



CHAPTER xxx.

An Act to empower the Scarborough Bridlington and West Riding Junction Railways Company to abandon a portion of their authorised Railway No. 1 and to construct a new Railway instead thereof in the East Riding of the County of York; to extend the periods for the compulsory purchase of Lands for and for the completion of the remainder of their authorised Railways; to reduce the Capital of the Company; and for other purposes. [28th June 1888.] A.D. 1888.

WHEREAS the Scarborough Bridlington and West Riding Junction Railways Company (hereinafter called "the Company") was by the Scarborough Bridlington and West Riding Junction Railways Act 1885 (hereinafter called "the recited Act") incorporated with a share capital of six hundred and forty-eight thousand pounds in thirty-two thousand four hundred shares of twenty pounds each and with power to borrow on mortgage any sums not exceeding in the whole two hundred and sixteen thousand pounds and empowered to construct the railways hereinafter described in the North and East Ridings of the county of York (that is to say):—

Railway No. 1.—A railway sixteen miles four furlongs eight chains and fifty links in length commencing in the township of Osgodby in the parish of Seamer in the North Riding of the county of York by a junction with the Scarborough and Bridlington Railway of the North-Eastern Railway Company at a point about one hundred and sixteen yards measured in a south-westerly direction from Cayton Carr House and terminating in the township of Nafferton and parish of Nafferton in the East Riding of the county of York by a junction with the Hull and Bridlington Railway of that Company at a point about

A.D. 1888.

five hundred yards from the centre of the Nafferton passenger station measured along that railway in an easterly direction :

Railway No. 2.—A railway thirteen miles two furlongs one chain and eighty links in length commencing in the township of Great Driffeld in the parish of Driffeld by a junction with the Malton and Driffeld Railway of the North-Eastern Railway Company at a point about seventy-two yards measured along that railway in a westerly direction from the level crossing of the public carriage road from Great Driffeld to Cranswick over that railway and terminating in the township of Market Weighton-and-Arras in the parish of Market Weighton by a junction with the Market Weighton and Beverley Railway of that Company at a point about three hundred and fifty yards from the booking office of the Market Weighton passenger station measured along that railway in an easterly direction :

And whereas the North-Eastern Railway Company were authorised to work the said railways under an agreement set forth in the Schedule annexed to that Act :

And whereas the railway described in this Act would be of public and local advantage and it is expedient that the Company be empowered to abandon a portion of their Railway No. 1 authorised by the recited Act and instead thereof to construct the said railway hereinafter described :

And whereas it is expedient that the Company be empowered in constructing their authorised Railway No. 2 to divert certain roads and also to cross a certain public road on the level thereof in manner hereinafter provided :

And whereas the expense of constructing the railway hereinafter described will be less than that of the portion of railway by this Act authorised to be abandoned and it is expedient that the capital of the Company be reduced and that provision be made for the retention and appropriation as security for the completion of the railway by this Act authorised to be constructed of a portion of the deposit fund transferred into the Chancery Division of the High Court of Justice on the application to Parliament for the recited Act which is applicable in respect of the portion of railway by that Act authorised to be constructed and by this Act authorised to be abandoned and for the repayment as hereinafter provided of the remainder of the said portion of the said deposit fund :

And whereas it is expedient to alter the agreement contained in the Schedule annexed to the recited Act and to make provision for the working of the railway hereinafter described by the North-Eastern Railway Company when constructed :

A.D. 1888.

And whereas the Company have raised capital and purchased land for and are proceeding with the construction of their authorised Railway No. 2:

And whereas further time is required by the Company for the compulsory purchase of lands for and for the completion of so much of the railways authorised by the recited Act as is not by this Act authorised to be abandoned and it is expedient that the period limited by the recited Act for the compulsory purchase of lands for and for the completion of their said railways be extended and the recited Act amended as hereinafter provided:

And whereas plans and sections showing the lines and levels of the railway and road diversions authorised by this Act and the lands required or which may be taken for the purposes thereof and a book of reference to those plans containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of those lands have been deposited with the clerk of the peace for the East Riding of the county of York and are hereinafter referred to respectively as the deposited plans sections and book of reference:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

May it therefore please Your Majesty that it may be enacted and be it enacted by the Queen's most Excellent Majesty by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled and by the authority of the same as follows (that is to say):—

1. This Act may be cited as the Scarborough Bridlington and West Riding Junction Railways Act 1888. Short title.

2. The Lands Clauses Consolidation Acts 1845 1860 and 1869 as amended by the Lands Clauses (Umpire) Act 1883 the Railways Clauses Consolidation Act 1845 and Part I. (relating to construction of a railway) and Part II. (relating to extension of time) of the Railways Clauses Act 1863 are except where expressly varied by this Act incorporated with and form part of this Act. Incorporation of Acts.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction the expressions "the new railway" and "the road diversions" mean respectively the railway and the road diversions by this Act authorised to be made and for the purposes of this Act the expression "superior courts" or "court of competent jurisdiction" or any Interpretation.

A.D. 1888. — other like expression in this Act or in any Act wholly or partially incorporated with this Act shall be read and have effect as if the debt or demand with respect to which the expression is used were a simple contract debt and not a debt or demand created by statute.

Company to abandon portion of authorised railway. 4. The Company shall abandon the construction of so much of Railway No. 1 authorised by the recited Act as lies between the intended point of commencement thereof and the intended point of termination of the new railway.

Compensation for damage to land by entry &c. for purposes of railway abandoned. 5. The abandonment by the Company under the authority of this Act of the 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 recited Act.

Compensation to be made in respect of railway abandoned. 6. 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 portion of railway hereinbefore authorised to be abandoned 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 of 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 make new railway. 7. 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 railway hereinafter described with all proper junctions stations sidings bridges viaducts rails tanks roads buildings yards approaches works and conveniences connected therewith or necessary for the purposes thereof and may enter upon

take and use such of the lands delineated on the said plans and described in the deposited book of reference as may be required for that purpose. A.D. 1888.

The railway hereinbefore referred to and authorised by this Act will be situate in the East Riding of the county of York and is

A railway two miles six furlongs and four chains or thereabouts in length commencing in the township and parish of Hunmanby by a junction with the Scarborough and Hull Railway of the North-Eastern Railway Company at a point (measured along that railway) about four and a half chains north from the mile stone denoting forty miles from Hull and terminating by a junction with the Railway No. 1 authorised by the recited Act in the township and parish of North Burton at or about the point on that railway marked eight miles two furlongs from its commencement on the plans deposited in reference to that Act.

8. The following provisions shall apply and have effect for the protection of the North-Eastern Railway Company (hereinafter called "the North-Eastern Company") :— For protection of the North-Eastern Railway Company.

1. The junction between the railway and the North-Eastern Railway authorised by this Act shall be made at such points and in such manner as shall be required by the engineer of the North-Eastern Company and in accordance with plans submitted to and approved by him previously to the commencement of the work and the several provisions of the Railways Clauses Act 1863 as to junctions shall apply to such junction.
2. The Company shall not purchase or take compulsorily any land or property of the North-Eastern Company but they may purchase and take and the North-Eastern Company shall grant accordingly an easement or right of way thereover for the purposes of the said junction nor save only so far as may be absolutely necessary for the purpose of constructing and maintaining the said junction in accordance with the provisions of this Act shall the Company or any person in the execution of this Act in any manner either temporarily or permanently enter upon or interfere with any railway or property of the North-Eastern Company except with their consent in writing first obtained.
3. In case it shall become requisite in consequence of the works of the Company to remodel or alter any of the sidings signals signal-cabins or works of the North-Eastern Company

A.D. 1888.

the Company shall bear and pay the whole of the costs and expenses incurred or occasioned thereby.

4. The North-Eastern Company may require all such reasonable precautions to be taken by the Company in constructing and maintaining the said junction as their engineer may deem expedient for protecting their railway from injury and the traffic thereon from interruption and the Company shall pay to the North-Eastern Company on demand all reasonable expenses incurred by that Company in watching and protecting their railway or works or traffic during the execution by the Company or their agents of any work of construction or maintenance and shall indemnify the North-Eastern Company against all damages losses costs and expenses which may be incurred by that Company by reason of any injury to their railway or property or any obstruction of or interference with or injury to the traffic on such railway caused by the acts omissions or defaults of any person whatsoever or by inevitable accident during and by reason of the construction of or any repairs connected with the junction by this Act authorised or in any way consequent upon or connected with the making maintaining or using such junction.

5. If any difference shall arise between the Company and the North-Eastern Company under subsection three or four of this section the same shall be settled by a referee to be agreed upon between them or failing agreement to be appointed on the application of either party by the President for the time being of the Institution of Civil Engineers in London and the costs of reference shall be in the discretion of such referee.

Period for
completion
of works.

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

Tolls on the
railway.

10. Subject to the provisions of this Act the new railway shall for the purposes of toll and all other purposes whatsoever be deemed to be part of and comprised in the undertaking of the Company.

Power to
divert cer-
tain public
roads.

11. 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 road-diversions hereinafter described and may make and execute such alterations in the levels of the roads affected thereby and other incidental works as may be necessary for those purposes and in addition to any other lands which they are by the recited Act authorised to acquire may enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference in connection with such road-diversions as may be required for those purposes (that is to say):—

ROAD-DIVERSION AT MIDDLETON-ON-THE-WOLDS.

The Company may divert the public carriage road in the parish of Middleton-on-the-Wolds shown and numbered 13 on the deposited plans in that parish commencing from a point about one hundred yards from the junction of that road with the road shown and numbered 11 on the same plans in the same parish and terminating at the last-mentioned road at a point about fifty yards northwards from the junction of the said roads.

DIVERSION OF OLD FIELD LANE.

The Company may divert the public carriage road called Old Field Lane shown and numbered 3 on the said plans in the parish of Hutton Cranswick such diversion to commence and terminate at or about points respectively sixty yards north and one hundred yards east from the south-west corner of the field called or known as Old Field in that parish Provided always that notwithstanding anything shown on the deposited plans and sections the said last-mentioned road shall be carried either over or under the railway by means of a bridge and not across the railway on the level thereof as shown on the said plans and sections :

and on the completion and the opening to the public of such diversions respectively they may stop up and discontinue as public highways so much of the said roads as lies between the commencement and termination of the proposed diversions respectively.

12. The Company in constructing the road-diversions hereinbefore authorised may deviate from the centre lines thereof as shown on the deposited plans to the extent of the limits of deviation marked on those plans respectively and may deviate from the levels shown on the deposited sections to any extent not exceeding five feet upwards or downwards but not so as to increase the gradients thereof marked upon those sections.

Power to
deviate in
construction
of roads.

A.D. 1888.

As to vesting
of site and
soil of por-
tions of roads
stopped up.

13. The site and soil of the said several roads or portions thereof by this Act authorised to be stopped up and discontinued and the fee simple and inheritance thereof shall if at the time of the stopping up thereof the Company are or if and when under the powers of this Act and the recited Act they become the owners of the lands on both sides thereof be from the time of the stopping up thereof respectively or from the time of their becoming the owners of the lands on both sides thereof respectively absolutely vested in the Company subject to the provisions of the Railways Clauses Consolidation Act 1845 with respect to mines lying under or near to the railway.

Substituted
roads to be
repaired &c.
as existing
roads.

14. The new or diverted roads constructed by the Company under the powers of this Act shall upon the completion thereof vest in and be repaired and maintained in the same manner and to the same extent by and at the expense of the same bodies or persons as are now liable to repair and maintain the roads or portions of roads for which they are respectively substituted but the structure of the bridges by which such new or diverted roads are carried over the line of railway shall be repaired and maintained by the Company. If any question shall arise between the Company and any of such bodies or persons as to the due completion of the new or diverted roads or either of them such question shall from time to time be determined by two justices on the application of either of the parties in difference and after not less than seven days notice to both parties of the sitting of such justices for the purpose and the certificate of such justices of the due completion of such new or diverted roads respectively shall be conclusive evidence of the fact so certified.

Power to
cross a cer-
tain road on
the level.

15. Subject to the provisions in the Railways Clauses Consolidation Act 1845 and in Part I (relating to the construction of a railway) of the Railways Clauses Act 1863 contained in reference to the crossing of roads on the level the Company may (with the consent of the North-Eastern Railway Company but not otherwise) notwithstanding anything contained in the recited Act in the construction of Railway No. 2 by that Act authorised carry the same with a single line only whilst that railway shall consist of a single line and afterwards with a double line only across and on the level of the public carriage road numbered 17 in the parish of Bainton on the plans deposited for the purposes of the recited Act. Provided that unless the Board of Trade otherwise order they first make and afterwards maintain a station adjacent to the said level crossing and also a foot bridge over the said railway at or near the said level crossing.

16. The powers of the Company for the compulsory purchase of lands under the powers of this Act shall not be exercised after the expiration of three years after the passing of this Act.

Limiting period for compulsory purchase of lands.

17. 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 in over or affecting any such lands and the provisions of the said Acts with respect to lands and rentcharges so far as the same are applicable in this behalf shall extend and apply to such grants and to such easements rights and privileges as aforesaid respectively.

Power to take easements &c. by agreement.

18. The Company shall not under the powers of this Act without the consent of the Local Government Board purchase or acquire in any city borough or other urban sanitary district or in 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.

Restriction on taking houses of labouring class.

For the purpose 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.

19. Whereas pursuant to the standing orders of both Houses of Parliament and to the Act of the ninth year of the reign of Her present Majesty chapter twenty a sum of thirty-five thousand three hundred and seventy-five pounds two shillings and one penny New two and a half pounds per centum annuities being equal to five per centum upon the amount of the estimate in respect of the railways authorised by the recited Act was transferred into the Chancery Division of the High Court of Justice in England and is now standing in the name of the Paymaster General for and on behalf of the Supreme Court of Judicature in England as security for the completion of the railways by the recited Act authorised and which sum is referred to in sections thirty-three and thirty-four of the recited Act as the deposit fund and is directed to be paid or

Deposit in respect of new railway.

A.D. 1888.

applied as and in the manner provided therein And whereas the sum of sixteen thousand one hundred pounds two shillings and eightpence New two and a half pounds per centum annuities represents the portion of the said deposit fund which is payable or applicable in respect of the portion of railway and works by this Act authorized to be abandoned And whereas three thousand and seventy-nine pounds seven shillings and eightpence New two and a half pounds per centum annuities is equivalent in value to five per centum upon the amount of the estimate in respect of the new railway by this Act authorised Therefore be it enacted that notwithstanding anything in the said Act of the ninth year of the reign of Her present Majesty or in the recited Act contained the said sum of three thousand and seventy-nine pounds seven shillings and eightpence New two and a half pounds per centum annuities (which sum is hereinafter called the "new railway deposit fund") shall remain in the name of the Paymaster-General as aforesaid as security for the completion of the new railway and shall not be paid or transferred to or on the application of the depositors mentioned in section thirty-three of the recited Act or the majority of them unless the Company shall previously to the expiration of the period limited by this Act for the completion of the new railway open the new railway for the public conveyance of passengers Provided that if within such last-mentioned period the Company open any portion of the new railway for the public conveyance of passengers then on the production of a certificate of the Board of Trade specifying the length of the portion of the new railway opened as aforesaid and the portion of the new railway deposit fund which bears to the whole of the new railway deposit fund the same proportion as the length of the new railway so opened bears to the entire length of the new railway the High Court of Justice in England shall on the application of the depositors or the majority of them order the portion of the new railway deposit fund specified in the certificate to be paid or transferred to them or as they shall direct and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified and it shall not be necessary to produce any certificate of this Act having passed anything in the above-mentioned Act to the contrary notwithstanding.

Application
of new rail-
way deposit.

20. If the Company do not previously to the expiration of the period by this Act limited for the completion of the new railway complete and open the same for the public conveyance of passengers then the new railway deposit fund or so much thereof as shall not have been paid to the depositors or the majority of them shall be applicable and after due notice in the "London Gazette" shall be

applied towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the new railway or any portion thereof or who 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 has been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the High Court of Justice in England may seem fit and if no such compensation is payable or if a portion of the new railway deposit fund has been found sufficient to satisfy all just claims in respect of such compensation then the new railway deposit fund or such portion thereof as may not be required as aforesaid shall either be forfeited to Her Majesty and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Court 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 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. Provided that until the new railway deposit fund has been repaid or transferred to the depositors or has become otherwise applicable as hereinbefore mentioned any interest or dividends accruing thereon shall from time to time and as often as the same shall become payable be paid to or on the application of the depositors.

A.D. 1888.
—

21. In consideration of the foregoing provisions of this Act for compensation of landowners injuriously affected by any acts of the Company in respect to the portion of railway by this Act authorised to be abandoned the Court at any time after the passing of this Act on the application of the depositors may and shall order that the sum of thirteen thousand and twenty pounds fifteen shillings New two and a half pounds per centum annuities (being the remainder of the portion of the said deposit fund which is payable or applicable as hereinbefore mentioned in respect of the said portion of railway and works by this Act authorised to be abandoned after deducting therefrom the sum of three thousand and seventy-nine pounds seven shillings and eightpence like annuities) and all interest or dividends thereon shall be paid or transferred to the depositors or as they may direct. Provided always that nothing hereinbefore

Release of other portion of deposit made under recited Act of 1885 in respect of the abandoned portion of railway.

A.D. 1888. — contained shall alter or affect the provisions of sections thirty-three and thirty-four of the recited Act so far as the same relate to the repayment or application of so much of the deposit fund remaining in Court as security for the completion of so much of the railways authorised by that Act as is not by this Act authorised to be abandoned.

Altering
working
agreement
with North-
Eastern
Railway
Company.

22. Sections forty-nine fifty and fifty-one of the recited Act and the agreement set forth in the schedule annexed to that Act shall be read and have effect as if the new railway had originally formed part of Railway No. 1 by that Act authorised instead of the portion of that railway by this Act authorised to be abandoned and the powers granted to the North-Eastern Railway Company by the said agreement to work and use the Company's railways shall be deemed to commence as regards the Railway No. 2 authorised by the recited Act as soon as the same shall have been completed and approved by the Board of Trade as mentioned in the said agreement.

Reduction of
capital.

23. From and after the passing of this Act the recited Act shall be read and have effect as if in section seven thereof the sum of four hundred and fifty thousand pounds had been mentioned therein instead of six hundred and forty-eight thousand pounds and the number of shares in that section mentioned had been twenty-two thousand five hundred instead of thirty-two thousand four hundred shares.

Power to
borrow in
respect of
reduced
capital.

24. Section nineteen of the recited Act is hereby repealed and the Company may from time to time borrow on mortgage any sums not exceeding in the whole one hundred and fifty thousand pounds and of that sum they may borrow not exceeding in the whole seventy-two thousand pounds in respect of two hundred and sixteen thousand pounds part of their capital as reduced by this Act and they may borrow seventy-eight thousand pounds when and so soon as they have issued the remainder of their capital but no part of either sum of seventy-two thousand pounds or seventy-eight thousand pounds shall be borrowed until the whole portion of capital in respect of which the same is borrowed is issued and accepted and one half thereof is paid up and the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act 1845 before he so certifies that the whole of such portion of capital has been issued and accepted and that one half thereof has been paid up and that not less than one fifth part of the amount of each separate share in such portion of capital has been paid on account thereof before or at the time of the issue or acceptance thereof and the Company have proved to such justice as

aforesaid before he so certifies that such shares were issued and accepted bonâ fide and are held by the persons or corporations to whom the same were issued or their executors administrators successors or assigns and that such persons or corporations their executors administrators successors or assigns are legally liable for the same and upon production to such justice of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which shall be sufficient evidence thereof. A.D. 1888.
—

25. The time limited by the recited Act for putting in force the powers for the compulsory purchase of lands for the purposes of that Act is hereby extended and those powers shall continue in force and may be exercised so far as relates to lands required for Railway No. 2 authorised by the recited Act until the sixth day of August one thousand eight hundred and eighty-nine and no longer and so far as relates to lands required for the portion of Railway No. 1 authorised by the recited Act and not authorised to be abandoned by this Act until the sixth day of August one thousand eight hundred and ninety-one and no longer and the said powers for the compulsory purchase of lands for the purposes of the said Railway No. 2 may be put in force so soon as the capital or estimated sum for defraying the expenses of constructing that railway has been subscribed and a certificate under the hands of two justices to that effect shall be sufficient evidence thereof and on the application of the Company and the production of such evidence as such justices think proper and sufficient such justices shall grant such certificate accordingly and the amount subscribed shall be set apart and applied as far as may be necessary in defraying the expenses of and incident to the construction of the said Railway No. 2. Extension
of time for
compulsory
purchase of
lands for
authorised
railways.

26. The time limited by the recited Act for the completion of the railways thereby authorised is hereby extended so far as relates to so much of Railway No. 1 authorised by the recited Act as is not authorised to be abandoned by this Act until the sixth day of August one thousand eight hundred and ninety-three and the recited Act shall be read and construed as if that period had been named therein instead of the period limited thereby for the completion of that railway. Extension
of time for
completion
of autho-
rised Rail-
way No. 1.

27. Subject to the provisions of this Act the Company may apply for the purposes of this Act to which capital is properly applicable any monies which they may raise by shares debenture Power to
apply money.

[Ch. xxx.] *Scarborough, Bridlington, and* [51 & 52 Vict.]
West Riding Junction Railways Act, 1888.

A.D. 1888. — stock or borrowing under the powers of the recited Act as altered by this Act.

Interest not
to be paid on
calls paid up.

28. 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 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.

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

29. 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.

30. Nothing in this Act contained shall exempt the Company from the provisions of any general Act relating to railways or the better and more impartial audit of the accounts of railway companies now in force or which may hereafter pass during this or any future session of Parliament or from any future revision or alteration under the authority of Parliament of the maximum rates of fares and charges or of the rates for small parcels authorised by this Act.

Costs of Act.

31. All the costs charges and expenses of and incident to the preparing and applying for and the obtaining and passing of this Act or otherwise in relation thereto shall be paid by the Company.

London : Printed for HER MAJESTY'S STATIONERY OFFICE,
 By EYRE AND SPOTTISWOODE, Printers to the Queen's most Excellent Majesty.

And to be purchased, either directly or through any Bookseller, from
 EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C.; or
 ADAM AND CHARLES BLACK, 6, NORTH BRIDGE, EDINBURGH; or
 HODGES, FIGGIS, & Co., 104, GRAFTON STREET, DUBLIN.