

[36 & 37 VICT.] *The Dundalk, Newry, and Greenore* [Ch. clxxiv.]  
*Railway Act, 1873.*



### CHAPTER clxxiv.

An Act to change the name of the Dundalk and Greenore Railway Company, and to enable them to make a railway from Newry to Greenore, and to acquire the undertaking of the Newry and Greenore Railway Company; and for other purposes. A.D. 1873.  
[21st July 1873.]

**W**HEREAS by the Dundalk and Greenore Railway Act, 1863, the Dundalk and Greenore Railway Company (in this Act called "the Company") were incorporated, and were authorised to make and maintain a railway, commencing at Dundalk by a junction with the authorised Dundalk Quay Extension Railway of the Irish North-western Railway Company, and terminating at Carlingford by a junction with the railway authorised by the Newry and Greenore Railway Act, 1863, and to raise for that purpose by shares the sum of one hundred and ten thousand pounds, and by borrowing the sum of thirty-six thousand six hundred pounds :

And whereas by the Newry and Greenore Railway Act, 1863, the Newry and Greenore Railway Company (in this Act called the Greenore Company) were incorporated, and were authorised to make and maintain a railway from the Newry and Armagh Railway in the town of Newry to Carlingford Lough, and a pier and other works on the shores of Carlingford Lough in connexion therewith, and it was provided by the said Act (section 40) that a part of the said railway and the said pier and works (in the said Act collectively referred to as "the joint works") should be constructed by a joint committee formed of three of the directors of the Company and of three of the directors of the Greenore Company, and to be called "The Greenore Works Committee :"

And whereas by the Dundalk and Greenore Railway Act, 1867, the Company were empowered to make and maintain the joint works as part of their own undertaking, and to raise by shares the further sum of fifty thousand pounds, and by borrowing the further

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And whereas by the Newry and Greenore Railway Amendment Act, 1864, the Greenore Company were empowered to raise further capital, and by the Newry and Greenore Railway (Further Powers) Act, 1865, they were authorised to make certain deviations in their authorised line, and to construct certain new works :

• And whereas under the provisions of the said Acts empowering them in that behalf, the Greenore Company have purchased certain of the lands required for the purposes of the railway by those Acts authorised :

And whereas the parties mentioned in the first schedule to this Act are, under the award of the arbitrator appointed under the provisions of the Railways, Ireland, Act, 1851, bearing date the twenty-eighth day of February one thousand eight hundred and sixty-five, or otherwise as stated in the said schedule respectively, entitled to the sums set forth therein in respect of the lands taken by the Greenore Company under the powers of the said Acts, but the said sums still remain unpaid :

And whereas the parties mentioned in the second schedule to this Act have been paid the respective sums set forth in that schedule in respect of lands taken by the Greenore Company as aforesaid, but no proper conveyances of the said lands have yet been obtained :

And whereas the powers for the compulsory purchase of lands under the said Acts have expired, and the powers for the construction and completion of the said railway, as extended by the Newry and Greenore Railway Acts Amendment Act, 1867, and the Newry and Greenore Railway Acts Amendment Act, 1870, will expire on the ninth day of August one thousand eight hundred and seventy-three, and no part of the said railway has yet been completed :

And whereas it is expedient that the Company should be authorised to make and maintain the railway herein-after described for the purpose of providing the communication which was intended to be provided by the railway authorised by the before-mentioned Acts relating to the Greenore Company, and it has been agreed between the Greenore Company and the Company that all the lands and rights and interests in lands, property, estates, and effects acquired by the Greenore Company for the purposes of such last-mentioned railway, and all the rights, powers, and privileges vested in the Greenore Company in relation to the said railway (so far as the



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same are not rendered unnecessary by the passing of this Act), should be transferred to and vested in the Company for the consideration and on the terms and conditions herein-after set forth: A.D. 1873.

And whereas it is expedient that the name of the Company should be changed, and that the Company should henceforth be described and known as "The Dundalk, Newry, and Greenore Railway Company:"

And whereas it is expedient that the Company should be empowered to run over and use the portion of the railway and the station of the Newry and Armagh Railway Company herein-after described, and that arrangements should be authorised between the Company and the Newry and Armagh Railway Company with reference to the interchange, forwarding, and transmission of traffic as herein-after expressed:

And whereas it is expedient that the Company should be authorised to acquire for the purposes of their undertaking certain lands at Greenore herein-after described:

And whereas the station and works of the Company at Greenore are now supplied with water by means of a reservoir constructed for the purpose of such supply on lands forming part of Mullabane Bog, and of mains, pipes, and other works connected therewith; and it is expedient that the Company should be empowered to acquire the said reservoir, lands, and works, and to supply therefrom water not required by them for their own purposes to any company or person at Greenore, and to recover the rents or sums of money from time to time payable in respect of such supply:

And whereas it is expedient that the Company should be authorised to raise further capital for the purposes of this Act:

And whereas by the Dundalk and Greenore Railway Act, 1867, the London and North-western Railway Company are empowered to subscribe towards the undertaking of the Company, and it is expedient that they should be empowered to increase their subscription for the purposes of this Act, and to raise further capital for that purpose:

And whereas plans and sections showing the line and levels of the railway which the Company are by this Act authorised to construct, and the lands which they are by this Act authorised to enter upon, take, and use, and also books of reference containing the names of the owners and lessees, or the reputed owners and lessees, and of the occupiers of the said lands, were duly deposited with the clerks of the peace for the counties of Armagh and Louth respectively, and are herein-after respectively referred to as the deposited plans, sections, and books of reference:

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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 for all purposes as the Dundalk, Newry, and Greenore Railway Act, 1873.

Incorporation of general Acts.

2. The Lands Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, the Railways Clauses Consolidation Act, 1845, the Railways Act, Ireland, 1851, the Railways Act, Ireland, 1860, the Railways Act, Ireland, 1864, the Railways Traverse Act, 1868, Part I. (relating to the construction of a railway) of the Railways Clauses Act, 1863, the clauses and provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters ; that is to say,

The distribution of the capital of the Company into shares ;

The transfer or transmission of shares ;

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

The forfeiture of shares for nonpayment of calls ;

The remedies of creditors of the Company against the shareholders ;

The consolidation of shares into stock ;

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

The making of dividends ;

The giving of notices ; and

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

And Part I. (relating to cancellation and surrender of shares), Part II. (relating to additional capital), Part III. (relating to debenture stock), and Part IV. (relating to change of name) of the Companies Clauses Act, 1863, are (except where expressly varied by this Act) incorporated with and form part of this Act.

Interpretation.

3. In this Act the several words and expressions to which meanings are assigned by the Acts wholly or partially incorporated herewith have the same respective meanings, unless there be something in the subject or context repugnant to such construction :

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The expression "the Company" means the Company incorporated by the Dundalk and Greenore Railway Act, 1863, whether referred to by the name assigned to it by that Act of the Dundalk and Greenore Railway Company or by the name assigned to it by this Act of the Dundalk, Newry, and Greenore Railway Company: A.D. 1873.

The expressions "the railway" and "the undertaking" mean respectively the railway and the undertaking by this Act authorised.

4. From and after the passing of this Act, the name of the Company shall be "The Dundalk, Newry, and Greenore Railway Company," and, subject to the provisions of this Act, the recited Acts relating to the Company, and all other Acts in which the Company is mentioned or referred to by their former name of the Dundalk and Greenore Railway Company, shall be read and construed as if the Company had therein been mentioned or referred to by their future name of the Dundalk, Newry, and Greenore Railway Company, and shall, notwithstanding such change of name, continue to apply to the Company in like manner in all respects as if the name of the Company had not been changed and this Act had not been passed. Change of name.

5. Subject to the provisions of this Act, the Company may make and maintain, in the line and according to the levels shown on the deposited plans and sections, the 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 books of reference as may be required for that purpose. The railway herein-before referred to and authorised by this Act is— Power to make railway and other works.

A railway thirteen miles three chains and fifteen yards in length, commencing by a junction with the Albert Basin Extension of the Newry and Armagh Railway in the town of Newry, and terminating by a junction with the railway of the Company on the shores of Carlingford Lough near to Greenore Point.

And the said railway and the works connected therewith shall, with respect to tolls, rates, and charges, and for all other purposes whatsoever, be part of the undertaking of the Company.

6. With reference to this Act, all the provisions of sections 7, 8, and 9 of the Railways Clauses Consolidation Act, 1845, shall be read and construed as if the expression "clerks of the unions within which such parishes are included in Ireland," or As to deposit of plans with clerks of unions.



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the words "clerks of the union" (as the case may be) had been used and inserted in such sections in lieu of the expression "the postmasters of the post towns in or nearest to such parishes in Ireland," or in lieu of the word "postmasters" (as the case may be).

Power to acquire additional lands.

7. In addition to the other lands which the Company are by this Act authorised to acquire, they may from time to time enter upon, take, and use for the general purposes of their undertaking, and for providing additional accommodation in connexion with their railway station, pier, and works at Greenore, all or any part of the lands and buildings herein-after described delineated upon the deposited plans thereof, and described in the deposited book of reference relating thereto; (that is to say,)

Certain lands and buildings in the townland of Greenore in the parish of Carlingford, in the county of Louth, adjoining the lighthouse, and including the coastguard station at the point of Greenore.

For protection of Commissioners of Irish Lights.

8. Provided always, that the Company shall not under the powers of this Act, unless with the previous consent in writing of the Commissioners of Irish Lights under their common seal, or other the owners thereof for the time being, enter upon, take, or use any portion of the property numbered on the deposited plans 8, in the parish of Carlingford and townland of Greenore, or any greater portion of the property numbered on the same plans 9, in the same parish and townland, than that portion which is coloured pink on the plan of the said lands signed by John Floyer, Esquire, chairman of the committee of the House of Commons to whom the Bill for this Act was referred.

For the protection of the Harbour of Carlingford Lough Improvement Commissioners.

9. The Company shall not under the powers of this Act, without the previous consent in writing of the Harbour of Carlingford Lough Improvement Commissioners, or other the owners for the time being, enter upon, take, or use the lands numbered on the deposited plans 2, 3, 4, 5, 6, 7, and 20, in the parish of Carlingford and townland of Greenore.

Power to Company to raise further capital.

10. In addition to such sums of money as the Company now are authorised to raise, they may from time to time raise for the purposes of this Act any capital, not exceeding in the whole the sum of two hundred and forty thousand pounds, by the creation and issue at their option of new ordinary shares or fully paid up stock, or new preference shares or fully paid up stock, or wholly or partially by one or both of those modes respectively: Provided

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always, that (unless otherwise specified in any resolution of the Company) no person shall be entitled to vote in respect of any share or stock created and issued under this Act to which a preferential dividend shall be assigned. A.D. 1873.

11. The Company shall not issue any share created under the authority of this Act, nor shall any such share vest in the person 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. Shares not to be issued till one fifth paid.

12. 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 fourths of the amount of a share shall be the utmost aggregate amount of the calls made in any year upon any share. Calls.

13. Except as by or under the powers of this Act otherwise provided, all such new stock shall, in proportion to the amount thereof, and all such new shares shall, in proportion to the amount for the time being paid up thereon, confer upon the respective holders thereof the same qualifications, rights of voting, and other privileges as any ordinary shares or stock of the Company. Qualifications, &c. of new shares or stock.

14. 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. Receipts by persons not sui juris.

15. The London and North-western Railway Company may, with the authority of three fourths of the votes of their shareholders present, in person or by proxy, at a general meeting of the said Company specially convened for the purpose, from time to time subscribe any sum which they think fit towards the undertaking, not exceeding in the whole one hundred and ninety-five thousand pounds; and the said Company may with like authority contribute and apply in or towards payment of their said subscription any moneys which they are already authorised to raise and which may not be required by them for the purposes of their undertaking, and also any moneys which they are by this Act authorised to raise; and the said Company shall, in respect of the sums to be subscribed and the corresponding shares in the Company to be held by them, have all the powers, rights, and privileges (except in regard to voting at general meetings, which shall be as hereinafter provided), and be subject to all the obligations and liabilities of proprietors of shares in the Company: Provided always, that the London and North-western Railway Company shall not sell, dispose of, or transfer any of the shares in the Company for which they may subscribe. Power to the London and North-western Railway Company to contribute.



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Power to  
borrow.

**16.** In addition to such sums of money as the Company are now authorised to borrow, they may from time to time borrow on mortgage any sum not exceeding in the whole eighty thousand pounds, but no part thereof shall be borrowed until the whole capital of two hundred and forty thousand pounds is issued and accepted, and one half thereof is paid up, and the Company have proved to the justice who is to certify under the 40th section of the Companies Clauses Consolidation Act, 1845, before he so certifies, that the whole of such capital has been issued and accepted, and that one half thereof has been paid up, and that not less than one fifth part of the amount of each separate share in such capital has been paid on account thereof before or at the time of the issue or acceptance thereof, and that such capital was issued bonâ fide and is held by the persons or corporations to whom the same was issued, or their executors, administrators, successors, or assigns, and that such persons or corporations, their executors, administrators, successors, or assigns are legally liable for the same; and upon production to such justice of the books of the Company, and of such other evidence as he shall think sufficient, he shall grant a certificate that the proof aforesaid has been given, which shall be sufficient evidence thereof.

Repeal of  
existing pro-  
visions as to  
appointment  
of a receiver.

**17.** Every provision with respect to the appointment of a receiver for enforcing payment by the Company of arrears of principal money, or principal money and interest, contained in any Act passed before the present session of Parliament, whereby the Company is authorised to raise by borrowing money for the purposes of their undertaking, shall be and the same is hereby repealed, but without prejudice to any appointment which may have been made, or to the continuance of any proceedings which may have been commenced prior to the passing of this Act under any such provision.

For appoint-  
ment of a  
receiver.

**18.** 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 ten thousand pounds in the whole.

Debenture  
stock.

**19.** 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 after the passing of this Act created and issued by the Company shall rank *pari passu* with the interest of all mortgages at any time after the passing of



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this Act granted by the Company, and shall have priority over all principal moneys secured by such mortgages. A.D. 1873.

**20.** All moneys raised by the Company under this Act, whether by shares, debenture stock, or borrowing, shall be applied for the purposes of this Act only. Application of moneys.

**21.** The quantity of land to be taken by the Company by agreement under the authority of this Act and the other Acts of the Company, for the extraordinary purposes mentioned in the Railways Clauses Consolidation Act, 1845, shall not exceed twenty acres. Lands for extraordinary purposes.

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

**23.** Subject to the provisions in the Railways Clauses Consolidation Act, 1845, and in Part I. (relating to the construction of a railway) of the Railways Clauses Act, 1863, contained in reference to the crossing of roads on the level, the Company may in the construction of the railway carry the same with a single line only whilst the railway shall consist of a single line, and afterwards with a double line only, across and on the level of the roads next herein-after mentioned; (that is to say,) Power to cross certain roads on the level.

No. on deposited Plans.	Townland.	Description of Road.
10	Knocknagoran - -	County Road.
102	Liberties of Carlingford -	Quay and Road.

**24.** When and so long as the said road numbered on the deposited plans 102 in the liberties of Carlingford shall be crossed on the level by the railway, the Company shall construct and maintain a bridge for foot passengers across the railway, at or near the point where the railway crosses the said road on the level. Bridge to be provided for foot passengers at level crossing in liberties of Carlingford.

**25.** In altering for the purposes of this Act the road next herein-after mentioned the Company may make the same of any inclination not steeper than the inclination herein-after mentioned in connexion therewith; (that is to say,) Inclination of a certain road.

No. on deposited Plans.	Townland.	Description of Road.	Intended Inclination.
1	Clohoge - -	County Road -	1 in 15.

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Company  
to provide  
new coast-  
guard station  
at O'Meath.

**26.** The Company, if required so to do by the Lords Commissioners of the Admiralty, shall, before taking possession of any portion of the houses, offices, gardens, and boat-slip forming the present coastguard station at O'Meath, and numbered respectively on the deposited plans 13, 14, 15, 16, 17, and 18 in the townland of Knocknagoran, build and completely finish in lieu thereof, to the satisfaction of the Office of Public Works, Dublin, but at the joint expense of the Lords Commissioners of the Admiralty and the Company, and on lands to be provided for the purpose by the said Lords Commissioners, within three months after they have been required so to do by the Company, a new coastguard station at O'Meath, to consist of an officer's house and cottages for four men, with boat-house and slip-way, and a watch-room and store-room; provided that the amount to be contributed by the Company towards the cost of the said new coastguard station shall not exceed the sum of six hundred pounds.

For protec-  
tion of the  
Newry  
Navigation  
Company.

**27.** Whereas the railway will be constructed in great part near and parallel to the Newry Navigation, the following provisions shall have effect for the protection of the Newry Navigation Company; that is to say,

1. Notwithstanding anything shown on the deposited plans and sections, it shall not be lawful for the Company in the construction of the railway, between its commencement and the distance from such commencement of three miles three furlongs and six chains, to interfere with any part of the Carlingford Road lying between the centre line of railway shown upon the deposited plans and the Newry Navigation :
2. Between the distances of one furlong and six furlongs and four chains from the commencement of the railway, the Company shall not, in the construction or maintenance of the railway, enter upon, take, use, or arch over any part of the drain called the Back Drain, nor enter upon, take, or use any part of the land situate between the said drain and the Newry Navigation, except for the purpose of making use of such drain as an outlet for any waters that may be required to be got rid of in the construction or maintenance of the railway, but no culvert to or from the said drain shall be made within one hundred feet of the entrance to the aqueduct under the canal :
3. Between the distances of three miles forty-five chains and four miles five chains, and between the distances of four miles eighteen chains and four miles fifty-five chains from the commencement of the said railway, the Company shall not deviate



more than five yards towards the river Newry from the centre line of railway shown upon the deposited plans, neither shall they take, use, or occupy any lands for the purpose of depositing spoil between the said distances respectively forming part of the foreshore of the said river, beyond what may be actually required for the construction of the railway as shown on the deposited plans and sections, with a double line of rails, and provision shall be made by and at the expense of the Company, to the reasonable satisfaction of the engineer of the Newry Navigation Company, for access to the Newry River from the Carlingford Road, for the use of all persons using the navigation between the above-named respective distances :

4. Notwithstanding anything in this Act contained, the Company shall not for the purposes of the railway enter upon, take, or use any part of the properties numbered on the deposited plans 15 in the townland of Fathom Lower, and 23, 24, 25, 26, 27, 28, and 29 in the townland of Fathom Upper, all in the parish of Newry and county of Armagh, without the previous consent in writing of the Newry Navigation Company under the hand of their secretary :
5. If at any time the Newry Navigation Company shall, by reason of danger or accident arising from the construction or working of the railway, be legally compelled to erect a screen or fence between their towing-path and the said Carlingford Road, along the line of their navigation from Newry to their sea lock, or along any part or parts thereof, the Company shall forthwith, upon a requisition in writing delivered to them by the Newry Navigation Company to that effect, proceed forthwith to erect and shall erect such screen or fence at their own expense, and failing the Company's so doing within such reasonable time as shall be prescribed by the said requisition, the Newry Navigation Company may themselves erect such screen or fence, and the whole costs, charges, and expenses incurred by them in erecting the same shall be borne and defrayed by the Company, and may be recovered from them by the Newry Navigation Company as liquidated damages in any court of competent jurisdiction :
6. The Company shall be responsible for and make good to the Newry Navigation Company, and all persons using their canal and navigation, all costs, losses, damages, and expenses which may be occasioned to the Newry Navigation Company, or to any of their works or property, or to any person using the same or otherwise, by reason of the execution or failure of any of the

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works of the Company, or by reason of any act or omission of the Company, or any of the persons in their employment, or their contractors or others; and the Company shall effectually indemnify and hold harmless the Newry Navigation Company from all claims and demands upon or against them by reason of any such execution or failure, and of any such act or omission as aforesaid.

Deposit  
money not to  
be repaid  
until line  
opened or  
half the  
capital paid  
up and  
expended.

**28.** Whereas pursuant to the standing orders of both Houses of Parliament, and to an Act of the 9th year of the reign of Her present Majesty, chapter 20, a sum of six thousand eight hundred and fourteen pounds nineteen shillings and threepence new three pounds per centum stock, being equal in value to five per centum upon the sum of one hundred and twenty-five thousand three hundred and sixty pounds ten shillings and ninepence, the amount of the estimate in respect of the railway, has been transferred to the account of the Accountant General of the Court of Chancery in Ireland in respect of the application to Parliament for this Act: Be it enacted, that, notwithstanding anything contained in the said Act, the said sum so transferred as aforesaid in respect of the application for this Act 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 survivor or survivors of them, unless the Company shall, previously to the expiration of the period limited by this Act for the completion of the railway to be made, either open the railway for the public conveyance of passengers, or prove to the satisfaction of the Board of Trade that the Company have paid up one half of the amount of the capital by this Act authorised to be raised by means of shares, and have expended for the purposes of this Act a sum equal in amount to such one half of the said capital; and if the said period shall expire before the Company shall either have opened the railway for the public conveyance of passengers, or have given such proof as aforesaid to the satisfaction of the Board of Trade, the said sum of money deposited as aforesaid shall be applied in the manner herein-after specified; and the certificate of the Board of Trade that such proof has been given to their satisfaction as aforesaid shall be sufficient evidence of the fact so 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.

**29.** The said sum of money transferred as aforesaid shall be applicable, and after due notice in the Dublin Gazette shall be ap-



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plied, towards compensating any landowners or other persons whose property may have been interfered with or otherwise rendered less valuable by the commencement, construction, or abandonment of the railway, or any portion thereof, or who may have been subjected to injury or loss in consequence of the compulsory powers of taking property conferred upon the Company by this Act, and for which injury or loss no compensation or inadequate compensation shall have been paid, and shall be distributed in satisfaction of such compensation as aforesaid, in such manner and in such proportions as to the Court of Chancery in Ireland may seem fit; and if no such compensation shall be payable, or if a portion of the said sum of money shall have been found sufficient to satisfy all just claims in respect of such compensation, then the said sum of money, or such portion thereof as may not be required as aforesaid, shall either be forfeited to Her Majesty, and accordingly be paid or transferred to or for the account of Her Majesty's Exchequer, in such manner as the Court of Chancery in Ireland thinks fit to order on the application of the Solicitor of Her Majesty's Treasury, and shall be carried to and form part of the Consolidated Fund of the United Kingdom, or, in the discretion of the Court, if the Company is insolvent and has been ordered to be wound up, or a receiver has been appointed, shall wholly or in part be paid or transferred to such receiver or to the liquidator or liquidators of the Company, or be otherwise applied as part of the assets of the Company for the benefit of the creditors thereof; provided that until the said sum of money 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 person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them.

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

Period for  
completion  
of works.

**31.** All the lands and rights and interests in lands which the Greenore Company have purchased or acquired, or are proceeding to purchase or acquire, or which belong to or are otherwise vested in or held in trust for them, and all other the property, and all the estate, interests, and effects, whether real or personal (except arrears of calls and the right to make further calls), which belong to or are

Lands of  
Greenore  
Company  
vested in the  
Company.

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vested in or held by the Greenore Company under the powers of the Newry and Greenore Railway Act, 1863, and the recited Acts amending or extending the same, for the purposes of the railways and works (other than the joint works) by those Acts authorised, are by this Act, upon payment of the sum of six thousand pounds, with interest (if any), mentioned in the next following section of this Act, vested in and shall become the property of and may and shall be held by or in trust for the Company for all the estate and interests of the Greenore Company therein, subject to the claims of the respective parties mentioned in the first schedule to this Act, and of John Obins Woodhouse, mentioned in the second schedule to this Act, or their representatives, for or in respect of their unpaid purchase moneys or balance of purchase moneys mentioned in the said schedules respectively, with interest and costs, from which last-mentioned claims the Greenore Company shall be and are hereby indemnified and held harmless by the Company: Provided always, that within three months from the passing of this Act the Company shall produce to the Commissioners of Inland Revenue a copy of this Act, printed by Her Majesty's printer, and duly stamped with the ad valorem stamp duty of the same amount as would have been payable if the transfer of the undertaking had been by a deed of conveyance; and if the said Company shall not within the said period of three months produce to the said Commissioners such copy of this Act, duly stamped as aforesaid, the ad valorem stamp duty shall be recoverable from the Company, with full costs of suit, and all costs and charges attending the same.

Providing  
for payment  
of the pur-  
chase money.

**32.** The Company shall pay to the Greenore Company as the purchase money for the lands, property, estate, and effects of the Greenore Company by this Act vested in the Company the sum of six thousand pounds, as follows: Four thousand pounds part thereof shall be paid within fourteen days after the passing of this Act or the handing over to the Company of all the deeds and papers within the possession or control of the Greenore Company, their officers and servants, connected with the title to the lands by this Act vested in the Company, or in which the Greenore Company have any estate, right, or interest, whichever event shall last happen; and two thousand pounds, the remainder of the said sum of six thousand pounds, within fourteen days after the effectual conveyance to the Company of the lands mentioned or described in the second schedule to this Act: Provided always, that if default be made in the payment of either of the said sums of four thousand pounds and two thousand pounds when the same respectively become due as herein-before mentioned, the Company shall pay



to the Greenore Company interest at the rate of ten pounds per centum per annum on the amount so for the time being unpaid from the time at which the same is by this Act required to be paid until the day of payment thereof. The said sums of four thousand pounds and two thousand pounds shall, from and after the same shall have become payable under the provisions of this Act, be debts due from the Company to the Greenore Company, and may be recovered, with interest thereon and costs of suit, in any court of competent jurisdiction.

A.D. 1873.

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**33.** In discharge of the purchase money of six thousand pounds by this Act required to be paid to the Greenore Company, the said sums of four thousand pounds and two thousand pounds respectively, and the interest thereon (if any), shall be paid to William Miller Kirk, Henry Gruning, and Henry George Ashhurst, being three of the present directors of the Greenore Company, or the survivors of them, and the receipt of the said three directors, or of the survivors of them, shall effectually discharge the Company from the sum or sums of money so acknowledged to have been received, and from being answerable or accountable for the loss, misapplication, or nonapplication thereof: Provided always, that the said William Miller Kirk, Henry Gruning, and Henry George Ashhurst, or the survivors of them, who shall actually receive such sum or sums shall hold the same for the period of three calendar months from the receipt thereof respectively upon trust for the Greenore Company, or the official liquidator or liquidators thereof, if any shall be appointed under the provisions for the winding up of the Greenore Company herein-after contained, and shall at the end of such three calendar months pay the same over to the Greenore Company, or such official liquidator or liquidators thereof, as the case may be.

Purchase money to be paid to certain directors, whose receipt to be an effectual discharge.

**34.** Provided always, that any creditor of the said Greenore Company shall at any time after this Act shall have received the Royal Assent be at liberty to apply to the Court of Chancery in England, or the Court of Chancery in Ireland, to wind up the said Newry and Greenore Railway Company, and such court shall have full power to wind the same up.

Any creditor of Greenore Company may apply for order to wind up Newry and Greenore Railway Company.

**35.** Forthwith after payment to the Greenore Company by the Company of the whole of the said sum of six thousand pounds and interest, the Greenore Company shall proceed to wind up their affairs, and in order thereto shall, subject to the payment, satisfaction, and discharge of all their debts, contracts, and liabilities, distribute and pay the net balance to and among the several persons

Greenore Company to wind up their affairs.

[Ch. clxxiv.] *The Dundalk, Newry, and Greenore* [36 & 37 VICT.]  
*Railway Act, 1873.*

A.D. 1873. — who at the time of such payment and distribution are the registered shareholders of the Greenore Company in proportion to their respective shares in the capital of the Greenore Company, their respective executors, administrators, successors, or assigns.

Receipts of executors, &c. to discharge Greenore Company.

**36.** For the purposes of such winding up, the receipt of the guardian or committee of the estate of any shareholder in the Greenore Company, being an infant, idiot, or lunatic, shall be an effectual discharge to that Company and to the directors thereof, for so much of the purchase money or other moneys as are in such receipt expressed to be received.

Payment into court by Greenore Company.

**37.** Provided that where the Greenore Company are, for twelve months after the period for the distribution of their net moneys has expired, unable after diligent inquiry to ascertain the person to whom any part thereof ought to be paid, or where any part thereof is payable to a person who or the guardian or committee of whose estate cannot give an effectual receipt for the same, the Greenore Company may pay the same into the Court of Chancery in Ireland under any Act from time to time in force for the relief of trustees.

Greenore Company to be dissolved.

**38.** When and so soon as the assets of the Greenore Company shall have been distributed in manner aforesaid, and all their debts and liabilities are fully paid and satisfied, and their affairs wound up, the Greenore Company shall be and are hereby dissolved.

Bond given by Greenore Company to be cancelled.

**39.** The Lords Commissioners of Her Majesty's Treasury may and shall upon the production of this Act deliver up to the Company the bond given by the Greenore Company and their sureties, in pursuance of section 62 of the Newry and Greenore Railway Act, 1863, to be cancelled, and satisfaction shall be entered up in respect thereof.

Powers for appointment of Commissioners of Carlingford Lough not to be conferred on Company.

**40.** Nothing in this Act contained shall confer upon the Company the powers vested by the Pier and Harbour Orders Confirmation Act, 1864, in the Newry and Greenore Railway Company to appoint two of the commissioners for the improvement and regulation of the Harbour of Carlingford Lough.

Power to Company to use portion of Newry and Armagh Railway.

**41.** The Company may run over and use with their engines, carriages, and servants, and for the purpose of traffic of every description, so much of the railway of the Newry and Armagh Railway Company as lies between the junction therewith of the railway by this Act authorised at Newry and Goragh Wood, together with all stations, sidings, junctions, water, watering-places, signals, works, and conveniences connected therewith, including



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*Railway Act, 1873.*

the Edward Street Station at Newry of the last-named Company, with all its conveniences and appliances. A.D. 1873.

42. For the purposes of the last preceding enactment, so far as the same relates to the use of the said Edward Street Station, the Company and the Newry and Armagh Railway Company shall, unless otherwise agreed, appoint a joint staff of officers and servants for the conduct of the traffic of the Company in the said station, and any difference arising between the said Companies with reference to the appointment, dismissal, payment, or control of such officers and servants, or otherwise in relation thereto, shall be determined by arbitration in the manner herein-after provided.

Providing for joint staff at the Edward Street Station.

43. The Company shall not use or exercise any of their powers under this Act so as to prejudice the traffic of the Newry and Armagh Railway Company between Goragh Wood and Armagh.

Protecting traffic between Goragh Wood and Armagh.

44. The terms and conditions of the user under the authority of this Act of the said portion of the railway and station of the Newry and Armagh Railway Company, and the tolls and charges, or sums of money to be paid in respect thereof, shall be such as are from time to time agreed upon between the Newry and Armagh Railway Company and the Company, or as failing agreement shall be determined by arbitration in the manner herein-after provided.

Terms and conditions of user.

45. The Company in using or traversing the said portion of the railway and station of the Newry and Armagh Railway Company in accordance with the provisions herein-before contained, shall at all times observe the regulations and byelaws for the time being in force on the railway and station so used or traversed, so far as such regulations shall be applicable to the Company.

Regulations to be observed in exercising running powers.

46. During the exercise of the running powers by this Act conferred in respect of the said portion of the railway of the Newry and Armagh Railway Company, the railways of the Company and of the Newry and Armagh Railway Company shall, for the purpose of short-distance tolls and charges to be taken and demanded by the Company, be considered as one railway; and in estimating the amount of tolls and charges in respect of traffic conveyed partly on the railway and partly on the railway of the Newry and Armagh Railway Company for a less distance than four miles tolls and charges may only be charged as for four miles, and in respect of passengers, for every mile or fraction of a mile beyond four miles tolls and charges as for one mile only, and in respect of animals and goods, for every quarter of a mile or fraction of a quarter of a mile beyond four miles tolls and charges as for a quarter of a mile

Tolls on traffic conveyed partly on Company's railway and partly on railway of Newry and Armagh Railway Company.

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A.D. 1873. only, and no other short-distance charge shall be made for the conveyance of passengers, animals, or goods partly on the railway and partly on the railway of the Newry and Armagh Railway Company.

Providing as to cost of additional works on the Newry and Armagh Railway.

47. If it shall be necessary to lay down an additional line of rails on the said portion of the railway of the Newry and Armagh Railway Company, or on any part thereof, or to enlarge the said station of that Company at Edward Street, or to execute any alteration or additional work on the said portion of railway, or on any part thereof, in consequence of the running powers hereby granted to the Company, the same shall be done at the cost of the Company, on terms to be agreed upon between the Company and the Newry and Armagh Railway Company, or, failing agreement, to be settled by arbitration in the manner herein-after provided: Provided that any difference as to the necessity of such doubling of the line or enlargement of station or execution of alteration or additional work shall, in case of difference, be settled by arbitration in like manner.

Mutual traffic facilities between the Company and the Newry and Armagh Railway Company.

48. In order to facilitate the transmission of traffic passing to or from the railway from or to the Newry and Armagh Railway, the Company and the Newry and Armagh Railway Company shall respectively, for the purposes of all such traffic of whatever description, whether passengers, animals, cattle, goods, minerals, or other things, from time to time and at all times hereafter, have the right to book and invoice through from any station or place on the one railway to any station or place on the other railway; and the Company shall, for and in respect of all the said traffic of the Newry and Armagh Railway Company, at all times afford to and for that Company all needful accommodations, facilities, and conveniences at and over the railway, or any part thereof, and at the stations, works, and conveniences thereon by the trains of the Company, and by through booking and invoicing, through rates, and as far as reasonably may be through carriages and waggons, and shall at all times and in all respects conduct, forward, and carry on and accommodate such traffic as well as if it were their own proper traffic; and the Newry and Armagh Railway Company shall afford the like accommodations, facilities, and conveniences for the traffic of the Company on, at, and over the Newry and Armagh Railway, and at all stations, works, and conveniences connected therewith; and the rates and other sums to be charged by the Company to the Newry and Armagh Railway Company, and by the Newry and Armagh Railway Company to the Company, shall respectively be



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*Railway Act, 1873.*

agreed upon between those Companies, and, failing agreement, shall be settled from time to time by arbitration in the manner hereinafter provided. A.D. 1873.  
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49. All matters and questions by this Act required to be settled or determined by arbitration shall be settled from time to time in the manner provided for the settlement of disputes by arbitration by the Railway Companies Arbitration Act, 1859. Providing for  
arbitration.

50. The Company may by agreement, but not otherwise, purchase or acquire or take on lease and may hold the reservoir recently constructed on lands forming part of Mullabane Bog in the parish of Carlingford, and the pipes, aqueducts, and other works and conveniences connected therewith, and the lands in, upon, and under which the same are constructed and laid, and the rights, powers, and privileges appurtenant thereto, and when so purchased or taken on lease the said reservoir, pipes, aqueducts, works, and conveniences, lands, rights, powers, and privileges shall belong to and vest in the Company and be and be deemed to be part of their undertaking, and the provisions of the Lands Clauses Consolidation Act, 1845, with respect to the purchase of lands by agreement shall extend and apply to any purchase to be made under the authority of this section. Power to  
Company to  
purchase  
reservoir at  
Mullabane  
Bog.

51. The Company may from time to time supply from the said reservoir water not required for their own purposes to any company or person at Greenore or in Carlingford Lough, and may charge for water so supplied such sum as they think fit, not exceeding the sum of one shilling for every hundred gallons so supplied, and may recover the sums from time to time payable in respect of any such supply in the same manner as they may recover tolls and charges from time to time payable in respect of the use of their railway, and the Company and any such other company or person may from time to time enter into contracts and agreements with reference to the purposes aforesaid or any of them. Power to  
supply water  
at Greenore.

52. The London and North-western Railway Company from time to time may raise, for the purpose of their subscription to the undertaking by this Act authorised, by the creation and issue of shares, any capital not exceeding in nominal amount the amount which the said Company may as herein-before provided agree to subscribe, and the said Company may issue such shares, either wholly or partially as ordinary or wholly or partially as preferential shares, as they may think fit, and the clauses and provisions of the Companies Clauses Consolidation Act, 1845, with respect to the following matters; (namely,) Power for  
London and  
North-  
western  
Railway  
Company to  
raise capital.

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*Railway Act, 1873.*

A.D. 1873.

The distribution of the capital of the company into shares ;  
The transfer or transmission of shares ;  
The payment of subscriptions and the means of enforcing the  
payment of calls ;  
The forfeiture of shares for nonpayment of calls ;  
The consolidation of shares into stock ;  
The remedies of creditors of the Company against the share-  
holders ;  
The general meetings of the Company ;  
The making of dividends ;  
The giving of notices ;  
The provision to be made for affording access to the special Act ;  
and

Part II. (relating to additional capital) of the Companies Clauses  
Act, 1863, shall extend and apply to the London and North-  
western Railway Company, and to the additional capital which  
they are by this Act authorised to raise.

Shares not  
to be issued  
by London  
and North-  
western  
Company  
until one  
fifth paid up.  
Except as  
otherwise  
provided,  
new shares  
to be subject  
to same  
incidents as  
ordinary  
shares.

**53.** The London and North-western Railway Company shall not  
issue any share created under the authority of this Act, nor shall  
any share vest in the person accepting the same, unless and until  
a sum not being less than one fifth of the amount of such share  
shall have been paid in respect thereof.

**54.** The share capital created by the London and North-western  
Railway Company under this Act, and the shares therein, and the  
holders of those shares respectively, except any share capital and  
shares therein to which a preferential dividend is attached, and the  
holders of those shares respectively, shall be subject and entitled to  
the same powers, provisions, forfeitures, liabilities, rights, privi-  
leges, and incidents whatsoever in all respects as if that capital were  
part of the now existing ordinary share capital of the said Company  
and those shares were shares in that ordinary capital.

Dividends  
on new  
shares  
created by  
London and  
North-  
western  
Railway  
Company.

**55.** Every person who becomes entitled to a share created by  
the London and North-western Railway Company under this Act  
shall in respect of the same be a shareholder in that Company, and  
shall be entitled to a dividend, either preferential or ordinary, as the  
case may be, with the other holders of shares of the same class or  
description, proportioned to the whole amount from time to time  
called and paid on such new shares.

Votes and  
qualifications  
in respect  
of shares  
created by  
London and

**56.** The holders of the shares created by the London and North-  
western Railway Company under this Act shall have rights of  
voting and qualifications in respect thereof on the principle that  
each sum of one hundred pounds paid up in respect of the shares



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held by any such holder shall be deemed equivalent to one original share of one hundred pounds in the capital of that Company as prescribed by their Act of incorporation. A.D. 1873.  
North-western Railway Company.

Provided that no person shall be entitled to vote in respect of any less amount than one hundred pounds paid up.

Provided also, that (unless otherwise specified in any resolution of the said Company) no person shall be entitled to vote in respect of any share created or issued under this Act to which a preferential dividend shall be assigned.

**57.** The London and North-western Railway Company may raise by the creation of stock the money which they are by this Act or by any other Act passed in the present session of Parliament, whether before or after the passing of this Act, authorised to raise by the creation of shares or any part thereof. London and North-western Railway Company may create and issue stock in lieu of shares.

The said Company may create and issue such stock either wholly or partially as ordinary, or wholly or partially as preferential stock, as they may think fit, and all the provisions of this Act with respect to the shares by this Act authorised to be created and the holders thereof shall, so far as applicable, apply to the stock created under the authority of this present enactment and the respective holders thereof, as fully and effectually as if those provisions were re-enacted in respect of that stock and the respective holders thereof.

**58.** If by any other Act passed in the present session of Parliament, whether before or after the passing of this Act, the London and North-western Railway Company be authorised to raise any capital by new shares or stock, then, subject to the provisions of the other Act and this Act respectively, the said Company, if they think fit, may raise by the creation and issue of new shares or stock of one and the same class all or any part of the aggregate capital which they are by the other Act and this Act respectively authorised to raise by the creation and issue of new shares or stock, but nothing in this Act contained shall empower the said Company to issue stock to be paid up by instalments. New shares or stock raised by London and North-western Railway Company under this Act and any other Act of this session may be of same class.

**59.** All moneys which the London and North-western Railway Company may raise under the powers of this Act shall be applied to the purposes of the before-mentioned subscription only. Application of moneys.

**60.** The London and North-western Railway Company whilst shareholders of the Company may, by writing under their common seal, from time to time appoint some person to attend any meeting of the Company, and such person shall have all the privileges and powers attaching to a shareholder of the Company at such meetings, Votes of London and North-western Railway Company at general meetings.

[Ch. clxxiv.] *The Dundalk, Newry, and Greenore* [36 & 37 VICT.]  
*Railway Act, 1873.*

A.D. 1873. and may vote thereat in respect of the capital held by the London and North-western Railway Company.

Saving  
rights of the  
Crown in the  
foreshore.

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

Saving  
rights as to  
future  
accrutions.

**62.** Whereas all lands to the seaward of the lands by this Act authorised to be reclaimed now are below the line of ordinary high-water mark: Therefore, if any land to the seaward of the lands by this Act authorised to be embanked or reclaimed shall at any time after the execution of any works under the authority of this Act become raised in height or reclaimed, whether gradually or imperceptibly, or otherwise, so as to be above instead of below such line of ordinary high-water mark, the Company shall not, by virtue of the ownership of any lands which they are by this Act empowered to reclaim, have any estate, right, or interest in or to the lands so raised in height or reclaimed, by reason that such raising or reclamation has been gradual or imperceptible, or has been either wholly or partially caused by the works by this Act authorised or otherwise; but the right and title to the soil and freehold of such land when so raised or reclaimed shall continue vested in the Queen's Majesty, or such other corporation or person or persons as is or are at the time of the passing of this Act entitled to the same, and as if the same had continued as the same now is, subject to the flow and reflow of the ordinary tides.

Any land  
reclaimed by  
the works  
not to be  
taken with-  
out the  
consent of  
the Board  
of Trade.

**63.** If in the course or by means of the execution of any of the works by this Act authorised any part of the shores or bed of the said Carlingford Lough and the said Newry River, or of the sea beyond the mouth thereof, belonging to Her Majesty, shall be inned, gained, or reclaimed from the water, the said Company shall not have or exercise any right upon the same or in respect thereof, and shall not enter upon, take, use, or interfere with the land so inned, gained, or reclaimed for any purpose whatsoever, without the consent in writing of the Board of Trade on behalf of Her Majesty, but such inned, gaining, or reclamation shall enure absolutely for the benefit of the Queen's Majesty, her heirs and successors.



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*Railway Act, 1873.*

**64.** Nothing contained in this Act, or to be done under the authority thereof, shall in any manner affect the title to any of the subjects, or any rights, powers, or authorities mentioned or reserved by sections 20, 21, and 22 of the Crown Lands Act, 1866.

A.D. 1873.  
—  
Saving rights under Crown Lands Act.

**65.** The Company and the London and North-western Railway Company respectively shall not, out of any money by this Act authorised to be raised by calls, debenture stock, or borrowing, pay interest or dividend to any shareholder on the amount of the calls made in respect of the shares held by him.

Interest not to be paid on calls paid up.

Provided always, that this Act shall not prevent the said Companies respectively 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.

**66.** The Company and the London and North-western Railway Company respectively 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 said Companies respectively to construct any other railway or to execute any other work or undertaking.

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

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

Provision as to general Railway Acts.

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

Costs of Act.

[Ch. clxxiv.] *The Dundalk, Newry, and Greenore* [36 & 37 VICT.]  
*Railway Act, 1873.*

A.D. 1873.

SCHEDULES referred to in the foregoing Act.

FIRST SCHEDULE.

Townland.	Owner, Lessee, or Occupier.	Amount unpaid.		
		£	s.	d.
Drumalane	Honble. J. H. Knox, Major-Gen. Geo. P. Higginson, and P. W. Muir, Esq., trustees of the estate of Lord Kilmorey	650	0	0
		10	0	0
Clohoge	Trustees of Lord Kilmorey	618	12	8
Fathom Lower	Rev. Robert Gordon Atkinson and trustees of Lord Kilmorey	47	17	9
Fathom Upper	Trustees of Lord Kilmorey	483	13	4
Clohoge	Grand Jury	0	0	6
	John Potts	0	1	0
	The Public	0	1	0
Fathom Lower	Margaret Pendleton Benson	683	0	0
	Trustees of Lord Kilmorey	0	1	0
	Grand Jury	0	1	0
	Newry Navigation Company	6	14	6
	Rev. R. G. Atkinson	201	17	3
	Trustees of Lord Kilmorey	0	1	0
	Margaret P. Benson	37	0	8
	Trustees of Lord Kilmorey	4	1	0
	Rev. R. G. Atkinson			
	Francis H. Ogle	637	5	0
	Isaac Glenny	215	0	0
	The Public	0	1	0
Fathom Upper	The Lords Commissioners of H.M. Admiralty and the Newry Navigation Company	0	1	0
	Newry Navigation Company	7	14	7
Cornamucklagh	Major Madden Hall	0	1	0
	Grand Jury	0	1	0
	The Public	0	1	0
Lislea	Edward Ryan	87	0	0
Drummullagh	J. O. Woodhouse and his Grace the Lord Primate	0	1	0
	Captain James Bell	450	0	0
	Rev. Robert Henny	90	0	0
	Francis Daly	150	0	0
	Rev. Robert Henny	0	1	0
	J. O. Woodhouse	0	1	0
	J. O. Woodhouse	0	1	0
	Rev. Richard Johnston and the Earl of Roden	175	0	0
	Acheson Henderson	175	0	0
	Thomas Dobbin	75	0	0
	J. O. Woodhouse	0	1	0



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*Railway Act, 1873.*

Townland.	Owner, Lessee, or Occupier.	Amount unpaid.	A.D. 1873.
Knocknagoran	Captain James Bell	£ 1 3 11	
	Mary A. O'Hagan		
	Elizabeth O'Hagan		
	James O'Hagan	600 0 0	
	John O'Hagan		
	Charles O'Hagan		
	Anne Maria O'Hagan		
	Mary Anne O'Hagan		
	Several others as above	0 1 0	
	The Lords Commissioners of the Admiralty and Newry Navigation Company		
	Mary Anne O'Hagan and others	0 1 0	
	Captain James Bell		
	Grand Jury	0 1 0	
	Joseph Mayne	610 0 0	
	Representatives of the late J. T. Hallyday	10 0 0	
	Same	0 1 0	
	The said Joseph Mayne and the Lords of the Admiralty and the Newry Navigation Company	0 5 0	
	The Lords of the Admiralty	0 10 0	
	Thomas Dobbin	0 0 6	
	The Public	0 1 0	
	The Lords of the Admiralty		
	William Olderly		
	Henry Pollington	1 10 0	
William Gray and Michael Kane			
William Gray	0 7 11		
Owen Connolly	10 0 0		
Ballinteskin	J. O. Woodhouse	108 0 0	
	Hugh Campbell	5 12 0	
	J. O. Woodhouse	2 18 9	
	Robert Walter Greer	0 19 9	
Ballyonan	Hugh Campbell	0 1 0	
Liberties of Carlingford.	Grand Jury		
	Lord Clermont		
	Hon. Emily Grace Grantham		
	Madame Catherine De Paul	0 1 0	
	W. McM. Fortescue		
	The Lords of the Admiralty and The Newry Navigation Company		
	Lord Clermont		
	Hon. Emily G. Grantham		
	Madame Catherine De Paul and W. McM. Fortescue	284 13 9	
	* Lord Clermont's estate as valued by Messrs. Brassington and Fishbourne	1,131 5 8	

\* Note.—Lord Clermont's interest was by agreement valued by Messrs. Brassington and Fishbourne.

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*Railway Act, 1873.*

A.D. 1873.

SECOND SCHEDULE.

Townland.	Owner, Lessee, or Occupier.	Amount paid.	Amount unpaid.
		£ s. d.	£ s. d.
Cornamucklagh -	Major Madden Hall - - -	631 11 11*	— — —
Drummullagh -	J. O. Woodhouse - - -	450 0 0	431 16 4†
Ballyonan -	Hugh Campbell - - -	722 0 11	— — —
	Robert W. Greer - - -	659 2 6	— — —

\* This amount was increased on traverse.

† *Note.*—450*l.* was paid by the Company to this owner; the balance is the amount remaining due.

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