



CHAPTER xv.

An Act to incorporate a company for making the Leeds, Roundhay Park, and Osmondthorpe Junction Railway; and for other purposes. A.D. 1874.
[8th June 1874.]

WHEREAS the making of a railway between Leeds and Roundhay Park, with a branch to the North-eastern Railway at Osmondthorpe, would be of public and local advantage:

And whereas the several persons herein-after named, with others, are willing, at their own expense, to make and maintain the said railways:

And whereas plans and sections showing the lines and levels of the railways authorised by this Act, 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 required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the clerk of the peace for the West Riding of the county of York, and are herein-after respectively referred to as the deposited plans, sections, and books of reference:

And whereas the purposes 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:

1. This Act may be cited as the Leeds, Roundhay Park, and Osmondthorpe Junction Railway Act, 1874. Short title.

2. The Companies Clauses Consolidation Act, 1845, Part I. (relating to cancellation and surrender of shares) and Part III. (relating to debenture stock) of the Companies Clauses Act, 1863, the Lands Clauses Consolidation Acts, 1845, 1860, and 1869, the Railways Clauses Consolidation Act, 1845, and Part I. (relating to

Provisions of certain general Acts incorporated.

A.D. 1874. — the construction of a railway) of the Railways Clauses Act, 1863, are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" means the Company incorporated by this Act; the expressions "the railway" or "the railways" and "the undertaking" mean respectively the railways and the undertaking by this Act authorised; and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction," or any other like expression in this Act or any Act wholly or partially incorporated herewith, shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt, and not a debt or demand created by statute.

Company incorporated.

4. John Barran, Robert Meek Carter, Samuel Croft, William Beckett Denison, Frederick William Kitson, James Kitson the younger, Henry Rowland Marsden, Henry Beilby William Milner, John Musgrave Sagar-Musgrave, John Shepherd, Robert Tennant, and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking, and their executors, administrators, successors, and assigns respectively, shall be and are hereby united into a company for the purpose of making and maintaining the railway, and for other the purposes of this Act, and for those purposes shall be and are hereby incorporated by the name of the Leeds, Roundhay Park, and Osmondthorpe Junction Railway Company, and by that name shall be a body corporate, with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act.

Power to make railways according to deposited plans.

5. Subject to the provisions of this Act the Company may make and maintain, in the lines and according to the levels shown on the deposited plans and sections, the railways herein-after described, with all proper stations, sidings, approaches, works, and conveniences connected therewith, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for that purpose. The railways herein-before referred to and authorised by this Act are,—

Railway No. 1, three miles five furlongs and one hundred and forty-two yards in length, commencing in the township and parish of Leeds in the West Riding of the county of York, and termi-

nating in the township of Roundhay in the parish of Barwick-in-Elmet in the said West Riding, on the east side of and adjoining to Park Road :

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Railway No. 2, one mile three furlongs and forty-five yards in length, commencing in the township of Potternewton in the said West Riding by a junction with Railway No. 1, and terminating in the township of Templenewsam in the parish of Whitkirk by a junction with the Leeds and Selby line of the North-eastern Railway Company at Osmondthorpe :

Provided always, that Railway No. 1 shall commence on the east side of North Street in Leeds, instead of on the east side of Briggate, as shown on the deposited plans and sections.

6. The capital of the Company shall be one hundred and sixty thousand pounds, in sixteen thousand shares of ten pounds each.

Capital.

7. The Company shall not issue any share created under the authority of this Act, nor shall any such share vest in the person or corporation accepting the same, unless and until a sum not being less than one fifth of the amount of such share is paid in respect thereof.

Shares not to issue until one fifth paid up.

8. One fifth of the amount of a share shall be the greatest amount of a call, and three months at the least shall be the interval between successive calls, and three fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Calls.

9. If any money is payable to a shareholder being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Receipt in case of persons not sui juris.

10. The Company may from time to time borrow on mortgage any sum not exceeding in the whole fifty-three thousand pounds, but no part thereof shall be borrowed until the whole capital of one hundred and sixty thousand pounds is 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 such capital has been issued and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such capital 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 persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, their executors, administrators, successors, or assigns, are legally liable for the same; and upon production

Power to borrow on mortgage.

A.D. 1874. — 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 shall be sufficient evidence thereof.

Arrears may be enforced by appointment of a receiver.

11. 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. In order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than five thousand pounds in the whole.

Debenture stock.

12. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

13. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only.

First ordinary meeting.

14. The first ordinary meeting of the Company shall be held within four months after the passing of this Act.

Number of directors.

15. The number of directors shall be five.

Qualification of directors.

16. The qualification of a director shall be the possession in his own right of not less than fifty shares.

Quorum.

17. The quorum of a meeting of directors shall be three.

First directors.

18. John Barran, Robert Meek Carter, Frederick William Kitson, John Musgrave Sagar-Musgrave, and Robert Tennant shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act, or any of them, or may elect a new body of directors, or directors to supply the place of those not continued in office, the directors appointed by this Act being, if qualified, eligible for re-election; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall elect persons to supply the places of the directors then retiring from office, agreeably to the provisions of the Companies Clauses Consolidation Act, 1845; and the several persons elected at any such meeting, being neither removed nor disqualified nor having died or

Election of directors.

resigned, shall continue to be directors until others are elected in their stead, in manner provided by the same Act. A.D. 1874.

19. 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 three acres. Lands for extraordinary purposes.

20. And whereas the portion of Railway No. 1 which is situate between the Leeds and Roundhay Road and the termination of the railway in Roundhay is intended to pass through an estate at Roundhay recently acquired by the mayor, aldermen, and burgesses of the borough of Leeds (herein-after called "the Corporation") under the authority of Parliament, and part of which estate is intended to be used as a public park, and the remainder thereof is intended to be disposed of for building purposes: And whereas the plans for laying out such estate are not yet settled, and it might happen that the construction of Railway No. 1 in the line shown on the deposited plans would interfere with the laying out thereof to the best advantage: Therefore Railway No. 1 shall not be carried across the Leeds and Roundhay Road and through the said estate except by agreement between the Company and the Corporation, and the Company and the Corporation may make such agreements as they think proper with reference to the mode and direction in which, and the terms and conditions upon and subject to which, Railway No. 1 shall be constructed through the said estate; and for the purpose of entering into and carrying into effect any such agreement the Corporation shall have all the powers of owners of lands entitled to dispose absolutely thereof. For the protection of Roundhay Park.

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. Powers for compulsory purchases limited.

22. In altering for the purposes of this Act the road next herein-after mentioned the Company may make the same of any inclination not steeper than the inclination herein-after mentioned; (that is to say,) Inclination of a certain road.

No. on deposited Plan.	Parish.	Description of Road.	Intended Inclination.
600	Leeds - -	Occupation road - -	1 in 14.

23. The Company may make the arches of the bridges for carrying the railway over the roads next herein-after mentioned of Heights and spans of certain bridges.

A.D. 1874. any heights and spans not less than the heights and spans hereinafter mentioned in connexion therewith respectively; (that is to say,)

No. on deposited Plan.	Parish.	Description of Road.	Height.	Span.
152	Leeds	Public highway called Templar Court	30 feet	24 feet.
266	Leeds	Private yard called Middle Fold -	16 feet	20 feet.
281	Leeds	Public highway called Ward's Fold -	14 feet	20 feet.
290	Leeds	Public highway called Linsley Fold -	12 feet	30 feet.
411	Leeds	Private street called Friendly Street -	14 feet	30 feet.

Company only to be entitled to easement over burial ground of the parish of Leeds.

24. The Company shall not acquire the freehold or any estate other than the easement and right herein-after mentioned in any part of the burial ground of the parish of Leeds lying on the west side of Saint Mary's Church in Leeds and numbered on the deposited plans 252 in the said parish, but they shall for the considerations herein-after mentioned be entitled to the perpetual easement and right of carrying Railway No. 1 by a viaduct over the said burial ground with a double line of railway.

Rentcharge and compensation to Vicar of Leeds.

25. In consideration of and as compensation for the easement and rights by this Act granted to the Company over the said burial ground, the Company shall pay to the Vicar of Leeds, and his successors vicars of Leeds for the time being, a perpetual yearly rent-charge of ten pounds, to be paid by equal half-yearly payments on the twenty-fourth day of June and the twenty-fifth day of December in every year, the first of such payments to be made on such one of the said days as shall first happen next after the entering upon the said burial ground by the Company for the construction of the said railway.

As to removal of remains in churchyard of the parish of Leeds at Quarry Hill.

26. In case it shall be found necessary in carrying the railway across the said burial ground to remove any remains interred in the said burial ground, such removal shall be effected under the superintendence of some person to be nominated for that purpose by the Vicar of Leeds, and in such manner and with such precautions for the public health and decency as the said vicar and the officer of health for the borough of Leeds shall direct; and the charges of the person so appointed, and all expenses connected with such removal, shall be defrayed by the Company.

Notice to be given of taking

27. 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 they have so made known their intention.

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houses of
labouring
classes.

28. Whereas, pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth year of the reign of Her present Majesty, chapter twenty, a sum of eight thousand six hundred and nine pounds four shillings and eightpence three pounds per centum Consolidated Bank Annuities, being equal in value to the sum of seven thousand nine hundred and forty-two pounds sterling, such last-mentioned sum being five per cent. upon the amount of the estimate in respect of the railway, has been transferred into the Court of Chancery in England in respect of the application to Parliament for this Act: Be it enacted, that, notwithstanding anything contained in the said Act, the said sum so transferred as aforesaid in respect of the application for this Act shall not be paid to or on the application of the person or persons, or the majority of the persons, named in the warrant or order issued in pursuance of the said Act, or the survivors or survivor of them, unless the Company shall, previously to the expiration of the period limited by this Act for completion of the railway, either open the railway for the public conveyance of passengers, or prove to the satisfaction of the Board of Trade that the Company have paid up one half of the amount of the capital by this Act authorised to be raised by means of shares, and have expended for the purposes of this Act a sum equal in amount to such one half of the said capital; and if the said period shall expire before the Company shall either have opened the railway for the public conveyance of passengers, or have given such proof as aforesaid to the satisfaction of the Board of Trade, the said sum transferred as aforesaid shall be applied in the manner herein-after specified; and the certificate of the Board of Trade that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the fact so certified, and it shall not be necessary to produce any certificate of this Act having passed, anything in the above-mentioned Act to the contrary notwithstanding.

Deposit
money not to
be repaid
until line
opened, or
half the
capital paid
up and
expended.

29. The said sum transferred as aforesaid shall be applicable, and after due notice in the London Gazette shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by

Application
of deposit.

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the commencement, construction, or abandonment of the railway or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in England may seem fit; and if no such compensation shall be payable, or if a portion of the said sum shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty, and accordingly be paid to or for the account of Her Majesty's Exchequer in such manner as the Court of Chancery in England thinks fit to order on the application of the solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the court, if the Company is insolvent and has been ordered to be wound up or a receiver has been appointed, shall wholly or, in part be paid to such receiver, or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof: Provided that until the said sum has been repaid to the depositors, or has become otherwise applicable as herein-before mentioned, any interest or dividends accruing thereon shall from time to time, and as often as the same shall become payable, be paid to or on the application of the person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them.

Period for completion of works.

30. If the railway is not completed within five years from the passing of this Act, then on the expiration of that period the powers by this Act granted to the Company for making and completing the railway, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as is then completed.

Tolls for passengers.

31. The Company may demand and take in respect of the use of the railway any tolls not exceeding the following; (that is to say,)

In respect of passengers conveyed upon the railway:

For every person conveyed in any carriage, twopence per mile; and if conveyed in a carriage belonging to the Company, an additional sum of not exceeding one penny per mile.

In respect of animals conveyed upon the railway:

Class 1. For every horse, mule, or other beast of draught or burden, threepence per mile; and if conveyed in or upon a

carriage belonging to the Company, an additional sum of not exceeding one penny per mile: A.D. 1874.

Class 2. For every ox, cow, bull, or head of neat cattle, twopence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of not exceeding one penny per mile:

Class 3. For every calf, sheep, pig, lamb, or other small animal, one penny per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of not exceeding one halfpenny per mile.

In respect of goods conveyed upon the railway:

Tolls for
goods.

Class 4. For all dung, compost, and all sorts of manure (other than guano and artificial manure), and all undressed materials for the repair of highways, and for all coals, culm, cinders, cannel, ironstone, iron ore, limestone, chalk, sand, slag, and clay (except fireclay), per ton per mile one penny farthing; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of not exceeding one halfpenn

Class 5. For all coke, charcoal, pitwood, pig iron, bar iron, rod iron, sheet iron, hoop iron, plates of iron, wrought iron, heavy iron castings, railway chairs, slabs, billets, and rolled iron, lime, bricks, tiles, slates, salt, fireclay, and stone, per ton per mile one penny three farthings; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of not exceeding one halfpenny:

Class 6. For all sugar, grain, corn, flour, guano, and other artificial manures, hides, dyewoods, earthenware, timber, staves, deals, lead ore, pig lead, and other metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton per mile twopence halfpenny; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of not exceeding one penny:

Class 7. For cotton and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things, per ton per mile threepence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of not exceeding one penny:

For every carriage, of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, conveyed on a truck or platform belonging to the Company, sixpence per mile, and a sum of one penny halfpenny per mile for every additional quarter

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of a ton or fractional part of a quarter of a ton which any such carriage may weigh.

Tolls for propelling power.

32. The tolls which the Company may demand for the use of engines for propelling carriages on the railway shall not exceed one penny per mile for each passenger or animal, or for each ton of goods, in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations as to tolls.

33. The following provisions and regulations shall be applicable to the fixing of all tolls and charges payable under this Act ; (that is to say,)

For all passengers, animals, or goods conveyed on the railway for a less distance than three miles the Company may demand tolls and charges as for three miles :

For a fraction of a mile beyond three miles, or beyond any greater number of miles, the Company may demand tolls and charges on animals and goods for such fraction in proportion to the numbers of quarters of a mile contained therein, and if there be a fraction of a quarter of a mile such fraction shall be deemed a quarter of a mile ; and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile :

For a fraction of a ton the Company may demand tolls according to the number of quarters of a ton in such fraction, and if there be a fraction of a quarter of a ton such fraction shall be deemed a quarter of a ton :

With respect to all articles except stone and timber, the weight shall be determined according to the usual avoirdupois weight :

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Tolls for small parcels and single articles of great weight.

34. And with respect to small parcels not exceeding five hundred pounds in weight, and single articles of great weight, notwithstanding anything in this Act, the Company may demand and take tolls not exceeding the following ; (that is to say,)

For the carriage of small parcels on the railway :

For any parcel not exceeding seven pounds in weight, three-pence ;

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight, fivepence ;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight, sevenpence ;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence ; A.D. 1874.

For any parcel exceeding fifty-six pounds but not exceeding one hundred and twelve pounds in weight, one shilling and fourpence ;

For any parcel exceeding one hundred and twelve pounds but not exceeding two hundred and fifty pounds in weight, one shilling and eightpence ;

And for any parcel exceeding two hundred and fifty pounds in weight the Company may demand any sum which they think fit :

Provided always, that articles sent in large aggregate quantities, although made up in separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but such term shall apply only to single parcels in separate packages :

For the carriage of single articles of great weight on the railway :

For the carriage of any one boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, the Company may demand such sum as they may think fit, not exceeding sixpence per ton per mile ;

For the carriage of any one boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article the weight of which, including the carriage, shall exceed eight tons, the Company may demand such sum as they think fit.

35. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway, including the tolls for the use of the railway and for carriages and locomotive power, and every other expense incidental to such conveyance, shall not exceed the following ; (that is to say,)

Maximum
rates for
passengers.

For every passenger conveyed in a first-class carriage, three-pence per mile :

For every passenger conveyed in a second-class carriage, two-pence per mile :

For every passenger conveyed in a third-class carriage, one penny halfpenny per mile.

36. The maximum rate of charge to be made by the Company for the conveyance of animals and goods (except such small parcels and single articles of great weight as aforesaid) on the railway, including the tolls for the use of the railway and waggons or trucks

Maximum
rates for
animals and
goods.

A.D. 1874. — and locomotive power, and for every other expense incidental to the conveyance (except a reasonable sum for loading and unloading goods at any terminal station in respect of such goods, and for delivery and collection, and any other service incidental to the business or duty of a carrier, where any such service is performed by the Company), shall not exceed the following sums; (that is to say,)

For every animal in Class 1, fourpence per mile;

For every animal in Class 2, threepence per mile;

For every animal in Class 3, one penny halfpenny per mile;

For everything in Class 4, one penny halfpenny per ton per mile;

For everything in Class 5, twopence farthing per ton per mile;

For everything in Class 6, threepence per ton per mile;

For everything in Class 7, fourpence per ton per mile;

And for every carriage, of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, carried or conveyed on a truck or platform, per mile sixpence; and if weighing more than one ton, one penny halfpenny for every quarter of a ton or fraction of a quarter of a ton which such carriage may weigh above one ton.

Passengers
luggage.

37. Every passenger travelling upon the railway may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight for first-class passengers, one hundred pounds in weight for second-class passengers, and sixty pounds in weight for third-class passengers, without any charge being made for the carriage thereof.

Terminal
station.

38. No station shall be considered a terminal station in regard to any goods conveyed on the railway unless such goods have been received thereat direct from the consignor, or are directed to be delivered thereat or therefrom to the consignee.

Foregoing
charges not
to apply to
special
trains.

39. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway (in respect of which the Company may make such charges as they think fit), but shall apply only to the ordinary and express trains appointed from time to time by the Company for the conveyance of passengers and goods upon the railway.

Company
may take
increased
charges by
agreement.

40. Nothing in this Act shall prevent the Company from taking any increased charges, over and above the charges by this Act limited, for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either

by reason of any special services performed by the Company in relation thereto, or in respect of the conveyance of animals or goods (other than small parcels) by passenger trains. A.D. 1874.

41. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him; but nothing in this Act shall 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. Interest not to be paid on calls paid up.

42. The Company shall not, out of any money by this Act authorised 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 authorising the Company to construct any other railway, or to execute any other work or undertaking. Deposits for future Bills not to be paid out of capital.

43. Nothing in this Act contained shall exempt the railway 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, authorised by this Act. Railway not exempt from provisions of present and future general Acts.

44. 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. Expenses of Act.