



## CHAPTER clxxxviii.

An Act to confer further powers on the Caledonian Railway Company in relation to their undertaking to revive the powers and extend the time for the purchase of lands for and for the construction and completion of certain railways to provide for the acquisition by the Company of the Crieff and Comrie Railway and for other purposes. A.D. 1898.  
[2nd August 1898.]

**W**HEREAS it is expedient that the Caledonian Railway Company (in this Act called "the Company") should be authorised to make and maintain the railway at or near Newton Junction herein-after described :

And whereas it is expedient that the powers granted by the Caledonian Railway Act 1889 (herein-after called "the Act of 1889") for the compulsory purchase of lands for and for the construction and completion of the portion herein-after described of the railway authorised by that Act and therein called Railway No. 3 (being a widening of portions of the Company's Denny and Ingleston Branches) and the other powers of that Act with reference to such portion of railway should be revived and the time limited by such Act for the exercise of such powers extended : 52 Vict.  
c. xii.

And whereas it is expedient that the period limited by the Caledonian Railway (Edinburgh Leith and Newhaven Extension Lines) Act 1890 (in this Act called "the Leith Lines Act of 1890") for the completion and opening of the railways authorised by that Act and therein called Railways Nos. 2 3 5 and 6 as extended by the Caledonian Railway Act 1894 (in this Act called "the Act of 1894") but as regards Railway No. 2 so far only as that railway is not authorised to be abandoned by the Act of 1894 and the period limited by the Caledonian Railway (Edinburgh and Leith Lines) Act 1891 (in this Act called "the Leith Lines Act of 1891") for the completion and opening of the railways authorised by that Act and therein called Railways Nos. 4 and 5 as extended by the Act 53 & 54 Vict.  
c. clxvii.  
57 & 58 Vict.  
c. cxlvi.  
54 & 55 Vict.  
c. ciii.

A.D. 1898. — of 1894 and the period limited by the Act of 1894 for the completion and opening of the railway authorised by that Act should be respectively extended :

And whereas it is expedient that the Company should be authorised to work their Glasgow Central Railway Tollcross Railway and other railways in connexion therewith by electrical power :

53 & 54 Vict.  
c. cxxii.

And whereas by the Crieff and Comrie Railway Act 1890 (in this Act called "the Comrie Act") the Crieff and Comrie Railway Company (in this Act called "the Comrie Company") were incorporated and authorised to make a railway in the county of Perth which has since been constructed :

And whereas the Company have agreed with the Comrie Company for the purchase of the undertaking of the Comrie Company in consideration of the sum of forty-five thousand pounds being the amount of the authorised share capital of the Comrie Company created and issued by that company and on the terms in this Act contained and it is expedient that the Company should be authorised to acquire such undertaking accordingly and that the same should be amalgamated with the undertaking of the Company and that the Comrie Company should be dissolved :

And whereas in addition to the capital which the Company are authorised to hold in the Lanarkshire and Ayrshire Railway Company the Cathcart District Railway Company and the Lanarkshire and Dumbartonshire Railway Company respectively the Company have acquired additional capital therein to the respective nominal amounts mentioned in the second column of the schedule to this Act and it is expedient that the Company should be authorised to hold such additional capital and to raise money for the purpose of providing for the expenditure incurred in the acquisition thereof :

60 & 61 Vict.  
c. clxxv.

And whereas by the Paisley and Barrhead District Railway Act 1897 and the agreement scheduled to that Act the Company were authorised and required to subscribe towards the undertaking of the Paisley and Barrhead District Railway Company thereby incorporated a sum of one hundred and thirty-two thousand pounds and it is expedient that the Company should be authorised to raise money for the purposes of such subscription :

And whereas it is expedient that the other powers and provisions in this Act contained should be conferred on or made in relation to the Company and their undertaking and that the Company should be authorised to raise additional money for the purposes of this Act :

And whereas plans and sections relating to the works authorised by this Act and to the portion of the Company's Denny and



[61 & 62 VICT.] *Caledonian Railway Act, 1898.* [Ch. clxxxviii.]

Ingleston Branches the powers to widen which are hereby revived and extended and plans of the lands which may be taken for the purposes of this Act and books of reference containing the names of the owners and lessees or reputed owners and lessees and of the occupiers of the said lands were duly deposited with the principal sheriff clerks of the counties of Lanark and Stirling respectively and are herein-after respectively referred to as the deposited plans sections and books of reference : A.D. 1898.

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

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

1. This Act may be cited for all purposes as the Caledonian Railway Act 1898. Short title.

2. The Lands Clauses Acts the Railways Clauses Consolidation (Scotland) Act 1845 Part I. (relating to construction of a railway) Part II. (relating to extension of time) and Part V. (relating to amalgamation) of the Railways Clauses Act 1863 the clauses and provisions of the Companies Clauses Consolidation (Scotland) Act 1845 with respect to the following matters (that is to say) :— Incorporation of Acts.

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

The payment of subscriptions and the means of enforcing the payment of calls ;

The forfeiture of shares for 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 the borrowed money into capital ;

The consolidation of the shares into stock ;

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

The making of dividends ; and

The giving of notices ;

and Part I. (relating to cancellation and surrender of shares) Part II. (relating to additional capital) and Part III. (relating to debenture stock) of the Companies Clauses Act 1863 as amended by the Railway Companies (Scotland) Act 1867 are (except where and as expressly varied by this Act) incorporated with and form part of this Act and all the provisions of the Companies Clauses Consolidation (Scotland) Act 1845 so incorporated with this Act

A.D. 1898. — which relate to stock into which shares in the capital of the Company have been converted or consolidated shall apply to the stock which the Company are by this Act authorised to issue and to the holders thereof.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings unless there be something in the subject or context repugnant to such construction And in the Acts wholly or partially incorporated herewith the expression "the Company" means the Caledonian Railway Company the expression "the special Act" means this Act and the word "schoolmasters" means clerks of parish councils.

Power to make works and take lands for purposes thereof.

4. 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 herein-after described with all proper sidings junctions roads approaches and other works and conveniences in connection therewith and may enter upon take and use such of the lands delineated on the said plans and described in the deposited books of reference as may be required for those purposes (that is to say) :—

A railway three furlongs 2·75 chains in length (herein-after called "the railway") being a widening of the Company's lines at Newton commencing by a junction with the Company's Carmyle and Newton Branch at a point four hundred and fifty-five yards westwards or thereabouts from the centre of the footbridge across the Company's railway at Newton Station and terminating by a junction with the Company's Motherwell Branch of the Clydesdale Junction Railway at a point two hundred and sixty yards or thereabouts eastwards from the centre of the said footbridge.

Power to take servitudes &c. by agreement.

5. Persons empowered by the Lands Clauses Acts to sell and convey or release lands may if they think fit subject to the provisions of those Acts and of this Act grant to the Company any servitude right or privilege (not being a servitude right or privilege of water in which other persons than the grantors have an interest) required for the purposes of this Act in over or affecting any lands and the provisions of the said Acts with respect to lands and feu duties or ground annuals so far as the same are applicable in this behalf shall extend and apply to such grants and to such servitudes rights and privileges as aforesaid respectively.

Power to stop up portions of existing

6. Where any new portion of road authorised by the provisions of the Railways Clauses Consolidation (Scotland) Act 1845 as incorporated with this Act to be formed in lieu of existing roads

altered or diverted under the powers of such Act for the purposes of the railway is completed to the satisfaction of the sheriff of the county in which the same is situate and open to the public the Company may stop up and cause to be discontinued as a road the portion of existing road for which such new portion of road is substituted and all rights of way over the same shall cease and the site of any portion of road so stopped up when and so far as the same shall be bounded on both sides by property of the Company shall subject to the provisions of the Railways Clauses Consolidation (Scotland) Act 1845 with respect to mines lying under or near the railway belong to and be vested in the Company for the purposes of their undertaking and any such new portion of road shall as respects management and maintenance and in all other respects be held as part of and be subject to the same provisions as the existing road for which the same is substituted Provided that where any such new portion of road is formed through or along lands belonging wholly or partly to any person through or along whose lands the superseded portion of existing road for which such new portion of road is substituted passes the value of the site of so much of the said superseded portion of road as passes through or along the lands of such owner and is given up to him shall be taken into account in estimating the compensation payable to him for the land taken from him for such new portion of road.

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roads where  
roads  
altered.

7. For the protection of the county council of the county of Lanark and of the district committee of the Middle Ward district of that county (herein-after called "the district committee") the following provisions shall (unless otherwise agreed between the district committee and the Company) have effect notwithstanding anything shown on the deposited plans and sections to the contrary (that is to say) :—

As to  
diversion of  
highway in  
Middle Ward  
district of  
county of  
Lanark.

- (1) The Company shall in the construction of the railway make the diverted portion of road to be substituted for the road numbered 21 on the said plans in the parish of Cambuslang of a width of not less than thirty feet throughout the whole length of the diversion Provided that at the western end of the diversion the road shall be so constructed that the roadway shall cross the burn with a gentle curve and no gradient on the diverted road shall be steeper than 1 in 30 The Company shall also provide on such diverted portion of road a footpath on the north or south side of the said portion of road as may be agreed between the Company and the district committee such footpath to be of similar character and formation as the existing footpath on the present road



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and shall also provide a drain and fence on the north side of such diverted road both similar and equal to the drain and fence existing on the present road and no interference shall be made with the present road until the diverted road to be substituted therefor has been completed to the satisfaction of the road surveyor :

- (2) All works of the Company so far as they interfere with the said road shall be executed to the reasonable satisfaction of the said county council or district committee and according to plans to be approved by their road surveyor or in case of difference between the Company and the said county council or district committee or their said surveyor as to any such plans or the mode of executing any works then to the satisfaction of and according to plans to be approved by an engineer to be agreed on or failing agreement to be appointed by the Board of Trade on the application of the Company or the said county council or district committee and the costs of such reference shall be borne and paid as the referee shall direct.

For protection of water mains and works of district committee of Middle Ward of county of Lanark.

8. If in the construction of the railway and other works by this Act authorised it shall be found necessary to alter the existing lines or levels of the aqueducts conduits or lines of pipes or any of them of the district committee of the Middle Ward of the county of Lanark (herein-after referred to as "the district committee") or otherwise interfere with the same such alteration shall be carried out so as not to injuriously affect or interrupt the supply of water conveyed by the same and the Company shall give at least fourteen days' previous notice to the clerk to the district committee before commencing any such works and the construction of the railway and works connected therewith in so far as involving any alteration of or works affecting any aqueduct conduit or line of pipes of the district committee shall be executed at the expense of the Company and at the sight and to the reasonable satisfaction of the engineer of the district committee and according to plans to be submitted to and approved by such engineer or in case of difference to be approved by an engineer to be appointed as herein-after mentioned before any such works are commenced and if the district committee shall incur any expense for works necessary in reference to the alteration of such aqueducts conduits or lines of pipes or any other interference therewith or in reference to accesses thereto the same shall be repaid by the Company and the district committee shall have at all times the right of access to such aqueducts conduits or lines of pipes for the repair enlargement alteration and maintenance of the same and for laying additional pipes alongside of any existing

[61 & 62 VICT.] *Caledonian Railway Act, 1898.* [Ch. clxxxviii.]

aqueducts conduits or lines of pipes crossed by the railway when they shall see fit and the district committee as regards all such additional pipes shall be subject to the provisions of section 14 of the Lanarkshire (Middle Ward District) Water Act 1896 as if the said provisions were expressly enacted herein in relation to the works by this Act authorised and it is specially provided that new pipes with all proper valves scour drains and others of similar character to those which at present exist in the road numbered 21 on the said plans in the parish of Cambuslang shall be laid in the diverted portion of road to be substituted therefor at the sight and to the satisfaction of the engineer of the said district committee and that before the pipes and others in the present road are interfered with Provided that the district committee shall as far as possible avoid the causing of any interruption or obstruction to the traffic of the railways of the Company Provided also that in case any difference shall arise between the Company and the district committee or their engineer as to any plans or the mode of executing any works under this section such difference shall be referred to an engineer to be appointed failing agreement by the Board of Trade on the application of either the district committee or the Company and the costs of such reference shall be borne and paid as the referee shall direct.

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9. The quantity of land to be acquired by agreement by the Company for the extraordinary purposes mentioned in the Railways Clauses Consolidation (Scotland) Act 1845 in connexion with the works authorised by this Act shall not exceed five acres in addition to the lands which they are authorised by this Act to take compulsorily but nothing in that Act or in this Act shall exempt the Company from any indictment action or other proceeding for nuisance in the event of any nuisance being caused or permitted by them upon any land so taken by them.

Lands for extra-ordinary purposes.

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

Period for compulsory purchase of lands.

11. If the railway by this Act authorised 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 except as to so much thereof as shall then be completed.

Period for completion of works.

12. The railway by this Act authorised shall for the purposes of tolls rates and charges and all other purposes be part of the Carmyle and Newton Branch Railway of the Company.

Tolls &c. on railway.



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Penalty  
imposed  
unless rail-  
way opened  
within  
time limited.

13. If the Company fail within the period limited by this Act to complete the railway by this Act authorised 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 is completed and opened for the public conveyance of passengers or until the sum received in respect of such penalty amounts to five per cent. on the estimated cost of the railway and the said penalty may be applied for by any landowner or other person claiming to be compensated or interested in accordance with the provisions of the next following section of this Act 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 of the Queen's and Lord Treasurer's Remembrancer on behalf of the Court of Exchequer in Scotland in the bank and to the credit specified in such warrant or order and shall not be paid thereout except as herein-after 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 were prevented from completing or opening the railway 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 penalties.

14. Every sum of money so recovered by way of penalty as aforesaid shall be applicable and after due notice in the Edinburgh Gazette shall be applied towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement construction or abandonment of the railway or any portion thereof or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred by this Act and for which injury or loss no compensation or inadequate compensation shall have been paid and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Exchequer in Scotland may seem fit. And if no such compensation shall be payable or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid has 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 if a judicial factor has been appointed or the Company are insolvent or the railway or any part thereof has been abandoned be paid or transferred to such judicial factor or be applied in the



discretion of the court as part of the assets of the Company for the benefit of the creditors thereof and subject to such application shall be repaid to the Company. A.D. 1898.

**15.** The powers granted by the Act of 1889 for the compulsory purchase and taking of lands (so far as such lands are shown on the deposited plans and described in the deposited books of reference) for and for the constructing and completing of so much of Railway No. 3 authorised by that Act as lies between the junction of the Company's Denny Branch with the main line of the Company's Scottish Central Railway at Larbert Junction and a point on the Company's Ingleston Branch two hundred yards or thereabouts from the junction of that branch with the said Denny Branch and the works connected therewith and all other powers of such Act relating to such portion of railway are hereby revived and extended and may be exercised by the Company at any time hereafter except that the powers for the compulsory purchase and taking of lands shall be exercised only within two years and the powers for the constructing and completing the said portion of railway within three years from the passing of this Act. Provided that the Act of 1889 shall be read and construed as if the plans sections and books of reference deposited in connexion with this Act in relation to the said portion of railway had been therein referred to instead of the plans sections and books of reference deposited in connexion with the Act of 1889. Provided further that in the exercise of the powers hereby revived and extended the Company shall be subject to all the provisions of the Act of 1889 affecting the same. And provided also that Schedule B to the Act of 1889 shall be read as if the property numbered on the deposited plans and in the deposited books of reference 31A in the parish of Denny had been included in that schedule in connexion with the said Railway No. 3.

Revival of powers for widening portion of Denny and Ingleston Branches.

**16.** The running powers and facilities conferred on the North British Railway Company under the Caledonian and Scottish Central Railways Amalgamation Act 1865 shall extend and apply to the widenings authorised by this Act of portions of the Denny and Ingleston Branches of the Company.

Extending running powers of North British Company.

**17.** The periods limited for the completion of the railways hereunder respectively mentioned are hereby respectively extended as follows (that is to say) :—

Extending periods for completion of certain railways.

- (A) The period limited by the Leith Lines Act of 1890 for the completion of the railways authorised by that Act and therein called Railways Nos. 2 3 5 and 6 as extended by the Act of 1894 is extended for three years from the expiration of the

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said period that is until the fourth day of August one thousand nine hundred and one except as regards that portion of railway No. 2 which is required to be abandoned by the Act of 1894;

(B) The period limited by the Leith Lines Act of 1891 for the completion of the railways authorised by that Act and therein called Railways Nos. 4 and 5 as extended by the Act of 1894 is extended for three years from the expiration of the said period that is until the third day of July one thousand nine hundred and one;

(C) The period limited by the Act of 1894 for the completion of the railway authorised by that Act is extended for three years from the expiration of the said period that is until the thirty-first day of July one thousand nine hundred and two:

And those sections of the Company's Acts which relate to the periods for the completion of the said railways and to the penalties exigible from the Company in the event of their failing to complete any of the said railways within the said respective periods shall be read and construed as if the respective periods for such completion referred to in those sections did not expire until the expiration of the extended periods hereby limited in respect of the said railways respectively.

Restrictions  
on displac-  
ing persons  
of labouring  
class.

**18.—**(1) The Company shall not under the powers of this Act or under the powers of any former Act revived or extended by this Act purchase or acquire in any district within the meaning of the Public Health (Scotland) Act 1897 ten or more houses which on the fifteenth day of December next before the passing of this Act or of the former Act by which such purchase or acquisition was originally authorised as the case may be were or have been since that day or shall hereafter be occupied either wholly or partially by persons belonging to the labouring class as tenants or lodgers unless and until—

(A) They shall have obtained the approval of the Secretary for Scotland to a scheme for providing new dwellings for such number of persons as were residing in such houses on the respective fifteenth day of December aforesaid or for such number of persons as the Secretary for Scotland 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; A.D. 1898.  
and

(B) They shall have given security to the satisfaction of the Secretary for Scotland for the carrying out of the scheme.

(2) The approval of the Secretary for Scotland to any scheme under this section may be given either absolutely or conditionally and after the Secretary for Scotland has approved of any such scheme he may 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 Secretary for Scotland may dispense with the last-mentioned requirement subject to such conditions (if any) as he may see fit.

(4) Any provisions of any scheme under this section or any conditions subject to which the Secretary for Scotland may have approved of any such scheme or of any modifications of any such scheme or subject to which he may have dispensed with the above-mentioned requirement shall be enforceable by an order of the Court of Session to be obtained by the Secretary for Scotland.

(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 Secretary for Scotland by action in the Court of Session 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 section 145 of the Public Health (Scotland) Act 1897 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 that Act and the scheme were one of the purposes of that Act.

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(7) The Company may on any lands belonging to them or purchased or acquired under this section or under 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 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 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 the period of twenty-five years from the date of the scheme be appropriated solely for the purpose of such dwellings and every conveyance demise or lease of such lands and buildings by the Company shall contain proper covenants to secure during such period of twenty-five years the exclusive use of the buildings on such lands for the purpose of such dwellings and shall be endorsed with notice of this enactment :

Provided also that the Secretary for Scotland may at any time dispense with all or any of the requirements of this subsection subject to such conditions (if any) as he may see fit.

(8) The Secretary for Scotland may direct any inquiries to be held which he may deem necessary in relation to any scheme under this section and he and any person appointed by him to hold inquiry shall have and may exercise for any purpose in connection with any scheme under this section all or any of the powers vested in them respectively under the Public Health (Scotland) Act 1897 in the same manner in every respect as if the preparation and carrying into effect of such scheme were one of the general purposes of that Act.

(9) The Company shall pay to the Secretary for Scotland a sum to be fixed by him in respect of the preparation and issue of any Provisional Order in pursuance of this section and any expenses incurred by him in relation to any inquiries under this section including the expenses of any witnesses summoned by the person appointed to hold any such inquiry and a sum to be fixed by the Secretary for Scotland not exceeding three guineas a day for the services of the person so appointed.

(10) Any houses on any of the lands shown on the plans deposited with reference to this Act or to any former Act the powers of which are revived or extended by this Act occupied or which may have been occupied by persons of the labouring class within five years before the passing of this Act and which have been acquired



by or on behalf of the Company and for which houses no substitutes have been or are directed to be provided by any scheme approved by the Secretary for Scotland under the powers of any previous Act relating to the Company shall for the purposes of this section be deemed to have been acquired under the powers of this Act and to have been occupied on the fifteenth day of December last by the same number of persons belonging to the labouring class as were occupying the said houses at the date of their acquisition. Provided that if the Secretary for Scotland is unable to ascertain the number of such persons who were then occupying the said houses the said houses shall be deemed to have been occupied by such number of such persons as in the opinion of the Secretary for Scotland they might have been sufficient to accommodate.

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(11) For the purposes of this section the expression "labouring class" means mechanics artisans 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. Subject to the provisions of this Act the Company may at any time work the traffic on the Glasgow Central Railway the Tollcross Railway and any railways in connexion therewith owned or worked by the Company by means of electrical power and the Company may lay down maintain and use along such railways or any part thereof mains wires and works for transmitting electrical power. Provided that in carrying into effect the powers conferred upon them by this section the Company shall not without the consent of the corporation of the city of Glasgow open or interfere with any street road pavement or footpath within the said city in which the corporation have or may have the right to lay electric wires mains and apparatus and the Company shall not without such consent carry any of their mains wires or works over under or along any such street road pavement or footpath except where such mains wires and works are situated on or within the property of the Company.

Power to work certain railways by electricity.

20. It shall be lawful for the Company to enter into and carry into effect agreements with any company corporation body or persons authorised to supply electricity in any district in which any part of the railways which the Company are hereby authorised to work by electrical power are situate for the supply to the Company by such company corporation body or persons of electricity

Power to enter into agreements for supply of electricity.

A.D. 1898. — or electrical power for the working of the said railways or any part thereof.

Electrical  
power.

**21.** The following provisions shall apply to the use of electrical power on any railway under this Act unless such power is entirely contained in and carried along with the carriages:—

(1) The Company shall employ either insulated returns or uninsulated metallic returns of low resistance:

(2) The Company shall take all reasonable precautions in constructing placing and maintaining their electric lines and circuits and other works of all descriptions and also in working any such railway so as not injuriously to affect by fusion or electrolytic action any gas or water pipes or other metallic pipes structures or substances:

(3) The powers by this Act conferred with respect to the use of electrical power shall be exercised only in accordance with regulations to be prescribed by the Board of Trade (herein-after referred to as "the prescribed regulations") with respect to the employment of insulated returns or of uninsulated metallic returns of low resistance for preventing fusion or injurious electrolytic action of or on gas or water pipes or other metallic pipes structures or substances and for minimising as far as is reasonably practicable injurious interference with the electric wires lines and apparatus of other parties and the currents therein whether such lines do or do not use the earth as a return:

(4) The Company using electrical power contrary to the provisions of this Act or to any of the prescribed regulations shall for every such offence be subject to a penalty not exceeding ten pounds and also in the case of a continuing offence to a further penalty not exceeding five pounds for every day during which such offence continues after conviction thereof. Provided that whether any such penalty has been recovered or not the Board of Trade if in their opinion the Company in the use of electrical power under the authority of this Act have made default in complying with the provisions of this Act or with any of the prescribed regulations may by order direct the Company to cease to use electrical power and thereupon the Company shall cease to use electrical power and shall not again use the same unless with the authority of the Board of Trade and in every such case the Board of Trade shall make a special report to Parliament notifying the making of such order:

(5) The Company shall take all reasonable and proper precautions in constructing placing and maintaining their electric



lines circuits and other works of any description and in using their electric lines circuits and other works so as not injuriously to interfere with the working of any wire line or apparatus from time to time used for the purpose of transmitting electrical power or of telegraphic telephonic or electric signalling communication or the currents in such wire line or apparatus Provided always that the Company shall be deemed to take all such reasonable and proper precautions as aforesaid if and so long as they adopt and employ at the option of the Company either such insulated returns or such uninsulated metallic returns of low resistance and such other means of preventing injurious interference with the electric wires lines and apparatus of other parties and the currents therein as the Board of Trade shall direct and in giving such directions the Board shall have regard to the expense involved and to the effect thereof upon the commercial prospects of the undertaking Provided also that at the expiration of two years from the passing of this Act nothing in this subsection shall operate to give any right of action in respect of or to protect any electric wires lines or apparatus or the currents therein unless in the construction erection maintaining and working of such wires lines and apparatus all reasonable and proper precautions including the use of an insulated return have been taken to prevent injurious interference therewith and with the currents therein by or from other electric currents If any difference arises between the Company and any other party with respect to anything in this subsection contained such difference shall unless the parties otherwise agree be determined by the Board of Trade or at the option of the Board by an arbiter to be appointed by the Board and the costs of such determination shall be in the discretion of the Board or of the arbiter as the case may be.

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**22.** In the event of any railways of the Company being worked by electricity the following provisions shall have effect :—

- (1) The Company shall construct their electric lines and other works of all descriptions and shall work their undertaking in all respects with due regard to the telegraphic lines from time to time used or intended to be used by Her Majesty's Postmaster-General and the currents in such telegraphic lines and shall use every reasonable means in the construction of their electric lines and other works of all descriptions and the working of their undertaking to prevent injurious affection whether by induction or otherwise to such telegraphic lines or the currents therein If any question arises as to whether the

For protection of  
Postmaster-  
General.

A.D. 1898.

Company have constructed their electric lines or other works or work their undertaking in contravention of this sub-section such question shall be determined by arbitration and the Company shall be bound to make any alterations in or additions to their system which may be directed by the arbitrator :

(2) If any telegraphic line of the Postmaster-General is injuriously affected by the construction by the Company of their electric lines and works or by the working of the undertaking of the Company the Company shall pay the expense of all such alterations in the telegraphic line of the Postmaster-General as may be necessary to remedy such injurious affection :

(3)—(A) Before any electric line is laid down or any act or work for working the railways by electricity is done within ten yards of any part of a telegraphic line of the Postmaster-General (other than repairs or the laying of lines crossing the line of the Postmaster-General at right angles at the point of shortest distance and so continuing for a distance of six feet on each side of such point) the Company or their agents not more than twenty-eight nor less than fourteen days before commencing the work shall give written notice to the Postmaster-General specifying the course of the line and the nature of the work including the gauge of any wire and the Company and their agents shall conform with such reasonable requirements (either general or special) as may from time to time be made by the Postmaster-General for the purpose of preventing any telegraphic line of the Postmaster-General from being injuriously affected by the said act or work ;

(B) Any difference which arises between the Postmaster-General and the Company or their agents with respect to any requirements so made shall be determined by arbitration :

(4) In the event of any contravention of or wilful non-compliance with this section by the Company or their agents the Company shall be liable to a fine not exceeding ten pounds for every day during which such contravention or non-compliance continues or if the telegraphic communication is wilfully interrupted not exceeding fifty pounds for every day on which such interruption continues :

(5) Provided that nothing in this section shall subject the Company or their agents to a fine under this section if they satisfy the court having cognizance of the case that the immediate doing of the act or execution of the work was



required to avoid an accident or otherwise was a work of emergency and that they forthwith served on the postmaster or sub-postmaster of the postal telegraph office nearest to the place where the act or work was done a notice of the execution thereof stating the reason for doing or executing the same without previous notice : A.D. 1898.

- (6) For the purposes of this section a telegraphic line of the Postmaster-General shall be deemed to be injuriously affected by an act or work if telegraphic communication by means of such line is whether through induction or otherwise in any manner affected by such act or work or by any use made of such work :
- (7) For the purposes of this section and subject as therein provided sections 2 8 9 10 11 and 12 of the Telegraph Act 1878 shall be deemed to be incorporated with this Act as if the Company were undertakers within the meaning of those sections without prejudice nevertheless to any operation which the other sections of the said Act would have had if this section had not been enacted and in particular nothing in this section shall be deemed to exclude the provisions of section 7 of the Telegraph Act 1878 in relation to the matters mentioned in that section :
- (8) The expression " electric line " has the same meaning in this section as in the Electric Lighting Act 1882 :
- (9) Any question or difference arising under this section which is directed to be determined by arbitration shall be determined by an arbitrator appointed by the Board of Trade on the application of either party whose decision shall be final and sections 30 to 32 both inclusive of the Regulation of Railways Act 1868 shall apply :
- (10) Nothing in this section contained shall be held to deprive the Postmaster-General of any existing right to proceed against the Company by indictment action or otherwise in relation to any of the matters aforesaid.

**23.** Subject to the provisions of this Act and as herein-after provided the Company may and shall purchase and acquire from the Comrie Company and that company shall sell to the Company the undertaking of the Comrie Company including all railways stations sidings works and conveniences lands buildings heritages plant rights powers authorities and privileges moneys assets and property of whatever description (except as herein-after mentioned) of or belonging to the Comrie Company at the time of the transfer to and vesting in the Company of such undertaking all of which are in this Act included in the expression " the Comrie undertaking." Acquisition by Company of undertaking of Comrie Company.

A.D. 1898.

Consideration for transfer.

**24.** The Company shall on or before the first day of August one thousand eight hundred and ninety-eight pay to the Comrie Company as the consideration for the transfer to and vesting in the Company of the Comrie undertaking the sum of forty-five thousand pounds being the amount of the authorised share capital of the Comrie Company created and issued by them with interest thereon at the rate of three pounds ten shillings per centum per annum from such day until payment.

The receipt of three directors of the Comrie Company for such sum and interest shall be a sufficient discharge to the Company for the same and shall relieve the Company from any obligation to see to the application thereof.

Transfer of undertaking to Company.

**25.** On payment to the Comrie Company in manner aforesaid of the said sum of forty-five thousand pounds and interest thereon the Comrie undertaking shall as on and from the said first day of August one thousand eight hundred and ninety-eight be and the same is hereby transferred to and vested in the Company.

The transfer and vesting shall be deemed to be an amalgamation of the undertaking of the Comrie Company with the undertaking of the Company within the meaning of Part V. (relating to amalgamation) of the Railways Clauses Act 1863 and the provisions of the said Part V. shall extend and apply thereto accordingly so far as the same are not inconsistent with or varied by the provisions of this Act and the said first day of August one thousand eight hundred and ninety-eight shall be deemed to be the time of amalgamation referred to in such Act and for the purposes of the said Act the Comrie Company shall be the dissolved company.

Comrie Company entitled to revenues up to time of transfer.

**26.** The Comrie Company shall be entitled to retain as part of their assets all moneys belonging accrued or payable to them on revenue account in respect of the Comrie undertaking at or before the time of the transfer and vesting of the Comrie undertaking in the Company.

Comrie Company to pay debts &c.

**27.** Without prejudice to the liability of the Company for the debts charges obligations and liabilities of the Comrie Company under Part V. (relating to amalgamation) of the Railways Clauses Act 1863 the Comrie Company shall as between themselves and the Company be liable for and pay and discharge all debts charges and obligations in so far as applicable to or payable out of revenue affecting the Comrie undertaking and due from the Comrie Company at the time of the transfer and vesting of their undertaking to and in the Company and shall free and relieve the Company and the Comrie undertaking from such debts charges and obligations.



**28.** The Company shall as and when the same become due pay and discharge the principal moneys due on mortgage of the Comrie undertaking amounting to the sum of ten thousand pounds and all interest from time to time accruing or becoming payable in respect of such principal moneys after the transfer and vesting of the Comrie undertaking as aforesaid and shall also be liable for and pay the debts to or claims by the contractors in connexion with the construction of the Crieff and Comrie Railway and any costs or expenses incurred and that may be incurred by the Comrie Company in relation to any action or proceedings pending against them at the instance of such contractors in respect of such debts or claims and shall also be liable for and pay all other debts charges and obligations affecting the Comrie undertaking or due from the Comrie Company and which the Comrie Company are not liable to pay and discharge under the last preceding section of this Act and shall free and relieve the Comrie Company therefrom.

A.D. 1898.  
Company to  
be respon-  
sible for  
certain  
debts of  
Comrie  
Company.

**29.** The consideration money to be paid by the Company to the Comrie Company as herein-before provided and any interest thereon and all other assets of the Comrie Company shall be applied by the Comrie Company first in payment and discharge of all debts charges and obligations which the Comrie Company are to pay and discharge as aforesaid or in repayment to the Company of any money paid by the Company on account of such debts charges and obligations and the balance after deducting such payments and the expenses of and incidental thereto and to the winding up of the affairs of the Comrie Company shall be distributed among the shareholders of the Comrie Company according to their respective rights and interests therein.

Application  
of considera-  
tion money.

**30.** On payment to the Comrie Company by the Company in manner provided by this Act of the said consideration money and any interest due thereon the directors of the Comrie Company shall proceed to wind up the affairs of that company and the Comrie Company shall from and after such payment subsist only for the purpose of applying and distributing such consideration money and other assets of the Comrie Company in accordance with the provisions of this Act and of winding up the affairs of the Comrie Company and carrying into effect the purposes of this Act so far as relating to the Comrie Company and the directors of the Comrie Company who are in office at the time of the transfer and the survivors and survivor of them shall continue without re-election to hold the office of directors so far as necessary and they or a majority of them shall have full power and authority to take all necessary proceedings for carrying into effect the several purposes herein mentioned.

Winding up  
of Comrie  
Company.

A.D. 1898.  
—  
Dissolution  
of Comrie  
Company.

**31.** Upon the purposes before specified for which the Comrie Company is to subsist being fulfilled the Comrie Company shall ipso facto be dissolved and the provisions of any Act of Parliament relating to the Comrie Company with respect to the constitution and the capital of that company (except so far as such provisions relate to the subsisting mortgages granted by the Comrie Company) shall be and the same are hereby repealed.

Saving for  
Postmaster-  
General.

**32.** Nothing in this Act shall affect the rights of Her Majesty's 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 Comrie 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 be at liberty to exercise all the rights aforesaid notwithstanding that the undertaking of the Comrie Company is transferred to and vested in the Company or amalgamated with the undertaking of the Company as freely and fully in all respects as he was entitled to do before the passing of this Act.

Working  
agreement of  
Comrie under-  
taking to cease.

**33.** Upon the transfer and vesting of the Comrie undertaking as aforesaid the working agreement scheduled to and confirmed by the Comrie Act shall cease to have effect.

Maximum  
rates for  
merchandise  
on Comrie  
Railway.

**34.** The classification of merchandise traffic including perishable merchandise by passenger train and the schedule of maximum rates and charges applicable thereto and the regulations and provisions contained in the schedule to the Railway Rates and Charges No. 19 (Caledonian Railway &c.) Order Confirmation Act 1892 shall be applicable and apply to the railway authorised by the Comrie Act as if that railway had been part of the undertaking of the Company at the date of the passing of the Railway Rates and Charges No. 19 (Caledonian Railway &c.) Order Confirmation Act 1892.

Sanction of  
acquisition  
of capital in  
certain  
companies.

**35.** The acquisition by the Company of the capital in the Lanarkshire and Ayrshire Railway Company the Cathcart District Railway Company and the Lanarkshire and Dumbartonshire Railway Company respectively specified in the second column of the schedule to this Act in addition to the capital now authorised to be held by them in those companies respectively is hereby sanctioned and the Company may take and hold in their own name shares or stock representing such additional capital and shall in respect of such shares or stock have the same powers rights and privileges and be subject to the same obligations and liabilities as



[61 & 62 VICT.] *Caledonian Railway Act*, 1898. [Ch. clxxxviii.]

they have and are subject to in respect of the shares or stock now authorised to be held by them in those companies respectively. A.D. 1898.

**36.** Section 37 of the *Caledonian Railway Act* 1893 is hereby repealed and in lieu thereof be it enacted that any person who shall trespass upon any of the railways stations works lands and property belonging to or worked by the Company shall without having received any personal or other warning than as herein-after mentioned forfeit and pay by way of penalty any sum not exceeding forty shillings for every such offence Provided that no person shall be subject to any penalty under this enactment unless the Company shall prove to the satisfaction of the sheriff or justices before whom complaint is laid that they have painted or fixed up on boards or printed painted or enamelled on iron or any other material public notice warning persons not to trespass upon their railways stations works lands and property and that one or more of such notices has been affixed at the station on their railway and at the public road level crossing nearest to the spot where such trespass is alleged to have been committed and the Company shall renew such notices as often as the same shall be obliterated or destroyed and no penalty shall be recoverable unless such notice is so placed and renewed Provided also that no person lawfully crossing the railway at any level crossing thereof shall be liable to any such penalty as aforesaid And provided further that this enactment shall not interfere with but shall be subject to any future general enactment relating to trespass upon railways.

As to trespass on railways and property of Company.

**37.—**(1) The *Caledonian Railway (Conversion of Stock) Act* 1890 (herein-after called "the *Conversion of Stock Act* 1890") as amended by this Act shall without any express reference thereto in the Act order or authority authorising the stock apply to all ordinary stock of the Company (other than the *Deferred Ordinary Stock No. 1* and *Deferred Ordinary Stock No. 2* authorised by the scheme referred to in the *Caledonian Railway (Additional Powers) Act* 1875 and the *Caledonian Railway (Additional Powers) Act* 1876) created and issued under the authority of this Act or of any Act of Parliament already passed or to be hereafter passed or of any order of the *Light Railway Commissioners* already made by those Commissioners and confirmed by the *Board of Trade* or to be hereafter so made and confirmed or under any other lawful authority.

Extension and amendment of Stock Conversion Act.

(2) Section 6 of the *Conversion of Stock Act* 1890 shall be read as if the *Trustee Act* 1893 and the *Trusts (Scotland) Amendment Act* 1884 and any Act amending the same were referred to in that section instead of the *Trust Investment Act* 1889.

A.D. 1898.

Power for  
Company to  
raise addi-  
tional  
capital.

**38.** The Company may for the purpose of meeting the expenditure incurred in the acquisition of the additional capital by this Act authorised to be held by them in the several companies mentioned in the Schedule to this Act and of their subscription to the Paisley and Barrhead District Railway Company and for the general purposes of this Act raise subject to the provisions of Part II. of the Companies Clauses Act 1863 as amended by the Railway Companies (Scotland) Act 1867 additional capital not exceeding the following amounts by the issue at their option of new ordinary shares or stock or new preference shares or stock or wholly or partially by any one or more of those modes respectively (that is to say) :—

For the purpose of meeting the expenditure incurred in the acquisition of the above-mentioned additional capital the sum of one hundred and twenty-six thousand six hundred and forty pounds ;

For the purpose of their subscription to the Paisley and Barrhead District Railway Company the sum of one hundred and thirty-two thousand pounds ;

For the general purposes of this Act the sum of thirty-one thousand five hundred pounds :

But the Company shall not issue any share of less nominal value than ten pounds nor shall any share vest in the person or corporation accepting the same unless and until a sum not being less than one fifth of the amount of such share shall have been paid in respect thereof. Provided that if in any year ending on the thirty-first day of January there are not profits available for the payment of the full amount of preferential dividend or interest for that year on any such new preference shares or stock no part of the deficiency shall be made good out of the profits of any subsequent year or out of any other funds of the Company.

Except as  
otherwise  
provided  
new shares  
or stock to  
be subject  
to same  
incidents as  
other shares  
or stock :

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

And to form  
part of capital  
of Company.

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



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

A.D. 1898.

Dividends  
on new  
shares or  
stock.

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

Votes in  
respect of  
new shares  
or stock.

**43.** Subject to the provisions of any Act already passed or order of the Light Railway Commissioners already made and confirmed by which the Company are authorised to raise capital by new shares or stock and to the provisions of this Act and of any other Act passed in the present session of Parliament or of any order of the said Commissioners made and confirmed before the passing of this Act by which the Company may be authorised to raise capital by new shares or stock the Company may if they think fit raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by such other Acts or orders and this Act respectively authorised to raise by the creation and issue of new shares or stock.

New shares  
or stock  
raised under  
this Act  
and other  
Acts or  
orders  
may be of  
same class.

**44.** The Company may in respect of the additional capital of thirty-one thousand five hundred pounds which they are hereinbefore authorised to raise for the general purposes of this Act borrow on mortgage of their undertaking any sums not exceeding in the whole ten thousand five hundred pounds but no part thereof shall be borrowed until shares or stock or shares and stock for the whole of the said additional capital are issued and accepted and one half of such capital is paid up and the Company have proved to the sheriff who is to certify under the forty-second section of the Companies Clauses Consolidation (Scotland) Act 1845 before he so certifies that shares or stock or shares and stock for the whole of such capital have been issued and accepted and that one half of such capital has been paid up and that not less than one fifth part of the amount of each separate share in the said capital has been paid on account thereof before or at the time of the issue or acceptance thereof and that such shares or stock or shares and stock as the case may be were issued and accepted and such one half of the

Power for  
Company to  
borrow.

A.D. 1898. — said capital was paid up bonâ fide and that such shares or stock or shares and stock as the case may be are held by the persons to whom the same were issued or their executors administrators successors or assignees and also in so far as the said capital is raised by shares that such persons or their executors administrators successors or assignees are legally liable for the same and upon production to such sheriff of the books of the Company and of such other evidence as he shall think sufficient he shall grant a certificate that the proof aforesaid has been given which certificate shall be sufficient evidence thereof.

Arrears may be enforced by the appointment of a judicial factor.

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

Power to create debenture stock.

46. The Company may create and issue debenture stock subject to the provisions of Part III. of the Companies Clauses Act 1863 as amended by the Railway Companies (Scotland) Act 1867 but notwithstanding anything therein contained the interest of all debenture stock at any time 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.

Existing mortgages to have priority.

47. All mortgages granted by the Company before the passing of this Act and subsisting at the passing hereof 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 but 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.

Application of moneys.

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

Company may apply to purposes of this Act funds not required for other purposes.

49. The Company may apply towards the purposes authorised by this Act or any of them to which capital is properly applicable any capital or funds belonging to or authorised to be raised by them and which may not be required for the purposes for which the same were authorised to be raised or directed to be applied.



**50.** No interest or dividend shall be paid out of any share or loan capital which the Company are 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 (Scotland) Act 1845.

A.D. 1898.

Interest not  
to be paid  
on calls  
paid up.

**51.** 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 railway or to execute any work or undertaking.

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

**52.** Nothing in this Act shall be deemed to impose upon the Postmaster-General the obligation of transmitting under the provisions of the Telegraph Act 1868 or any agreement between the Postmaster-General and the Company made in pursuance thereof any larger number of telegraphic messages of the Company free of charge than he would have been bound to transmit had this Act not become law.

Saving for  
Postmaster-  
General.

**53.** Nothing in this Act contained shall exempt the Company or the railway by this Act authorised 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.

Provision as  
to general  
Railway  
Acts.

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

Costs of  
Act.

A.D. 1898.

The SCHEDULE referred to in the foregoing Act.

Name of Company.	Shares or Stock acquired by Company in addition to their authorised Holding.
Lanarkshire and Ayrshire Railway Company -	£ 42,500
Cathcart District Railway Company - - -	21,500
Lanarkshire and Dumbartonshire Railway Company	52,800

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