



CHAPTER xciii.

An Act to confer further powers upon the Great Northern Railway Company with respect to their own undertaking and undertakings in which they are jointly interested and upon the Halifax High Level and North and South Junction Railway Company with respect to their undertaking and for other purposes. A.D. 1887.
[5th July 1887.]

WHEREAS it is expedient that the Great Northern Railway Company (who are meant when the term “the Company” is hereinafter used) should be authorised :—

To make and maintain the railways and works hereinafter described ; General purposes of Act.

To widen and improve certain portions of their railways ;

To abolish certain level crossings of their railways and otherwise to deal with certain roads and footpaths connected with their undertaking ;

To purchase and acquire additional lands for the purposes of their undertaking ;

To raise capital for the purposes of this Act and also to raise additional capital for the improvement and enlargement of their railways stations and works and the construction of new stations and sidings and for the providing of additional rolling stock and other the general purposes of their undertaking ; Additional capital.

To consolidate the various preference or guaranteed stocks of the Company into a smaller number of stocks :

And whereas it is also expedient that the powers hereinafter contained for the acquisition of certain lands should be conferred upon the Company jointly with the Midland Railway Company :

And whereas it is also expedient that the time prescribed for the sale of lands acquired by the Company and by the Company jointly with other companies under the powers of various Acts and not yet applied to the purposes of the undertakings in respect of which they were so acquired should be extended : Superfluous lands.

A.D. 1887.

Louth and
East Coast
Railway
Company.

35 & 36 Vict.

c. cx.

40 & 41 Vict.

c. x.

And whereas by the Louth and East Coast Railway Act 1872 a company was incorporated (hereinafter referred to as "the Louth Company") for making a railway from the east coast of Lincolnshire to join the Great Northern Railway at Louth :

And whereas by the Louth and East Coast Railway Act 1877 the Louth Company were empowered to make a deviation of a portion of their said authorised railway :

And whereas the Louth Company have completed their railway and the same is worked by the Great Northern Railway Company by virtue of an agreement dated the 14th day of March 1872 (which agreement is scheduled to and confirmed by the Louth and East Coast Railway Act 1872) as modified by a further agreement dated the 20th day of November 1874 and scheduled to and confirmed by the Louth and East Coast Railway Act 1877 :

And whereas it is expedient that the Company and the Louth Company should be empowered to enter into and to fulfil further agreements with respect to the undertaking of the Louth Company :

44 & 45 Vict.
c. cxii.

And whereas by the Boston Dock Act 1881 the mayor aldermen and burgesses of the borough of Boston (hereinafter called "the Boston Corporation") were authorised (section 5) to construct docks at Boston and a short railway to connect the same with the railway of the Company and (section 6) to construct warehouses and other like works in connexion with their said docks and (sections 60 and 67) to borrow money for the purposes of the said docks and works on the security of their harbour revenue and of the borough fund and borough rate of the said borough and the Company and the Boston Corporation were authorised (section 59) to enter into agreements with respect to the use and working of all or any parts of the dock railway and works by that Act authorised and the Boston Corporation were authorised (section 24) to grant leases of the said warehouses and other conveniences connected therewith :

And whereas it is expedient that the Company should subject to the provisions hereinafter contained be authorised and empowered to advance by loan or otherwise to the Boston Corporation for the purposes and upon the security hereinafter specified the sum of twelve thousand five hundred pounds or such smaller amount as may be agreed upon between the Boston Corporation and the Company :

47 & 48 Vict.
c. ccxlii.

And whereas by the Halifax High Level and North and South Junction Railway Act 1884 (hereinafter referred to as "the Halifax Act of 1884") a company (hereinafter referred to as "the Halifax Company") was incorporated and authorised to construct certain railways in the parish of Halifax in the West Riding of the county

of York in that Act described as Railway No. 1 Railway No. 2 A.D. 1887.
Railway No. 3 Railway No. 4 and Railway No. 5 :
—

And whereas by an agreement bearing date the 20th day of August 1886 and made between the Halifax Company and the Great Northern and Lancashire and Yorkshire Railway Companies and scheduled to and confirmed by the Halifax High Level and North and South Junction Railway Act 1886 (in this Act referred to as “the Halifax Act of 1886”) after reciting among other things that it was not intended at present to proceed with the construction of the said Railways No. 1 or No. 3 the Great Northern and Lancashire and Yorkshire Railway Companies agreed to work the said Railways No. 2 No. 4 and No. 5 of the Halifax Company when constructed on the terms in that agreement contained :

And whereas it is expedient that the Halifax Company should be empowered to make the deviation in this Act described of their said Railway No. 4 and to abandon the construction of their said Railways No. 1 and No. 3 and a portion of their said Railway No. 4 :

And whereas by section 42 of the Halifax Act of 1884 it was provided that the sum of fourteen thousand eight hundred and fifty-one pounds nine shillings and eightpence (herein referred to as “the deposit fund”) which had been deposited with the Chancery Division of the High Court of Justice in England in respect of the application to Parliament for that Act should not be paid or transferred to or on the application of the depositors thereof unless the Halifax Company should previously to the expiration of the period limited by that Act for the completion of the railways thereby authorised open the same for the public conveyance of passengers subject to a proviso for the re-payment or re-transfer from time to time to the depositors of portions of the said sum in proportion to the length of the said railways from time to time opened for public conveyance of passengers :

And whereas by section 43 of the last-mentioned Act it was provided that if the Halifax Company did not previously to the expiration of the period so limited as aforesaid open the railways by that Act authorised the deposit fund or so much thereof as should not have been repaid to the depositors should in the first instance be applicable towards compensating landowners and other persons whose property had been interfered with or injuriously affected and that any surplus remaining over after the satisfaction of the claims of such landowners or other persons should either be forfeited to Her Majesty or applied (if the Halifax Company were insolvent) for the benefit of the creditors of that company :

And whereas it is expedient that provision should be made for the repayment as hereinafter provided of the sum of six thousand

A.D. 1887. — five hundred and seventy-two pounds consolidated three pounds per centum annuities which bears to the whole deposit fund the same porportion which the length of the said Railways No. 1 and No. 3 and the portion of Railway No. 4 of the Halifax Company by this Act authorised to be abandoned bears to the length of the whole of the railways authorised by the Halifax Act of 1884:

And whereas it is expedient that the other provisions hereinafter contained should be made:

And whereas plans and sections showing the lines and levels of the railways roads and other works authorised by this Act and the lands to be taken for the purposes thereof and plans of the additional lands authorised to be taken under the powers of 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 all such lands so far as those documents relate to lands in each county or division hereinafter mentioned were duly deposited with the clerks of the peace for the West Riding of Yorkshire for the counties of Derby Nottingham Middlesex Huntingdon Bedford and for the parts of Kesteven and the parts of Holland in Lincolnshire and the said documents are hereinafter respectively referred to as the deposited plans sections and books of reference:

And whereas the objects of this Act cannot be attained 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 as the Great Northern Railway Act 1887.

Incorporation of general Acts.

2. The following Acts and parts of Acts are excepting where the same are expressly varied by this Act incorporated with and form part of this Act namely:—

The Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883;

The Railways Clauses Consolidation Act 1845;

Part I. (construction of a railway) Part II. (extension of time) and Part III. (working agreements) of the Railways Clauses Act 1863.

Extending certain provisions of the Companies Clauses Consolidation Acts.

3. Subject to the provisions of this Act all the provisions of the Companies Clauses Consolidation Act 1845 with respect to the following matters (that is to say):—

The distribution of the capital of the Company into shares;

The transfer or transmission of shares;

The payment of subscriptions and the means of enforcing the payment of calls : A.D. 1887.

The forfeiture of shares for non-payment 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 borrowed money into capital ;

The consolidation of shares into stock ;

The general meetings of the Company and the exercise of the right of voting by the shareholders ;

The making of dividends ;

The giving of notices ;

The provision to be made for affording access to the special Act by all parties interested ; and

Parts I. II. and III. of the Companies Clauses Act 1863 relating respectively to the cancellation and surrender of shares to additional capital and to debenture stock ;

shall be applicable to the capital and moneys hereby authorised to be raised by shares or stock or mortgage and to the proprietors thereof.

4. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction :— Interpretation.

“ The railways ” means the railways by this Act authorised ;

“ Parish clerks ” and “ clerks of the several parishes ” in sections 7 8 and 9 of the Railways Clauses Consolidation Act 1845 shall with reference to the Company and as regards the parish of Saint Mary Islington mean the vestry clerk of the parish of Saint Mary Islington ;

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 partly incorporated herewith shall be read and have effect as if the debt or demand with respect to which the expression is used were a common simple contract debt and not a debt or demand created by statute.

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 and works hereinafter described with all proper stations sidings approaches works and conveniences connected therewith respectively and may exercise the following powers with respect thereto and in connexion therewith Power to make railways &c.

A.D. 1887. — and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes.

The railways and works hereinbefore referred to and authorised by this Act are :—

- (1) **EXTENSION OF AUTHORISED RAILWAY TO HEANOR.**—A railway 3 furlongs 3 chains in length wholly in the county of Derby commencing in the township of Shipley in the parish of Heanor by a junction with the Railway No. 3 authorised by the Great Northern Railway (Various Powers) Act 1885 at the termination of that railway and terminating in the township of Smalley in the parish of Morley near the north-west side of Smalley Lane in a field known as “Donkey Race Close.”
- (2) **ALTERATION OF LEVELS OF AUTHORISED RAILWAY TO HEANOR.**—An alteration in the said parish of Heanor of the levels of so much of the said Railway No. 3 authorised by the Great Northern Railway (Various Powers) Act 1885 as lies between a point at or near the point marked as 3 miles 26 chains on the plans for that railway deposited with the clerk of the peace for the said county of Derby and the termination of the said railway in the field known as “Pit Close.”
- (3) **CURVE AT WORTLEY.**—A railway (No. 2) 2 furlongs 8·80 chains in length wholly in the township of Wortley in the parish of Leeds in the West Riding of the county of York commencing by a junction with the Great Northern Railway at the north end of the bridge carrying that railway over the London and North-Western Railway and terminating by a junction with the Great Northern Railway east of the bridge carrying that railway over the public road known as “Copley Hill.”
- (4) **DUDLEY HILL TO LOW MOOR DEVIATION RAILWAYS.**—A railway (No. 3) 1 mile 4 furlongs and 1 chain in length commencing in the township of North Bierley and parish of Bradford in the said West Riding by a junction with the Railway No. 2 authorised by the Great Northern Railway Act 1883 and terminating by a junction with the extension of the Pudsey Railway (Railway No. 5) authorised by the Great Northern Railway (Various Powers) Act 1885 in the township of Pudsey :

And the Company may and shall abandon the construction of so much of the Railway No. 1 (Dudley Hill to Low Moor) authorised by the Great Northern Railway Act 1883 as lies between the authorised point of commencement of the said railway and its intended junction with the said Railway No. 2 authorised by that Act.

(5) A railway (No. 4) 8·50 chains in length wholly in the town-ship of Tong and parish of Birstal commencing by a junction with the said railway (No. 3) in land belonging to the Company (alongside of the Gildersome branch of the Company) and terminating by a junction with that branch at a point about three hundred yards measured in a northerly direction along the said branch from the said bridge. A.D. 1887.

6. Subject to the provisions of this Act the foregoing railways and the works connected therewith respectively executed under the authority of this Act shall for the purposes of toll and all other purposes whatsoever be part of the Great Northern Railway and be comprised in the undertaking of the Company. Railways to form part of Great Northern Railway.

7. In order to afford the Lancashire and Yorkshire Railway Company an alternative route for traffic between Low Moor and Leeds they shall have and may exercise and enjoy over the Dudley Hill to Low Moor Deviation Railways No. 3 and No. 4 respectively by this Act authorised and over so much of the Dudley Hill to Low Moor Railway No. 2 authorised by the Great Northern Railway Act 1883 as extends from the commencement of that railway to the commencement of the said Dudley Hill to Low Moor Deviation Railway No. 3 the same powers and privileges as are conferred on the Lancashire and Yorkshire Railway Company by the twenty-eighth section of the Great Northern Railway Act 1883 with respect to the portions of the Great Northern Railway specified in the said section And the powers and privileges conferred upon the Lancashire and Yorkshire Railway Company by section 9 of the Great Northern Railway (Various Powers) Act 1885 with respect to the railways and works therein described as "Extension of Pudsey Railway (Railway No. 5) and Railway No. 6" are hereby extended and shall apply to the Railways No. 7 and No. 8 respectively authorised by the Great Northern Railway Act 1871. Reserving and extending running powers of Lancashire and Yorkshire Railway Company.

8. If the extension of authorised railway to Heanor be not completed on or before the sixteenth day of July one thousand eight hundred and ninety and if the other railways hereinbefore authorised by this Act be not completed within five years from the passing of this Act then on the expiration of those respective periods the powers by this Act granted to the Company for making and completing the said railways respectively or otherwise in relation thereto shall cease to be exercised except as to so much thereof respectively as is then completed. Periods for completion of railways.

9. The time limited by the Great Northern Railway Act 1883 for the completion of Railway Number 2 and so much of Railway Extension of time for completion of certain railways.

A.D. 1887. — Number 1 (Dudley Hill to Low Moor) by that Act respectively authorised as is not by this Act authorised to be abandoned is hereby extended until the second day of August one thousand eight hundred and ninety and section 10 of that Act shall be read and construed accordingly.

Penalty
unless rail-
ways are
opened with-
in the time
limited.

10. If the Company fail to complete the railways which they are hereinbefore authorised to construct or complete within the periods limited by this Act the Company shall be liable to a penalty of fifty pounds a day for every day after the expiration of the period so limited until the railway in the completion of which default is made is completed and opened for public traffic or until the sum received in respect of such penalty shall amount to five per centum on the estimated cost of such railway and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act or by the Solicitor to Her Majesty's Treasury and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act 1854 and every sum of money recovered by way of such penalty as aforesaid shall be paid under the warrant or order of such court or judge as is specified in that section to an account opened or to be opened in the name and with the privity of the Paymaster-General for and on behalf of the Supreme Court of Judicature in England in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as hereinafter provided but no penalty shall accrue in respect of any time during which it shall appear by a certificate to be obtained from the Board of Trade that the Company was prevented from completing or opening such line by unforeseen accident or circumstances beyond their control Provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application
of penalty.

11. Every sum of money so recovered by way of penalty 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 the commencement construction or abandonment of the railways in respect of which default has been made 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 High Court of Justice in England may seem fit and if no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation then the said sum or sums of money recovered by way of penalty 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 said court thinks fit to order on the application of the Solicitor to 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 said 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 or transferred 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.

12. Subject to the provisions of this Act the Company may in the lines according to the levels and in the manner shown on the deposited plans and sections widen and improve the portions of their undertaking hereinafter mentioned and lay down additional lines of railway thereon or in connexion therewith And for the purposes of such widening and improvement the Company in addition to any other lands which they are by this Act authorised to acquire may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference relating thereto as may be required for the purposes aforesaid and the said widenings and improvements respectively shall for the purposes of toll and in all other respects be deemed part of the Great Northern Railway.

WIDENINGS
AND IM-
PROVEMENTS.
Power to
widen and
improve
portions of
the railway
of the Com-
pany.

The portions of the undertaking of the Company hereinbefore referred to and authorised to be widened and improved by this Act are :

WIDENING AT HOLLOWAY.—A portion of the Company's railway on the north-western side thereof wholly in the parish of Saint Mary Islington in the county of Middlesex commencing by a junction with the down line of the said railway opposite the south end of the signal box on the up platform at the Holloway Station of the Company and terminating by a junction with the siding leading into Clarence goods and coal yard about two hundred and ninety yards measured along the railway from the

A.D. 1887. — to the double line already existing across and on the level of the road next hereinafter mentioned (that is to say) :—

No. on deposited Plans.	Parish.	Description of Road.
WIDENING AT THREE COUNTIES STATION.		
4	Arlesey.	Private road.

Provided that the Company shall construct a footbridge so as to carry the footway of the said road over the railway.

Span of
bridges.

16. The Company may make the arches of the bridges for carrying the railway over the roads next hereinafter mentioned of any spans not less than the spans hereinafter mentioned in connexion therewith respectively (that is to say) :—

No. on deposited Plans.	Parish.	Description of Road.	Span.
WIDENING BETWEEN LOFTHOUSE NORTH JUNCTION AND LINGWELL GATE LANE.			
51	Wakefield.	Public road.	25 feet.
6	East Ardsley.	Public road.	25 feet.

For protec-
tion of sewers
in the metro-
polis.

17. Where any of the intended works to be done under or by virtue of this Act shall or may pass over under or by the side of or so as to interfere with any sewer drain watercourse defence or work under the jurisdiction or control of the Metropolitan Board of Works or of any vestry or district board of works constituted under the Metropolis Management Act 1855 or any Act or Acts amending the same or extending the powers thereof or with any sewers or works to be made or executed by the said boards or vestries or any of them or shall or may in any way affect the sewerage or drainage of the districts under their or either of their control the Company shall not commence such works until they shall have given to the said Metropolitan Board or to the district board or vestry as the case may be twenty-eight days previous notice in writing of their intention to commence the same by leaving such notice at the principal office of such board or vestry (as the case may be) for the time being with a plan and section showing the course and inclination thereof and other necessary particulars relating thereto and until such board or vestry respec-

tively shall have signified their approval of the same unless such board or vestry as the case may be do not signify their approval disapproval or other directions within twenty-eight days after service of the said plan section and particulars as aforesaid and the Company shall comply with and conform to all orders directions and regulations of the said Metropolitan Board and of the respective district board or vestry as the case may be in the execution of the said works and shall provide by new altered or substituted works in such manner as such boards or vestries respectively shall reasonably require for the proper protection of and for preventing injury or impediment to the sewers and works hereinbefore referred to by reason of the said intended works or any part thereof and shall save harmless the said boards and vestries respectively against all and every the expense to be occasioned thereby and all such works shall be done by or under the direction superintendence and control of the engineer or other officer or officers of the said Metropolitan Board district board or vestry as the case may be at the costs charges and expenses in all respects of the Company and all costs charges and expenses which the said Metropolitan Board or any district board or vestry may be put to by reason of such works of the Company whether in the execution of works the preparation or examination of plans or designs superintendence or otherwise shall be paid to such board or vestry by the Company on demand and when any new altered or substituted works as aforesaid or any works or defence connected therewith shall be completed by or at the costs charges or expenses of the Company under the provisions of this Act the same shall thereafter be as fully and completely under the direction jurisdiction and control of the said Metropolitan Board district board or vestry as the case may be respectively as any sewers or works now or hereafter may be And nothing in this Act shall extend to prejudice diminish alter or take away any of the rights powers or authorities vested or to be vested in the said respective boards or vestries or any or either of them or of their successors but all such rights powers and authorities shall be as valid and effectual as if this Act had not been passed.

18. Where any bridge or works are constructed under the powers of this Act for widening any railway of the Company over any street or road within the metropolis there shall be left a clear headway throughout above the existing surface of the street or road and a clear span throughout not less than the headway and span of the bridge by which such railway is now carried over such street or road and any such bridges and works shall be of a reasonably ornamental character and design and shall be made and maintained so as to prevent the dripping of water therefrom on any part of

Bridges over roads in the metropolis.

A.D. 1887. such street or road or the footway thereof and so as to deaden so far as is practicable the sound of engines carriages and traffic passing over them and the parapets of such bridges and works shall be carried up to a height of not less than nine feet above the level of the rails.

Lighting of bridge.

19. The Company shall leave an opening of not less than thirteen feet measured along the length of the road and for the full width of the road between the existing bridge and the proposed widening to afford means of light and ventilation to the roadway and shall at their own cost set up and affix upon or under such bridge at such places as the vestry of the parish in which such bridge is situate may require and keep lighted with gas from sunset to sunrise and at such other times as the said vestry may require a lamp or lamps for affording proper light and security to passengers.

Plans &c. of bridges to be submitted to the Metropolitan Board.

20. The Company shall not execute or commence the erection of any such bridge or works as aforesaid until they shall have given to the Metropolitan Board of Works twenty-eight days notice in writing of their intention to commence the same by leaving such notice at the offices of the said Metropolitan Board with plans elevations sections and other necessary particulars of the construction of the said bridge and works and until the said Metropolitan Board shall have signified their approval of the same unless the said Metropolitan Board fail to signify such approval or their disapproval or other directions within twenty-eight days after service of the said notice and delivery of the said plans elevations sections and other particulars as aforesaid and the Company shall comply with and conform to all reasonable directions and regulations of the said Metropolitan Board in the execution and subsequent maintenance of every such bridge and the works connected therewith and shall save harmless the said Metropolitan Board against all and every expense to be occasioned thereby and all such works shall be done to the reasonable satisfaction of the engineer or other officer of the said Metropolitan Board at the costs charges and expenses in all respects of the Company and all costs charges and expenses which the said Metropolitan Board may be put to by reason of the works of the Company whether in the execution of the works the preparation or examination of plans or designs superintendence or otherwise shall be paid to the said Metropolitan Board by the Company on demand.

Exhibition of placards.

21. The Company shall not affix or exhibit or permit to be affixed or exhibited upon the street side of any of the works authorised by this Act (or of any hoarding erected for the purposes thereof) within view of any public street within the metropolis any placards

or advertisements except such as shall relate to the business of the Company. A.D. 1887.

22. The Company shall erect on the lands belonging to the Metropolitan Board in the parish of Saint Mary Hornsey lying between the railway of the Company and Endymion Road and to be acquired by the Company under the powers of this Act and maintain in good condition and repair a fence-wall for the whole length of the frontage of the said lands to Endymion Road of not less than seven feet in height above the surface of the road of such design and material as the Metropolitan Board may reasonably approve. The Company shall where practicable plant trees on the railway side of the said wall to the reasonable satisfaction of the Metropolitan Board.

Company to erect fence-wall to lands fronting Endymion Road.

23. All works to be executed under the powers of this Act in the parish of Saint Mary Islington shall as between the Company and the vestry of the said parish be subject to the following provisions :—

For the protection of the vestry of the parish of St. Mary Islington.

- (1) Before the Company shall break up any road street carriage-way or footway or commence the construction of any part of the said railway or works within the said parish they shall give to the clerk of the Islington Vestry notice in writing of their intention to break up or open such road street carriage-way or footway or to commence the construction of such part of such railway or works and such notice shall be delivered personally or left at the vestry office and be given not less than fourteen days before commencing the works anything contained in the Railways Clauses Consolidation Act 1845 to the contrary notwithstanding ;
- (2) No road street carriage-way or footway shall be broken up or opened except under and in accordance with the directions of the vestry or its surveyor of highways provided such directions are given within fourteen days after the receipt of the notice mentioned in sub-section 1 ;
- (3) The Company shall within six months after any part of any road street carriage-way or footway shall have been first broken up replace the subsoil excavated and fill up and restore the same in a well-rammed and workmanlike manner and to the satisfaction of the vestry or its surveyor of highways and the Company shall also at their own expense keep and maintain the said roads streets and footways in good and substantial repair in every respect to the reasonable satisfaction of the said surveyor for twelve months next after the same shall have been so restored as aforesaid ;

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- (4) The Company shall at their own expense at all times during the construction of any works hereby authorised in the said parish fence and guard and at night cause to be lighted and watched for the warning of passengers every such road street carriage-way or footway and any sewer or drain opened or broken up by them in the said parish ;
- (5) Whenever the railway shall be carried over any public carriage-road or public street it shall be done by means of an iron girder bridge of one clear span with no piers on the public road or footway and no portion of any parapet of such bridge shall be fixed so as to be at a less distance than thirteen feet from any portion of the parapet of any existing bridge and no portion of the intervening space shall at any time be covered over or occupied by any works of the Company Such bridge shall be made and thenceforth be maintained so as not to lessen the present clear width of such road or street including the footway where a footway now exists and with a headway of a clear height of sixteen feet throughout the whole width of such road or street and the carriage-way underneath such bridges and underneath the spaces to be created shall where not already cubed be cubed at the expense of the Company with granite and the pathway under the same where not already paved shall be paved at their expense with three-inch York stone under the direction and to the reasonable satisfaction of the surveyor of highways and such cubing and paving shall be maintained in good repair and to the satisfaction of the said vestry or its surveyor of highways for twelve months after the same shall have been completed at the Company's expense The plans elevations and sections of the construction of the bridges shall be left at the vestry offices aforesaid fourteen days before the commencement of the work and such works shall not be commenced until the approval of the said vestry has been given thereto unless the vestry fail to signify their approval disapproval or other direction within twenty-eight days after the service of the said plans elevations and sections as aforesaid ;
- (6) All works in the said parish shall be executed within the time limited by this Act and there shall be no alteration in the level of the existing roads in the said parish without the previous consent of the vestry ;
- (7) The abutments of the bridges over Holloway Road and Hornsey Road shall be of a description to be approved of by the vestry or its surveyor of highways ;
- (8) No down pipe for the discharge of water shall project over or discharge upon any carriage-way or footway in the said parish ;

A.D. 1887.

- (9) The underside of the bridges shall be so constructed as to effectually carry all drainage and water away and so that there shall be no leakage on the public carriage-ways or footways and shall be maintained in such condition at the expense of the Company. The surfaces next the footways of the abutments of the proposed bridges and of the abutments and piers of the existing bridges over the Holloway Road and Hornsey Road and of the walls between such abutments shall be faced at the expense of the Company with the best white enamelled bricks and so maintained in perpetuity to the reasonable satisfaction of the vestry. And screens shall be affixed and kept affixed at the sides of the bridges over the public highway ;
- (10) The proposed abutment and the forecourt wall to the north-east thereof on the south-west side of Holloway Road and the walls to the north-east of the proposed abutments on each side of Hornsey Road shall be set back and together with the said abutments in Hornsey Road shall be erected in such positions as are shown by a red line on a plan signed on behalf of the Company by their principal engineer and on behalf of the vestry by their surveyor of highways. The ground in front of the said abutments and walls in Holloway Road and Hornsey Road shall be given up and dedicated to the public in perpetuity. The entire width of the footways and the ground to be added thereto between the existing bridges and the termination of the alterations to the walls north-east of the proposed bridges shall be paved with three-inch York flags at the expense of the Company to the reasonable satisfaction of the vestry or its surveyor of highways and shall be maintained in good repair at the expense of the Company and to the reasonable satisfaction of the vestry or its surveyor of highways for twelve months after completion ;
- (11) If any existing sewers drains gullies or footpaths in the parish shall be broken up opened disturbed cut through or interfered with by the Company's works the same shall be reinstated and made good by and at the expense of the Company to the reasonable satisfaction of the vestry or its surveyor of sewers and buildings or of highways as the case may require ;
- (12) The Company shall on demand repay to the said vestry all expenses which may be incurred by the vestry by reason of the works of the Company in altering or making good and maintaining any sewers and drains hereafter affected by the works of the Company ;
- (13) The Company shall save harmless the said vestry against all and every expenses to be occasioned by the works of the Company and such works shall be executed under the direction

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superintendence and control of the surveyors of highways and sewers of the said vestry at the cost in all respects of the Company and all costs charges and expenses which the said vestry may incur by reason of the works of the Company whether in the execution of works the examination of plans or designs superintendence or otherwise under this Act shall be paid to the said vestry by the Company on demand and in default of payment shall be recoverable by the vestry with all costs charges and expenses attending the same by summary jurisdiction or by action at law as the vestry may determine;

(14) While the Company are possessed under the authority of this Act of any lands houses buildings or other property assessed or liable to be assessed to any parochial or other general or special rate and until any works to be constructed under the authority of this Act in the said parish of Islington are so far completed as to be assessed or liable to be assessed to any amount equal to or greater than the aggregate amount of the rateable value of the same lands houses buildings and property in the last rate made by the said vestry prior to the Company becoming so possessed as aforesaid the said Company shall make good any deficiency in such rates by reason of such lands houses buildings or property being taken or used by them for the purposes of this Act and such rates shall be computed according to the rate for the time being in force upon a rateable value equivalent to that at which such lands buildings and property respectively are now rated;

(15) The Company shall at their own expense deposit the sub-soil excavated and the materials of every road street carriage or footway sewer drain or gully broken up or opened within the said parish of Islington at such place or places and in such manner as will occasion as little inconvenience as may be to the inhabitants of the said parish.

For the
protection of
the Gas
Light and
Coke Com-
pany.

24. For the protection of the Gas Light and Coke Company in this section referred to as "the Gas Company" the following provisions shall have effect (that is to say):—

(1) Whereas in the execution of the works by this Act authorised the mains pipes syphons and other works belonging to the Gas Company may be intersected or otherwise interfered with and it is expedient that the Gas Company should have full control over the execution of all works in any way affecting the supply by them of gas so as effectually to provide against the supply thereof being impeded Therefore all works matters or things which under the provisions of the Railways Clauses Consolidation Act 1845 or this Act the Company may be empowered

or required to do or execute with reference to the mains pipes syphons or other works of the Gas Company shall be done and executed by and at the cost of the Company but to the reasonable satisfaction and under the direction of and in such manner as shall be reasonably required by the engineer for the time being of the Gas Company and such works matters or other things shall not be commenced until after fourteen days previous notice thereof in writing shall have been given to the Gas Company and the Company shall not lay down any such mains pipes syphons or other works contrary to the regulations of any Act of Parliament relating to the Gas Company Provided always that if the Gas Company shall elect themselves to execute any portion of the works matters and things which the Company may by this Act be empowered or required to do or exercise with reference to or affecting the mains pipes syphons apparatus or other works of the Gas Company and of such their election shall give seven days notice in writing to the Company by leaving the same at their head office in London the Gas Company may themselves execute that portion of the said works matters and things and the reasonable expense of and incident to the executing the same shall be repaid by the Company to the Gas Company on demand and such expense may be recovered from the Company in any court of competent jurisdiction ;

- (2) When the Company for any of the purposes of this Act take any of the mains pipes syphons and other apparatus belonging to the Gas Company in any streets highways roads footpaths lanes courts passages and other places within the limits shown on the deposited plans which are now used by the Gas Company for supplying gas to the streets highways roads footpaths lanes courts passages and other places as aforesaid they shall pay to the Gas Company the value of such mains pipes syphons and other apparatus and the same shall thereupon become the property of the Company and the Company shall also pay to the Gas Company their reasonable charges of removing or altering any of the mains pipes syphons or other apparatus in immediate communication therewith which the works of the Company shall render useless or which shall require to be altered ;
- (3) If any interruption whatsoever in the supply of gas by the Gas Company or any loss of gas shall be in any way occasioned or sustained by the Gas Company by reason of any act or omission of the Company or by the acts of any of their contractors agents workmen or servants or any person in the

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employ of them or any or either of them the Company shall forfeit and pay to the Gas Company for such interruption for the use and benefit of the Gas Company the sum of five pounds for every hour during which such interruption shall continue and in addition shall pay to the Gas Company the value of the gas so lost such sum or sums of money to be recovered by the Gas Company in any court of competent jurisdiction. If the Company shall find it necessary to undermine but not otherwise alter the position of any main pipe syphon or other works belonging to the Gas Company they shall temporarily support the same in its position during the execution of their works and on their completion shall provide a good and suitable foundation for every main pipe syphon or other work so undermined ;

(4) Notwithstanding anything in this Act contained the Company shall be responsible for and make good to the Gas Company all costs losses damages and expenses which may be occasioned to the Gas Company or to any of their mains pipes syphons apparatus property works and conveniences by reason of the execution or failure of any of the intended works or of any act or omission of the Company or of any of their contractors agents workmen or servants or any of the persons in their employ or in the employ of their contractors or others and the Company will effectually indemnify and hold harmless the Gas Company from all claims and demands upon or against them by reason of such execution or failure or of any such act or omission ;

(5) Any difference arising between the Company and the Gas Company respecting any of the matters referred to in this enactment shall be settled at the request of either party by an engineer to be appointed by the president for the time being of the Institution of Civil Engineers.

For the
protection of
the Midland
Railway
Company.

25. In constructing and maintaining the widening at Nottingham authorised by this Act where the same will cross the Nottingham and Lincoln line of the Midland Railway the Company shall be subject to the following conditions videlicet :—

1. All works crossing or affecting the Midland Railway shall be executed at the expense of the Company under the superintendence and to the reasonable satisfaction of the principal engineer of the Midland Railway Company and according to plans and specifications to be previously submitted to such engineer and reasonably approved by him in writing. Provided that if such engineer shall not have expressed his approval or disapproval of the said plans and specifications within one

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month after the same shall have been submitted to him he shall be deemed to have approved thereof;

2. The works shall be constructed and maintained so that the traffic upon the said railway shall not be in any wise impeded or interfered with and such maintenance shall be effected under the superintendence and to the reasonable satisfaction of the engineer of the Midland Railway Company and in all things at the expense of the Company;
3. If by reason of the construction or maintenance of the works or any of them or the failure of any of the works or of the maintenance thereof or otherwise the said railway or the works connected therewith shall be injured or the traffic thereon impeded the Company shall compensate the Midland Railway Company for all costs to which that company may be put in repairing the said damage and shall also pay by way of liquidated damages to the Midland Railway Company ten pounds for every hour during which such traffic shall be impeded;
4. The Company shall also indemnify the Midland Railway Company for any damage or compensation which may be recovered against them by reason of the interruption of the traffic on the said railway or by reason of any accident on the said railway which interruption or accident shall have been occasioned by the acts or defaults of the Company or any of their contractors or their respective servants or workmen;
5. The Company shall not acquire any estate or interest in the lands and property of the Midland Railway Company other than an easement or right of constructing or maintaining therein the works by this Act authorised;
6. The amounts to be paid for the acquisition of such easement shall in case of dispute be settled in the manner provided by the Lands Clauses Consolidation Act 1845 with respect to the purchase of lands otherwise than by agreement;
7. If by reason of the works by this Act authorised the level crossing of the road known as Trent Lane over the Midland Railway is rendered so inconvenient as to require its discontinuance all costs compensation and expenses of and incidental to the stoppage or diversion of the said road shall be borne and paid by the Company and any question as to the liability of the Company under this section or as to the amount of such liability shall be determined by arbitration in manner provided by the Railway Companies Arbitration Act 1859.

26. Subject to the provisions of this Act the Company may make and maintain in the lines and according to the levels shown

ROADS AND
FOOTPATHS,
Further
works by the
Company.

A.D. 1887. — on the deposited plans and sections the works hereinafter described and may exercise the powers hereinafter mentioned and may for the purposes aforesaid make such alterations in the levels of the streets roads and footpaths affected thereby as are shown upon the deposited plans and sections making compensation to all persons whose property is injuriously affected by such alterations and in addition to any other lands which they are by this Act authorised to acquire may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes:—

STOPPING UP ROAD AT FINSBURY PARK.—The Company may stop up in the parish of Saint Mary Hornsey in the county of Middlesex and discontinue as a public highway so much of Lothair Road as lies to the west of a straight line drawn from the south-west corner of Wightman Road to the north-western corner of Alroy Road.

STOPPING UP ROAD AT BOSTON.—The Company may in the parish of Boston in the parts of Holland in Lincolnshire stop up and discontinue as a public highway the road known as “the Rope Walk” and the road leading thereto from West Street but subject to the acquisition by the Company of any existing private rights of way over the said road.

DIVERSION OF ROAD AND ABOLITION OF LEVEL CROSSING AT EAST MARKHAM.—The Company may in the parish of East Markham in the county of Nottingham divert so much of the public road leading from East Markham to Lincoln as lies between a point about one hundred and thirty-five yards west of the level crossing of the main line of the Company by the said public road and a point in the same road about three hundred and ninety-five yards east of the said level crossing And when the said road diversion is made and opened to the public use the Company may abolish the said level crossing of their railway and may stop up and discontinue as a public highway so much of the said road leading from East Markham to Lincoln as lies between the points hereinbefore described.

DIVERSION OF MERRYDALE ROAD.—The Company may make wholly in the said township of North Bierley a diversion of the road called Merrydale Road for a length of about two hundred and twenty yards commencing at a point on that road about one hundred yards north-east of the engine house of the Bierley Iron Works in the occupation of the Lowmoor Iron Company and terminating at a point on the said Merrydale Road about three hundred and twenty yards north-east of the said engine house.

27. For the protection of the mayor aldermen and burgesses of the borough of Leeds (in this section hereinafter referred to as "the Corporation") the following provisions shall have effect unless otherwise agreed on in writing between the Corporation and the Company under their respective common seals (that is to say) :—

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For the protection of the Corporation of Leeds.

CURVE AT WORTLEY. — (1) In carrying into operation the works situate in the township of Wortley in the borough of Leeds by this Act authorised the Company shall at their own expense so far as any property now belonging to them or which may hereafter be acquired by them under the provisions of the Great Northern Railway Act 1882 the Great Northern Railway Act 1885 or this Act abuts upon the highway known as Copley Hill between the bridge recently erected by the Company over the said highway under the provisions of the Great Northern Railway Act 1882 and the bridge carrying the London and North - Western Railway over the said highway dedicate sufficient land to make the said highway of not less than the clear and uniform width of forty-two feet between the points aforesaid ;

(2) The Company shall make the arch of the bridge for carrying the railway "curve at Wortley" over Copley Hill so as to leave thereunder a clear span of not less than forty-two feet measured on the square across the road and the clear height of the arch from the surface of the road when altered shall not be less than sixteen feet and the said bridge shall not cover the said road to a greater extent than eighty-two feet in the length of the said road ;

(3) The Company shall leave a clear and open space for the whole width of the road of twenty feet at the least between the nearest point of the proposed new bridge and of the existing bridge over Copley Hill when altered as hereinafter provided ;

(4) The Company shall alter the existing bridge carrying their railway over Copley Hill and erected prior to the year one thousand eight hundred and eighty-two so as to leave thereunder a clear span of not less than forty-two feet measured on the square across the road and the clear height of the arch from the surface of the road when altered shall not be less than sixteen feet for the whole width of the road ;

(5) The Company shall at their own expense execute such works in connexion with the abutments of the existing bridges over Copley Hill or with the construction maintenance underpinning

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or repair of any of their buildings walls or fences as may be rendered necessary by or consequent upon the widening of Copley Hill or the lowering or alteration in the levels of the said road.

FOOTPATHS AT WORTLEY.—The Company may stop up so much of the existing footpath (A) leading from the recreation ground of the Corporation to Whitehall Road as lies between the west side of the bridge carrying the said footpath (A) over the Company's railway to a point in the said footpath (A) where it is joined by the footpath (B) recently made by the Company and shown on the deposited plans as "footpath proposed to be stopped":

The Company may also stop up so much of an existing footpath (C) leading from the first-named footpath (A) to Copley Hill as lies between its junction with the first-named footpath (A) and a point about one hundred and seventy-six yards or thereabouts measuring along the said footpath in the direction of Copley Hill:

Provided always that the Company shall not stop up or otherwise interfere with any part of the before-mentioned footpaths until they have made the following new substituted footpaths (that is to say):—

- (1) A new footpath (D) commencing at the point on the present surface of the said footpath (B) recently made by the Company where it joins the said footpath (A) as hereinbefore mentioned and thence proceeding in a north-westerly direction across the Company's railway to a point on the present surface of the existing footpath (E) in the recreation ground of the Corporation about sixty yards distant from the west end of the bridge carrying the said footpath (A) over the Company's railway:

In making the said footpath (D) the Company shall so far as the same will not interfere by reason of its gradients with the proper working of the Company's railway and sidings form the said footpath of one continuous gradient and not less than nine feet wide;

- (2) A footpath hereinbefore referred to as "footpath (B)" and a continuation thereof (hereinafter referred to as "footpath (F)") not less than nine feet wide commencing in the footpath (A) on the east side of the Company's railway and thence proceeding in a straight and north-easterly direction to Copley Hill and in making the said new footpaths (B) and (F) the Company shall preserve as nearly as may be the gradients of the present surface but in no case (except where the said footpath (F) joins Copley Hill by means of steps) so as to exceed a gradient of one in eleven for the entire length of the said footpaths to their termination in Copley Hill and

described in the deposited books of reference and they may retain and hold such of the said lands as have already been purchased by them :— A.D. 1887.

FINSBURY PARK.—Certain lands in the parish of Saint Mary Hornsey in the said county of Middlesex lying between the Great Northern Railway and Endymion Road and extending from the bridge carrying that road over the said Great Northern Railway to a point near the western end of Endymion Terrace.

SOUTHGATE.—Certain lands in the parish of Tottenham in the said county of Middlesex adjoining the north-east side of the Company's railway and lying between the south end of the gas works near the New Southgate Station of the Company and a point in the Company's boundary fence about one hundred and eighty-five yards from the north face of the Tottenham Tunnel of the Company.

POTTER'S BAR.—Certain lands in the parish of South Mimms in the said county of Middlesex adjoining the Potter's Bar Station of the Company on both sides thereof.

Certain other lands in the said parish of South Mimms adjoining the east side of the Great Northern Railway.

OFFORD.—Certain lands in the parish of Offord Cluny in the county of Huntingdon adjoining the Offord Station of the Company on the west side thereof.

GRANTHAM.—Certain lands in the said parish of Spittlegate adjoining the west side of the Grantham Station of the Company.

COLWICK.—Certain lands in the parish of Colwick in the county of Nottingham adjoining the south-western side of the Colwick Station of the Company.

CARLTON.—Certain lands in the township of Carlton in the parish of Gedling in the said county of Nottingham lying between the Great Northern Railway and Stoke Dyke and adjoining the said Colwick Station.

RADCLIFFE-ON-TRENT.—Certain lands in the parish of Radcliffe-on-Trent in the said county of Nottingham adjoining the north-east side of the Great Northern Railway and lying between the River Trent and the fence along which the boundary between the parishes of Radcliffe-on-Trent and Colwick runs.

BARKSTONE.—Certain lands in the parish of Barkstone in the parts of Kesteven in Lincolnshire bounded on the west by the Barkstone Station of the Company and on the north-east by the public road leading from Barkstone to Marston.

BOSTON.—Certain lands in the said parish of Boston lying on the west side of the Company's railway and consisting of the said

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road known as the Rope Walk and the cottages adjoining the north-west side thereof together with the said road leading from West Street thereto.

Owners may be required to sell parts only of certain houses and buildings.

33. And whereas in the construction of the railways and works hereby authorised or otherwise in exercise of the powers of this Act it may happen that portions only of the houses or other buildings or manufactories shown on the deposited plans may be sufficient for the purposes of the same and that such portions may be severed from the remainder of the said properties without material detriment thereto Therefore notwithstanding section 92 of the Lands Clauses Consolidation Act 1845 the owners of and other persons interested in the houses or other buildings or manufactories described in the first schedule to this Act and whereof parts only are required for the purposes of this Act may if such portions can in the opinion of the jury arbitrators or other authority to whom the question of disputed compensation shall be submitted be severed from the remainder of such properties without material detriment thereto be required to sell and convey to the Company the portions only of the premises so required without the Company being obliged or compellable to purchase the whole or any greater portion thereof the Company paying for the portions required by them and making compensation for any damage sustained by the owners thereof or other parties interested therein by severance or otherwise :

Provided always that if in the opinion of the jury arbitrators or other authority as aforesaid any such portions cannot be severed from the remainder of such properties without material detriment thereto the Company may withdraw their notice to treat for the portion of the property required by them and thereupon they shall pay to the owners of and other persons interested in the property in respect of which they have given notice to treat all costs charges and expenses reasonably and properly incurred by them in consequence of such notice.

Power to take easements &c. by agreement.

34. Persons empowered by the Lands Clauses Consolidation Act 1845 to sell and convey or release 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 or any of the purposes of their undertaking in over or affecting any such lands and the provisions of the said Acts with respect to lands and rent-charges as far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights or privileges as aforesaid.

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35. The powers for the compulsory purchase of lands for the purposes of this Act shall not be exercised after the expiration of three years from the passing of this Act.

Period for compulsory purchase of lands.

36. 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 two acres.

Lands for extraordinary purposes.

37. The Company with respect to lands acquired by them alone and the Company and any other company with whom the Company jointly hold any lands under the powers of any Act relating to the undertaking of the Company or of such other company with respect to such last-mentioned lands may notwithstanding anything to the contrary in the Lands Clauses Consolidation Act 1845 or in any Act relating to the Company or to such other company with which that Act is incorporated retain and hold any lands acquired by them respectively and which have not yet been applied to the purposes for which they were acquired or sold or disposed of for the periods following that is to say As regards such of the lands as are situate near to or adjoining any railway or station of the Company or of such other company as the case may be or as they respectively may be of opinion that they may require for the purposes of stations sidings or other conveniences for the period of ten years from the passing of this Act and as regards the other of the said lands for the period of two years from the passing of this Act :

Extending time for sale of certain superfluous lands.

But the Company or such other Company as the case may be shall at the expiration of such respective periods of ten years and two years proceed bonâ fide to the sale and disposal of all such parts of those lands respectively as shall not then have been applied to or are not then required for the purposes aforesaid.

38. (1) The Company shall not under the powers of this Act purchase or acquire in any parish in the metropolis as defined by the Metropolis Management Act 1855 twenty or more houses or (exclusive of the metropolis) in any city borough or other urban sanitary district or any parish or part of a parish not being within an urban sanitary district ten or more houses which after the passing of this Act have been or on the fifteenth day of December last were occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until—

As to taking houses of labouring class.

(a) They shall have obtained the approval in the case of the metropolis of the Secretary of State for the Home Department or in any other case of the Local Government Board to a scheme for providing new dwellings for such number of persons as were residing in such houses on the fifteenth day of December

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last or for such number of persons as the said Secretary of State or the Local Government Board (as the case may require) shall after inquiry deem necessary having regard to the number of persons on or after that date residing in such houses and working within one mile therefrom and to the amount of vacant suitable accommodation in the immediate neighbourhood of such houses or to the place of employment of such persons and to all the circumstances of the case ; and

(b) They shall have given security to the satisfaction of the said Secretary of State or the Local Government Board (as the case may require) for the carrying out of the scheme.

(2) The approval of the said Secretary of State or the Local Government Board (as the case may require) to any scheme under this section may be given either absolutely or conditionally and after the said Secretary of State or the Local Government Board (as the case may require) have approved of any such scheme they may from time to time approve either absolutely or conditionally of any modifications in the scheme.

(3) Every scheme under this section shall contain provisions prescribing the time within which it shall be carried out and shall require the new dwellings proposed to be provided under the scheme to be completed fit for occupation before the persons residing in the houses in respect of which the scheme is made are displaced ;

Provided that the said Secretary of State or the Local Government Board (as the case may require) may dispense with the last-mentioned requirement subject to such conditions if any as they may see fit.

(4) Any conditions subject to which the said Secretary of State or the Local Government Board may have approved of any scheme under this section or of any modifications of any scheme or subject to which they may have dispensed with the above-mentioned requirement shall be enforceable by a writ of mandamus to be obtained by the said Secretary of State or the Local Government Board (as the case may require) out of the High Court of Justice.

(5) If the Company acquire or appropriate any house or houses for the purposes of this Act in contravention of the foregoing provisions or displace or cause to be displaced the persons residing in any house or houses in contravention of the requirements of the scheme they shall be liable to a penalty of five hundred pounds in respect of every such house which penalty shall be recoverable by the said Secretary of State or the Local Government Board (as the case may require) by action in the High Court of Justice and shall be carried to and form part of the Consolidated Fund of the United Kingdom ;

Provided that the Court may if it think fit reduce such penalty.

(6) For the purpose of carrying out any scheme under this section the Company may appropriate any lands for the time being belonging to them or which they have power to acquire and may purchase such further lands as they may require and for the purpose of any such purchase sections 176 and 297 of the Public Health Act 1875 shall be incorporated with this Act and shall apply to the purchase of lands by the Company for the purposes of any scheme under this section in the same manner in all respects as if the Company were a local authority within the meaning of the Public Health Act 1875 and the scheme were one of the purposes of that Act.

(7) The Company may on any lands belonging to them or purchased or acquired under this section or any provisional order issued in pursuance of this section erect such dwellings for persons of the labouring class as may be necessary for the purpose of any scheme under this section and may sell demise or let or otherwise dispose of such dwellings and any lands purchased or acquired as aforesaid and may apply for the purposes of this section to which capital is properly applicable or any of such purposes any moneys which they may be authorised to raise or apply for the general purposes of their undertaking ;

Provided that all lands on which any buildings have been erected or provided by the Company in pursuance of any scheme under this section shall for a period of twenty-five years from the passing of this Act be appropriated for the purpose of dwellings and every conveyance demise or lease of such lands and buildings shall be endorsed with notice of this enactment ;

Provided also that the said Secretary of State or the Local Government Board (as the case may require) may at any time dispense with all or any of the requirements of this sub-section subject to such conditions if any as they may see fit.

(8) All buildings erected or provided by the Company within the metropolis for the purpose of any scheme under this section shall be subject to the provisions of the Metropolitan Building Act 1855 and the Metropolitan Management Act 1855 and any Acts amending those respective Acts.

(9) So much of section 157 of the Public Health Act 1875 as provides that the provisions of that section and of sections 155 and 156 of the same Act shall not apply to buildings belonging to any railway company and used for the purposes of such railway under any Act of Parliament shall not apply to buildings erected or provided by the Company for the purpose of any scheme under this section.

(10) The said Secretary of State or the Local Government Board (as the case may require) may direct any inquiries to be held

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by their inspectors which they may deem necessary in relation to any scheme under this section and for giving effect to any of the provisions of this section and such inspectors shall for the purposes of any such inquiry have all such powers as they have for the purposes of inquiries directed by the Local Government Board under the Public Health Act 1875.

(11) The Company shall pay to the Local Government Board a sum to be fixed by that Board in respect of the preparation and issue of any provisional order in pursuance of this section and any expenses incurred by that Board in relation to any inquiries under this section including the expenses of any witnesses summoned by the inspector and a sum to be fixed by that Board not exceeding three guineas a day for the services of such inspector.

(12) For the purposes of this section the expression "labouring class" 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 such persons who may be residing with them.

Company may abandon construction of branch railway at Laisterdyke.

39. The Company may abandon the construction of the branch railway at Laisterdyke in the said West Riding authorised by the Great Northern Railway Act 1883 and therein numbered 3.

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

40. The abandonment by the Company under the authority of this Act of the railway and portion of railway hereinbefore authorised to be abandoned 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 and taking levels or probing or boring to ascertain the nature of the soil or setting out of the line of railway and shall not prejudice or affect the right of the owner or occupier of any land which has been temporarily occupied by the Company to receive compensation for such temporary occupation or for any loss damage or injury which has 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 Act 1845 or the Great Northern Railway Act 1883.

Compensation to be made in respect of railways abandoned.

41. Where before the passing of this Act any contract has been entered into or notice given by the Company for the purchasing of any land for the purposes of or in relation to the railway and portion of railway 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 Act 1845 as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

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42. Subject to the provisions of this Act the Company and the Midland Railway Company jointly or either of them with the consent of the other may with the consent of the Eastern and Midlands Railway Company from time to time enter upon take use and appropriate to purposes connected with the undertaking of the Eastern and Midlands Railway Company the lands hereinafter described and which are delineated on the deposited plans and described in the deposited books of reference relating thereto (that is to say) :—

Power to Company and to Midland Railway Company to take additional lands.

HOLBEACH.—Certain lands in the parish of Holbeach in the parts of Holland in Lincolnshire adjoining the Holbeach Station and lying between the north side thereof and the public road :

Also a strip of land in the same parish about two chains in width adjoining the said station and extending about three hundred and sixty yards west from the Fen Road :

And the provisions of the foregoing sections of this Act the marginal notes whereof are respectively :—

Power to take easements &c. by agreement ;

Period for compulsory purchase of lands ; and

As to taking houses of labouring class ;

shall extend and apply mutatis mutandis to and in relation to the said Companies or such one as shall exercise the powers of this section with respect to the said lands or any of them.

43. The Company on the one hand and the Louth Company 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 and fulfil contracts agreements and arrangements with respect to the following matters or any of them (that is to say) :—

Working and other agreements with the Louth and East Coast Railway Company.

The working use maintenance and management of the railway of the Louth Company or any part or parts thereof ;

The supply of engines stock and plant necessary for the purposes of any agreement for the working and use of the railway of the Louth Company by the Company and the employment of officers

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and servants for the conveyance and conduct of the traffic on that railway ;

The payment to be made and the conditions to be performed with respect to such working use management and maintenance ;

The management regulation interchange collection transmission and delivery of traffic from and over the undertakings of the Louth Company and the Company ;

The fixing collection payment division and appropriation of the tolls fares rates and revenues arising from such traffic ;

The payment allowances and rebates to be paid made or allowed by either of the contracting companies to the other of them.

Tolls on traffic conveyed partly on Great Northern Railway and partly on the railway of the Louth Company.

44. During the continuance of any such agreement the railways of the Company and of the Louth Company 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 railway of the Louth Company for a less distance than four miles tolls and charges may only be charged as for four miles and in respect of passengers for every mile or fraction of a mile beyond four 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 four 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 railway of the Louth Company.

Loan to Corporation of Boston.

45. The Company may from time to time or at any time lend to the Boston Corporation upon the security of the harbour revenue (as defined by the Boston Dock Act 1881) and the borough fund and borough rate of the borough or upon mortgage of any warehouses granaries or other like works now in course of erection by that corporation for the purposes of their said docks or upon any of their corporate estate (exclusive of gas water market or other public undertakings) upon such terms and conditions as may be agreed upon between the Company and the Boston Corporation and that corporation may accordingly borrow at interest upon any of the said securities any sum or sums not exceeding in the whole twelve thousand five hundred pounds and such borrowing shall be deemed to be a part of the sum of one hundred and eighty thousand pounds authorised to be borrowed by the Boston Corporation under the provisions of the Boston Dock Act 1881.

Boston Corporation may sell or let

46. The Boston Corporation may sell to the Company or from time to time demise to them for any term of years and the Company

may purchase or take on lease any warehouses or granaries or other like works now in course of erection by the Boston Corporation for the purposes of their said docks and such sale or lease may be in consideration wholly or partly of a gross sum or yearly rent or rentcharge and generally upon such terms and conditions as may be agreed on between the Boston Corporation and the Company :

A.D. 1887.
warehouses.
&c. to the
Company.

Provided that the proceeds of any such sale and all fines and premiums received in respect of any such lease shall be applied only towards the extinguishment of any loan borrowed by the Boston Corporation under the powers or for the purposes of the Boston Dock Act 1881 and shall be in addition to and not in substitution for any other mode of payment by that Act provided.

47. The Company may apply to the purposes of this Act to which capital is properly applicable any of the moneys which they are already authorised to raise and which may not be required by them for the purposes for which the same were authorised to be raised and the Company may for the purposes of this Act and for the general purposes of their undertaking from time to time subject to the provisions of Part II. of the Companies Clauses Act 1863 raise in addition to the sums of money which they are already authorised to raise any additional sum or sums not exceeding in the whole one million pounds by the issue at their option of new ordinary shares or stock or new preference shares or stock or wholly or partly by any one or more of those methods respectively which shares or stocks shall form part of the general capital of the Company.

Company
may apply
their funds
towards
purposes of
Act and
may raise
additional
capital.

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

Shares or
stock not to
vest until
fifth part
paid up.

49. The proprietors of any shares or stock to be issued under the authority of this Act shall be entitled to such number of votes in respect thereof as the nominal amount represented thereby would have entitled them to if the same had been original shares or stock of the Company.

As to votes
of pro-
prietors of
such shares
or stock.

50. The Company may from time to time borrow on mortgage of their undertaking additional sums not exceeding in the whole three hundred and thirty-three thousand pounds in respect of the additional capital of one million pounds by this Act authorised to be raised Provided that in respect of every one hundred thousand pounds of such additional capital issued and accepted and one-half

Power to
borrow on
mortgage

A.D. 1887. — whereof shall have been paid up the Company may borrow a sum or sums not exceeding in the whole thirty-three thousand pounds But no part of any of the before-mentioned sums of thirty-three thousand pounds shall be borrowed until shares for so much of the said portion of the additional capital in respect of which the borrowing powers are to be exercised as is to be raised by means of shares are issued and accepted, and one-half of such capital is paid up and the Company have proved to the justice who is to certify under the 40th section of the Companies Clauses Consolidation Act 1845 before he so certifies that shares for the whole of such portion of additional capital have been issued and accepted and that one-half of such portion has been paid up and that not less than one-fifth part of the amount of each separate share in such 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 portion of the said additional capital as is to be raised by means of stock is fully paid up and the Company have proved to such justice 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 so far as 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 justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which certificate shall be sufficient evidence thereof.

Existing mortgages to have priority.

51. All mortgages granted by the Company in pursuance of any Act of Parliament and which shall be subsisting at the time of the passing of this Act shall during the continuance of such mortgages and subject to the provisions of the Acts under which such mortgages were respectively granted have priority over any mortgages granted by virtue of this Act and nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Debenture stock.

52. 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 after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of this Act granted by the Company and shall have priority over all principal moneys secured by such mortgages.

53. All moneys raised by the Company under this Act whether by shares stock debenture stock or borrowing shall be applied only to the purposes of this Act and to the general purposes of the Company being in every case purposes to which capital is properly applicable.

A.D. 1887.

Application
of moneys.

54. If any money is payable to a holder of shares or stock in the Company 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.

55. The directors of the Company may from time to time prepare a scheme or schemes for the consolidation of the guaranteed stocks and of the preferential stocks of any description or of any of such stocks respectively and for the conversion of those stocks into other stocks of such names and of such amounts and with such guaranteed preferential contingent or non-contingent dividends and such other privileges and conditions attached thereto as the scheme or schemes may define and in case of the withdrawal or rejection or partial rejection of any such scheme otherwise than by the disapproval of the proprietors of the Company they may prepare other or modified schemes in lieu thereof and the following provisions shall apply to any such scheme:—

Providing
for consoli-
dation of
guaranteed
and pre-
ferential
stocks.

(1) The directors shall send a copy of the said scheme to all the proprietors of the stocks to which the scheme relates and the said scheme shall be accompanied with a notice that the same will be submitted to the consideration of a meeting of the proprietors of the said stocks;

Circulation
of scheme.

(2) Not sooner than one month nor later than two months after the circulation of such scheme the directors shall either convene one meeting of all such proprietors or separate meetings of the proprietors of the several stocks to which the scheme relates as the directors may deem most advisable and shall submit the said scheme to the said meeting or if there be separate meetings they shall submit to each of such meetings the portion or portions of the scheme relating to the stock represented thereat and at such meeting or meetings the votes of the proprietors of each class of stock shall be taken separately and if the proprietors present in person or by proxy at any such meeting and holding one-fourth in value of any such class of stock shall object to the said scheme the same so far as it relates to such class of stock shall not be carried into effect but such objections shall not apply to or affect the adoption of the scheme so far as relates to any other stock comprised therein and the scheme shall be declared to be approved with

Meetings of
proprietors.

A.D. 1887.

Concurrence
of Company.

Providing
for execution
of scheme.

Consolidated
stock to be
held on
same trusts.

Saving
existing
rights to
arrears of
dividend.

New capital
may be com-
prised in
the scheme.

respect to every class of stock the proprietors of which do not object to the scheme in manner aforesaid ;

(3) The scheme so approved shall be submitted by the directors to an extraordinary general meeting of the Company specially convened with notice of the matter and if the scheme is approved by a majority of the votes of the proprietors present thereat in person or by proxy it shall be carried into effect by the directors but if the whole or any portion thereof is disapproved of by such majority the scheme or the portion or portions thereof so disapproved of shall not be proceeded with :

And for the purpose of carrying any such scheme into effect the directors shall have the following powers :—

(a) They may create new stocks and attach to the same preferential dividends not exceeding in aggregate amount the dividend secured upon the stock consolidated ;

(b) They may call in and cancel the certificates for the stock so consolidated and issue fresh certificates for the new or substituted stock ;

(c) They may receive or pay as the case may be sums of money on account of any excess or deficiency in any aggregate amount of ten pounds or multiple of ten pounds.

56. The consolidated stock shall be held by the persons to whom the same is issued subject to the same trusts (if any) and with the same powers and incidents in all respects as the stocks for which it may have been substituted.

57. And whereas the dividends payable on certain of the stocks proposed to be consolidated by the said scheme are payable only out of the profits of each year and the dividends on other stocks of the Company proposed to be consolidated are not limited to the profits of each year Therefore nothing in any such scheme or in this Act shall enable the Company to consolidate any stocks the dividends on which are limited as aforesaid with stocks on which the dividends are not so limited or shall affect the rights of the holders of any such last-mentioned stocks or the holders of any stocks to be created instead thereof to be paid thereon out of the profits of any subsequent year the annual dividends attaching to such stocks which shall not have been paid in any previous year or shall increase the aggregate amount of dividend payable (if necessary) out of the profits of subsequent years.

58. Any capital which the Company may have power to create in shares or stock by virtue of this Act or of any other Acts passed in the present session of Parliament may be comprised in any scheme for the consolidation of the said stocks.

59. Subject to the provisions of this Act the Halifax Company may make and maintain in the lines and according to the levels shown on the deposited plans and sections the deviation railway and works hereinafter described with all proper stations sidings approaches works and conveniences connected therewith and may exercise the following powers with respect thereto and in connexion therewith and may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited books of reference as may be required for those purposes.

A.D. 1887.
Power to
Halifax
Company
to make
deviation
railway.

The deviation railway and works hereinbefore referred to and authorised by this Act are:—

A deviation railway (hereinafter called “the Halifax deviation railway”) 4 furlongs and 2 chains in length wholly in the township and parish of Halifax in the West Riding of the county of York commencing by a junction with the Railway number 4 authorised by the Halifax Act of 1884 at or near a point about twenty yards south of the point where the centre line of that railway is shown on the plans thereof deposited with the clerk of the peace for the said West Riding as crossing the south side of Hanson Lane and terminating at the north side of Parkinson Lane at a point about sixty-seven yards west of the west side of Queen’s Road.

60. The Halifax deviation railway and the works connected therewith executed under the authority of this Act shall for the purposes of toll and all other purposes whatsoever form part of the said Railway number 4 authorised by the Halifax Act of 1884 and of the undertaking of the Halifax Company.

Halifax
deviation
railway to
form part of
the Halifax
Company’s
railway.

61. Nothing in this Act or in the Halifax Act of 1886 or in the agreement scheduled to the last-mentioned Act shall affect the rights of the Postmaster-General under the Telegraph Act 1878 to place and maintain telegraphic lines in under upon along over or across the railways and works comprised in the undertaking of the Halifax Company and from time to time to alter such telegraphic lines and to enter upon the land and works comprised in such undertaking for the purposes in the Telegraph Act 1878 specified And the Postmaster-General shall after the passing of this Act be at liberty to exercise all the rights aforesaid notwithstanding that the undertaking of the Halifax Company is owned leased or worked by the Company or amalgamated with the undertaking thereof and as freely and fully in all respects as he was entitled to do before the passing of this Act or the passing of the Halifax Act of 1886.

For the pro-
tection of
Postmaster-
General.

A.D. 1887.

Halifax Com-
pany may
abandon con-
struction of
Railways 1
and 3 and part
of Railway 4
authorised by
their Act of
1884.

Compen-
sation for
damage to
land by entry
&c. for
purposes of
railways
abandoned
by Halifax
Company.

62. The Halifax Company may abandon the construction of Railway number 1 and Railway number 3 authorised by the Halifax High Level and North and South Junction Railway Act 1884 and also so much of railway number 4 authorised by the said Act as was proposed to be made between the north side of Parkinson Lane and the authorised termination of the said railway.

63. The abandonment by the Halifax Company under the authority of this Act of the railways mentioned in the last preceding section shall not prejudice or affect the right of the owner or occupier of any land to receive compensation from the Halifax Company for any damage occasioned by the entry of the Halifax Company on such land for the purpose of surveying and taking levels or probing or boring to ascertain the nature of the soil or setting out of the line of railway and shall not prejudice or affect the right of the owner or occupier of any land which has been temporarily occupied by that Company to receive compensation for such temporary occupation or for any loss damage or injury which has 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 Act 1845 or the Halifax Act of 1884.

Compen-
sation to be
made in
respect of
portions of
railways
abandoned
by Halifax
Company.

64. Where before the passing of this Act any contract has been entered into or notice given by the Halifax Company for the purchasing of any land for the purposes of or in relation to any of the railways authorised to be abandoned by this Act the Halifax 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 Halifax 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 Act 1845 as amended by any subsequent Act for determining the amount and application of compensation paid for lands taken under the provisions thereof.

Power to
Halifax
Company to
purchase
additional
lands.

65. Subject to the provisions of this Act the Halifax Company in addition to the other lands which they are by this Act authorised to acquire may enter upon and take compulsorily for the improvement and enlargement of their railways stations and works and for the construction of new stations buildings and sidings and other the purposes of their undertaking the lands hereinafter described

which are delineated upon the deposited plans and described in the deposited books of reference :— A.D. 1887.

Certain lands in the township and parish of Halifax in the said West Riding adjoining the north side of Pellon Lane and extending along that lane for a distance of about three hundred and eight yards east of the farm house known as "Asps" and bounded on the north and west by the Birks Hall Estate.

66. The provisions of the foregoing sections of this Act the marginal notes whereof are respectively :
Power to take easements &c. by agreement ;
Period for compulsory purchase of lands ;
As to taking houses of labouring class ; and
Owners may be required to sell parts only of certain houses and buildings ;

Provisions of certain sections of this Act applied to the Halifax Company.

shall extend and apply mutatis mutandis to and in relation to the Halifax Company and for the purposes of this section the houses and buildings of which parts only may be required shall be those set fourth in the second schedule to this Act.

67. Subject to the provisions of section 43 of the Halifax Act of 1884 for payment of compensation to landowners and other persons injured and for the protection of creditors the High Court of Justice in England may and shall at any time after the passing of this Act on the application of the persons or the majority of the persons named in the warrant or order referred to in section 42 of the said Act or the survivor or survivors of such persons order that the sum of six thousand five hundred and seventy-two pounds consolidated three pounds per centum annuities may be paid or transferred to such persons aforesaid or to such person or persons as they may appoint in that behalf and upon such order being made the said sum of six thousand five hundred and seventy-two pounds consolidated three pounds per centum annuities and the interest or dividends thereon shall be paid or transferred to such person or persons accordingly.

Repayment of portion of deposit made under Halifax Act of 1884.

68. For the purposes of sections 42 and 43 of the Halifax Act of 1884 the Halifax Deviation Railway shall be deemed to be part of the railway authorised by the Halifax Act of 1884 and the deposit fund mentioned in the said sections (as reduced by the release of the portion thereof by this Act authorised to be released) shall be deemed to include five per centum upon the amount of the estimate in respect of the Halifax Deviation Railway And the provisions of the said section 42 of the Halifax Act of 1884 as to the payment or transference of the said original deposit fund or of a proportionate part or parts thereof upon the railway

Provisions as to deposit fund under Halifax Act of 1884.

A.D. 1887. — authorised by that Act or any part or parts thereof being completed and open for public conveyance of passengers and all other provisions of the said section and of section 43 of the same Act shall be applicable in all respects to the original deposit fund as reduced as aforesaid and to the Halifax Deviation Railway :

Provided always that for the purposes of the said sections 42 and 43 the period limited for the completion of the railways shall be deemed as regards the Halifax Deviation Railway to be the period of five years from the passing of this Act but nothing in this section shall prejudice or alter any right of any owner or occupier of lands or other person injuriously affected or any creditor to or over the original deposit fund.

Interest not
to be paid
on calls
paid up.

69. 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.

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

70. 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.

Provision as
to general
railway Acts.

71. Nothing in this Act contained shall exempt the Company or the railways 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.

Costs of Act.

72. 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.

SCHEDULES referred to in the foregoing Act.

A.D. 1887.

THE FIRST SCHEDULE.

Describing LANDS BUILDINGS and MANUFACTORIES of which portions only
may be required by the COMPANY.

Parish.	Numbers on Plans deposited with respect to this Act.
Birstal - - - -	109.
Spittlegate - - - -	10.

THE SECOND SCHEDULE.

Describing LANDS BUILDINGS and MANUFACTORIES of which portions only
may be required by the HALIFAX COMPANY.

Parish.	Numbers on Plans deposited with respect to this Act.
Halifax - - - -	1255, 1261, 1262, 1263, 1264.

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