ANNO DECIMO SEXTO & DECIMO SEPTIMO

VICTORIÆ REGINÆ.

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Cap. lxxix.

An Act to authorize an Extension of The *Londonderry and Coleraine* Railway. [8th *July* 1853.]

WHEREAS by "The *Londonderry and Coleraine* Railway Consolidation Act, 1852," the former Acts relating to the *Londonderry and Coleraine* Railway Company were repealed, and the said Company was dissolved and reincorporated under the same Style and Title: And whereas a Portion of the Railway between *Londonderry* and *Coleraine* has been for some Time past completed, and the Residue thereof is now in course of Construction, and will shortly be open to the Public: And whereas it is expedient that the said Railway should be extended from *Coleraine* to *Castle Dawson* in the County of *Londonderry*, with the view of affording more expeditious Means of Communication between *Londonderry* and *Belfast*, and of facilitating Communication between other Towns and Places, and that further Powers should be granted to the said Company; but the several Objects 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; (that is to say,)

15 & 16 Vict. c. 43.

The Londonderry and Coleraine Railway Act, 1853.

8 & 9 Vict. cc. 18. and 20. and 14 & 15 Vict. c. 70. incorporated with this Act.

I. That "The Lands Clauses Consolidation Act, 1845," except the Provisions thereof with respect to the Purchase of Lands otherwise than by Agreement, "The Railways Clauses Consolidation Act, 1845," and "The Railways Act (*Ireland*), 1851," shall be held to apply to the Railway by this Act authorized to be made, and shall be incorporated with and form Part of this Act.

Short Title.

II. That in citing this Act for any Purpose whatsoever it shall be sufficient to use the Expression "The *Londonderry and Coleraine* Railway Act, 1853."

Power to apply unappropriated Capital.

III. That the Company may apply so much of the Monies raised and authorized to be raised by Shares, and by borrowing, under the Provisions of the said recited Act, as will remain unappropriated after the Completion of the Railway from *Londonderry* to *Coleraine*, to the Purposes by this Act authorized.

New Capital.

IV. That for the Purposes of the Railway by this Act authorized to be made it shall be lawful for the Company to raise, by the Creation of new Shares, the Sum of Fifty thousand Pounds; and such additional Capital shall be divided into Shares of such Amount, and shall be apportioned and allotted to such Persons and in such Manner, as may have already been agreed upon, or as may be determined by the Order of any General Meeting of the Company specially convened for the Purpose; and it shall be lawful for the Company, if they shall think fit, with the Consent of Three Fifths of the Proprietors present at a General Meeting, by themselves or by Proxy, to guarantee Dividend or Interest upon such Shares at a Rate not exceeding Five Pounds *per Centum per Annum*.

Former Grants of Preference not to be prejudiced.

V. That no Preference or Priority in the Payment of Interest or Dividend which may be granted in respect of any Share created in pursuance of this Act shall prejudice or affect any Priority or Preference in the Payment of Interest or Dividend on any other Shares which may have been created by the Company in pursuance of any Act of Parliament passed prior to the passing of this Act, or which may otherwise be lawfully subsisting.

Interest not to be paid on Calls paid up.

VI. That the Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised by Calls in respect of Shares, or by the Exercise of any Power of borrowing, pay Interest or Dividends to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital of the Company: Nevertheless, nothing herein contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount

of

of the Calls already made as shall be in conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," contained.

Deposits for future Bills not to be paid out of Company's Capital.

VII. That the Company shall not, out of any Money by this Act or any other Act relating to the Company authorized to be raised for the Purposes of such Act or Acts, pay or deposit any Sum of Money which by any Standing Order of either House of Parliament, now in force or hereafter to be in force, may be required to be deposited in respect of any Application to Parliament for the Purpose of obtaining an Act authorizing the Company to construct any other Railway or execute any other Work or Undertaking.

Power to borrow on Mortgage.

VIII. That the Company may borrow on Bond or Mortgage of their Undertaking, in addition to the Sum which they are authorized to borrow under the Provisions of the said recited Act, any Sum or Sums not exceeding in the whole Fifteen thousand Pounds, but no Part thereof shall be borrowed until the whole of the said Capital of Fifty thousand Pounds shall have been subscribed for, and One Half thereof shall have been paid up.

Application of Capital.

IX. That all and every Part of the several Sums of Money hereby authorized to be raised by Shares, or on Mortgage or Bond, shall be applicable only to the Objects and Purposes by this Act authorized.

Power to extend Railway.

X. That, subject to the Provisions and Restrictions in this Act and in the Acts incorporated herewith contained, and save and except as herein-after mentioned and provided, it shall be lawful for the Company to make and construct a Railway, in extension of their present Line of Railway, upon the Lands delineated on the Plan and described in the Book of Reference thereto deposited with the Clerk of the Peace for the City and County of *Londonderry*, and according to the Levels defined on the Section deposited therewith, and, save as herein-after mentioned, to enter upon, take, and use such of the Lands delineated on the said Plan and described in the said Book of Reference as shall be necessary for such Purpose: Provided always, that nothing herein or in the said recited Act contained shall extend or be construed to extend to enable the Company (save and except with the Consent in Writing of the Master, Wardens, and Commonalty of the Worshipful Company of Clothworkers of the City of *London* under their Common Seal in every Instance for that Purpose first had and obtained,) to take or use or in any way interfere with any of the Lands of the said Clothworkers Company at *Coleraine*, other than those which are coloured Pink upon a certain Map or Plan signed by *Robert Beckwith Towse*, Clerk to the said Clothworkers Company, and *Arthur William Forde*, the Engineer to the said Railway Company: Provided also, that it shall not be lawful for the said Company, without

without previously obtaining the Consent or Approval of the Commissioners of Public Works in *Ireland*, to make or construct the said Line of Railway, or any Works connected therewith, in, through, or over that Portion of the Lands of *Ballyness* in the Parish of *Macosquin*, in the City and County of *Londonderry*, lying to the Eastward of the High Road leading from *Kilrea* to *Coleraine*, or in any Manner whatever to interfere with Quays, Wharves, or Landing Places, Weirs, Weir Basin, Lock, or other Works now or hereafter to be erected, constructed, or made by the said Commissioners of Public Works on the said Lands or adjacent thereto, under and by virtue of an Act passed in the Session holden in the Fifth and Sixth Years of the Reign of Her present Majesty, intituled *An Act to promote the Drainage of Lands, and Improvement of Navigation and Water Power in connexion with such Drainage, in* Ireland, or the Acts since passed amending the same.

5 & 6 Vict. c. 89.

Commencement and Termination of Railway.

XI. That the Railway to be made under the Authority of this Act shall commence by a Junction with the present authorized Line of Railway at or near the Town of *Coleraine* in a Field the Property of the Clothworkers Company, and now in the Occupation of *Charles James Knox*, situate in the Townland of *Waterside* and Parish of *Killowen* in the City and County of *Londonderry*, and shall terminate near to the Town of *Castle Dawson* in the City and County of *Londonderry* in Fields situate in the Townland of *Shanemullagh* and Parish of *Magherafelt*, belonging to *Robert Peel Dawson*, and now in the Occupation of *James Morrow*: Provided always, that in the event of a Bill now pending in Parliament, and intituled "The *Belfast and Ballymena* Railway Extension Act, 1853," passing into a Law, and the Railway thereby authorized being constructed previously to the Completion of the Railway by this Act authorized, then such last-mentioned Railway shall terminate by a Junction with and on the North-west Side of the Line of Railway so authorized by the *Belfast and Ballymena* Railway Act, 1853.

Construction, &c. of Junction to be at the Expense of the Company.

XII. That in case the said Junction shall be effected, the same shall be constructed in a substantial and workmanlike Manner, by means of connecting Rails and Points, to be laid at such Place and in such Manner as the said *Belfast and Ballymena* Railway Company shall appoint; and the Expense of such Rails and Points, and of all other Works which may from Time to Time be requisite for effecting, altering, amending, repairing, and maintaining the same, shall be borne by the *Londonderry and Coleraine* Railway Company, and the Control and Management of such Junction and Works shall be and the same are hereby vested in the said *Belfast and Ballymena* Railway Company, and the Expense thereof shall in like Manner be borne by the said *Londonderry and Coleraine* Railway Company.

XIII. That

For Settlement of Differences.

XIII. That if any Difference shall arise between the said Companies, or their respective principal Engineers for the Time being, with respect to the Point at which the said Junction and other Works or any of them are or is to be constructed, or the Mode of constructing the same, or with respect to any Alteration, Amendment, Repairs, or Maintenance thereof, or the working, watching, Regulation, or Adjustment thereof, or the Passage or Regulation of the Traffic there, or if any other Difference shall arise between the said Engineers or the said Companies with respect to the Expenses payable by the Company under the foregoing Provisions, or with respect to any other Matter in anyway relating to or consequent upon the Construction or Use of the said Junction and other Works, the Matters in difference shall from Time to Time be decided by an Umpire to be appointed by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on the Application of either Company; and the Decision of such Umpire shall be binding and conclusive on both the said Companies, and his Expenses shall be defrayed by such One of the said Companies, or by both of them, and in such Proportions, as the said Umpire shall from Time to Time direct.

Company to lay down a double Set of Rails.

XIV. That the said Company shall and they are hereby required, previously to the Completion of the said Railway and the opening of the same respectively for Public Traffic, to purchase and take such a Quantity of Land as shall be sufficient for the Purpose of laying down a double Line of Rails thereon, and shall plant and construct the Hedges and Fences to the said Railway at such Distances from each other as will leave sufficient Width between the same Hedges and Fences for the Purpose of laying down a double Line of Rails, and shall construct the Bridges and Tunnels of such Dimensions as will admit of a double Line of Rails being placed on the said Railway, and being used for the Purposes of the same.

Power to Board of Trade to require a second Line of Rails to be laid down.

XV. That in case the Railway by this Act authorized to be made shall be constructed with a single Line of Rails only, it shall be lawful for the Board of Trade, at any Time after the Completion and opening of the said Railway, to require that another Line of Rails shall be laid down, and to certify the Works necessary or proper to be executed by the Company, and by such Certificate to require the Company to execute such Works within a certain Time after the Service of such Certificate, to be appointed by the said Board.

Penalty on failing to comply with Request of Board of Trade to

XVI. That if the said Company shall fail to lay down another Line of Rails, when required so to do by the Board of Trade, and to execute and complete the necessary Works as aforesaid within the Period appointed for that Purpose in such Certificate, they shall forfeit

lay down a Second Line of Rails.

to Her Majesty the Sum of Twenty Pounds for every Day during which such Works shall remain uncompleted beyond the Period so appointed for their Completion, and such Penalty may be recovered in any of Her Majesty's Courts of Record.

Company, in constructing Railway, not to depart from Plan without Consent of Admiralty.

XVII. That where the Limits of Deviation of the said Railway extend into the River *Bann*, no Departure shall be made by the Company from the Black continuous centre Line shown on the Plan deposited at the Admiralty, without the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid, signified by Writing under the Hand of the Secretary of the Admiralty, and then only in accordance with any such Consent.

Certain Works not to be executed without Consent of the Admiralty.

XVIII. That it shall not be lawful for the Company to construct in the River *Bann* or within the Banks of the said River any Work, without the previous Consent of the Lord High Admiral of the United Kingdom of *Great Britain* and *Ireland*, or the Commissioners for executing the Office of Lord High Admiral aforesaid for the Time being, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only according to such Plan and under such Restrictions and Regulations as the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral may approve, such Approval being signified as last aforesaid; and where any such Work shall have been constructed it shall not be lawful for the Company at any Time to alter or extend the same, without obtaining previously to making any such Alteration or Extension the like Consent or Approval; and if any such Work shall be commenced or completed, or be altered or extended, contrary to the Provisions of this Act, it shall be lawful for the said Lord High Admiral or the said Commissioners for executing the Office of Lord High Admiral to abate, alter, and remove the same, and to restore the Site thereof to its former Condition at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Admiralty may order a local Survey.

XIX. That if at any Time or Times it shall be deemed expedient by the Lord High Admiral of the United Kingdom or the Commissioners for executing the Office of Lord High Admiral to order a local Survey and Examination of any Works of the Company in, over, or affecting the River *Bann* or any tidal Water or navigable River, or any Banks thereof, or of the intended Site thereof, the Company shall defray the Costs of every such local Survey and Examination, and the Amount thereof shall be a Debt due to Her Majesty from the Company,

pany, and if not paid upon Demand may be recovered as a Debt due to the Crown, with the Costs of Suit, or may be recovered, with Costs, as a Penalty is or may be recoverable from the Company.

Works affecting tidal Waters abandoned may be removed, at Expense of Company.

XX. That if any Work to be constructed by the Company in or across the River *Bann* or any tidal Water or navigable River, or the Banks thereof, or if any Portion of the Work which affects any such Water, River, or Banks, or Access thereto, shall be abandoned, or suffered to fall into Disuse or Decay, it shall be lawful for the Lord High Admiral or the Commissioners for executing the Office of Lord High Admiral to abate and remove the same, or such Part or Parts thereof as he or they may at any Time or Times deem fit and proper, and to restore the Site thereof to its former Condition, at the Cost and Charge of the Company, and the Amount thereof shall be a Debt due from the Company to the Crown, and be recoverable accordingly, with Costs of Suit.

Lands of Mercers Company not to be taken without their Consent.

XXI. That, notwithstanding anything in this Act or in the Acts incorporated therewith contained, it shall not be lawful for the Company to enter upon, take, or use any of the Lands belonging to the Wardens and Commonalty of the Mystery of Mercers of the City of *London*, without their Consent first had and obtained, such Consent to be signified in Writing under the Hand of the Clerk for the Time being to the said Company.

Certain Roads may be crossed on a Level.

XXII. That, subject to the Provisions in the said Railways Clauses Consolidation Act contained, in reference to the crossing of Roads on a Level, it shall be lawful for the Company, in the Construction of the Railway by this Act authorized, to carry the same across the several Highways herein-after mentioned on the Level thereof; (that is to say,)

The Highways numbered as follows on the Plans herein-before referred to:

In the Townland of *Lissaghmore* and Parish of *Agivey*, 23:
In the Townland of *Movanagher* and Parish of *Kilrea*, 39:
In the Townland of *Kilrea* and Parish of *Kilrea*, 11:
In the Townland of *Glenone* and Parish of *Tamlaght Crilly*, 17 and 44:
In the Townland of *Ballymacombsmore* and Parish of *Ballyscullion*, 5:
In the Townland of *Ballymacombsbeg* and Parish of *Ballyscullion*, 4:
In the Townland of *Tamniaran* and Parish of *Ballyscullion*, 2 and 16.

XXIII. That

Company to abide by Regulations of Board of Trade with regard to level Crossings.

XXIII. That for the greater Convenience and Security of the Public the Company shall erect and permanently maintain either a Station or Lodge at the Points where the said Railway crosses the before-mentioned Roads on the Level; and the said Company shall be subject to and shall abide by all such Rules and Regulations with regard to the crossing of Roads on the Level, or with regard to the Speed at which Trains shall pass such Roads, as may from Time to Time be made by the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations; and if the said Company shall fail to erect or at all Times maintain any such Station or Lodge, or to appoint a proper Person to watch or superintend any such level Crossing, or shall fail to observe or abide by any such Rule or Regulation as aforesaid, they shall for every such Offence be liable to a Penalty of Twenty Pounds, and also to a daily Penalty of Ten Pounds for every Day such Offence shall continue after such Penalty of Twenty Pounds shall have been incurred.

Board of Trade may require Bridges instead of level Crossings.

XXIV. Provided always, That it shall be lawful for the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, if it shall appear to them necessary for the Public Safety, at any Time either before or after the Railway hereby authorized to be made shall have been completed and opened for Public Traffic, to require the Company, within such Time as the said Lords shall direct, and at the Expense of the Company, to carry any or either of the herein-before mentioned Roads either under or over the Railway by means of a Bridge or Arch, instead of crossing the same on a Level, or to execute such other Works as under the Circumstances of the Case shall appear to the said Lords the best adapted for removing or diminishing the Danger arising from any such level Crossing.

Land for extraordinary Purposes.

XXV. That it shall be lawful for the Company to purchase any Quantity of Land for extraordinary Purposes connected with the Railway by this Act authorized to be constructed, not exceeding Twenty Acres.

Limiting Time for compulsory Purchase of Lands.

XXVI. That the Powers of the Company for the compulsory Purchase of Lands for the Purposes of the said Railway shall not be exercised after the Expiration of Three Years from the passing of this Act.

Limiting Time for Completion of Works.

XXVII. That the Railway by this Act authorized, and the Works connected therewith, shall be completed within Five Years from the passing of this Act, and on the Expiration of such Period the Powers by this Act granted to the Company for executing such Works, or otherwise in relation thereto, shall cease to be exercised, except as to so much thereof as shall then be completed.

XXVIII. That

As to the Formation of a Junction with the Ballymena, Ballymoney, Coleraine, and Portrush Junction Railway.

XXVIII. That the Company shall and they are hereby required, in the Session of Parliament to be held in the Year One thousand eight hundred and fifty-four, apply for and consent to and use their best Exertions to obtain an Act to authorize the Company to construct a Branch Railway for the Purpose of effecting a Junction between the *Londonderry and Coleraine* Railway, or the Railway by this Act authorized, and the Railway to be authorized by an Act now before Parliament, intituled "The *Ballymena and Portrush* Railway Act, 1853," if the same shall pass into a Law; and that such Branch Railway shall be made and constructed from such Points and in such Direction as may be mutually agreed upon between the respective Engineers of the Company and of the *Ballymena, Ballymoney, Coleraine, and Portrush Junction* Railway Company, and in case they shall not agree, then from such Points and in such Direction as shall be settled by an Engineeer to be appointed by the Commissioners of Public Works in *Ireland*.

Junction to be at the joint Expense of the Companies.

XXIX. That in case the said *Ballymena, Ballymoney, Coleraine, and Portrush Junction* Railway Company shall neglect or refuse to apply to Parliament for the said Act, or to join and concur with the Company by this Act incorporated in making such Application, it shall be lawful for the Company by this Act incorporated to make such Application to Parliament, and to recover One Moiety of the Costs and Expenses of making such Application from the said *Ballymena, Ballymoney, Coleraine, and Portrush Junction* Railway Company; and in case the said Act shall pass into a Law it shall be lawful for the Company by this Act incorporated, in case of such Neglect or Refusal as aforesaid, to recover One Moiety of the Costs and Expenses of obtaining such Act, and of constructing the said Branch Railway, from the said *Ballymena, Ballymoney, Coleraine, and Portrush Junction* Railway Company.

Tolls

XXX. That it shall be lawful for the Company to demand and receive, in respect of the Use of the Railway by this Act authorized, and of the Engines and Carriages employed thereupon, any Tolls and Charges not exceeding the maximum Rates of Tolls and Charges limited by "The *Londonderry and Coleraine* Railway Consolidation Act, 1852:" Provided always, that in calculating the Distance traversed by any Persons in First and Second Class Carriages, or Articles conveyed upon the Railway of the Company already authorized, and also upon the Railway by this Act authorized, such Distance shall be calculated continuously along such Parts both of the Railway already authorized and of the Railway by this Act authorized as shall be traversed by such Persons in First and Second Class Carriages, or Articles; and where the Distance so calculated shall in the whole be

be less than Six Miles, the Company may demand Tolls as and for Six Miles, and where such Distance shall be Six Miles or more the Company may demand the Tolls by "The *Londonderry and Coleraine* Railway Consolidation Act, 1852," authorized in respect of the like Distance.

Railway to be subject to Provisions of 1 & 2 Vict. c. 98., 3 & 4 Vict. c. 97., 5 & 6 Vict. c. 55., 7 & 8 Vict. c. 85., 9 & 10 Vict. c. 57., and 14 & 15 Vict. c. 64.

XXXI. That nothing in this Act contained shall be held to exempt the said Railway or the Company from the Provisions of the several Acts respectively herein-after referred to; (that is to say,) an Act passed in the Second Year of the Reign of Her present Majesty, intituled *An Act to provide for the Conveyance of the Mails by Railways;* and another Act passed in the Fourth Year of the Reign of Her said Majesty, intituled *An Act for regulating Railways;* and another Act passed in the Sixth Year of the Reign of Her said Majesty, intituled *An Act for the better Regulation of Railways, and for the Conveyance of Troops;* and another Act passed in the Eighth Year of the Reign of Her said Majesty, intituled *An Act to attach certain Conditions to the Construction of future Railways authorized or to be authorized by any Act of the present or succeeding Sessions of Parliament, and for other Purposes in relation to Railways;* and another Act passed in the Session of Parliament held in the Ninth and Tenth Years of the Reign of Her said Majesty, intituled *An Act for regulating the Gauge of Railways;* and another Act passed in the Session of Parliament held in the Fourteenth and Fifteenth Years of the Reign of Her said Majesty, intituled *An Act to repeal the Act for constituting Commissioners of Railways;* but that such Provisions shall be in force in respect to the said Railway and Works, and Company, so far as the same are applicable.

Railway not exempt from Provisions of future General Acts.

XXXII. That nothing herein contained shall be deemed or construed to exempt the Railway by this Act authorized to be made from the Provisions of any General Act relating to this Act, or of any General Act relating to Railways, or to the better and more impartial Audit of the Accounts of Railway Companies, which may hereafter pass during the present or any future Session of Parliament, or from any future Revision or Alteration, under the Authority of Parliament, of the Rates for small Parcels, and of the maximum Rates of Fares and Charges authorized by this Act, or of the Rates for small Parcels.

Saving the Rights of the Commissioners of Public Works in Ireland.

XXXIII. That (anything in this Act or the Acts incorporated herewith, or any of them, to the contrary notwithstanding,) it shall not be lawful for the said Company to construct the said Railway or the Works connected therewith at any Place or in any Manner which in the Opinion of the said Commissioners of Public Works could or might

might interfere with, encroach upon, or injuriously affect the Works heretofore constructed, now in progress, or hereafter to be constructed by the said Commissioners, or any Mill Site or Water Power to be established by the said Commissioners in the District designated by the said Commissioners as "The District of *Lough Neagh*," in the Counties of *Londonderry*, *Antrim*, *Tyrone*, *Armagh*, and *Down*, under and by virtue of the said Act passed in the Session of the Fifth and Sixth Years of the Reign of Her present Majesty, to promote the Drainage of Lands, and Improvement of Navigation and Water Power in connexion with such Drainage, in *Ireland*, and the Acts since passed amending the same (for the Drainage of the Lands or Improvement of Navigation within the said District of *Lough Neagh*); nor shall it be lawful for the said Company to enter upon or construct on or through or over any of the Lands vested in the said Commissioners for the Purposes of the said District, nor on, through, or over the Quays, Wharfs, or other Works of the said Commissioners now made or hereafter to be made in the said District, any Embankments or other Works, nor to carry the said Railway across the River *Bann*, or interfere with the Navigation of the said River, except in such Places, and according to such Plans, Specifications, Elevations, and Sections, and subject to such Terms, Restrictions, and Regulations, as shall from Time to Time be approved of by the said Commissioners of Public Works in Writing under their Hands; and when any such Works shall have been so constructed by the said Company it shall not be lawful for the said Company to alter, vary, or extend the same, without obtaining, previously to any such Alteration or Extension, the like Consent or Approval of the said Commissioners; and if any such Embankment or other Work shall be commenced, altered, or completed contrary to the Provisions of this Act, it shall be lawful for the said Commissioners to abate and remove the same at the Cost and Charge of the Company, to be recoverable by Action, with Costs of Suit, without Prejudice, however, to the Right of the said Commissioners making such Application to the High Court of Chancery in *Ireland* for an Injunction to restrain the said Company from doing anything contrary to the Provisions of this Act, or taking such other Proceedings at Law or in Equity against the said Company as the said Commissioners may be advised.

Saving the Rights of the Irish Society.

XXXIV. That nothing in this Act contained shall extend to prejudice, diminish, alter, or take away any of the Rights, Privileges, Powers, or Authorities vested in or enjoyed by the Honourable the *Irish* Society, the Governor and Assistants, *London*, of the New Plantation of *Ulster* within the Realm of *Ireland*, under or by virtue of any Charter or Charters heretofore granted to them by the Crown, or of any Statute or Statutes in anywise relating thereto.

XXXV. That

Expenses of Act.

XXXV. That all the Costs, Charges, and Expenses of and attending the passing of this Act or incidental thereto shall be paid by the Company.

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