



## CHAPTER li.

An Act to authorise the construction by the Wigtownshire Railway Company of a Branch Railway to the Harbour of Garliestown, and the abandonment of their authorised Tramway to the said Harbour; and for other purposes.

A.D. 1877.

[28th June 1877.]

**W**HEREAS by "The Wigtownshire Railway Act, 1872," (hereinafter called "the Act of 1872,") the Wigtownshire Railway Company (hereinafter called "the Company") were incorporated and authorised to make and maintain a railway from Newton Stewart to Whithorn, and a tramway in connexion therewith to Garliestown, in the county of Wigtown:

35 & 36 Vict.  
c. lxxxviii.

And whereas it is expedient to authorise the Company to make and maintain the railway in this Act described in substitution for the tramway authorised by the Act of 1872, and to abandon the said tramway:

And whereas it is expedient to authorise the Company to make the alteration of their authorised railway and the other works in this Act described:

And whereas plans and sections showing the lines and levels of the railway and works authorised by this Act, and also a book 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 in the office of the principal sheriff clerk of the county of Wigtown, and are herein-after respectively referred to as the deposited plans, sections, and book of reference:

And whereas it is expedient that the Company and the Caledonian Railway Company, the Portpatrick Railway Company, the Glasgow and South-western Railway Company, and the London and North-western Railway Company, or any of such companies, should be authorised to enter into agreements with respect to the maintaining,



A.D. 1877. — managing, working, and using of the railways authorised by the Act of 1872 and this Act, and with respect to the conveyance of traffic, and to other matters, as in this Act provided :

And whereas it is expedient that the Company should be authorised to raise additional capital for the purposes of this Act and for the general purposes of their undertaking, and that the Act of 1872 should be amended, and that further powers should be conferred on the Company :

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 :

Short title. 1. This Act may be cited for all purposes as "The Wigtownshire Railway Act, 1877."

Certain provisions of general Acts herein named incorporated. 2. The following Acts and parts of Acts are (except where expressly varied by this Act) incorporated with and form part of this Act ; (that is to say,) "The Lands Clauses Consolidation (Scotland) Act, 1845 ;" "The Lands Clauses Consolidation Acts Amendment Act, 1860 ;" "The Railways Clauses Consolidation (Scotland) Act, 1845 ;" Part I. (relating to the construction of a railway) and Part III. (relating to working agreements) of "The Railways Clauses Act, 1863 ;" the clauses and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," with respect to the following matters ; (namely,) 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 or bond ; the conversion of the borrowed money into capital ; 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 by all parties interested ; Part I. (relating to cancellation and surrender of shares), Part II. (relating to additional capital), and Part III. (relating to debenture stock) of "The Companies Clauses Act, 1863 ;" and all the provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845," which relate to stock into which shares in the capital of the Company have been converted or consolidated shall



apply to the stock which the Company are by this Act authorised to issue, and to the holders thereof. A.D. 1877.

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; and the expression "the railway" means the railway and works by this Act authorised. Interpretation of terms.

4. Subject to the provisions of this Act, the Company may make and maintain, in the line and according to the levels shown on the deposited plans and sections, the railway and alteration of railway 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 deposited plans and described in the deposited book of reference as may be required for those purposes. Power to make railway and alteration according to deposited plans.

5. The railway and alteration of railway herein-before referred to and authorised by this Act are,— Description of railway and alteration.

First. A railway, one mile one furlong three chains and eighteen yards or thereabouts in length, commencing by a junction with the main line of the Wigtownshire Railway at a point fourteen chains or thereabouts south-east of the fifteenth mile post on the said railway, and terminating at or near the pier or quay on the south-eastern side of the harbour of Garliestown:

Second. An alteration of the authorised Wigtownshire Railway at or near a point thereon marked on the plans and sections deposited with reference to the Act of 1872 sixteen miles seven furlongs from the commencement thereof, so that the same may cross on the level the public road leading from Sorbie by Reiffer Park to Whithorn, numbered 7 on the said plans, in the parish of Whithorn, instead of by a bridge over the said road as authorised by the Act of 1872.

6. The Company, notwithstanding the provisions of "The Railways Clauses Consolidation (Scotland) Act, 1845," may deviate from the lines of the railway and alteration of railway by this Act authorised, as delineated on the deposited plans, to any extent within the limits of deviation shown on those plans, and may deviate from the levels of the said works as delineated on the deposited sections to any extent not exceeding five feet. Powers of lateral and vertical deviation.

7. 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.

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Power to  
take ease-  
ments, &c.  
by agree-  
ment.

8. Persons empowered by "The Lands Clauses Consolidation (Scotland) Act, 1845," to sell and convey or dispose of lands may, if they think fit, subject to the provisions of that Act and of "The Lands Clauses Consolidation Acts Amendment Act, 1860," and of this Act, grant to the Company any easement, right, or privilege, not being an easement of water, 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 feu duties or ground annuals, 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.

Power to  
cross certain  
roads on the  
level.

9. Subject to the provisions in "The Railways Clauses Consolidation (Scotland) 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, and to such conditions and restrictions for the safety of the public as may be imposed by the Board of Trade, the Company may, in the construction of the railway and alteration of railway authorised by this Act, carry the same respectively 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,)

No. on deposited Plans.	Parish.	Description of Road.
8	Sorbie - - -	Public road.
14	Sorbie - - -	Public road.
7	Whithorn - - -	Public road.

Power to  
apply  
moneys.

10. The Company may apply to the purposes of the railway and alteration of railway authorised by this Act any moneys which by the Act of 1872 they are authorised to raise by shares or by borrowing, as if the said works had been authorised by that Act.

Power to  
raise addi-  
tional capital.

11. The Company may, subject to the provisions of Part II. of "The Companies Clauses Act, 1863," raise any additional capital, not exceeding in the whole twenty-four thousand pounds, by the issue at their option of new ordinary shares or stock or new preference shares or stock, or wholly or partially by any one or more of those modes respectively; but the Company shall not issue any share of less nominal value than ten pounds, nor shall any 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 shall have been paid in respect thereof.



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**12.** Except as by this Act otherwise provided, the capital in new shares or stock created by the Company under this Act, and the new shares or stock therein and the holders thereof respectively, shall be subject and entitled to the same powers, provisions, liabilities, rights, privileges, and incidents whatsoever in all respects as if that capital were part of the now existing capital of the Company of the same class or description, and the new shares or stock were shares or stock in that capital.

Except as otherwise provided, new shares or stock to be subject to the same incidents as other shares or stock.

**13.** The capital in new shares or stock so created shall form part of the capital of the Company.

New shares or stock to form part of capital of Company.

**14.** Every person who becomes entitled to such new shares or stock shall in respect of the same be a holder of shares or stock in the Company, and shall be entitled to a dividend, with the other holders of shares or stock of the same class or description, proportioned to the whole amount from time to time called and paid on such new shares, or to the whole amount of such stock, as the case may be.

Dividends on new shares or stock.

**15.** Each holder of new shares or stock in the capital by this Act authorised to be raised shall be entitled to the same number of votes in respect thereof which the possession of an equal nominal amount of the existing capital stock of the Company would have conferred upon him; provided that, except as otherwise expressly provided by the resolution creating the same, no person shall be entitled to vote in respect of any such new shares or stock to which a preferential dividend shall be assigned.

Right of voting.

**16.** The Company may, in respect of the additional capital of twenty-four thousand pounds which they are by this Act authorised to raise, from time to time borrow on mortgage any sum not exceeding in the whole eight thousand pounds in manner following; that is to say, in respect of eighteen thousand pounds of such additional capital, any sum or sums not exceeding in the whole six thousand pounds, and in respect of six thousand pounds, being the remainder of such additional capital, any further sum or sums not exceeding in the whole two thousand pounds; but no part of such respective sums of six thousand pounds and two thousand pounds shall be borrowed until shares for so much of the respective portion of capital in respect of which such respective sums are authorised to be borrowed as is to be raised by means of shares are issued and accepted, and one half thereof is paid up, and the Company have proved to the sheriff who is to certify under the forty-second section of "The Companies Clauses Consolidation (Scotland) Act, 1845," before he so certifies, that shares or stock for the whole of the respective portion of capital have

Power to borrow on mortgage.



A.D. 1877. — 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 respective portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and until stock for one half of so much of such respective portion of additional capital as is to be raised by means of stock is fully paid up, and the Company have proved to such sheriff as aforesaid, before he so certifies, that such shares or stock, as the case may be, were issued and accepted and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and also, if the said capital is raised by shares, that such persons or corporations, or their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such sheriff 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.

Provisions of Act of 1872 as to appointment of judicial factor repealed.

17. The provisions of the Act of 1872 authorising the appointment of a judicial factor for principal or interest of moneys due upon any mortgages of the Company are hereby repealed, but subject and without prejudice to any appointment of a judicial factor or proceedings taken under or by virtue of such provisions and in force or pending at the time of the passing of this Act.

Arrears may be enforced by appointment of judicial factor.

18. The mortgagees of the Company under the Act of 1872 or this Act may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a judicial factor. In order to authorise the appointment of a judicial factor in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a judicial factor is made shall not be less than four thousand pounds in the whole.

Existing securities to have priority.

19. The principal moneys secured by all mortgages granted by the Company in pursuance of the powers of the Act of 1872, and subsisting at the passing of this Act, shall, during the continuance of such mortgages, have priority over the principal moneys secured by any mortgages granted by virtue of this Act.

Power to create debenture stock.

20. The Company may create and issue debenture stock, subject to the provisions of Part III. of "The Companies Clauses Act, 1863," as amended by "The Railway Companies (Scotland) Act, 1867;" 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. A.D. 1877.

21. All moneys raised under this Act, whether by shares or stock, or debenture stock, or borrowing, shall be applied for the purposes of the Act of 1872 and of this Act only. Application of moneys.

22. The railway and alteration of railway by this Act authorised, and the lands and property from time to time acquired by the Company for the purposes thereof, shall for the purpose of tolls, rates, and charges, and for all other purposes whatsoever, except as in this Act otherwise expressly provided, be part of the undertaking and property of the Company, as if the Company had by the Act of 1872 been authorised to make and maintain the said works, and to acquire the said lands and property, and all conveyances of such lands and property, and all other deeds or agreements relating thereto, which before the passing of this Act have been executed, made, or entered into in favour of or by or with the Company, or any person on their behalf, shall be as valid and of as full force and effect as if the same had been executed, made, or entered into in pursuance of the provisions of the Act of 1872 and this Act. Railway and works to be part of the Company's undertaking.

23. 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 two hundred and twelve pounds eight shillings, being five per centum upon the amount of the estimate in respect of the railway, has been deposited with the Court of Exchequer in Scotland in respect of the application to Parliament for this Act: Be it enacted, that, notwithstanding anything contained in the said Act, the said sum of money so deposited as aforesaid in respect of the application for this Act 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, 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 or stock, 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 of money deposited as aforesaid shall be applied in the manner herein-after specified; and the cer- Deposit money not to be repaid until line opened or half the capital paid up and expended.



A.D. 1877. — tificate 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.

Application  
of deposit.

24. The said sum of money deposited as aforesaid shall be applicable, and after due notice in the "Edinburgh Gazette" shall be applied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by 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 Exchequer in Scotland may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Court of Exchequer in Scotland 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 judicial factor has been appointed, shall wholly or in part be paid or transferred to such judicial factor, 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 of money 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.

25. 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.



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**26.** The Company shall abandon the construction of the tramway authorised by the Act of 1872.

Company to abandon authorised tramway.

**27.** The abandonment by the Company under the authority of this Act of the tramway shall not prejudice or affect the right of the owner or occupier of any land to receive compensation for any damage occasioned by the entry of the Company on such land for the purpose of surveying or taking levels, or probing or boring to ascertain the nature of the soil, or setting out the line of tramway, and shall not prejudice or affect the right of the owner or occupier of any land which may have been temporarily occupied by the Company to receive compensation for such temporary occupation, or for any loss, damage, or injury which may have been sustained by such owner or occupier by reason thereof, or of the exercise as regards such land of any of the powers contained in "The Railways Clauses Consolidation (Scotland) Act, 1845," or the Act of 1872.

Compensation for damage to land by entry, &c. for purposes of tramway abandoned.

**28.** Where before the passing of this Act any contract may have been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to the tramway authorised to be abandoned by this Act, the Company shall be released from all liability to purchase or to complete the purchase of any such lands; but, notwithstanding, full compensation shall be made by the Company to the owners and occupiers or other persons interested in such lands for all injury or damage sustained by them respectively by reason of the purchase not being completed pursuant to the contract or notice; and the amount and application of the compensation shall be determined in manner provided by "The Lands Clauses Consolidation (Scotland) Act, 1845," as amended by any subsequent Act, for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Compensation to be made in respect of tramway abandoned.

**29.** The Company on the one hand, and the Caledonian Railway Company, the Portpatrick Railway Company, the Glasgow and South-western Railway Company, and the London and North-western Railway Company (herein-after called "the four railway companies"), or any one or more of those companies, on the other hand, may (subject to the provisions of Part III. of "The Railways Clauses Act, 1863," as amended or varied by "The Regulation of Railways Act, 1873,") from time to time enter into agreements with respect to the following purposes, or any of them; (that is to say,)

Working agreements with other railway companies.

The maintenance and management of the railways of the Company or any part thereof, and of the works connected therewith or any of them, by the four railway companies or any of them, for such period and on such terms and conditions as



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have been or may be agreed on; the working and use of the railways of the Company or any part thereof, and the conveyance by the four railway companies or any of them of all or any part of the traffic passing on or over the railways of the Company or any part thereof, and the providing under any such agreement for the working and use of the railways of the Company or any part thereof by the four railway companies or any of them of plant and rolling stock necessary for the purposes of such agreement; the payment and the division and apportionment between the Company and the four railway companies or any of them of the expense of such maintenance, management, working, and use of the railways of the Company or any part thereof; the booking, forwarding, and interchange of traffic from, to, or beyond the railways of the Company to, from, or beyond the respective railways of the four railway companies or any of them; the fixing, collecting, division, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such last-mentioned traffic; and the appointment, employment, and remuneration of officers and servants.

Tolls on traffic conveyed on railways worked continuously.

**30.** During the continuance of any agreement to be entered into under the provisions of this Act for the working and use of the railways of the Company by the four railway companies or any of them, the several railways of the contracting companies shall for the purposes of short-distance tolls and charges be considered as one railway; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railways of the Company and partly on the railways of the four railway companies or any of them for a less distance than six miles, tolls and charges may only be charged as for six miles; and in respect of passengers, for every mile or fraction of a mile beyond six miles, tolls and charges as for one mile only; and in respect of animals and goods, for every quarter of a mile or fraction of a quarter of a mile beyond six miles, tolls and charges as for a quarter of a mile only; and no other short-distance charge shall be made for the conveyance of passengers, animals, or goods partly on the railways of the Company and partly on the railways of the four railway companies or any of them.

For protection of Post Office telegraphs.

**31.** If in the execution of the works by this Act authorised the Company desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General, and not situate upon the Company's railway or works connected therewith, the following provisions for the protection of Post Office telegraphs shall apply; (that is to say,)

(Notice to be given before inter-

Before the Company alter, remove, or interfere with any such telegraph poles, wires, or telegraph apparatus, the Company



shall give to the Postmaster General one calendar month's previous notice in writing of such intended alteration, removal, or other interference, specifying all requisite and proper particulars relating thereto; and if the Postmaster General shall, before the expiration of one calendar month after the service upon him of the said notice from the Company, give the Company notice of his intention so to do, he may execute at the cost of the Company, and thereafter at his own expense maintain, the works specified in the Company's notice, and such other works, substituted wires, and conveniences as may be reasonably required for making good the telegraph poles, wires, or telegraph apparatus so required to be altered, removed, or interfered with, using all due despatch in the execution thereof, and not interfering with or obstructing the use of the railway. If at the expiration of one calendar month the Postmaster General shall not have commenced such works, then such alteration, removal, or interference may be carried out by the Company, but so as to cause no impediment or obstruction whatsoever to the due transmission of messages along such wires, or, at the option of the Postmaster General, along substituted wires to be provided by the Company at their own expense to the satisfaction in all respects of the Postmaster General:

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fering with telegraphs.)

Subject to the provisions of this section, the Company shall from time to time make full compensation to Her Majesty's Postmaster General for any expense, loss, or damage which he is put to or sustains by reason of any such alteration, removal, or other interference with any telegraph post, wire, apparatus, or work of the Postmaster General causing any interruption of or impediment to postal telegraphic communication; and the Company shall, in addition to making compensation as aforesaid, be liable to forfeit a sum not exceeding twenty pounds for every twenty-four hours during which that interruption or impediment continues. The amount of any such expense, loss, damage, or forfeiture shall be a debt due from the Company to the Crown, and be recoverable accordingly with costs, or the same may be recovered with costs on behalf of the Postmaster General as a penalty is recoverable from the Company:

(Compensation by Company to Postmaster General, and penalty.)

Nothing in this Act relating to Her Majesty's Postmaster General shall take away, abridge, or prejudicially affect any right, power, estate, or interest of the Postmaster General or of the Company under or by virtue of the Telegraph Act, 1868, or any agreement between the Company and the Postmaster General.

(Saving for Telegraph Act and agreements.)



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Saving  
rights of the  
Crown.

**32.** Nothing contained in this Act shall authorise the Company to take, use, or in any manner interfere with any portion of the shore or bed of the sea, or of any river, channel, creek, bay, or estuary, or any right in respect thereof, belonging to the Queen's most Excellent Majesty in right of her Crown, and under the management of the Board of Trade, without the previous consent in writing of the Board of Trade on behalf of Her Majesty (which consent the Board of Trade may give); neither shall anything in this Act contained extend to take away, prejudice, diminish, or alter any of the estates, rights, privileges, powers, or authorities vested in or enjoyed or exerciseable by the Queen's Majesty, her heirs or successors.

Interest not  
to be paid on  
calls paid up.

**33.** 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 (Scotland) Act, 1845."

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

**34.** 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.

Railway not  
exempt from  
provisions of  
present and  
future gene-  
ral Acts.

**35.** Nothing in this Act contained shall exempt the Company or 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.

Expenses of  
Act.

**36.** 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.