



ANNO OCTAVO & NONO

VICTORIÆ REGINÆ.

Cap. cv.

An Act for making a Railway from the *Sheffield, Ashton-under-Lyne, and Manchester* Railway at *Stalybridge* to, the *Manchester and Leeds* Railway at *Kirkheaton*, with a Branch therefrom; and for consolidating into One Undertaking the said proposed Railway and the *Huddersfield* Canal Navigation. [21st July 1845.]

WHEREAS the making of a Railway from the *Sheffield, Ashton-under-Lyne, and Manchester* Branch Railway, now in Construction, at *Stalybridge* in the County of *Lancaster*, to the *Manchester and Leeds* Railway at *Kirkheaton* in the West Riding of the County of *York*, together with a Branch therefrom, would be of great public Advantage: And whereas the Persons hereafter mentioned are willing, at their own Expence, to carry such Undertaking into execution: And whereas an Act was passed in the Session of Parliament held in the Thirty-fourth Year of the Reign of King *George* the Third, intituled *An Act for making and maintaining a navigable Canal from and out of the Canal of Sir* 34 G. 3. c. 53
[Local.] 24 I John

in Construction of the *Sheffield, Ashton-under-Lyne, and Manchester Railway at Stalybridge* in the County of *Lancaster* to the *Manchester and Leeds Railway at Kirkheaton* in the West Riding of the County of *York*, and also a Branch Railway herein-after mentioned from and out of the said intended Railway, with proper Works and Conveniences belonging thereto respectively, according to the Provisions of the said Companies Clauses Consolidation Act, Lands Clauses Consolidation Act, and Railway Clauses Consolidation Act, and of this Act, and for other the Purposes herein and in the said Acts contained, and for the Purposes aforesaid shall be incorporated by the Name of "The *Huddersfield and Manchester Railway and Canal Company*," and by that Name shall be a Body Corporate, with perpetual Succession, and shall have Power to purchase and hold Lands for the Purposes of the Undertaking, within the Restrictions herein and in the said Acts contained.

IV. And whereas the estimated Expence of making the said Rail- Capital.
way, Branch Railway, and Works is Six hundred and thirty thousand Pounds; be it enacted, That the Capital of the Company shall be Six hundred and thirty thousand Pounds, subject to Augmentation as herein-after mentioned.

V. And be it enacted, That the Number of Shares into which the Capital shall be divided shall be Twenty-one thousand, subject to Augmentation as herein-after mentioned, and the Amount of each Share shall be Thirty Pounds. Number and Amount of Shares.

VI. And be it enacted, That Five Pounds *per* Share shall be the greatest Amount of any One Call which the Company may make on the Shareholders; and One Half of the Amount of a Share shall be the utmost aggregate Amount of Calls that may be made in any One Year upon any Share; and Three Months at the least shall be the Interval between successive Calls. Calls.

VII. And be it enacted, That it shall be lawful for the Company to borrow on Mortgage or Bond any Sum not exceeding in the whole the Sum of Two hundred and ten thousand Pounds; but no Part of such Sum shall be borrowed until the whole of the Sum of Six hundred and thirty thousand Pounds (being the estimated Expence of making the said Railway, Branch Railway, and Works) shall have been subscribed for, and One Half thereof shall have been actually paid up. Power to borrow Money.

VIII. And be it enacted, That the Number of Directors shall be Ten, and the Qualification of a Director shall be the Possession in his own Right of Forty Shares in the Undertaking. Number and Qualification of Directors.

IX. And be it enacted, That it shall be lawful for the Company to increase or reduce the Number of Directors, provided that the increased Number do not exceed Twelve, and that the reduced Number be not less than Seven. Power to vary the Number of Directors.

X. And