



CHAPTER xlvi.

An Act for incorporating the Cawood Wistow and Selby Light Railway Company and for other purposes. A.D. 1896.

[2nd July 1896.]

**W**HEREAS the construction of the railways herein-after described in the parishes of Cawood Wistow Selby and Brayton in the West Riding of the County of York would be of public and local advantage :

And whereas the several persons herein-after named with others are willing at their own expense to carry the undertaking into execution on being incorporated into a Company for the purpose :

And whereas plans and sections showing the lines and levels of the railways authorised by this Act and also books of reference to the plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the 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 Cawood Wistow and Selby Light Railway Act 1896. Short title.

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Incorporation of Acts.

**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 Acts the Railways Clauses Consolidation Act 1845 and Part I. (relating to 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.

**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" 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.** Henry Liversidge the younger Tom Gibson Hawdon and Isaac William Hewitt White 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 Cawood Wistow and Selby Light 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.

**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 rails sidings junctions stations approaches roads and other 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 will be wholly situate in the West Riding of the County of York and are—

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A Railway (No. 1) 4 miles 3 furlongs and 9·15 chains or thereabouts in length commencing in the parish of Cawood and terminating in the parishes of Selby and Brayton or one of them :

A Railway (No. 2) eight chains or thereabouts in length wholly in the parishes of Selby and Brayton or one of them commencing by a junction with Railway (No. 1) and terminating by a junction with the Leeds and Selby Railway.

6. The following provisions shall apply and have effect for the protection of the North Eastern Railway Company (in this section called "the North Eastern Company") :—

For the protection of the North Eastern Railway Company.

(1) The junction between the railway and the North Eastern Railway shall be made at such point and shall be effected in such manner as shall be reasonably required and approved by the engineer of the North Eastern Company and such connecting lines of approach sidings and other works shall from time to time be made and maintained by the Company as shall in the opinion of the engineer of the North Eastern Company be reasonably required for the proper accommodation of all the traffic passing over or interchanged at the junction between the railway and the North Eastern Railway and the provisions of Part I. of the Railways Clauses Act 1863 as to junctions shall apply to such connecting lines sidings and works :

(2) The Company shall not purchase or take compulsorily any land or property of the North Eastern Company but they may purchase and take and the North Eastern Company shall sell and grant to the Company an easement or right of constructing and maintaining the said junction in accordance with the provisions of this Act nor (save only as far as may be absolutely necessary for the purposes of constructing and maintaining the said junctions and the works connected therewith in accordance with the provisions of this Act) shall the Company or any person in the execution of this Act in any manner either temporarily or permanently enter upon use or interfere with any railway or property of the North Eastern Company except with their consent in writing first obtained ;

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(3) The Company shall indemnify the North Eastern Company against all damages losses and expenses which may be incurred by that company by reason of or in connection with any injury to their railway or property or any obstruction of or interference with or injury to the traffic on such railway consequent upon or connected with the making maintaining or using the said junction by the Company.

For the protection of the Selby Dam Drainage Commissioners.

7. The following provisions shall have effect for the protection of the Selby Dam Drainage Commissioners (that is to say) :—

(1) The Company shall indemnify and save harmless the said Commissioners from and against all claims which may be at any time made against them by any person or persons for loss or damage sustained or alleged to be sustained by any such person or persons from floods caused or alleged to be caused by the construction of the bridge by which the Company are authorised to carry Railway No. 1 over the drain or watercourse called Selby Dam belonging to the said Commissioners :

(2) Railway No. 1 shall cross the Selby Dam within the limits of deviation shown upon the deposited plans by a bridge to be constructed with openings allowing for the flow of water in accordance with the particulars herein-after set forth and shown upon the sectional drawing signed by the Right Honourable the Earl of Morley Chairman of Committees of the House of Lords and which drawing is deposited in the Office of the Clerk of the Parliaments (that is to say) :—

(a) The bridge shall provide the following openings viz. :  
A central opening over the dam of a width of not less than thirty-eight feet two openings on the south side of the dam of a width of not less than twenty feet each four openings on the north side of the dam of a width of not less than twenty feet each ;

(b) Each of the above-mentioned openings shall be measured from centre to centre of the piers and the respective heights of each opening shall be not less than the heights shown upon the sectional drawing herein-before referred to.

Railway may be a light railway.

8. The railway may be constructed and worked as a light railway subject to the provisions of the Regulation of Railways Act 1868.

**9.** The capital of the Company shall be twenty-four thousand pounds in two thousand four hundred shares of ten pounds each. A.D. 1896.  
Capital.

**10.** 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 be issued  
until one-  
fifth paid.

**11.** One-fifth of the amount of a share shall be the greatest amount of a call and three months at least shall be the interval between successive calls and three-fourths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share. Calls.

**12.** If any money is payable to a shareholder or mortgagee or debenture stockholder 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.

**13.** Subject to the provisions of this Act the Company with the authority of three-fourths of the votes of the shareholders present in person or by proxy at a general meeting of the Company specially convened for the purpose may from time to time divide any share in their capital into half shares of which one shall be called "preferred half share" and the other shall be called "deferred half share" but the Company shall not so divide any share under the authority of this Act unless and until not less than sixty per centum upon such share has been paid up and upon every such division fifty per centum upon the entire share shall be carried to the credit of the deferred half share (being the whole of the amount payable thereon) and the residue to the credit of the preferred half share. Power to  
divide  
shares.

**14.** The dividend which would from time to time be payable on any divided share if the same had continued an entire share shall be applied in payment of dividends on the two half shares in manner following (that is to say) First in payment of dividends after such rate not exceeding six per centum per annum as shall be determined once for all at a general meeting of the Company specially convened for the purpose on the amount for the time being paid up on the preferred half share and the remainder (if any) in payment of dividend on the deferred half share and the Company shall not pay any greater amount of dividend on the Dividends  
on half  
shares.

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Dividends on preferred shares to be paid out of the profits of the year only.

**15.** Each preferred half share shall be entitled out of the profits of each year to the dividend which may have been attached to it by the Company as aforesaid in priority to the deferred half share bearing the same number but if in any year ending the thirty-first day of December there shall not be profits available for the payment of the full amount of dividend on any preferred half share for that year no part of the deficiency shall be made good out of the profits of any subsequent year or out of any other funds of the Company.

Half shares to be registered and certificates issued.

**16.** Forthwith after the creation of any half shares the same shall be registered by the directors and each half share shall bear the same number as the number of the entire share certificate in respect of which it was issued and the directors shall issue certificates of the half shares accordingly and shall cause an entry to be made in the register of the entire shares of the conversion thereof but the directors shall not be bound to issue a certificate of any half share until the certificate of the existing entire share shall be delivered to them to be cancelled unless it be shown to their satisfaction that such certificate is destroyed or lost and on any certificate being so delivered up the directors shall cancel it.

Terms of issue to be stated on certificates.

**17.** The terms and conditions on which any preferred half share or deferred half share created under this Act is issued shall be stated on the certificate of each such half share.

Forfeiture of preferred shares.

**18.** The provisions of the Companies Clauses Consolidation Act 1845 with respect to the forfeiture of shares for non-payment of calls shall apply to all preferred half shares created under the authority of this Act and every such preferred half share shall for that purpose be considered an entire share distinct from the corresponding deferred half share and until any forfeited preferred half share shall be sold by the directors all dividends which would be payable thereon if the same had not been forfeited shall be applied in or towards payment of any expenses attending the declaration of forfeiture thereof and of the arrears of calls for the time being due thereon with interest.

Preferred shares not to be cancelled or surrendered.

**19.** No preferred half share created under the authority of this Act shall be cancelled or be surrendered to the Company.

**20.** The several half shares under this Act shall be half shares in the capital of the Company and every two half shares (whether preferred or deferred or one of each) held by the same person shall confer such right of voting at meetings of the Company and (subject to the provisions herein-before contained) shall confer and have all such other rights qualifications privileges liabilities and incidents as attach and are incident to an entire share.

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Half shares  
to be half  
shares in  
capital.

**21.** The Company may from time to time borrow on mortgage of the undertaking any sum not exceeding in the whole eight thousand pounds but no part thereof shall be borrowed until the whole capital of twenty-four 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 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.

Power to  
borrow.

**22.** The mortgagees of the undertaking 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 one thousand pounds in the whole.

For appoint-  
ment of a  
receiver.

**23.** 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 and of all mortgages at any time created and issued or granted by the Company under this or any

Debenture  
stock.

A.D. 1896. subsequent Act shall subject to the provisions of any subsequent Act rank *pari passu* (without respect to the dates of the securities or of the Acts of Parliament or resolutions by which the stock and mortgages were authorised) and shall have priority over all principal moneys secured by such mortgages. Notice of the effect of this enactment shall be endorsed on all mortgages and certificates of debenture stock.

Application  
of moneys.

**24.** All moneys raised under this Act whether by shares debenture stock or borrowing shall be applied only to the purposes of this Act to which capital is properly applicable.

First  
ordinary  
meeting.

**25.** The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Number of  
directors.

**26.** The number of directors shall be six but the Company may from time to time reduce and again increase the number of directors but so that the number shall be never less than three nor more than six.

Qualification  
of directors.

**27.** The qualification of a director shall be the possession in his own right of not less than twenty-five shares.

Quorum.

**28.** The quorum of a meeting of directors shall be three.

First  
directors.

**29.** Henry Liversidge the younger Tom Gibson Hawdon and Isaac William Hewitt White and three other duly qualified persons to be nominated by them or the majority of them and consenting to such nomination 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 nominated as aforesaid 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 or nominated as aforesaid being (if they continue 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 (subject to the power herein-before contained for altering the number of directors) 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 resigned shall



continue to be directors until others are elected in their stead in manner provided by the same Act. A.D. 1896.

**30.** 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 but nothing in that Act or in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land so taken. Lands for extra-ordinary purposes.

**31.** The powers of the Company for the compulsory purchase of lands for the purposes of this Act shall cease after the expiration of three years from the passing of this Act. Period for compulsory purchase of lands.

**32.** Subject to the provisions in the Railways Clauses Consolidation Act 1845 and in Part. I (relating to the construction of a railway) of the Railways Clauses Act 1863 contained in reference to the crossing of roads on the level the Company may in the construction of the railway carry the same with a single line only whilst the railway shall consist of a single line and afterwards with a double line only across and on the level of the roads next herein-after mentioned (that is to say) :— Power to cross roads on the level.

Railway.	Number on Deposited Plan.	Parish.	Description of Road.
No. 1 -	12	Wistow - - - -	Public carriage road.
No. 1 -	11	Selby - - - -	Public carriage road.
No. 1 -	16	Selby - - - -	Public carriage road.
No. 1 -	{ 43 3	{ Selby - - - - Brayton - - - - }	Public carriage road.

**33.** Proper means shall be provided for lighting the said level crossings to the reasonable satisfaction of the Selby Urban District Council. A gatekeeper shall be stationed at each of the said level crossings within the district of the Selby Urban District Council. Level crossings to be lighted and gatekeepers provided.

**34.** The Selby Urban District Council shall have at all times the liberty to carry any sewers drains water mains water pipes gas mains and gas pipes under the railway by this Act authorised at any level crossing of roads for the time being within Selby Urban District Council may carry sewers &c. at level crossings.

A.D. 1896. their district or under their jurisdiction or control and without being liable for the payment of any rent or acknowledgment to the Company or to any person or persons company or companies claiming from under or in trust for them Any additional cost or expense which may be caused to the said council in laying such sewers drains mains or pipes by reason of the construction of the said railway shall be borne by the Company or other person or persons or company claiming from under or in trust for the Company and such additional expense in case of difference shall be settled by a single arbitrator under the provisions of the Arbitration Act 1889.

Power to take easements &c. by agreement.

**35.** Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any easement right or privilege (not being an easement right or privilege of water in which other than parties to the agreement have an interest) required for the purposes of this Act in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Restriction on taking houses of labouring class.

**36.** The Company shall not under the powers of this Act purchase or acquire ten or more houses which on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers or except with the consent of the Local Government Board ten or more houses which were not so occupied on the fifteenth day of December last but have been or shall be subsequently so occupied.

For the purposes of this section the expression "labouring class" means and includes mechanics artizans labourers and others working for wages hawkers costermongers persons not working for wages but working at some trade or handicraft without employing others except members of their own family and persons other than domestic servants whose income does not exceed an average of thirty shillings a week and the families of any of such persons who may be residing with them.

Deposit money not to be repaid except so far as railway is opened.

**37.** Whereas pursuant to the Standing Orders of both Houses of Parliament and to the Parliamentary Deposits Act 1846 a sum of one thousand and seventy-five pounds fourteen shillings and sevenpence two and three quarters per centum consolidated

stock being equal in value to five per centum upon the amount of the estimate in respect of the railway (referred to in this Act as "the deposit fund") has been transferred into the name of the Paymaster General for and on behalf of the Supreme Court in respect of the application to Parliament for this Act. Be it enacted that notwithstanding anything contained in the said Act the said deposit fund shall not be paid or transferred 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 (which persons survivors or survivor are or is in this Act referred to as "the depositors") unless the Company shall previously to the expiration of the period limited by this Act for the completion of the railway open the railway for the public conveyance of passengers and if the Company shall make default in so opening the railway the deposit fund shall be applicable and shall be applied as provided by the next following section. Provided that if within such period as aforesaid the Company open any portion of the railway for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the railway opened as aforesaid and the portion of the deposit fund which bears to the whole of the deposit fund the same proportion as the length of the railway so opened bears to the entire length of the railway the High Court shall on the application of the depositors order the portion of the deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein 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.

**38.** If the Company do not previously to the expiration of the period limited for the completion of the railway complete the same and open it for the public conveyance of passengers then and in every such case the deposit fund or so much thereof as shall not have been paid to the depositors shall be applicable and after due notice in the London Gazette shall be applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway or any portion thereof or who have been subjected to injury or loss in consequence of the compulsory powers of

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taking property conferred upon the Company by this Act and for which injury or loss no compensation or inadequate compensation has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court may seem fit and if no such compensation is payable or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the deposit fund or such portion thereof as may not be required as aforesaid shall if a receiver has been appointed or the Company is insolvent or the undertaking has been abandoned be paid or transferred to such receiver or be applied in the discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid or re-transferred to the depositors Provided that until the deposit fund has been repaid or re-transferred 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 depositors.

Period for completion of works.

**39.** 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 except as to so much thereof as is then completed.

Tolls.

**40.** The Company may demand and take in respect of the use of the railway by any other company or person with engines and carriages such reasonable tolls as they think fit.

Maximum rates for conveyance of passengers.

**41.** The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway including every expense incidental to such conveyance shall not exceed the following (that is to say) :—

For every passenger conveyed in a first-class carriage the sum of three pence per mile ;

For every passenger conveyed in a second-class carriage the sum of two pence per mile ;

For every passenger conveyed in a third-class carriage the sum of one penny per mile ;

For every passenger conveyed on the railway for a less distance than three miles the Company may charge as for three miles and every fraction of a mile beyond three miles or any greater number of miles shall be deemed a mile.

**42.** 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. A.D. 1896.  
Passengers' luggage.

**43.** 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 upon the railway. Foregoing charges not to apply to special trains.

**44.** For the conveyance on the railway of small parcels not exceeding five hundred pounds in weight by passenger train the Company may demand and take any charges not exceeding the following (that is to say) :— Charges for small parcels.

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

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight five pence ;

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight seven pence ;

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight nine pence ;

For any parcel exceeding fifty-six pounds but not exceeding five hundred pounds in weight the Company may demand any sum 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 that term shall apply only to single parcels in separate packages.

**45.** The classification of merchandise traffic (including perishable merchandise by passenger train) and the Schedule of maximum rates and charges applicable thereto and the regulations and provisions contained in the Schedule to the Railway Rates and Charges No. 15 (North Eastern Railway &c.) Order 1892 (which Order is scheduled to and confirmed by the Railway Rates and Charges No. 15 (North Eastern Railway &c.) Order Confirmation Act 1892) shall be applicable and apply to the Company as if it were one of the railway companies named in the Schedule to the said Order : Rates for merchandise.

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Provided that in respect of the conveyance of a consignment of perishable merchandise not exceeding fifty-six pounds in weight by passenger train the Company shall not be entitled to charge a higher rate than the maximum rate which they are authorised to charge for the conveyance of parcels of the same weight.

Power to pay interest out of capital during construction.

**46.** Notwithstanding anything in this Act or any Act or Acts incorporated therewith contained it shall be lawful for the Company out of any money by this Act authorised to be raised to pay interest at such rate not exceeding three pounds per centum per annum as the directors may determine to any shareholder on the amount from time to time paid up on the shares held by him from the respective times of such payments until the expiration of the time limited by this Act for the completion of the works by this Act authorised or such less period as the directors may determine but subject always to the conditions herein-after stated (that is to say) :—

- (a) No such interest shall begin to accrue until the Company shall have obtained a certificate from the Board of Trade that two-thirds at least of the share capital authorised by this Act in respect of which such interest may be paid has been actually issued and accepted and is held by shareholders who or whose executors administrators or assigns are legally liable for the same :
- (b) No such interest shall accrue in favor of any shareholder for any time during which any call on any of his shares is in arrear :
- (c) The aggregate amount to be so paid for interest shall not exceed one thousand four hundred pounds and the amount so paid shall not be deemed share capital in respect of which the borrowing powers of the Company may be exercised but such borrowing powers shall be reduced to the extent of one-third of the amount paid for interest as aforesaid :
- (d) Notice that the Company has power so to pay interest out of capital shall be given in every prospectus advertisement or other document of the Company inviting subscriptions for shares and in every certificate of shares :
- (e) The half yearly accounts of the Company shall show the amount of capital on which and the rate at which interest has been paid in pursuance of this section :

Save as herein-before set forth no interest or dividend shall be paid out of any share or loan capital which the Company are by this

or any other Act authorised to raise 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.

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**47.** 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 to 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.

**48.** Nothing in this Act contained shall exempt the Company or any other company named in this Act or the railway of any 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 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.

Provision as to general Railway Acts.

**49.** 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.

Costs of Act.

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