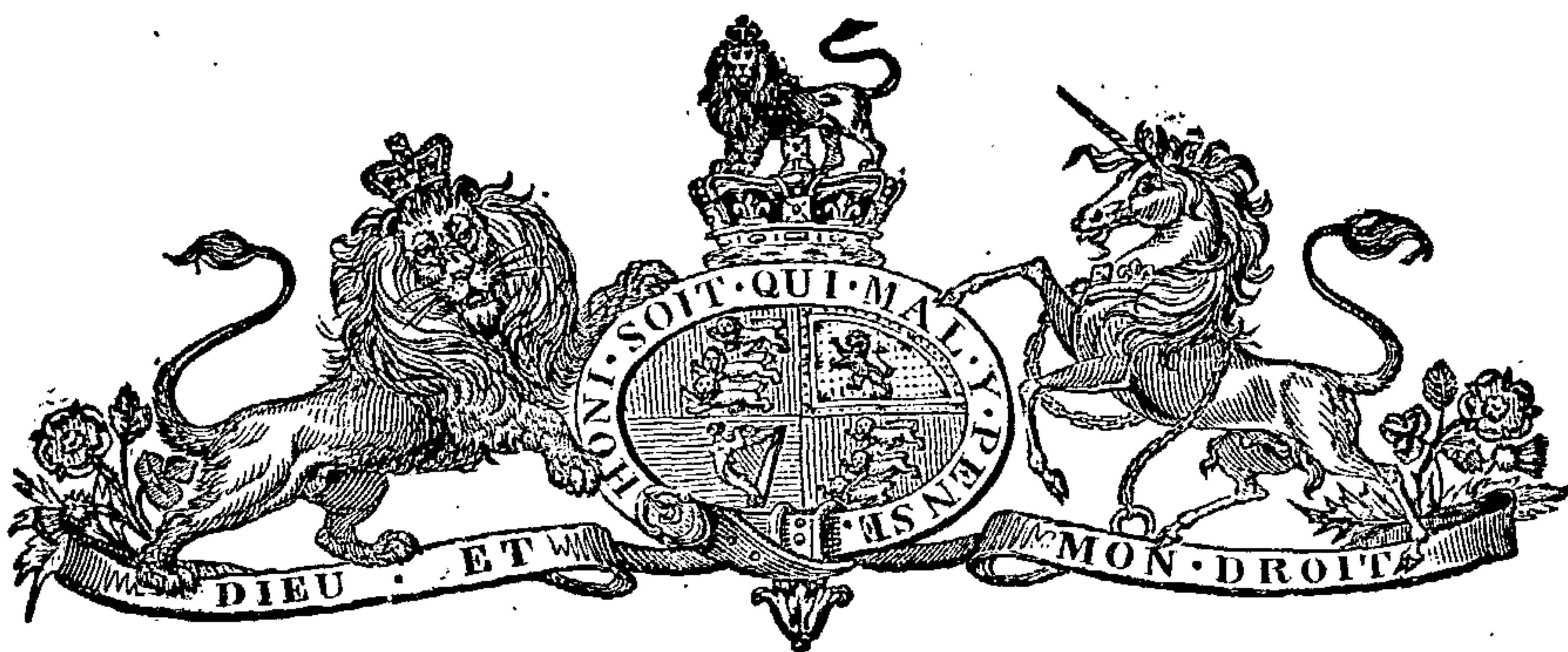




ANNO VICESIMO SEXTO & VICESIMO SEPTIMO

VICTORIÆ REGINÆ.

Cap. cxv.

An Act for regulating the Capital and Debenture Debt of the *Charing Cross* Railway Company, and for authorizing the Amalgamation of that Company with the *South-eastern* Railway Company; and for other Purposes.

[13th July 1863.]

WHEREAS by "The *Charing Cross* Railway Act, 1859," (in this Act called "the Act of 1859,") the *Charing Cross* Railway Company (in this Act called "the Company") were incorporated, and were authorized to raise a Capital of Eight hundred thousand Pounds in Forty thousand Shares of Twenty Pounds each, and to borrow on Mortgage not exceeding Two hundred and sixty-six thousand six hundred Pounds, and were authorized to make and maintain (Section Twenty-four) a Railway commencing by a Junction near to *London Bridge* with the *South-eastern* Railway, crossing the River *Thames* by means of a Bridge to be erected at or near to or on the Site of the *Charing Cross Bridge*, and terminating at a Point in *Hungerford Street*, with a Branch Railway to form a Junction with the *London and South-western* Railway; and (Section Ninety-six) the Company were required to provide between *West Strand* and the Company's Railway Station near thereto (in this Act called "the *Charing Cross* Station") an

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open paved Fore-court or Area in front of the Station to the Satisfaction of the Commissioners of Her Majesty's Woods, Forests, and Land Revenues, and to be for ever maintained by the Company as an open public Place; and (Section One hundred and ten) the Company and the *South-eastern* Railway Company (in this Act called "the *South-eastern* Company") were authorized to make and carry into effect Working and Traffic and other Arrangements with respect to the Railway; and (Section One hundred and eighteen) the *South-eastern* Company were authorized to subscribe for or take and hold Shares of the Capital of the Company not exceeding Three hundred thousand Pounds: And whereas by "The *Hungerford Market and Charing Cross Bridge* Act, 1860," (in this Act called "the Act of 1860,") Provision was made for the Transfer to the Company of the Wharfages, Tolls, and Dues, Rights, Powers, and Interests vested in the *Hungerford Market* Company and the *Charing Cross Bridge* Company respectively; and (Section Fifteen) the Company were authorized to create any yearly Rentcharge not exceeding Eight thousand five hundred Pounds, to be a First Charge on the Wharfages, Tolls, and other Income of the Company under the reciting Act, and by way of collateral Security to be a Charge also on the Undertaking, Railway, Tolls, and other Property and Income of the Company under the Act of 1859, but without Prejudice to the Mortgages for not exceeding Two hundred and sixty-six thousand six hundred Pounds borrowed under that Act, and the Interest thereon; and the Company were authorized (Section Seventeen) to raise by Ordinary Shares an additional Capital of One hundred and twenty thousand Pounds, and (Section Twenty-two) to borrow on Mortgage additional Sums not exceeding Forty thousand Pounds, and (Section Twenty-four) to borrow on the Security of the yearly Rentcharge not exceeding One hundred and fifty thousand Pounds, consisting of the Forty thousand Pounds by the reciting Act authorized to be borrowed, and One hundred and ten thousand Pounds, Part of the Amount by the Act of 1859 authorized to be borrowed: And whereas by "The *Charing Cross Railway (City Terminus)* Act, 1861," (in this Act called "the Act of 1861,") the Company were authorized to make and maintain (Section Twelve) a Railway commencing in the Parish of *Saint Saviour Southwark*, by a Junction with the authorized Line of the *Charing Cross* Railway at or near to *Red Cross Street*, and terminating in the Parish of *Saint Mary Bothaw* in the City of *London*, with a Bridge in the Line of the Railway between *Southwark Bridge* and *London Bridge*, for carrying the Railway over the River *Thames*, and a Branch Railway in the Parish of *Saint Saviour Southwark*, commencing by a Junction with the authorized Line of the *Charing Cross* Railway, and terminating by a Junction with the Railway first described in the reciting Act; and (Section Fifty-one) the Railway by the reciting Act authorized, with the Railway by the Act of 1859 authorized, were together to form the *Charing Cross* Railway; and (Section Fifty-five) the Company were authorized

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c. xc

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additional Capital of Five hundred and twenty-five thousand Pounds by that Act authorized: And whereas the Company have raised Part only of the additional Capital of Five hundred and twenty-five thousand Pounds by the Act of 1861 authorized: And whereas (as appears by preceding Recitals) the Amounts which the Company are authorized to raise by Shares and by borrowing are as follows:

Act of 1859:

By Shares	-	-	-	-	£800,000
By borrowing	-	-	-	-	266,600

Act of 1860:

By Shares	-	-	-	-	120,000
By borrowing	-	-	-	-	40,000

Act of 1861:

By Shares	-	-	-	-	525,000
By borrowing	-	-	-	-	175,000

£1,926,600

And whereas the special Power for borrowing One hundred and fifty thousand Pounds which was conferred on the Company by the Act of 1860 did not increase the total Amount which by the Acts of 1859 and 1860 the Company were authorized to borrow in the ordinary way: And whereas the present State of the Debenture Debt and Capital of the Company is as follows:

DEBENTURE DEBT.

Under the Act of 1859	-	-	-	£266,600
Under the Act of 1860	-	-	-	40,000
				<u>£306,600</u>

ORDINARY CAPITAL ISSUED.

Under the Act of 1859	-	-
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