CHAPTER cxcvii.

An Act to authorise the construction of a Railway and Tramways in the County of Antrim, to be called "The Giants' Causeway, Portrush, and Bush Valley Railway and Tramways"; and for other purposes. [26*th* August 1880.] A.D. 1880.

WHEREAS the construction of the railway herein-after described would be of public and local advantage:

And whereas by an order of the Lord Lieutenant of Ireland in Council, made on the 9th day of September 1878, pursuant to the provisions of the Tramways (Ireland) Act, 1860, and the Acts amending the same, and intituled "The Portrush and Giants' Causeway Tramways Order, 1878" (in this Act called the order of 1878), Christopher John Lowes and Joseph Nelson were authorised to make and maintain certain tramways along or upon all or some of the public roads shown upon the deposited plans and sections relating to the tramways herein-after described; but the tramways authorised by the order of 1878 have not yet been commenced, and the time limited by the said order in council for the completion thereof will expire in the month of September next: 23 & 24 Vict. c. 152.

And whereas the construction of the tramways herein-after described, to be worked and used by animal, steam, or other mechanical power, would also be of public and local advantage, but it is expedient that the same should only be constructed in case the tramways authorised by the order of 1878 should not be made within the time thereby limited for the completion thereof:

And whereas the persons herein-after named, with others, are willing, at their own expense, to construct the said railway and tramways, and it is expedient that they should be incorporated into a company, and that the powers herein-after contained should be conferred on them for that purpose:

And whereas plans and sections showing the lines and levels of the railway and tramways authorised by this Act, and also a book

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of reference containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands required or which may be taken for the purposes or under the powers of this Act, were duly deposited with the clerk of the peace for the county of Antrim, and are herein-after respectively referred to as the deposited plans, sections, and book of reference:

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

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

Short title.

1. This Act may be cited as the Giants' Causeway, Portrush, and Bush Valley Railway and Tramways Act, 1880.

Incorporation of general Acts.
8 & 9 Vict. c. 18.
23 & 24 Vict. c. 106.
14 & 15 Vict. c. 70.
23 & 24 Vict. c. 97.
27 & 28 Vict. c. 71.
31 & 32 Vict. c. 70.
8 & 9 Vict. c. 20.
26 & 27 Vict. c. 92.

2. The Lands Clauses Consolidation Act, 1845, and the Lands Clauses Consolidation Acts Amendment Act, 1860, (as amended by the Railways Act (Ireland), 1851, the Railways Act (Ireland), 1860, the Railways Act (Ireland), 1864, and the Railways Traverse Act,) the Railways Clauses Consolidation Act, 1845, and (so far as applicable) Part I. of the Railways Clauses Act, 1863, relating to construction of a railway, are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation of terms.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partly incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction; the expression "the Company" means the Company incorporated by this Act; the expressions "the railway," "the tramway," "the tramways," and "the undertaking" mean respectively the railway, the tramways, and the undertaking by this Act authorised, or any part thereof; the expression "road authority" in reference to the tramways by this Act authorised means the grand jury of the county of Antrim; and the expression "county surveyor" means the surveyor for the time being for the county of Antrim under the grand jury laws.

Deposit of plans with clerks of unions.

4. With reference to this Act all the provisions of sections seven, eight, and nine 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 union" (as the case may be) had been

used and inserted in such sections instead of the expression "the postmasters of the post towns in or nearest such parishes in Ireland," or instead of the word "postmasters" (as the case may be).

Incorporation of Company.

5. Anthony Traill, James Chaine, Charles R Atkinson, and Charles McDaniel Stuart, and all other persons and corporations who have already subscribed to or shall hereafter become proprietors in the undertaking, and their executors, administrators, successors, and assigns respectively, shall be and are hereby united into a company for the purpose of making and maintaining the railway and tramways, and for other the purposes of this Act, and for those purposes shall be and are hereby incorporated by the name of "The Giants' Causeway, Portrush, and Bush Valley Railway and Tramways Company," and by that name shall be a body corporate with perpetual succession and a common seal, and with power to purchase, take, hold, and dispose of lands and other property for the purposes of this Act.

Power to make a railway.

6. 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 railway herein-after described, with all proper stations, sidings, approaches, works, 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 book of reference as may be required for that purpose. The railway herein-before referred to and authorised by this Act is in the county of Antrim and is—

A railway seven miles one furlong and five chains or thereabouts in length, commencing in the townland of Dervock in the parish of Derrykeighan by a junction with the authorised Ballycastle Railway at or near a point in a field No. 11 on the plans and books of reference deposited with respect to that railway in November 1877, with the clerk of the peace of the county of Antrim, distant four miles four furlongs and one chain or thereabouts from the authorised commencement of that railway, and terminating in the townland of Clogher North, in the parish of Billy, at or near a point on the eastern fence of the public road from Bushmills to the Giants' Causeway, seven hundred feet or thereabouts from the south pier of the lodge gate of the front avenue of Dundarave House, measured along the fence in a southerly direction.

Power to make tramways.

7. In case the tramways authorised by the order of 1878 shall not be made within the time by the said order limited for the com-

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pletion thereof and subject to the provisions of this Act, the Company may make, form, lay down, work, use, and maintain the tramways herein-after described and shown on the deposited plans and sections and (except as herein-after otherwise provided) in all respects in accordance with those plans and sections, with all proper rails, plates, offices, engine-houses, stables, carriage houses, warehouses, works, and conveniences connected therewith or for the purposes thereof, and (subject as herein-after contained) may work and use the same by locomotive engines or other mechanical power, or partly by one or partly by the other kind of power, and may enter upon, take, and use such of the lands delineated on the said plans and described in the deposited book of reference and in the schedule to this Act annexed as may be required for any of the purposes of the said tramways. The tramways herein-before referred to and authorised by this Act are in the county of Antrim, and are:

(*a.*) A tramway (No. 1) (single line) six miles in length, commencing in the town of Bushmills, in the townland of Clogher North, in the parish of Billy, by a junction with the proposed railway at or near a point in the centre of a field, belonging or reputed to belong to and occupied by Sir Francis Macnaughten, Baronet, nine hundred feet or thereabouts from the point of termination of that railway herein-before described, measured in a southerly direction and terminating in the town of Portrush, in the townland of Portrush and parish of Ballywillin, at or near a point in the main street fifty feet or thereabouts from the north-east corner of the school-house, measured in a north-easterly direction:

(*b.*) A tramway or passing place (No. 2) (single line) four chains in length, wholly in the townland and parish of Dunluce, commencing and terminating respectively by junctions with the proposed tramway (No. 1), its point of commencement being thirteen chains or thereabouts from the northern corner of Dunluce House, measured in a north-easterly direction, and its point of termination four chains south-west from its point of commencement:

(*c.*) A tramway or passing-place (No. 3) (single line) four chains in length, wholly in the townland of Ballymacrea Lower, in the said parish of Dunluce, commencing and terminating respectively by junctions with the proposed tramway (No. 1), its point of commencement being six chains or thereabouts from the point where the townland boundary between Ballymacrea Lower and Ballymagarry crosses the public road from Bush-

mills to Portrush, measured in a south-westerly direction, and its point of termination four chains or thereabouts from its point of commencement:

(*d.*) A tramway (No. 4) (single line) one chain ten links in length, wholly situate in the townland of Clogher North and parish of Billy, commencing in the town of Bushmills by a junction with tramway (No. 1) at or near a point in the centre of the street or roadway thirty feet or thereabouts from the west front of the clock tower of the market house, measured in a westerly direction and terminating at the gate entrance of the market place:

(*e.*) A tramway (No. 5) (single line) one furlong eight chains in length, wholly situate in the townland of Portrush and parish of Ballywillin, commencing by a junction with tramway (No. 1) at its point of termination and terminating at or near a point in the public road from Portrush to Coleraine eighteen chains or thereabouts from the point of commencement of tramway (No. 5) herein-before described.

Gauge of railway and tramways.

8. Notwithstanding anything contained in an Act passed in the ninth and tenth years of Her present Majesty, chapter fifty-seven, intituled "An Act for regulating the Gauge of Railways," the Company may make and maintain the railway on the gauge of three feet, and they may also make, form, lay down, and maintain the tramways on the said gauge of three feet.

Notice to be given of taking houses of labouring classes.

9. The Company shall, not less than eight weeks before they take in any one city, town, or parish fifteen houses or more occupied either wholly or partially by persons belonging to the labouring classes as tenants or lodgers, make known their intention to take the same by placards, handbills, or other general notice placed in public view upon or within a reasonable distance from such houses; and the Company shall not take any such houses until they have obtained the certificate of a justice that it has been proved to his satisfaction that they have so made known their intention.

Power to appropriate lands for the erection of dwelling-houses for the labouring classes.

10. The Company may from time to time, if and when they think fit, appropriate any lands acquired by them under the powers of this Act, and which may not be required for the railway and tramways, for the purpose of the erection of dwelling-houses or buildings for persons belonging to the labouring classes whose dwellings may be required for the works by this Act authorised; and before displacing any person or persons belonging to the labouring classes who may for the time being be the occupier or occupiers of any house or part of any house which the Company are by this Act

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authorised to acquire the Company shall procure sufficient accommodation elsewhere for such person or persons, unless the Company and such person or persons otherwise agree: Provided always, that if any question shall arise as to the sufficiency of such accommodation the same shall be determined by a justice.

Power to take easements, &c. by agreement.

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

Power to pay compensation for land in shares.

12. Subject to the provisions herein-after contained, it shall be lawful for any limited owner of any lands required by the Company for the purposes of their undertaking to agree with the Company that the consideration to be paid for the same, and the compensation (if any) to be paid for any permanent damage or injury to any such lands, shall be wholly or in part the allotment to such limited owner of such number of shares in the capital of the Company as shall be agreed upon between such owner and the Company:—

(1.) For the purposes of this section the expression "limited owner" includes any person or persons empowered under the seventh section of the Lands Clauses Consolidation Act, 1845, to sell and convey or release lands or any estate or interest therein to the promoters of the undertaking:

(2.) All shares issued pursuant to this section shall be deemed to be fully paid up shares in the capital of the Company, and the names of the holders thereof shall be inserted as such in the register of shareholders:

(3.) All shares issued pursuant to this section to any limited owner shall be held upon the like uses and trusts and for the same purposes and in the same manner as the lands in consideration for which such shares are issued stood settled immediately before the conveyance of such lands to the Company:

(4.) The Company shall make an entry in their register of shareholders of the uses, trusts, and purposes aforesaid, and subject to the uses, trusts, and purposes affecting such shares, such limited owner in respect thereof shall have all the other rights and powers of a shareholder of the Company:

(5.) The Company shall not be bound to see to the application of any dividend payable to a limited owner or be in any way responsible with respect to the application thereof:

(6.) No such payment by shares shall be made to any limited owner until a certificate in writing approving thereof shall have been made and signed by some person appointed for that purpose by the Commissioners of Public Works in Ireland, who are hereby authorised, on the application of any such limited owner, to make such appointment; and the costs of and incidental to such appointment and certificate shall be paid by the Company as the said Commissioners shall direct; and for the purposes of the ninth section of the Lands Clauses Consolidation Act, 1845, such certificate shall render unnecessary the valuation of the two surveyors referred to in that section.

Company not to deviate from levels of railways without consent of county surveyor.

13. The Company shall not exercise the powers to deviate from the levels of the railways under sections 11 and 12 of the Railways Clauses Consolidation Act, 1845, so as in any manner to affect the level of the public roads following, except by agreement between the county surveyor and the engineer for the time being of the Company, and with the consent of the said surveyor in writing under his hand.

No. on Plan.	Townland.	Parish.
15	Ballyratahan, Upper -	Derrykeighan.
9	Carncoggy - -	Derrykeighan.
7	Eagry - - -	Billy.

Construction of fences to new approach roads.

14. In all cases in which the Company shall, under the powers of this Act, carry any public road over the railway or carry the railway over any public road by a bridge, they shall construct on each side of the immediate road approaches to each such bridge fences in all respects similar to those ordinarily constructed on the sides of the new public roads in the county of Antrim: Provided that, as regards bridges for carrying public roads over the railway, such permanent fences need not be constructed until, in the opinion of the county surveyor, the embankments shall be sufficiently consolidated, the Company in the meantime providing suitable temporary fences.

Footpaths.

15. Before the Company shall, under the powers of this Act, remove or alter any footpath by the side of any road under the control of the grand jury of the said county, they shall provide a

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new or substituted footpath in all respects equal to the footpath removed or altered.

Height and span of bridge.

16. The Company may make the arch of the bridge for carrying the railway over the road next herein-after mentioned of any height and span not less than the height and span herein-after mentioned in connexion therewith; (that is to say,)

No. on deposited Plan.	Parish.	Townland.	Description of Road.	Height.	Span.
2	Derry-keighan.	Ballnarry, Upper.	Bye Road -	15 ft. -	18 ft.

Correction of errors in deposited plans and book of reference.

17. As regards the tramways, if there be any omission, misstatement, or wrong description of any lands, or of the owners, lessees, or occupiers of any lands shown on the deposited plans, or specified in the deposited book of reference, the Company, after giving ten days notice to the owners, lessees, and occupiers of the lands in question, may apply to two justices acting for the county of Antrim for the correction thereof; and if it appear to the justices that the omission, misstatement, or wrong description arose from mistake, they shall certify the same accordingly, and they shall in their certificate state the particulars of the omission, and in what respect any such matter is misstated or wrongly described, and such certificate shall be deposited with the clerk of the peace for the county of Antrim, and a duplicate thereof shall also be deposited with the clerk of the poor law union in which the parish containing the lands affected thereby is situate, and such certificate and duplicate respectively shall be kept by such clerk of the peace and clerk of the poor law union respectively with the other documents to which the same relate; and thereupon the deposited plans and books of reference shall be deemed to be corrected according to such certificate; and it shall be lawful for the Company to take the lands and execute the works in accordance with such certificate.

Power for Company to use tramways with flange wheeled carriages, &c.

18. The Company may use on the tramways carriages with flange wheels or carriages with wheels suitable only to run on a grooved rail; and, subject to the provisions of this Act, the Company shall have the exclusive use of the tramways for carriages with flange wheels or for carriages with wheels suitable only to run on a grooved rail. No carriage used on the tramways shall extend beyond the outer edge of the rail more than eighteen inches on each side.

Inspection of tramways by Board of Trade.

19. The tramways shall not be opened for public traffic until they have been inspected and certified to be fit for such traffic by the Board of Trade.

Rails to be approved by county surveyor.

20. The form of rail and mode of laying the same shall in the first instance be approved by the county surveyor, but in the event of the Company being dissatisfied, they may at their own expense appeal to the Board of Trade, whose decision shall be final. The Board of Trade may also from time to time require the Company to adopt and apply such improvements in the said tramways, including the rails thereof, as experience may from time to time suggest having regard to the greater security to the public and advantage to the ordinary traffic; and the Company shall with all reasonable despatch comply with any order made by the Board of Trade for the purpose of carrying out any such improvements.

Rails to be placed in such part of street as county surveyor shall direct.

21. The Company shall in laying down any such tramway along a street or road place the same at such side or in such part of the street or road and in such manner as the county surveyor shall direct; and where any such tramway shall be placed at the side of any road, the same shall be constructed on a raised siding in manner herein-after described.

Width of roads to be left clear of tramways.

22. In any part of the road where any such tramway shall be laid on a raised siding there shall be left a clear roadway of not less than 20 feet, measuring from the kerb of the siding to the opposite footpath, or in case there shall be no opposite footpath, to the toe of the fence on the opposite side of the road, except in such places as the county surveyor shall be of opinion that, having regard to the exigencies of the public traffic, such clear roadway as aforesaid may be less than 20 feet: Provided always, that in no case shall such clear roadway be less than 18 feet.

Paving of roadways.

23. The Company shall (save where any tramway shall be laid on a raised siding), where required by the county surveyor, pave or asphalt, as he shall determine and in all respects to his satisfaction, the roadway between the rails of any tramway and for eighteen inches on either side of the same, and shall at all times maintain and repair such pavement or asphalting, as the case may be, in proper order to the satisfaction of the county surveyor.

Construction of raised sidings.

24. Where any such tramway shall be laid on a raised siding such siding shall be of such width and the rails shall be so placed thereon as that no part of any engine, carriage, or waggon shall project beyond the edge of such siding adjoining the carriageway, except where such siding shall be upon a curve having a radius of less than three chains, but in no case shall such projection exceed

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six inches; and such siding shall have a hammer-dressed stone kerbing and be properly gravelled for its entire length and otherwise constructed so as to be suitable for convenient use as an ordinary footpath along a county road, and shall have all necessary pipes, traps, and other requisites for the efficient drainage of the road.

Repair of raised sidings.

25. The Company shall at their own expense at all times maintain and repair the whole of any raised siding upon which any tramway shall be laid to the satisfaction of the county surveyor.

Walls of roads along which tramways are to be made.

26. Where any tramway shall be laid upon any road, the Company shall, before opening the same for traffic, alter, raise, or strengthen the existing road, walls, and fences along the line of the tramway wherever and in the manner required by the county surveyor, or, if the county surveyor shall so require, they shall erect such new walls and fences at such parts of the said line of such height, description, and dimensions as shall in the opinion of the county surveyor be requisite or desirable for making the said road safe for ordinary traffic, and they shall also at their own expense maintain and repair all such altered, raised, or new walls and fences to the satisfaction of the county surveyor.

Penalty in case of failure of Company to execute works.

27. In case the Company shall at any time fail or neglect to execute any work of maintenance or repair, the duty of performing which is cast upon them by this Act, after the expiration of four days from the delivery to the Company of a notice in writing by the county surveyor, the Company shall for every such offence be liable to a penalty not exceeding five pounds, and to a further penalty not exceeding two pounds for each day during which any such failure continues after the first day on which such penalty is incurred; and every such penalty shall go and belong to the road authority and shall form part of the funds applicable to the maintenance of the road or street.

As to closing stone depôts.

28. If in the construction of any tramway the Company shall close or render any existing stone depôts useless or dangerous to use, the Company shall construct an equal number of stone depôts of the same dimensions as those closed or rendered useless or dangerous to use in such places as shall be determined by the county surveyor, and complete the same in all respects to his satisfaction.

Tramways to be removed in certain cases.

29. The Company shall on every week day after the tramways shall have been completed and open for traffic run at least one train for passengers and goods each way between Portrush and Bushmills, and if at any time after the opening of the tramways for traffic the Company shall discontinue the working of such tramways for the

space of one calendar month (such discontinuance not being occasioned by circumstances beyond the control of the Company, for which purpose the want of sufficient funds shall not be considered a circumstance beyond their control), and such discontinuance is proved to the satisfaction of the Board of Trade, the said Board if they think fit may by order declare that the powers of the Company in respect of the said tramways shall from the date of such order be at an end, and thereupon the said powers of the Company shall cease and determine. Where any such order has been made, the county surveyor may at any time after the expiration of two months from the date of such order, and under the authority of a certificate to that effect by the Board of Trade, remove the said tramways or any part thereof, and the Company shall pay to the treasurer of county Antrim for the time being, the cost of such removal and the making good of the road by the county surveyor, such costs to be certified by the county surveyor, whose certificate shall be final and conclusive, and if the Company fail to pay the amount so certified within one calendar month after the delivery to them of such certificate or a copy thereof, the county surveyor may without any previous notice to the Company (but without prejudice to any other remedy which he may have for recovery of the amount) sell and dispose of the materials of the tramways or any part thereof so removed, either by public auction or private sale, for such sum or sums and to such person or persons as the county surveyor may think fit, and may out of the proceeds of such sale pay and reimburse himself the amount of the cost certified as aforesaid and of the cost of sale, and the balance (if any) of the proceeds of the sale shall be paid over by the county surveyor to the Company.

Saving rights of road authority.

30. Nothing in this Act contained shall abridge, lessen, or affect the rights or powers of the road authority, their officers, servants, and contractors to repair, maintain, and improve any public road upon or along which any tramway shall be laid or any bridge, drain, sewer, or other work belonging thereto or connected therewith.

Power to break up streets, &c. for tramways.

31. The Company from time to time for the purpose of making, forming, laying down, maintaining, and renewing the tramways by this Act authorised, or any part or parts thereof respectively, may open and break up any road or street subject to the following regulations :—

(1.) They shall give to the county surveyor notice of their intention, specifying the time at which they will begin to do so and the portion of road or street proposed to be opened or broken

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up, such notice to be given seven days at least before the commencement of the work:

(2.) They shall not open or break up or alter the level of any road or street except under the superintendence and to the reasonable satisfaction of the county surveyor, unless he refuses or neglects to give such superintendence at the time specified in the Company's notice or discontinue the same during the work:

(3.) They shall pay all reasonable expenses to which the county surveyor is put in respect of such superintendence, together with all reasonable remuneration for his loss of time and trouble in the performance of every duty imposed upon him by this Act:

(4.) The Company shall not, without the consent of the county surveyor, open or break up at any one time a greater length than one hundred yards of any road or street which does not exceed a quarter of a mile in length, and in the case of any road or street exceeding a quarter of a mile in length, the Company shall leave an interval of at least a quarter of a mile between any two places at which they may open or break up the road or street, and they shall not at any such place open or break up a greater length than one hundred yards.

Completion of tramways, works, and reinstatement of roads, &c.

32. When the Company have opened or broken up any portion of any road or street they shall be under the following further obligations; namely,

(1.) They shall with all convenient speed, and in all cases within four weeks at the most (unless the county surveyor otherwise consents in writing), complete the work on account of which they opened or broke up the same, and (subject to the formation, maintenance, or renewal of the tramways) fill in the ground and make good the surface, and to the satisfaction of the county surveyor restore the portion of the road or street to as good condition as that in which it was before it was opened or broken up, and clear away all surplus paving or metalling material or rubbish occasioned thereby:

(2.) They shall in the meantime cause the place where the road or street is opened or broken up to be fenced and watched and to be properly lighted at night:

(3.) They shall bear or pay all reasonable expenses of the repair of the road or street for six months after the same is restored as far as those expenses are increased by the opening or breaking up.

If the Company fail to comply in any respect with the provisions of this section they shall for every such offence be liable to a penalty not exceeding twenty pounds, and to a further penalty not exceeding five pounds for each day during which any such failure continues after the first day on which such penalty is incurred, and any such penalty shall go and belong to the road authority, and shall form part of the funds applicable to the maintenance of the road or street.

Penalty for not maintaining tramways, rails, and roads.

33. The Company shall at all times maintain and keep in good condition and repair, and so as not to be a danger or annoyance to the ordinary traffic, the rails of the tramways and the substructure upon which the same rest; and if the Company at any time fail to comply with this provision they shall be subject to a penalty not exceeding five pounds, and in case of a continuing offence to a further penalty not exceeding two pounds for every day after the first on which such default continues. In case it is represented in writing to the Board of Trade by the county surveyor or by twenty inhabitant ratepayers of the district in which the tramways or any portion thereof are or is situate, that the Company have made default in complying with the provisions in this section contained, the Board of Trade may, if they think fit, direct an inspection by an officer to be appointed by the said Board, and if such officer report that the default mentioned in such representation has been proved to his satisfaction, then and in every such case a copy of such report certified by a secretary or an assistant secretary of the Board of Trade may be adduced as evidence of such default and of the liability of the Company to such penalty or penalties in respect thereof as is or are by this section imposed.

Power to make additional crossings, &c. on tramways.

34. The Company may, subject to the provisions of this Act, with the consent in writing of the county surveyor, from time to time make, maintain, alter, and remove such crossings, passing places, sidings, junctions, and other works, in addition to those particularly specified in and authorised by this Act, as they find necessary or convenient for the efficient working of the tramways or for providing access to any warehouses, stables, engine-houses, or carriage-houses, or works of the Company.

Company not to prevent public traffic.

35. The Company shall not, in the construction of the tramways, stop up or interfere with any road or street so as to prevent the passage of traffic along the same, except with the previous consent in writing of the county surveyor.

Application of road materials

36. Any paving, metalling, or material excavated by the Company in the construction of the tramways from any road or street

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excavated in construction of tramways.

under the jurisdiction or control of any road authority if suitable may be applied by the Company so far as may be necessary in or towards the reinstating of the said road or street, and the Company shall if so required deliver the surplus paving, metalling, or material not used or required for the purposes aforesaid to the county surveyor or to such person or persons as he may appoint to receive the same: Provided that if within seven days after the setting aside of the surplus arising from the excavation of any such paving, metalling, or material, and notice duly given, such surplus is not removed by such surveyor or by some other person or persons named by him for that purpose, such surplus paving, metalling, or material shall absolutely vest in and belong to the Company, and may be dealt with, removed, and disposed of by them in such manner as they may think fit.

Right of user only.

37. Nothing in this Act contained shall vest in the Company any right other than that of user of any road or street, or of any portion thereof, along or across which they lay the tramways or any part thereof.

Sewer authority to have access to sewers.

38. The sewer authority and their officers and servants shall at all times have free access to and communication with all sewers and drains, and power to lay lateral and private drains to communicate therewith, without the consent or concurrence of the Company.

Agreements between the grand jury and the Company.

39. For the better protection of the roads under the control of the grand jury of the county of Antrim which may be altered or interfered with under the powers of this Act, it shall be lawful for the said grand jury on the one hand and the Company on the other hand to enter into agreements with respect to the laying down and renewing the tramways, and to alterations in or deviations from the situation, line, and levels thereof, within the boundary fences of any road or street upon or along which the same will be laid, anything shown on the deposited plans and sections to the contrary notwithstanding.

Arbitration.

40. If any difference arises between the Company on the one hand and the road authority or county surveyor on the other hand with respect to any matters mentioned in the last preceding section, or with respect to any interference or control exercised or claimed to be exercised by them or him or on their or his behalf, or by the Company in relation to their tramways or in relation to any work or proceeding of the road authority or county surveyor, or with respect to the necessity or propriety of or mode of execution of any work, or on the question whether any work is such as ought

reasonably to satisfy the road authority or county surveyor, or with respect to any requirement of the road authority or county surveyor, or any other matter or thing, the matter in difference may be settled by an engineer or any other fit person nominated as referee by the Board of Trade on the application of either party, and the expenses of the reference shall be borne and paid as the referee directs.

Application of certain provisions of 33 & 34 Vict. c. 78. to the tramways.

41. The provisions of sections 30, 31, 32, 49, 50, 51, 52, 53, 54, 55, 59, 60, 61, and 63 of the Tramways Act, 1870, shall mutatis mutandis apply to the tramways authorised by this Act, the same in all respects as if such tramways were authorised by a Provisional Order made by the Board of Trade and confirmed by Act of Parliament.

Company may make certain regulations.

42. The Company may from time to time make regulations—

For preventing the commission of any nuisance in or upon any carriage or in or against any premises belonging to them;

For regulating the travelling in or upon any carriage belonging to them;

And for better enforcing the observance of all or any of such regulations, it shall be lawful for the Company to make byelaws for all or any of the aforesaid purposes, and from time to time repeal or alter such byelaws, and make new byelaws, provided that such byelaws be not repugnant to the laws of Ireland.

Notice of the making of any such byelaw shall be published by the Company according to such regulations as the Board of Trade may from time to time make for such purpose, and unless such notice is published in manner aforesaid such byelaw shall be disallowed by the Board of Trade.

No such byelaw shall have any force or effect which shall be disallowed by the Board of Trade within two calendar months after a true copy of such byelaw shall have been laid before the Board, and a true copy of every such proposed byelaw shall, not less than two calendar months before such byelaw shall come into operation, be sent to the Board of Trade and to the county surveyor.

Recovery of tolls, penalties, &c.

14 & 15 Vict. c. 93.

43. All tolls, penalties, and charges under the provisions of this Act relating to the tramways, or under any regulation or byelaw made in pursuance of such provisions, may be recovered and enforced before a justice or justices of the peace sitting in petty sessions, subject and according to the provisions of the Petty Sessions (Ireland) Act, 1851, and any Act amending the same.

Capital.

44. The capital of the Company shall be forty-five thousand pounds in four thousand five hundred shares of ten pounds each,

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and such shares shall be issued as and consist of the following classes:—

A, or preference capital - - -	£25,000
B, or ordinary capital - - -	£20,000
	£45,000

Shares not to be issued until one-fifth paid.

45. The Company shall not issue any share created under the authority of this Act, nor shall any such 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 is paid in respect thereof.

Calls.

46. One fifth of the amount of a share shall be the greatest amount of a call, and three months at least shall be the interval between successive calls, and three fifths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share.

Receipt clause in case of persons not sui juris.

47. If any money is payable to a shareholder being a minor, idiot, or lunatic, the receipt of the guardian or committee of his estate shall be a sufficient discharge to the Company.

Power to borrow moneys on mortgages under regulations herein described.

48. The Company may from time to time in manner hereinafter provided borrow on mortgage any sums not exceeding in the whole twenty thousand pounds; that is to say, when and so soon as the sum of ten thousand pounds, part of the share capital of forty-five thousand pounds, shall have been issued, accepted, and paid up, the Company may borrow on mortgage any sum not exceeding ten thousand pounds, and so often as a further and additional sum of ten thousand pounds, part of that capital, shall in like manner have been issued, accepted, and paid up, the Company may borrow a further sum of ten thousand pounds; but no part of the said several sums hereby authorised to be borrowed shall be borrowed until the Company have proved to the justice who is to certify under the fortieth section of the Companies Clauses Consolidation Act, 1845, before he so certifies, that the whole of that portion of the capital in respect of which the borrowing power is proposed to be exercised has been issued, accepted, and paid up; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which certificate shall be sufficient evidence thereof.

Appointment of a receiver.

49. 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. 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 one thousand pounds in the whole.

Debenture stock.

50. The Company may create and issue debenture stock, subject to the provisions of Part III. of the Companies Clauses Act, 1863; but, notwithstanding anything therein contained, the interest of all debenture stock at any time created and issued by the Company shall rank pari passu with the interest of all mortgages at any time granted by the Company, and shall have priority over all principal moneys secured by such mortgages.

Application of moneys.

51. All moneys raised under this Act, whether by shares, debenture stock, or borrowing, shall be applied to the purposes of this Act only.

First ordinary meeting.

52. The first ordinary meeting of the Company shall be held within six months after the passing of this Act.

Quorum of meetings of Company.

53. The quorum of meetings of the Company shall be seven shareholders present in person or by proxy holding in the aggregate not less than three thousand pounds in the capital of the Company.

Number of directors.

54. The number of directors shall be five.

Qualification of directors.

55. The qualification of a director shall be the possession in his own right of not less than twenty shares.

Quorum.

56. The quorum of a meeting of directors shall be three.

First directors.

57. Anthony Traill, Charles R Atkinson, Charles McDaniel Stuart, and two other duly qualified persons, to be nominated by them or the majority of them, shall be the first directors of the Company, and shall continue in office until the first ordinary meeting held after the passing of this Act. At that meeting the shareholders present in person or by proxy may either continue in office the directors appointed by this Act or nominated as aforesaid, or any of them, or may elect a new body of directors, or directors to supply the place of those not continued in office, the directors appointed by this Act or nominated as aforesaid being, if qualified, re-eligible; and at the first ordinary meeting to be held in every year after the first ordinary meeting, the shareholders present in person or by proxy shall elect persons to supply the places of the directors then retiring from office, agreeably to the provisions of the Companies Clauses Consolidation Act, 1845; and the several persons elected at any such meeting, being neither removed nor

Election of directors.

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disqualified, nor having resigned, shall continue to be directors until others are elected in their stead in manner provided by the same Act.

Lands for extraordinary purposes.

58. The quantity of land to be taken by the Company by agreement for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed three acres.

Period for compulsory purchase of lands.

59. 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.

Deposit money not to be repaid, except so far as railway or tramways are opened.

60. Whereas, pursuant to the standing orders of both Houses of Parliament, and to an Act of the ninth year of the reign of Her present Majesty, chapter twenty, a sum of two thousand four hundred and sixty-five pounds two shillings and fourpence new three per cent. stock, equal to five per centum upon the amount of the estimate in respect of the railways and tramways proposed to be authorised by the Bill for this Act, as originally introduced into Parliament, has been transferred into the Chancery Division of the High Court of Justice in Ireland, in respect of the application to Parliament for this Act: And whereas the railways included a railway (No. 2) which was struck out of the said Bill during its progress through Parliament: And whereas the estimate for the railway and tramways by this Act authorised amounts to forty thousand two hundred pounds, five per cent. upon which sum is equal to two thousand and ten pounds: Be it enacted that, notwithstanding anything contained in the said Act, of the said sum so transferred as aforesaid, in respect of the application for this Act, a sum of new three per cent. stock equal in value to the said sum of two thousand and ten pounds (which last-mentioned new three per cent. stock is in this Act referred to as "the deposit fund") shall not be paid or transferred to or on the application of the person or persons, or the majority of the persons, named in the warrant or order issued in pursuance of the said Act, or the survivors or survivor of them, which persons, survivors or survivor, are or is in this Act referred to as "the depositors," unless the Company shall, previously to the expiration of the period limited by this Act for the completion of the railway and tramways, open the same for the public conveyance of passengers: Provided that if within such period as aforesaid the Company open any portion of the railway or tramways for the public conveyance of passengers, then, on the production of a certificate of the Board of Trade, specifying the length of the railway or tramways or portion of the railway or tramways so opened as aforesaid, and the portion of the deposit

fund which bears to the whole of the deposit fund the same proportion as the length of railway or tramways so opened bears to the entire length of the railway or tramways, the said Chancery Division shall, on the application of the depositors, or the majority of them, order the portion of the deposit fund specified in the certificate to be paid or transferred to them, or as they shall direct, and the certificate of the Board of Trade shall be sufficient evidence of the facts therein certified, and it shall not be necessary to produce any certificate of this Act having passed, anything in the above-mentioned Act to the contrary notwithstanding.

Application of deposit.

61. If the Company do not, previously to the expiration of the period limited for the completion of the railway and tramways, complete the same and open them for the public conveyance of passengers, then and in every such case the deposit fund, or so much thereof as shall not have been paid to the depositors, shall be applicable, and after due notice in the "Dublin Gazette" shall be applied, towards compensating any landowners or other persons whose property has been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway or tramways, or any portion thereof respectively, or who have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation has been paid, and also in compensating the road authority for the expense incurred by such road authority in taking up any tramway or materials connected therewith, placed by the Company in or on any road vested in or maintainable by such road authority, and shall be distributed in satisfaction of such compensation as aforesaid in such manner and in such proportions as to the Chancery Division of the High Court of Justice in Ireland may seem fit; and if no such compensation is payable, or if a portion of the deposit fund has been found sufficient to satisfy all just claims in respect of such compensation, then the deposit fund, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer, in such manner as the Chancery Division 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 Chancery Division, 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

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applied as part of the assets of the Company for the benefit of the creditors thereof: Provided that until the deposit fund has been repaid to the depositors, or has become otherwise applicable as herein-before mentioned, any interest or dividends accruing thereon shall from time to time, and as often as the same shall become payable, be paid to or on the application of the depositors.

Release of portion of deposit.

62. On the application of the persons named in the warrant or order issued in pursuance of the said Act of the ninth year of the reign of Her present Majesty, chapter twenty, or of the survivors or survivor of them, or of the executors or administrators of the survivor, by a petition in a summary way at any time after the passing of this Act, the Chancery Division of the High Court of Justice in Ireland may and shall order that the balance of the said sum of two thousand four hundred and sixty-five pounds two shillings and fourpence, new three per cent. stock, so transferred as aforesaid over and above the deposit fund, and the dividends thereof, shall be transferred and paid to the persons or person so applying, or to any other persons or person whom they or he may appoint in that behalf.

Period for completion of railway and tramways.

63. If the railway is not completed within five years, and the tramways within two years, from the passing of this Act, then on the expiration of the said periods respectively the powers by this Act granted to the Company for making and completing the railway and tramways, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof respectively as shall then be completed.

Tolls.

64. The Company may demand and take in respect of the use of the railway and tramways any tolls not exceeding the following; (that is to say,)

In respect of passengers and animals conveyed upon the railway or tramways or any part thereof respectively, as follows:

For every person twopence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

Class 1. For every horse, mule, or other beast of draught or burden, fourpence per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

Class 2. For every ox, cow, bull, or head of neat cattle, threepence per head per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile:

Class 3. For every calf or pig, twopence, and for every sheep, lamb, or other small animal, one penny halfpenny per mile; and if conveyed in or upon a carriage belonging to the Company, an additional sum of one penny per mile.

In respect of goods and other articles conveyed on the railway or tramways or any part thereof respectively:

Class 4. For all bricks, tiles, slates, all undressed materials for the repair of public roads or highways, coal, coke, culm, cannel, ironstone, iron ore, and for wrought iron not otherwise specifically classed herein, and for heavy iron castings, including railway chairs, per ton per mile threepence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one halfpenny:

Class 5. For all pig iron, rod iron, sheet iron, hoop iron, plates of iron, slabs, billets, and rolled iron, wrought iron, charcoal, chalk, lime, salt, sand, fire-clay, cinders, per ton per mile twopence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one halfpenny:

Class 6. For all lime, limestone, sand, oreweed, dung, compost, manure, building stone, freestone, granite, hides, dyewoods, earthenware, timber, staves, deals, and metals (except iron), nails, anvils, vices, and chains, and for light iron castings, per ton per mile threepence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one penny:

Class 7. For grain, corn, flour, meal, potatoes, hay, straw, seeds, cotton, and other wools, drugs, and manufactured goods, and all other wares, merchandise, fish, articles, matters, or things of whatever character not herein-before specifically classed, per ton per mile fourpence; and if conveyed in a carriage belonging to the Company, an additional sum per ton per mile of one penny:

For every carriage of whatever description (not being a carriage adapted and used for travelling on a railway and not weighing more than one ton) conveyed on a truck or platform belonging to the Company, sixpence per mile, and a like sum of one penny halfpenny per mile for every additional quarter of a ton or fractional part of a quarter of a ton which any such carriage may weigh.

Tolls for propelling power.

65. The toll which the Company may demand for the use of engines for propelling carriages on the railway or tramways shall not exceed one penny per mile for each passenger or animal, or for

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each ton of goods, in addition to the several other tolls or sums by this Act authorised to be taken.

Regulations as to tolls.

66. The following provisions and regulations shall apply to the fixing of all tolls and charges payable under this Act; (that is to say,)

For all passengers, animals, or goods conveyed on the railways or tramways for a less distance than three miles, the Company may demand tolls and charges as for three miles:

For a fraction of a mile beyond three miles, or beyond any greater number of miles, the Company may demand tolls and charges on animals and goods for such fraction in proportion to the numbers of quarters of a mile contained therein; and if there be a fraction of a quarter of a mile, such fraction shall be deemed a quarter of a mile; and in respect of passengers every fraction of a mile beyond an integral number of miles shall be deemed a mile:

For a fraction of a ton the Company may demand tolls according to the numbers of quarters of a ton in such fraction; and if there be a fraction of a quarter of a ton, such fraction shall be deemed a quarter of a ton:

With respect to all articles except stone and timber, the weight shall be determined according to the usual avoirdupois weight:

With respect to stone and timber, fourteen cubic feet of stone, forty cubic feet of oak, mahogany, teak, beech, or ash, and fifty cubic feet of any other timber, shall be deemed one ton weight, and so in proportion for any smaller quantity.

Tolls for small parcels and articles of great weight.

67. With respect to small parcels not exceeding five hundred pounds in weight, and single articles of great weight, notwithstanding the rates prescribed by this Act, the Company may demand and take any tolls not exceeding the following; (that is to say,)

For the carriage of small parcels on the railway or tramways or any part thereof, as follows:

For any parcel not exceeding seven pounds in weight, threepence:

For any parcel exceeding seven pounds but not exceeding fourteen pounds in weight, fivepence:

For any parcel exceeding fourteen pounds but not exceeding twenty-eight pounds in weight, sevenpence:

For any parcel exceeding twenty-eight pounds but not exceeding fifty-six pounds in weight, ninepence:

For any parcel exceeding fifty-six pounds but not exceeding one hundred and twelve pounds in weight, one shilling and fourpence:

For any parcel exceeding one hundred and twelve pounds but not exceeding two hundred and fifty pounds in weight, one shilling and eightpence:

For any parcel exceeding two hundred and fifty pounds, but not exceeding five hundred pounds in weight, the Company may demand any sum which they think fit.

Provided always, that articles sent in large aggregate quantities, although made up of separate parcels, such as bags of sugar, coffee, meal, and the like, shall not be deemed small parcels, but that term shall apply only to single parcels in separate packages.

For the carriage of single articles of great weight as follows:

For any boiler, cylinder, or single piece of machinery, or single piece of timber or stone, or other single article, the weight of which, including the carriage, shall exceed four tons but shall not exceed eight tons, the Company may demand such sum as they think fit, not exceeding sixpence per ton:

For the carriage of any single piece of timber, stone, machinery, or other single article, the weight of which, with the carriage, shall exceed eight tons, the Company may demand such sum as they think fit.

Maximum rates for passengers.

68. The maximum rate of charge to be made by the Company for the conveyance of passengers upon the railway or tramways, including the tolls for the use of the railway or tramways, and for carriages and locomotive moving or drawing power, and every other expense incidental to such conveyance, shall not exceed the following; (that is to say,)

For every passenger conveyed in a first-class carriage, the sum of threepence per mile:

For every passenger conveyed in a second-class carriage, the sum of twopence per mile:

For every passenger conveyed in a third-class carriage, the sum of one penny per mile.

Maximum rates for animals and goods.

69. The maximum rate of charge to be made by the Company for the conveyance of animals and goods on the railway or tramways, including the tolls for the use of the railway or tramways, and for waggons or trucks, and locomotive, moving, or drawing power, and for every other expense incidental to the conveyance (except a reasonable charge for loading and unloading goods at any terminal station in respect of such goods, and for delivery and collection, and any other service incidental to the business or duty of a carrier, where any such service is performed by the Company), shall not exceed the following sums; (that is to say,)

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For every animal in Class 1, fourpence per mile;
For every animal in Class 2, threepence per mile;
For every animal in Class 3, one penny halfpenny per mile;
For everything in Class 4, one penny halfpenny per ton per mile;
For everything in Class 5, twopence per ton per mile;
For everything in Class 6, threepence per ton per mile;
For everything in Class 7, fourpence per ton per mile;
And for every carriage of whatever description, not being a carriage adapted and used for travelling on a railway, and not weighing more than one ton, carried on a truck or platform, per mile sixpence, and for every quarter of a ton beyond one ton one halfpenny.

Passengers' luggage.

70. Every passenger travelling upon the railway or tramways may take with him his ordinary luggage, not exceeding one hundred and twenty pounds in weight for first-class passengers, one hundred pounds in weight for second-class passengers, and sixty pounds in weight for third-class passengers, without any charge being made for the carriage thereof.

Terminal station.

71. No station shall be considered a terminal station in regard to any goods conveyed on the railway or tramways unless such goods have been received thereat direct from the consignor or are directed to be delivered thereat to the consignee.

Foregoing charges not to apply to special trains.

72. The restrictions as to the charges to be made for passengers shall not extend to any special train run upon the railway, in respect of which the Company may make such charges as they think fit, but shall apply only to the ordinary and express trains appointed from time to time by the Company, for the conveyance of passengers and goods upon the railway, and to the ordinary trains for the conveyance of passengers and goods upon the tramways.

Company may take increased charges by agreement.

73. Nothing in this Act shall prevent the Company from taking any increased charges over and above the charges by this Act limited for the conveyance of animals or goods of any description by agreement with the owners or persons in charge thereof, either by reason of any special service performed by the Company in relation thereto, or in respect to the conveyance of animals or goods (other than small parcels) by passenger trains.

Payment of tolls, &c. in respect of tramways.

74. The tolls and charges in respect of the tramways by this Act authorised shall be paid to such persons and in such manner and under such regulations as the Company may by notice to be annexed to the list of tolls appoint.

Company not bound to carry manure, &c.

75. The Company shall not be bound to carry on the tramways any night-soil, dung, manure, compost, or other offensive matter.

Board of Trade to make regulations, &c. with respect to the use of steam power on tramways.

76. The Board of Trade may from time to time make such regulations as they think fit for securing to the public reasonable protection against danger in the exercise of the powers by this Act conferred with respect to the use of steam or other mechanical power by the Company on all or any of the tramways authorised by this Act, they may also from time to time make byelaws with regard to all or any of the tramways upon which steam or other mechanical power may be used under the authority of this Act, and they may by such regulations and byelaws provide for enforcing any restriction, requirement, or condition thereof respectively by penalties not exceeding ten pounds for each offence.

Provisions as to arbitration. 19 & 20 Vict. c. 102.

77. Where under the provisions of this Act any matter in difference is referred to the arbitration of any person nominated by the Board of Trade, the provisions of the Common Law Procedure Act, 1856, shall apply in every such arbitration, and the decision of the arbitrator shall be final and conclusive and binding on all parties.

Form and delivery of notices.

78. With respect to notices and to the delivery thereof by or to the Company, the following provisions shall have effect; (that is to say,)

(1.) Every notice shall be in writing or print or partly in writing and partly in print, and if given by the county surveyor or the road authority shall be signed by the county surveyor or the secretary of the road authority.

(2.) Any notice to be delivered by or to the Company to or by the county surveyor or road authority or other body or any company may be delivered by being left at the principal office of the county surveyor or road authority or other body or company or of the Company (as the case may be), or by being sent by post in a registered letter addressed to the county surveyor or to the respective clerk or secretary of such road authority or other body or company or of the Company at his or their principal office.

Appropriation of the receipts.

79. The net receipts of the undertaking, after defraying the management and working expenses thereof with the interest upon all debenture stock and mortgages and all rentcharges (if any), shall be appropriated half year by half year to the purposes and in the order following; (that is to say,)

(1.) In paying dividend not exceeding the rate of five per cent. per annum upon the preference capital of A. shares;

(2.) In paying dividend not exceeding the rate of five per cent. per annum upon the ordinary capital of B. shares;

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And if at the end of any half year any surplus remains after the payment in full of a dividend at rate of five per cent. per annum upon these two classes of shares, then such surplus shall be applied in paying further dividend upon the said preference capital of A. shares, and at the same time and pari passu upon the said ordinary capital of B. shares.

Interest not to be paid on calls paid up.

80. 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.

81. 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 tramway or to execute any other work or undertaking.

Provision as to general railway Acts.

82. Nothing in this Act contained shall exempt the Company or the railway or tramways from the provisions of any general Act relating to railways or tramways, 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.

Expenses of Act.

83. 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.

SCHEDULE referred to in the foregoing Act.

No. on deposited Plans.	Townland.	Parish.	Owner or reputed Owner.	Lessee or reputed Lessee.	Occupier.	Description of Property.
1	Clogher, North	Billy	Sir F. Macnaghten.	- -	Sir F. Macnaghten.	Field.
3	Same -	Same -	Same - -	Same -	Same - -	Passage to field.
103	Portrush -	Ballywillin	Portrush Harbour Company.	- -	Portrush Harbour Company.	Harbour quay.
104	Same -	Same -	Same - -	- -	Same - -	Passage to yards.
105	Same -	Same -	Same - -	- -	John Watt -	Yard.
106	Same -	Same -	Same - -	- -	John Bamford	Same.
107	Same -	Same -	Same - -	- -	D. Fall and Son	Same.
108	Same -	Same -	Same - -	- -	Portrush Iron Ore Company.	Same.
109	Same -	Same -	Same - -	- -	John Bamford	Same.

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