CHAPTER ccx.

An Act to enable the Dublin, Wicklow, and Wexford Railway Company to construct a railway from their Ballywilliam branch to the town of New Ross, and other works; and conferring further powers on the Company with reference to their undertaking. [6th August 1877.] A.D. 1877.

WHEREAS it is expedient that the Dublin, Wicklow, and Wexford Railway Company (herein called "the Company") should be empowered to construct a railway in the counties of Wexford and Kilkenny from the Ballywilliam branch of their railway to New Ross, and also to construct the works herein-after described, for the purpose of improving their undertaking in the counties of Dublin and Wicklow:

And whereas the period limited for the compulsory purchase of lands for the purposes of the Dublin, Wicklow, and Wexford Railway Act, 1875, (herein referred to as "the Act of 1875,") expires on the expiration of two years from the 19th July 1875, and the period limited for the completion of the works authorised by the said last-mentioned Act expires on the expiration of three years from the said 19th July 1875, and it is expedient to extend those periods: 38 & 39 Vict. c. cxxx.

And whereas it is expedient to authorise the Company to raise additional capital for the purposes of this Act, and for the general purposes of their undertaking:

And whereas it is expedient to extend the period for the sale of superfluous lands belonging to the Company:

And whereas plans and sections of the railway and other works by this Act authorised, and books of reference to those plans containing the names of the owners or reputed owners, lessees or reputed lessees, and of the occupiers of all lands to be taken compulsorily, have been deposited with the clerk of the peace for the county of Kilkenny, with the clerk of the peace for the county of

A.D. 1877.

Wexford, with the clerk of the peace for the county of Wicklow, and with the clerk of the peace for the county of Dublin, which plans and sections and books of reference are in this Act referred to as the deposited plans, sections, and books of reference respectively:

And whereas the several purposes aforesaid cannot be effected without the authority of Parliament:

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

Short title.

1. This Act may be cited for all purposes as "The Dublin, Wicklow, and Wexford Railway Act, 1877."

Incorporation of provisions of general Acts herein named.

2. The following Acts and parts of Acts are, except where expressly varied by or inconsistent with this Act, incorporated with and form part of this Act; (that is to say,)

The Lands Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts Amendment Act, 1860, as amended by the Railways Acts, Ireland, 1851, 1860, and 1864;

The Railways Traverse Act, 1868;

The Railways Clauses Consolidation Act, 1845;

Part I. (relating to the construction of a railway) and Part II. (relating to extension of time) of the Railways Clauses Act, 1863;

The provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters; (namely,)

The distribution of the capital of the Company into shares;

The transfer or transmission of shares;

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

The forfeiture of shares for nonpayment of calls;

The remedies of creditors of the Company against shareholders;

The borrowing of money;

The conversion of the borrowed money into capital;

The consolidation of shares into stock;

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

Interpretation of terms.

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 some-

thing in the subject or context repugnant to such construction); the expression "the Company" means the Dublin, Wicklow, and Wexford Railway Company; the expression "the undertaking" means the undertaking of the Company for the time being; the expression "the railway" means the railways and works by this Act authorised to be made; the expression "the Act of 1875" means "The Dublin, Wicklow, and Wexford Railway Act, 1875."

As to deposit of plans with clerks of unions.

4. With reference to this Act, all the provisions of sections 7, 8, and 9 of the Railways Clauses Consolidation Act, 1845, shall be read and construed as if the expression "clerks of the unions within which such parishes are included in Ireland," or the words "clerks of the unions," as the case may be, had been used and inserted in such sections in lieu of the expression "the postmasters of the post towns in or nearest to such parishes in Ireland," or in lieu of the word "postmaster" (as the case may be).

Power to make works herein described.

5. Subject to the provisions of this Act, the Company may make and maintain, in the line and according to the levels shown on the deposited plans and sections, the railways and works herein-after described, with all proper stations, sidings, and approaches and conveniences connected 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. The railways and works herein-before referred to and authorised by this Act are,—

1. A railway, seven miles two furlongs and twenty-seven yards in length, or thereabouts (herein referred to as "railway No. 1"), with all proper stations, sidings, approaches, works, and conveniences connected therewith, commencing by a junction with the Ballywilliam branch of the Dublin, Wicklow, and Wexford Railway, at a point on the said branch railway distant about five hundred and twenty-five yards, measured in a westerly direction, from the centre of the bridge carrying the said branch railway over the new line of road from New Ross to Enniscorthy, in the townland of Clonleigh, and terminating at or near the north side of the public road leading from New Ross to Thomastown, in the townland of Rosbercon, distant about one hundred and forty yards, measured in a westerly direction, from the north-west corner of the iron superstructure of the New Ross bridge:
2. The Company may widen and improve and lay down additional lines of rails upon, and change the levels, and otherwise alter the under-mentioned portion of the line of the

A.D. 1877.

Dublin, Wicklow, and Wexford Railway, and works and conveniences connected therewith, running between Kingstown and Dalkey, for a distance of two miles and eighty yards in length, or thereabouts; (that is to say,) so much of the said railway as is situate between a point on the said railway in the townland of Dunleary one hundred and twenty-seven yards in a north-westerly direction from the north-western front of the covered way or tunnel which carries the terrace of the Kingstown Railway Station and the public road over said railway and a point on the said Dublin, Wicklow, and Wexford Railway in the townland of Dalkey at or near the northern end of the platform of the Company's station at Dalkey, in the county of Dublin:

3. A diversion railway, four furlongs and one hundred and ten yards in length, or thereabouts, with all proper works and conveniences connected therewith (being an improvement of the existing line of the Company's railway between the points after mentioned), commencing on the line of the Dublin, Wicklow, and Wexford Railway at or near a point on the said railway about three hundred and thirty yards in a northerly direction from the centre of the Breaches Viaduct in the townland of Leabeg Middle, and running on the west side of the existing line of railway and Breaches Viaduct, and terminating on the line of the said railway in the townland of Leabeg Lower, at or near a point about six hundred and thirty yards in a southerly direction from the centre of the Breaches Viaduct, in the county of Wicklow.

For protection of Earl Fitzwilliam.

6. For prevention of injury to the property of Earl Fitzwilliam by the making and future manner of maintaining the said line of railway No. 3, and for securing a reasonable and proper outlet to the sea for all inland and flood waters, the embankments, bridges, culverts, and other works of the said railway, and the necessary dykes, cuts, or canals contiguous thereto, shall be made and afterwards maintained by the Company in such manner as the engineer of the Company and an engineer to be named by the said Earl, with the concurrence of Mr. Truell and Captain Beresford, proprietors of adjoining lands, shall agree, or in case of difference between them, in such manner as an engineer to be appointed by the Board of Works in Ireland shall decide.

Power to cross certain roads on the level.

7. 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, in the con-

struction of the said railway No. 1 by this Act authorised, carry the same with a single line only, whilst the said railway shall consist of a single line, and afterwards with a double line only, across and on the level of the roads next herein-after mentioned; (that is to say,)

No. on deposited Plan.	Parish and Townland.	Description of Road.
19	Townland of Ballinvegga and parish of Ballyanne.	Public road.
5	Townland of Rathgaroge and parish of Ballyanne.	Public road.
22	Townland of Gobbinstown and parish of Ballyanne.	

Diversion of certain roads in railway No. 1.

8. In constructing the railway No. 1 by this Act authorised, the Company may divert the road numbered 28 in the townland of Ballintober (which is also numbered 8 in the townland of Scark and 1 in the townland of Berkeley) and the road numbered 2 in the townland of Ballyanne on the deposited plans and books of reference with reference to that railway (both of the said roads being situated in the parish of Ballyanne and county of Wexford) in manner shown on the deposited plans and sections of that railway.

Part of existing railway to be abandoned.

9. So soon as the diversion railway No. 3 by this Act authorised shall be completed and opened for public traffic, the Company shall abandon and relinquish so much of their existing line of railway as is situated between the commencement and termination of the said diversion railway.

Warping buoys and moorings to be laid down in the river Barrow.

10. For the purpose of ensuring the safe passage of vessels through the opening bridge which carries railway No. 1 over the navigable river Barrow, the Company shall, to the reasonable satisfaction of the New Ross Harbour Commissioners, lay down and maintain warping buoys and moorings in and in the bed of the river Barrow immediately above and below the said bridge; provided that in case any difference shall arise between the Company and the New Ross Harbour Commissioners, or their respective engineers, with reference to the said warping buoys and moorings, the same shall be settled and determined by an arbitrator to be appointed, on the application of the said two parties or either of them, by the Board of Trade, whose decision shall be final, and carried into effect accordingly.

A.D. 1877.

Railways to be part of the Company's undertaking.

11. Except as by this Act otherwise provided, the lands and property from time to time acquired by the Company by virtue of this Act, and the railways by this Act authorised to be constructed, shall, for the purposes of tolls, rates, and charges, and for all purposes, be part of the undertaking of the Company, as if the Company had by the Waterford, Wexford, Wicklow, and Dublin Railway Act, 1846, as amended by the Dublin and Wicklow Act, 1851, been authorised to acquire, make, and maintain the same.

Period for compulsory purchase of lands limited.

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

Period for completion of works.

13. If the railway authorised by this Act be 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.

Lands for extraordinary purposes.

14. The quantity of land to be taken by the Company for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed one acre.

Power to take easements, &c. by agreement.

15. 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.

Extension of time for sale of superfluous lands.

16. The Company may, notwithstanding anything to the contrary in the Lands Clauses Consolidation Act, 1845, or in any Act relating to the Company with which that Act is incorporated, retain and hold any lands belonging to them situated in the parishes mentioned in the schedule to this Act, which have not yet been applied to the purposes of the Company or sold or disposed of by them, for the period following; (that is to say,) as regards such of the lands as are situate near to or adjoining any railway or station of the Company, or as the Company may be of opinion that they may require for the purpose of stations, sidings, or other conveniences,

for the period of ten years from the passing of this Act, and as regards the other of the said lands for the period of two years from the passing of this Act.

Penalty imposed unless railway No. 1 is opened within the time limited.

17. If the Company fail within the period limited by this Act to complete the railway No. 1 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 said railway No. 1 is completed and opened for public traffic, or until the sum received in respect of such penalty shall amount to five per cent. on the estimated cost of the works, and the said penalty may be applied for by any landowner or other person claiming to be compensated in accordance with the provisions of the next following section of this Act, or by the Solicitor of Her Majesty's Treasury, and in the same manner as the penalty provided in section 3 of the Railway and Canal Traffic Act, 1854, and every sum of money recovered by way of such penalty as aforesaid shall be paid, under the warrant or order of such court or judge as is specified in that section, to an account opened or to be opened in the name and with the privity of the Accountant General on behalf of the Court of Chancery in Ireland 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 was prevented from completing or opening the said railway No. 1 by unforeseen accident or circumstances beyond their control, provided that the want of sufficient funds shall not be held to be a circumstance beyond their control.

Application of penalty

18. Every sum of money so recovered by way of penalty as aforesaid shall be applicable, and after due notice in the Dublin 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 said railway No. 1, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Court of Chancery in Ireland may seem fit, and if no such compensation shall be payable, or if a portion of the sum or sums of money so recovered by way of penalty as aforesaid shall have been found sufficient to satisfy all just claims in respect of such compensation,

A.D. 1877.

then the said sum or sums of money recovered by way of penalty, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer in such manner as the Court of Chancery in Ireland thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the Court, if the Company is insolvent and has been ordered to be wound up, or a 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.

Extending time for purchase of lands under Act of 1875.

19. The powers conferred upon the Company by the Act of 1875 for the compulsory purchase of lands for the purposes of that Act shall be and the same are hereby extended, and shall continue in force for a period of two years from the 19th day of July 1877.

Extending time for construction of works under Act of 1875.

20. The time limited by the Act of 1875 for the completion of the works thereby authorised shall be and the same is hereby extended for a period of three years from the said 19th day of July 1877.

Power to raise additional capital by shares or stock.

21. The Company, for the purposes of this Act and for the general purposes of the undertaking, may, subject to the provisions of Part II. of "The Companies Clauses Act, 1863," raise any additional capital, not exceeding in the whole one hundred and twenty thousand pounds, by the issue at their option of new ordinary shares or stock, or new preference shares or stock, or wholly or partially by either of those modes, but the Company shall not issue any share of less nominal value than ten pounds, nor shall any share or stock 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 or stock shall have been paid in respect thereof.

Dividends on new shares or stock.

22. 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 stock.

Except as otherwise provided, new shares or stock to be subject

23. Except as by this Act otherwise provided, the capital in the 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 in that capital. A.D. 1877. to the same incidents as other shares.

24. 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. Restriction as to votes in respect of preference shares.

25. The Company may from time to time, in respect of the additional capital of one hundred and twenty thousand pounds which they are by this Act authorised to raise by shares or stock, borrow on mortgage any sum not exceeding in the whole forty thousand pounds, but no part thereof shall be borrowed until shares for so much of the said additional capital as is to be raised by means of shares are issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the 40th section of "The Companies Clauses Consolidation Act, 1845," (before he so certifies,) that shares for the whole of such capital have been issued and accepted, and that one half thereof has been paid up, and not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and until stock for one half of so much of the said additional capital as is to be raised by means of stock is fully paid up, and the Company have proved to such justice as aforesaid, before he so certifies, that such shares or stock (as the case may be) were issued and accepted and paid up bonâ fide, and are held by the persons or corporations to whom the same were issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, or their executors, administrators, successors, or assigns, are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof. Power to borrow on mortgage.

26. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest on 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. Company may create debenture stock.

A.D. 1877.

Existing mortgages to have priority

27. All mortgages or bonds granted or to be granted under the authority of any former Act relating to the Company shall, during the continuance thereof, and subject to the provisions of the Acts under which such mortgages and bonds were respectively granted, have priority over any mortgages granted by virtue of this Act, and nothing in this section contained shall affect any priority of the interest of any debenture stock at any time created and issued by the Company.

Receiver may be appointed.

28. Every provision in any Act passed before the present session of Parliament, whereby the Company is authorised to raise by borrowing money for the purposes of their undertaking, with respect to the appointment of a receiver for enforcing payment by the Company of arrears of interest or principal, or principal and interest, shall be and the same is hereby repealed; but, without prejudice to any appointment which may have been made or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision, the mortgagees of the Company may enforce payment of arrears of interest or principal, or principal and interest, due on their mortgages by the appointment of a receiver; and in order to authorise the appointment of a receiver in respect of arrears of principal, the amount owing to the mortgagees by whom the application for a receiver is made shall not be less than ten thousand pounds in the whole.

Power to apply corporate funds to purposes of Act.

29. The Company may apply to the purposes of this Act any of the moneys which they now have in their hands, or which they have power to raise by shares, stock, debenture stock, or mortgage by virtue of any Acts relating to the Company, and which may not be required for the purposes to which they are by any such Acts made specially applicable.

Application of moneys.

30. All moneys raised under this Act shall be applied for the purposes authorised by this Act, or for the general purposes of the undertaking of the Company, and to no other purpose.

Saving rights of the Dublin and Kingstown Railway Company.

31. Nothing in this Act contained shall extend to prejudice or take away any of the rights, privileges, or powers of the Dublin and Kingstown Railway Company.

Savingrights and powers of the Commissioners of Kingstown Harbour.

32. Provided always, and be it enacted, that nothing in this Act contained shall lessen, abridge, or interfere with the rights, powers, and authorities vested in the commissioners acting in execution of an Act made and passed in the fifty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act to

" authorise the appointment of Commissioners for erecting an harbour " for ships to the eastward of Dunleary, within the port and harbour " of Dublin," or any of the Acts since passed amending the same or relating to the said harbour, now called and known as "The Harbour of Kingstown;" and, notwithstanding anything in this Act contained, it shall not be lawful for the Company to carry the railway, or any works appertaining thereto, along or under the shores, roads, or ways of the said harbour or any of the approaches thereto over which the public have now a right of way, or over which the said commissioners have now control and jurisdiction, or on or along any part of the lands or hereditaments, tramways, or other property heretofore acquired by the said commissioners, or to make any excavations, tunnels, bridges, or other works whatever in, under, over, or along any part of the said shores, roads, ways, or approaches, or in any manner to interfere with the property of the said commissioners connected with the said harbour, or the works now or hereafter to be executed by the said Commissioners under the said Acts, or with the said harbour, except upon such terms and conditions, and under such restrictions, and according to such plans, elevations, and sections, as shall be approved of and so signified by the said commissioners in writing under their hands for that purpose.

Saving right of Crown.

33. Nothing contained in this Act, or to be done under the authority thereof, shall in any manner affect the title to any of the subjects, or any rights, powers, or authorities mentioned in or reserved by sections 21 and 22 of the Crown Lands Act, 1866.

Saving rights of the Crown in the foreshore.

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

For protection of Post Office telegraphs.

35. If in the execution of the works by this Act authorised the Company desire to alter, remove, or otherwise interfere with any telegraph poles, wires, or telegraph apparatus belonging to Her Majesty's Postmaster General, and not situate upon the Company's

A.D. 1877.

railway or works connected therewith, the following provisions for the protection of Post Office telegraphs shall apply; (that is to say,)

Notice to be given before interfering with telegraphs.

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

Compensation by Company to Postmaster-General, and penalty.

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

Saving for Telegraph Act and agreements.

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

Interest not to be paid on calls paid up.

37. The Company shall not, out of any money by this Act authorised to be raised, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him, but nothing in this Act shall prevent the Company from paying to any shareholder such interest on money advanced by him beyond the amount of the calls actually made as is in conformity with the Companies Clauses Consolidation Act, 1845.

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

38. 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.

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

Expenses of Act.

40. 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.

A.D. 1877.

The SCHEDULE of Parishes referred to in the foregoing Act in which Superfluous Lands are situated.

Parish of	St. Peter's	City of Dublin.
,,	St. Mark's	
,,	St. Peter's	County of Dublin.
,,	Donnybrook	
,,	Taney	
,,	Booterstown	
,,	Kilmacud	
,,	Kill	
,,	Tully	
,,	Monkstown	
,,	Dalkey	
,,	Rathmichael	
,,	Old Connaught	
,,	Bray	County of Wicklow.
,,	Delgany	
,,	Kilcoole	
,,	Lower Newcastle	
,,	Killiskey	
,,	Rathnew	
,,	Drumkay	
,,	Glenealy	
,,	Kilcommon	
,,	Dunganstown	
,,	Rathdrum	
,,	Castlemacadam	
,,	Arklow	
,,	Ballintemple	
,,	Ballykine	
,,	Kilpipe	
,,	Preban	
,,	Mullinacuff	

Parish of Inch „ Kilgorman „ Kilcavan „ Kilmakilloge „ Kiltennell „ Liskinfere „ Toome „ Kilbride „ Ferns „ Ballycarney „ Clone „ Temple Shannon „ St. Mary's Enniscorthy „ St. John's „ Clonmore „ Ballyhoge „ Killurin „ Ardcandrisk „ Carrick „ St. John's and Extra-parochial „ Kilcowanmore „ Adamstown „ Chapel „ Killegney „ Clonleigh „ Temple Ludigan	County of Wexford.

LONDON : Printed by George Edward Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty. 1877.