as aforesaid, without the previous Consent in Writing of the said *Great Northern Railway Company*.

Lands of Great Northern Railway Company not to be taken without Consent.

9. Whereas the Branch Railway hereby authorized to be made and maintained will pass through certain Almshouses and Premises at *Bow*, as shown in the deposited Plans, Sections, and Book of Reference, belonging or reputed to belong to certain Charities of which the *Drapers Company* are Trustees: Therefore nothing in this

As to Purchase of Almshouses belonging to the Drapers Company.

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Act shall authorize the Company to enter upon, take, or use a Part only of such Almshouses and Premises, but it shall be obligatory upon the said Company to take the whole of such Almshouses and Premises.

Power to raise additional Capital by new Shares.

10. The Company, in addition to the Sums of Money which by any other Act or Acts they may be authorized to raise, may from Time to Time raise, by the Creation of new Shares in the Undertaking of the Company, either wholly or partly by ordinary Shares, or wholly or partly by preferential Shares, as the Company shall think fit, any Sum not exceeding Three hundred thousand Pounds.

Shares not to issue until One Fifth paid up.

11. 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.

Votes of new Shareholders.

12. Unless the Company shall by Resolution at the Meeting authorizing the raising of such Capital otherwise determine, all new Shares and Stock in the Company created under the Powers of this Act shall, in proportion to the aggregate nominal Value of such Shares or Stock held by the same Person at the same Time, confer the like Qualifications and Right of voting as original Stock of the same aggregate Value would confer.

Power to London and North-western Railway Company to take their proportionate Amount of new Capital.

13. The *London and North-western Railway Company* (with the Consent of Three Fourths at least of the Votes of that Company present in person or by proxy at a General Meeting of that Company specially convened for the Purpose) may take and hold such Proportion of the new Shares in the Undertaking of the *North London Railway* created by virtue of this Act as they may be entitled to in respect of the Shares now held by them in that Undertaking, and may pay the Amount of the Calls from Time to Time made thereon out of any Monies now or hereafter under their Control, and not required for the Purposes for which the same was specially authorized to be raised; provided that the *London and North-western Railway Company* shall not at any Time hereafter sell, dispose of, or transfer any Shares in the Company acquired by them under the Provisions of this Act.

Power to borrow Money on Mortgage in respect of additional Capital au-

14. The Company may from Time to Time borrow on Mortgage any Sum not exceeding in the whole One hundred thousand Pounds, in addition to the Sums which they are already authorized to borrow, but no Part thereof shall be borrowed until Shares for the whole of the Sum by this Act authorized to be raised by Shares shall have been

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been issued and taken up, and One Half thereof shall have been 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 Shares for all the Capital which the Company are by this Act authorized to raise by the Creation of new Shares have 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 Shares were issued *bonâ fide*, and are held by the Persons to whom the same were issued, or their Assigns, and that such Persons 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.

thorized by
this Act.

15. Every Provision in any Act whereby the Company is authorized to raise, by borrowing, Money for the Purposes of their Undertaking, with respect to the Appointment of a Receiver for enforcing Payment by the Company of Arrears of Principal Money, or Principal Money and Interest, shall be and the same is hereby repealed, but without Prejudice to any Appointment which may have been made, or to the Continuance of any Proceedings which may have been commenced, before the passing of this Act under any such Provision.

Repealing
Provisions of
former Acts
with respect
to Appoint-
ment of a
Receiver.

16. The Mortgagees of the Company may enforce Payment of Arrears of Interest or Principal, or Principal and Interest, due on their Mortgages, by the Appointment of a Receiver; and in order to authorize the Appointment of a Receiver of Principal, or Principal and Interest, the Amount owing to the Mortgagees by whom the Application for a Receiver is made shall not be less than Ten thousand Pounds in the whole.

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

17. 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 thereof, shall during the Continuance of such Mortgages have Priority over any Mortgages to be granted by virtue of this Act.

Former
Mortgages
to have
Priority.

18. No Mortgages to be created by the Company after the passing of this Act shall entitle the Proprietors or Holders thereof respectively to any Preference or Priority on account of Date or otherwise howsoever, but the same shall respectively rank *pari passû* one with the other.

Mortgages to
rank equally.

19. The

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Power to convert into Stock the borrowed Capital to be raised under this Act.

19. The Company shall have the same Powers and Privileges in all respects of converting into Debenture Stock the borrowed Capital authorized to be raised under this Act as by the Acts now in force relating to the Company, or any of them, they have over the borrowed Capital previously authorized to be raised, and when so converted the Holders of any such Stock shall be entitled to the same Rights and Privileges in all respects as the Holders of Debenture Stock to be created under the existing Acts: Provided nevertheless, that the Restriction contained in the Thirteenth Section of "The North London Railway Act, 1853," limiting the Rate of Dividend or Interest to be attached to the said Stock to not exceeding Four Pounds *per Centum per Annum*, is hereby repealed, and in lieu thereof it is enacted that the Company may attach to any Debenture Stock from Time to Time after the passing of this Act created and issued by them any fixed and perpetual preferential Interest not exceeding Five Pounds for every One hundred Pounds of the same Stock; provided further, that any Stock already issued under the said recited Section shall rank *pari passu* with any Stock to be issued under this present Enactment.

Application of Monies.

20. All Monies raised by the Company under this Act, whether by Shares or borrowing, shall be applied in the first instance to the Purposes of this Act, and subject thereto to the general Purposes of the Company; and the Company may apply to such Purposes any of the Monies which they now have in their Hands, or which they have Power to raise by Shares or Mortgage by virtue of any Acts relating to the Company, and which may not be required for the Purposes to which they are by any such Acts made specially applicable.

Lands for extraordinary Purposes.

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

Powers for compulsory Purchases limited.

22. 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.

23. The Branch Railway shall be completed within Five Years from the passing of this Act, and on the Expiration of that Period the Powers by this Act granted to the Company for executing such Railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

Provisions as to Bridges over or under

24. All the Provisions and Restrictions contained in "The North London Railway (City Branch) Act, 1861," with reference to the Height,

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Height, Span, Construction, or lighting of any Bridges over or under any Street, Highway, or public Place, for the Purposes of the Railway by such Act authorized, shall be applicable and extend in every respect to the Construction and Maintenance of any Widening or Extension of the same Bridges respectively over or under the same respective Streets, Highways, or public Places under the Powers and for the Purposes of this Act.

Streets in City Branch Act, 1861, to be applicable to any Widening of such Bridges under this Act.

25. The several Restrictions and Provisions, contained in Sections Thirty-seven, Thirty-eight, Thirty-nine, and Forty of "The *North London Railway (City Branch) Act, 1861*," with reference to the *Regent's Canal* as affected by the Railway by such Act authorized, shall be applicable and extend in every respect to the Construction and Maintenance of any Widening or Extension of the same Railway over the *Regent's Canal* under the Powers and for the Purposes of this Act, except so far as the Thirty-eighth Section is varied by the Enactment next herein-after contained; (that is, to say,) the Bridge widening or extending the Railway over the Canal shall be supported on the Northern Side of the Canal by a Column, which Column shall be built in a Line with the Two existing Columns North of the Wall of the Towing-path of the Canal, and shall not project to the South of such Wall, and the Bridge shall be so constructed as to span the whole of the said Canal and Towing-path without Obstruction.

Provision as to Regent's Canal in City Branch Act, 1861, to be applicable to widening of Railway over that Canal under this Act.

26. And whereas in the Execution of the Company's Works under the Authority of this Act the Mains, Pipes, Syphons, Plugs, Drains, and other Works belonging to the *East London Waterworks Company* (herein-after called "the Water Company") may be intersected or otherwise interfered with, and it is expedient that the Water Company should have full Control over the Execution of all Works in any way affecting the Supply of Water by them, so as effectually to provide against the Supply thereof being impeded: Therefore all Works, Matters, or Things which the Company may be empowered or required to do or execute with reference to the Mains, Pipes, Syphons, Plugs, Drains, or other Works of the Water Company shall be done and executed by and at the Cost of the Company, but to the entire Satisfaction and under the sole Direction of and in such Manner as shall be required by the Engineer for the Time being of the Water Company; and such Works, Matters, or other Things shall not be commenced until after Fourteen Days previous Notice thereof in Writing shall have been given to the Water Company.

All Works connected with the East London Waterworks Company to be executed to the Satisfaction of that Company.

27. If any Interruption whatsoever in the Supply of Water by the Water Company shall be in any way occasioned by the Company, or by the Acts of any of their Contractors, Agents, Workmen, or Servants, or any Person in the Employ of them or any or either of them, the

Penalty for interrupting the Supply of Water.

[Local.]

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Company

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Company shall forfeit and pay to the Water Company, for the Use and Benefit of the Water Company, the Sum of Ten Pounds for every Hour during which such Interruption shall continue, such Sum to be recovered by the Water Company in any Court of competent Jurisdiction: Provided always, that the Expense of all Repairs or Renewals of the Mains, Pipes, or Aqueducts of the Water Company, or any Works in connexion therewith, which may at any Time hereafter be rendered necessary by the Acts or Defaults of the Company, their Contractors, Agents, Workmen, or Servants, or any Person in the Employ of them or any or either of them, shall be borne and paid by the Company, and may be recovered against them by the Water Company in any Court of competent Jurisdiction.

Providing
for Extension
of Water
Supply.

28. In every Case in which the Works of the Company shall interfere with the Mains or other Works of the Water Company the Company shall give every reasonable Facility for Provision being made, when required, by and at the Expense of the Water Company, so as to allow such Mains and other Works to be examined, repaired, renewed, or replaced by other Mains or Works, and enable the Water Company to supply the increasing Demands of the Public; and if any Difference shall arise between the Engineer of the Water Company and the Company as to the Extent of such Facility the same shall be settled by an Engineer to be appointed by the Board of Trade, under the Hand of One of their Secretaries, at the Request of either Company.

Saving
Rights of the
East London
Waterworks
Company.

29. Except as in this Act specially provided, nothing in this Act shall prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities of the *East London Waterworks Company*.

For Protec-
tion of
Sewers of
Metropolitan
and other
Boards.

30. Where any of the intended Works to be done under or by virtue of this Act shall or may pass over, under, or by the Side of, or so as to interfere with any Sewer, Drain, Watercourse, Defence, or Work under the Jurisdiction or Control of the Metropolitan Board of Works, or of any Vestry or District Board constituted under "The Metropolis Local Management Act, 1855," "The Metropolis Management Amendment Act, 1862," or any Act or Acts amending the same or extending the Powers thereof, or with any Sewers or Works to be made or executed by the said Boards or Vestry or either of them, or shall or may in any way affect the Sewerage or Drainage of the Districts under their or either of their Control, the Company shall not commence such Work until they shall have given to the said Metropolitan Board or to the District Board or Vestry, as the Case may be, Fourteen Days previous Notice in Writing of their Intention to commence the same, by leaving such Notice at the principal Office of

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of such Board or Vestry, as the Case may be, for the Time being, with a Plan and Section showing the Course and Inclination thereof; and other necessary Particulars relating thereto, and until such Board or Vestry respectively shall have signified their Approval of the same, unless such Board or Vestry, as the Case may be, do not signify their Approval, Disapproval, or other Directions within Fourteen Days after Service of the said Plan, Sections, and Particulars as aforesaid; and the Company shall comply with and conform to all Orders, Directions, and Regulations of the said Metropolitan Board, and of the respective Boards or Vestries, in the Execution of the said Works, and shall provide, by new, altered, or substituted Works, in such Manner as such Boards or Vestries respectively may deem necessary, for the proper Protection of and for preventing Injury or Impediment to the Sewers and Works herein-before referred to by or by reason of the said intended Works or any Part thereof, and shall save harmless the said Metropolitan Board, District Board, and Vestry respectively against all and every the Expense to be occasioned thereby; and all such Works shall be done by or under the Direction, Superintendence, and Control of the Engineer or other Officer or Officers of the said Metropolitan Board, District Board, or Vestry, as the Case may be, at the Costs, Charges, and Expenses in all respects of the Company; and all Costs, Charges, and Expenses which the said Metropolitan Board, or any District Board or Vestry, may be put to by reason of the Works of the Company, whether in the Execution of Works, the Preparation or Examination of Plans or Designs, Superintendence, or otherwise, shall be paid to such Boards or Vestry by the Company, on Demand; and when any new, altered, or substituted Works as aforesaid, or any Works or Defence connected therewith, shall be completed by or at the Costs, Charges, or Expenses of the Company under the Provisions of this Act, the same shall thereafter be as fully and completely under the Direction, Jurisdiction, and Control of the said Metropolitan Board, District Boards, and Vestry respectively, as the Case may be, as any Sewers or Works now are or hereafter may be; and nothing in this Act shall extend to prejudice, diminish, alter, or take away any of the Rights, Powers, or Authorities vested or to be vested in the said Metropolitan Board, District Boards, and Vestries, or any or either of them, or of their Successors, but all such Rights, Powers, and Authorities shall be as valid and effectual as if this Act had not been passed.

31. In the Construction of the Widening and Enlargement of the Railway already constructed under the Powers of "The *North London Railway (City Branch) Act, 1861*," or of the Branch Railway by this Act authorized, the Company shall not, as to any public Road or public Street which may be carried over or under such Railway or Branch Railway respectively, interfere with the existing

Inclinations of existing Roads crossing over or under Railway to be maintained.

Inclination

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Inclination of such Road or Street, so as after the Completion of the Works by this Act authorized to increase such Inclination beyond that now existing.

Bridge under
Bow Road.

32. And whereas the Branch Railway hereby authorized is intended to cross by means of Cutting under the *Bow Road*: Therefore the minimum Inclination of such Road shall be made and thenceforth be maintained at a Gradient of not less than One in Forty; and the Bridge to be constructed by the Company under the said Road shall be constructed so as not to lessen the present clear Width of such Road including the Footway, and shall be further so covered to any Extent not exceeding Twenty Feet on each Side beyond the Width of the Bridge as may be required by the Metropolitan Board of Works with a view of preventing, as far as may be practicable, the Escape of Steam, Smoke, or other offensive Effluvia into the said Road, and such Bridge shall be constructed, as far as may be practicable, so as to deaden the Sound of Engines, Carriages, and Traffic passing underneath it; and the Company shall not execute or commence the Erection of such Bridge until they shall have given to the said Metropolitan Board of Works Twenty-one Days Notice in Writing of their Intention to commence the same by leaving such Notice at the Office of the said Board, with Plans, Elevations, Sections, and other necessary Particulars of the Construction of the said Bridge, and until the said Board shall have signified their Approval of the same, unless the said Board fail to signify such Approval or their Disapproval or other Directions within Twenty-one Days after Service of the said Notice, and Delivery of the said Plans, Elevations, Sections, and other Particulars as aforesaid; and the Company shall comply with and conform to all Directions and Regulations of the said Board in the Execution and subsequent Maintenance of the said Bridge and Works connected therewith, and shall save harmless the said Metropolitan Board of Works against all and every Expense to be occasioned thereby; and all such Works shall be done and executed to the Satisfaction of the Engineer or other Officer or Officers of the said Metropolitan Board of Works, at the Costs, Charges, and Expenses in all respects of the Company; and all Costs, Charges, and Expenses which the said Metropolitan Board may be put to by reason of the Works of the Company, whether in the Execution of Works, the Preparation or Examination of Plans or Designs, Superintendence, or otherwise, shall be paid to the said Board by the Company, on Demand.

Construction
of Bridges
over public
Streets
within the

33. In the widening of the Railway and Works hereby authorized the following Rules shall be observed:—

Wherever the Railway shall be carried across any public Carriage Road or public Street within the Limits of the Metropolis as defined

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defined by "The Metropolis Management Amendment Act, 1862"— Limits of the Metropolis.

1. The Girders of the Bridge over such Road or Street shall be in conformity with the Design of the Bridge already existing :
2. All Bridges shall (so far as is practicable) be made watertight, and so constructed as to deaden (as far as practicable) the Sound of Engines, Carriages, and Traffic passing over them :
3. The Company shall not commence the Erection of any Bridge proposed to be constructed for the Purpose of carrying the Railway over any Road or Street or Way within the Area under the Jurisdiction of the Metropolitan Board of Works until they shall have given to the said Metropolitan Board of Works Twenty-one Days Notice in Writing of their Intention to commence the same, by leaving such Notice at the Office of the said Board, with Plans, Elevations, Sections, and other necessary Particulars of the Construction of the said Bridges, and until the said Board shall have signified their Approval of the same, unless the Board fail to signify such Approval or their Disapproval or other Directions within Twenty-one Days after Service of the said Notice, and Delivery of the said Plans, Elevations, Sections, and other Particulars as aforesaid :
4. The Company shall comply with and conform to all Directions and Regulations of the said Board in the Execution and subsequent Maintenance of the said Bridges and Works connected therewith, and shall save harmless the said Metropolitan Board of Works against all and every Expense to be occasioned thereby ; and all such Works shall, subject to the Provisions of this Act, be done by or under the Direction, Superintendence, and Control of the Engineer or other Officer or Officers of the said Metropolitan Board of Works, at the Costs, Charges, and Expenses in all respects of the said Company ; and all Costs, Charges, and Expenses which the said Metropolitan Board may be put to by reason of the Works of the Company, whether in the Execution of Works, the Preparation or Examination of Plans or Designs, Superintendence, or otherwise, shall be paid to the said Board by the Company, on Demand.

34. If any Bridge of the Company over any Street or Road crossed by the said Railways shall, in the Execution of the Works by this Act authorized, be widened so as to exceed Sixty-five Feet in Width, Roads under Railway Bridges to be lighted

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measured

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in certain
Event.

measured at Right Angles to the Lines of Rails thereon, and shall in the Opinion of the Vestry or District Board of any Parish in which the same shall be situate prove a public Inconvenience by obstructing the Light in such Road, it shall be lawful for any such Vestry or District Board to set up and affix under any such Bridge, and keep lighted with Gas by Day and by Night, a Lamp or Lamps for affording proper Light and Security to Passengers; and the Costs, Charges, and Expenses of such lighting and consequent thereon shall be paid by the Company within Fourteen Days after Demand in Writing by any such Vestry or District Board, and in default the same may be recovered from the Company by any such Vestry or District Board, with full Costs of Suit, by Action in any Court of competent Jurisdiction.

Provisions
as to new
Street.

35. The new Street in *Saint Pancras* by this Act authorized shall not be less than Fifty Feet wide between the Fences thereof, and the same shall be constructed in such Manner and with such Sewers and Drains as shall be required by the Chief Surveyor of the said Parish, and all such Works, and any consequent Interference with any existing Sewer, Drain, or Gully within the said Parish, shall be done under the Superintendence and to the Satisfaction of the said Chief Surveyor: Provided always, that if the said Chief Surveyor, after due Notice from the Company, shall refuse or neglect to attend, the Company may perform the Works specified in such Notice without the Superintendence of the said Chief Surveyor; and the said new Street shall be made and opened to the Public not later than Twelve Calendar Months from the Period at which the Works relating to the same shall be first commenced by the Company, and shall vest in and be the Property of the Vestry of *Saint Pancras*, and all Flag Pavements and public Lamps upon the Portion of *Brecknock Street* by this Act authorized to be stopped up and appropriated by the Company shall be handed over free of Charge to the said Vestry, but the said *Brecknock Street* shall not be interfered with by the Company until the said new Street shall have been made and opened,

District
Sewers to be
made good.

36. No Works which will interfere with any Sewer, Drain, or Gully under the Control of the Vestry of the Parish of *Saint Pancras* shall be commenced by the Company until Sewers have been made by the Company in and under every such Road or Street, and where necessary in, through, under, and from any Lands adjoining to any such Road or Street; and before the Company shall open or otherwise interfere with any existing Sewer such Sewer shall be diverted in such Manner and such other Works shall be constructed as shall be necessary for preventing any Danger or Inconvenience arising from the Works of the Company, and all necessary Sewers shall be made under the before-mentioned new Street; and after the said Sewers
are

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are completed or altered they shall be as fully under the Direction, Jurisdiction, and Control of the said Vestry as any other Sewers or Works in the said Parish now are or hereafter may be: Provided that all such Sewers shall be made or diverted and such Works shall be constructed in such Manner as shall be mutually agreed upon between the said Chief Surveyor and the Company, or, failing Agreement, as shall be settled by an Engineer appointed as in this Act provided.

37. Any Difference which may arise under the Provisions in this Act contained between the Company and the Chief Surveyor of the said Vestry of *Saint Pancras* shall be from Time to Time referred to and determined at the Expense of the Company by an Engineer to be agreed upon between the said Chief Surveyor and the Company, or, failing any such Agreement, by an Engineer to be appointed, on the Application of either Party, by the President for the Time being of the Institution of Civil Engineers.

As to Settlement of Difference with Vestry of St. Pancras.

38. Subject to the Provisions of this Act, the Company and the said Vestry of *Saint Pancras* may agree as to the Construction of the Works in *Saint Pancras* in any other Manner than is hereinbefore mentioned or provided for, and for the making, doing, and maintaining by the Company of all such Works as may be necessary or expedient for the Purposes aforesaid; and in case of any such Agreement it shall not be binding on the Company to do such of the Works, Matters, and Things required to be done by them as shall be by the said Agreement expressly dispensed with.

Alterations may be made in the Works with Consent, &c.

39. While the Company are possessed under the Authority of this Act of any Lands, Houses, Buildings, or other Property in the Parish of *Saint Pancras* assessed or liable to be assessed to any parochial or other general or special Rate, and until any Works to be constructed under the Authority of this Act in the same Parish are so far completed as to be assessed or liable to be assessed as completed Works to an Amount equal to or greater than the aggregate Amount of the gross rateable Value of the same Lands, Houses, Buildings, and Property, the Company shall be liable to make good the Deficiency in the Assessment for such Rates by reason of such Lands, Houses, Buildings, or Property being taken or used by them for the Purposes of this Act; and the Deficiency shall be computed according to the Rental at which such Lands, Houses, Buildings, and Property respectively are rated in the Rate made for the said Parish on the Fifth Day of *October* One thousand eight hundred and sixty-six.

Local Rates to be made good in the Parish of St. Pancras.

40. And whereas by reason of the Construction of the said Railway, and the taking down of Houses, Buildings, and other Premises and Conveniences, and the taking of Land, in pursuance of this Act, Deficiencies

Local Rates to be made good during Construction

The North London Railway Act, 1867.

of Railway in
the Parish of
St. Leonard
Shoreditch.

Deficiencies may arise in the Assessments of the Poor and other Rates in the said Parish of *Saint Leonard Shoreditch* through which the said Line of Railway is intended to pass: Therefore the Company shall, from and after the Period when any Land, House, Building, Hereditament, or Premises shall be taken or become unoccupied or untenanted by reason of the same being required for the Purposes of the said Railway, by Notice from the Company, up to the Period when the said Railway shall be assessed to such Rates as aforesaid, be assessed and rated for the same Premises respectively in such Sum and Sums of Money as the same were assessed and rated at previously to the passing of this Act, and the Company shall pay and make good to and in aid of such Parish out of the Monies of the Company all such Rates as aforesaid; and in default of Payment thereof the same shall and may be levied and recovered from the Company or their Treasurer or Clerk in the same Way or Manner as the same could or might have been recovered from the Owner or Occupiers of the same Premises in case this Act had not been passed.

Saving the
Rights of the
Vestry of the
Parish of
St. Leonard
Shoreditch.

41. Nothing in this Act contained shall extend or be deemed or construed to extend to prejudice, diminish, alter, or take away any of the Rights, Powers, Authorities, or Privileges vested in the Vestry of the Parish of *Saint Leonard Shoreditch* in the County of *Middlesex*, but all such Rights, Powers, Authorities, and Privileges vested in them respectively shall be as good, valid, and effectual as if this Act had never been made, anything herein contained to the contrary notwithstanding.

Provision as
to Payment
of Rates in
the Parish of
St. Mary
Islington.

42. The Provisions of the One hundred and thirty-third Section of "The Lands Clauses Consolidation Act, 1845," with respect to the Payment of the Land Tax and Poor's Rate, shall, as to any Lands or Properties to be acquired under the Authority of this Act in the Parish of *Saint Mary Islington*, extend to all Rates now chargeable upon Property or the Occupiers thereof in the said Parish.

Seven Days
Notice to be
given to
Surveyor of
Vestry of
St. Mary
Islington
before break-
ing Road.

43. Before the Company shall break up any Part of any Road, Street, Carriageway, or public Footway, or commence the Construction of any Part of the Railway or Works by this Act authorized within the said Parish of *Saint Mary Islington*, they shall give to the said Vestry, or their Surveyor or other Officer authorized to receive the same, Notice in Writing of their Intention to break up or open such Road, Street, Carriage or Foot Way, or to commence the Construction of such Part of the said Railway or Works, and such Notice shall be given not less than Seven Days before commencing the Works, anything in "The Railways Clauses Consolidation Act, 1845," contained to the contrary notwithstanding; and such Notice shall be given by delivering the same personally to such Surveyor or other
Officer,

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Officer, or by leaving the same at the Vestry Offices, and shall specify the Part of the Road, Street, Carriage or Foot Way intended to be broken up or opened, or the Situation of the Portion of the Railway and Works about to be commenced by the Company, as the Case may be.

44. The Company shall, not less than Eight Weeks before they take in any Parish Fifteen Houses or more occupied either wholly or partially by Persons belonging to the Labouring Classes as Tenants or Lodgers, make known their Intention to take the same by Placards, Handbills, or other general Notice placed in public View upon or within a reasonable Distance from such Houses, and the Company shall not take any such Houses until they have obtained the Certificate of a Justice that it has been proved to his Satisfaction that the Company have made known their Intention to take the same in manner herein-before required.

Notice to be given of taking Houses of Labouring Classes.

45. All Claims for Compensation made upon the Company under the Sixty-eighth Section of "The Lands Clauses Consolidation Act, 1845," and the Sixth Section of "The Railways Clauses Consolidation Act, 1845," or either of them, with reference to any Lands or Houses, or any Interest therein, alleged to be injuriously affected by the Exercise by the Company of the Powers of this Act, shall, if the Person claiming to be entitled to Compensation has no greater Interest than as Tenant for a Year or from Year to Year in the Lands or Houses in respect of which the Compensation is claimed, be determined in manner provided by the One hundred and twenty-first Section of "The Lands Clauses Consolidation Act, 1845."

Claims for Compensation by yearly Tenants to be settled as prescribed by 121st Section of Lands Clauses Act.

46. If the Branch Railway by this Act authorized be not completed and opened for public Traffic within the Period by this Act limited for the Completion thereof, then (subject to the Provision herein-after contained) the Company shall forfeit and pay the Sum of Fifty Pounds for every Day after the Expiration of that Period during which the said Branch Railway shall remain unopened, which Amount shall be a Debt from the Company to the Crown, and be recoverable accordingly: Provided always, that no such Penalty shall accrue or be payable for or in respect of any Time during which the Company may be prevented from completing or opening the said Branch Railway by unforeseen Accident or Circumstances beyond their Control (of which Prevention, and of the Time for which it may have endured, the Certificate of the Board of Trade shall be sufficient Evidence), and that Board, on the Production of such Proof as they shall deem sufficient, shall grant such Certificate accordingly: Provided always, that the Want of sufficient Funds shall not be held to be a Circumstance beyond the Control of the Company.

Penalty for Non-completion of Branch Railway within Time limited.

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47. The

The North London Railway Act, 1867.

Declaring new Works Part of Company's Undertaking, and limiting Tolls on Branch Railway.

47. The Branch Railway, additional Lines of Railway, and other Works by this Act authorized shall, for the Purposes of Tolls and Charges, and for all other Purposes whatever, be Part of the Undertaking of the Company: Provided always, that the Tolls and Charges to be demanded by the Company in respect of the said Branch Railway shall not exceed the Tolls and Charges prescribed by "The *East and West India Docks and Birmingham Junction Railway Act, 1846,*" and "The *North London Railway Act, 1853.*"

Amendment of Section 23 of North London Railway (City Branch) Act, 1861, as to Inclination of Dalston Lane.

48. So much of the Twenty-third Section of "The *North London Railway (City Branch) Act, 1861,*" as requires the Approach of *Dalston Lane*, on the Eastern Side of the Railway Bridges constructed under the Powers of the same Act, to be made at an Inclination of not less than One in Seventy, is hereby repealed, and in lieu thereof it is enacted that such Approach shall be maintained at a Gradient or Inclination of not less than One in Fifty as now constructed.

Amendment of 9th Section of the North London Railway Act, 1865.

49. The Ninth Section of "The *North London Railway Act, 1865,*" is hereby amended so far as relates to the Justice's Certificate to be issued thereunder, which Certificate shall have Reference to the Subscription for and holding and Payment up of One Half Part of the Capital of Three hundred thousand Pounds mentioned in such Section, and not of the additional Capital authorized to be raised by "The *North London Railway Act, 1865;*" and any Certificate already obtained, certifying to the Facts required to be proved by the said Section as hereby amended, shall be deemed to have been duly granted under "The *North London Railway Act, 1865,*" so as to warrant the Exercise by the Company of the Borrowing Powers conferred by the recited Section, notwithstanding that such Certificate may bear Date prior to the passing of this Act.

Limiting Compensation for Injury to Passengers carried at Workmen's Fares.

50. And whereas by "The *North London Railway (City Branch) Act, 1861,*" the Company are required to run upon the Railway constructed under that Act One Train each Way daily at Fares of One Penny for the Accommodation of the Labouring Classes, and it is expedient that the Liability of the Company under any Claim to Compensation for any Accident, Injury, or Damage occurring or caused to any Passenger travelling by any such Train, or any other Trains at similar Fares, should be limited to a Sum not exceeding One hundred Pounds for each Passenger so carried: Therefore the Liability of the Company under any Claim for Compensation for Injury or otherwise in respect of each Passenger travelling by such Trains or by any Trains in connexion therewith, or otherwise from Time to Time running over any Part of the Railways of the Company by which Passengers shall be carried at a Rate not exceeding

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ceeding One Penny for the single Journey or Twopence for the double Journey, shall be limited to a Sum not exceeding One hundred Pounds for each Passenger so carried; and the Amount of Compensation payable in respect of any such Claim shall be determined by an Arbitrator to be appointed by the Board of Trade, and not otherwise, and the Decision of the Arbitrator to be so appointed shall be final; and the Arbitrator may call for the Production of any Document in the Possession or Power of either Party which he may think necessary for determining the Question in dispute, and may examine the Parties or their Witnesses on Oath, and administer the Oaths necessary for that Purpose, and the Manner of holding every such Arbitration, and the Costs (to be determined by the Arbitrator) of and attending the same, shall be in the Discretion of the Arbitrator.

51. The Company shall not be required to issue a Ticket to any Artisan, Mechanic, or daily Labourer under the Provisions of the said Act for a less Period than One Week, and on his Application for the same he shall be bound to give his Name and Address, as well as the Name and Address of the Person or Persons by whom he may be employed, and before the Issue of such Ticket the Company shall have a reasonable Time allowed for ascertaining by Inquiry whether the Person so applying for a Ticket is an Artisan, Mechanic, or daily Labourer within the Meaning of the last preceding Clause.

For ascertaining Rights of Applicants for cheap Tickets.

52. If any Person holding such Ticket shall transfer or attempt to transfer such Ticket to any other Person he shall forfeit and pay to the Company the Sum of Five Shillings, and his Ticket shall also be forfeited; and any Person using or attempting to use any such Ticket which may have been so transferred as aforesaid shall forfeit and pay to the Company the like Sum of Five Shillings; and the Company shall not thereafter be required to allow either the original Holder of any such Ticket who shall transfer the same as aforesaid, or any Person using or attempting to use any such Ticket so transferred or attempted to be transferred, to have the Benefit of the Provisions of the said Act relating to the granting of such Tickets to Artisans, Mechanics, and daily Labourers.

Penalties for Abuse of Tickets.

53. The Company may, notwithstanding anything to the contrary in "The Lands Clauses Consolidation Act, 1845," or any Act relating to the Company with which that Act is incorporated, retain and hold any Lands acquired by them or on their Behalf in the Parishes of *Saint Mary Stratford-le-Bow* and *Bromley Saint Leonard* which have not yet been applied to the Purposes of the Company, or sold

As to Sale of certain superfluous Lands.

The North London Railway Act, 1867.

sold or disposed of by them, for the Periods following, that is to say, as regards such of the said Lands as are situate near or adjoining to the Railway or any Station of the Company, or which the Company may be of opinion that they may require for the Purposes of Stations, Sidings, or other Conveniences, for the Period of Ten Years from the passing of this Act, and as regards the other of the said Lands for the Period of Two Years from the passing of this Act; but the Company shall, at the Expiration of such respective Periods of Ten and Two Years, sell and dispose of all Parts of such Lands respectively which shall not then have been applied to and are not then required for the Purposes of their Undertaking; and all Sales of superfluous Lands already made by the Company shall be taken to have been made within the Time allowed for the Disposal thereof respectively.

As to Sale
of certain
Houses re-
quired by the
Company.

54. And whereas the Company have from Time to Time purchased or acquired Lands, with or without Buildings thereon, adjoining or near to their Railway, but which are not immediately required for the Purposes of their Undertaking, and it is expedient that the Company should be relieved from the Obligation, under certain Circumstances, to sell the same as superfluous Lands: Therefore nothing in "The Lands Clauses Consolidation Act, 1845," or any Act relating to the Company with which that Act is incorporated, with respect to the Sale of superfluous Lands, shall during the Period of Ten Years from the passing of this Act be held to apply to any Lands, with or without any Building thereon, and the Appurtenances thereto, acquired by the Company, any Part of which is situate within Fifty Feet of the Company's Railway or of any Station thereon; and the Company may, during the said Period of Ten Years from the passing of this Act, continue to hold such Lands, Buildings, and Appurtenances although not immediately required for the Purposes of their Undertaking.

Power for
the London
and North-
western Com-
pany to raise
additional
Capital.

55. For the Purpose of enabling the *London and North-western Railway Company* to take the Proportion of the new Shares in the Company created by virtue of this Act to which they may be entitled in respect of the Shares now held by them in that Undertaking, they may (in addition to any Sum or Sums of Money which they are already authorized to raise or may be authorized to raise by any other Act or Acts passed in the present Session of Parliament) from Time to Time raise, by the Creation of new Shares in their own Undertaking, such Sum or Sums of Money as may be necessary for that Purpose, and may create and issue such Shares either wholly or partially as ordinary or wholly or partially as preferential Shares, as they may think fit; and the Clauses and Provisions of "The Companies

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Companies Clauses Consolidation Act, 1845," with respect to the following Matters, (that is to say,)

- The Distribution of the Capital of the Company into Shares ;
- The Transfer and Transmission of Shares ;
- The Payment of Subscriptions, and the Means of enforcing the Payment of Calls ;
- The Forfeiture of Shares for Nonpayment of Calls ;
- The Remedies of Creditors of the Company against the Shareholders ;
- The Consolidation of the Shares into Stock ;
- The General Meetings of the Company, and the Exercise of the Right of voting by the Shareholders ;
- The making of Dividends ;
- The giving of Notices ; and

The Provision to be made for affording Access to the Special Act ; and Part II. (relating to additional Capital) of "The Companies Clauses Act, 1863," shall extend and apply to the *London and North-western Railway Company* and to the additional Capital which they are by this Act authorized to raise : Provided always, that the *London and North-western Railway Company* shall not issue any Share 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 in respect thereof.

56. The new Share Capital created by the *London and North-western Railway Company* under this Act, and the Shares therein, and the Holders of those Shares respectively, except any Share Capital and Shares therein to which a preferential Dividend is attached, and the Holders of those Shares respectively, shall be subject and entitled to the same Powers, Provisions, Forfeitures, Liabilities, Rights, Privileges, and Incidents whatsoever in all respects as if that new Capital were Part of the now existing ordinary Share Capital of that Company, and those Shares were Shares in that ordinary Capital.

New Capital of London and North-western Company

57. Every Person who becomes entitled to a new Share created by the *London and North-western Railway Company* under this Act shall in respect to the same be a Shareholder in that Company, and shall be entitled to a Dividend (either preferential or ordinary, as the Case may be,) with the other Holders of the same Class or Description of Shares proportioned to the whole Amount from Time to Time called and paid on such new Shares.

Dividends on new Shares created by the London and North-western Company.

58. The Holders of the new Shares created by the *London and North-western Railway Company* under this Act shall have Rights of voting and Qualifications in respect thereof upon the Principle that

Votes and Qualifications in respect of

[Local.]

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each

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new Shares created by the London and North-western Company.

each Sum of One hundred Pounds paid up in respect of the new Shares held by any such Holder shall be deemed equivalent to One original Share of One hundred Pounds in the Capital of that Company as prescribed by their Act of Incorporation: Provided that no Person shall be entitled to vote in respect of any less Amount than One hundred Pounds paid up; provided also, that (unless otherwise specified by any Resolution of the *London and North-western Railway Company*) no Person shall be entitled to vote in respect of any Share created or issued by them under this Act to which a preferential Dividend shall be assigned.

Power for London and North-western Company to raise Capital under any other Act of this Session and this Act by new Shares of One Class.

59. If by any other Act passed in the present Session of Parliament, whether before or after the passing of this Act, the *London and North-western Railway Company* be authorized to raise any Capital by new Shares, then, subject to the Provisions of the other Act and this Act respectively, that Company, if they think fit, may raise, by the Creation and Issue of Shares of one and the same Class, all or any Part of the aggregate Capital which they are by the other Act and this Act respectively authorized to raise by the Creation and Issue of new Shares.

Power to the London and North-western Company to raise Money by the Creation of Stock instead of by the Creation of Shares.

60. The *London and North-western Railway Company* may raise, by the Creation of Stock, any Money which they are by this Act authorized to raise by the Creation of new Shares, in lieu of issuing Shares for the same, and may direct that such Stock shall be paid up in full at once, or by Instalments, as the said Company think fit, and the Company may create and issue such Stock either wholly or partially as ordinary or wholly or partially as preferential Stock, as they may think fit: Provided that the *London and North-western Railway Company* shall not issue any Certificate of such Stock, or register any Transfer thereof, until the Stock in respect of which the Certificate is issued or the Transfer is made is fully paid up.

Application of Money raised by London and North-western Company under this Act.

61. All Monies which the *London and North-western Railway Company* may raise under the Powers of this Act shall be applied for the Purpose of taking Shares in the Capital of the Company only.

Interest not to be paid on Calls paid up.

62. The Company and the *London and North-western Railway Company* respectively shall not, out of any Money by this Act or any other Act relating to either of the said Companies authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of 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 of either of the said Companies respectively; but nothing herein contained shall prevent either of the said Companies from paying any Shareholder such Interest on Money advanced by him beyond

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beyond the Amount of the Calls actually made as shall be in conformity with the Provisions of "The Companies Clauses Consolidation Act, 1845."

63. The Company and the *London and North-western Railway Company* respectively shall not, out of any Money under this Act or any other Act relating to either of the said Companies authorized to be raised for the Purposes of such Act or Acts, 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 Company or the *London and North-western Railway Company* to construct any other Railway, or to execute any other Work or Undertaking.

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

64. Nothing in this Act contained shall be deemed or construed to exempt the Railway of the Company 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 the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the Rates for small Parcels and of the maximum Rates of Fares and Charges authorized to be taken by the Acts relating to the Company.

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

65. All the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the Company.

Expenses of Act.

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