



ANNO VICESIMO & VICESIMO PRIMO

VICTORIÆ REGINÆ.

Cap. lxxvii.

An Act to enable the *Midland Great Western Railway of Ireland Company* to make an Extension Line of Railway to *Sligo*, with Branches therefrom; and for other Purposes. [27th July 1857.]

WHEREAS the following (Local and Personal) Acts have been passed relating to the *Midland Great Western Railway of Ireland Company*; to wit, the Eighth and Ninth of *Victoria*, Chapter One hundred and nineteen; the Ninth and Tenth of *Victoria*, Chapters Two hundred and ten and Two hundred and twenty-four; the Tenth and Eleventh of *Victoria*, Chapters One hundred and thirty and One hundred and seventy-six; the Eleventh and Twelfth of *Victoria*, Chapter Seventy-six; the Thirteenth and Fourteenth of *Victoria*, Chapter Eighty-eight; and the Fifteenth and Sixteenth of *Victoria*, Chapter One hundred and thirty-seven: And whereas an Act was passed in the Twelfth and Thirteenth Years of the Reign of Her present Majesty, intituled *An Act to authorize the Advance of Money out of the Consolidated Fund to the Midland Great Western Railway of Ireland Company*; and another Act was passed in the Seventeenth and Eighteenth Years of the Reign of Her present Majesty, intituled *An Act to settle the Contribution to be made by certain Baronies in Roscommon and*

Recital of Acts relating to the *Midland Great Western Railway of Ireland Company*.

12 & 13 Vict. c. lxxii.

17 & 18 Vict. c. cxxiv.

[Local.]

13 B

Galway,

The Midland Great Western Railway of Ireland (Sligo Extension) Act, 1857.

Galway, and the County of the Town of Galway, to the Midland Great Western Railway of Ireland Company: And whereas the said Company have, in constructing that Portion of their Railway to *Longford* which terminates at the Town of *Longford*, diverted the authorized Line thereof so as to afford the best Communication with that Town, and to facilitate further Extension Northward and Westward: And whereas it is expedient that the said Company should be empowered to extend their said Railway from *Longford* to *Sligo*, with Branches therefrom to *Ballysadare* and to the Ballast Quay at *Sligo*, and also to make a Road Approach to their Railway at *Boyle*: And whereas Plans of such Extension Line of Railway and Branches and Road Approach, and Sections showing the Lines and Levels thereof respectively, together with Books of Reference to such Plans containing the Names of the reputed Owners and Lessees and of the Occupiers of the Lands and Buildings proposed to be taken under the Authority of this Act, have been deposited with the Clerks of the Peace for the Counties of *Longford*, *Roscommon*, and *Sligo* respectively: And whereas it is expedient that the Company should be empowered to raise further Sums of Money for carrying the Purposes aforesaid or some of them into effect: And whereas it is expedient that some of the Powers and Provisions of the recited Acts should be altered, amended, and enlarged: And whereas the Purposes aforesaid cannot be effected without the Authority of Parliament: May it therefore please Your Majesty that it may be enacted; and be it enacted by the Queen's most Excellent Majesty, by and with the Advice and Consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the Authority of the same, as follows; (that is to say,)

8 & 9 Vict.
cc. 18 & 20.
14 & 15 Vict.
c. 64. and
19 & 20 Vict.
c. 72. ex-
tended to
this Act.

I. That so much of "The Lands Clauses Consolidation Act, 1845," as is not inconsistent with or altered by "The Railways Act (*Ireland*), 1851," "The Railways Clauses Consolidation Act, 1845," "The Railways Act (*Ireland*), 1851," and an Act passed in the Nineteenth and Twentieth Years of the Reign of Her present Majesty, intituled *An Act to continue the Railways Act (Ireland), 1851*, shall, so far as the same are not expressly varied by this Act, be incorporated with this Act.

Short Title.

II. In citing this Act for any Purpose it shall be sufficient to use the Expression, "The *Midland Great Western Railway of Ireland (Sligo Extension) Act, 1857.*"

Interpreta-
tion of
Terms.

III. Wherever the Expression "the Company" is used in this Act, the same shall mean "The *Midland Great Western Railway of Ireland Company*," unless there be something in the Subject or Context repugnant to such Construction.

IV. The

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IV. The Company may, subject to the Provisions of this Act and of the several Acts incorporated herewith, make and maintain the Railways and Road Approach herein-after described, with all proper Works, Stations, Approaches, and Conveniences, in the Lines and upon the Land delineated on the said Plans and described in the said Books of Reference, and according to the Levels defined on the said Sections; (that is to say,)

Power to make Railways according to deposited Plans, &c.

A Railway commencing from and out of the existing Line of Railway to *Longford* at the *Longford* Terminus thereof in the Townland of *Townparks* in the Parish of *Temple Michael* in the County of *Longford*, and terminating at the Town of *Sligo* in the County of *Sligo*:

A Railway commencing from and out of the said intended Railway in the Townland of *Ballysadare* in the Parish of *Ballysadare* in the County of *Sligo*, and terminating near certain Mills at *Knockmuldoonee* near *Ballysadare*:

And a Railway commencing from and out of the said firstly-described intended Railway in the Townland of *Rathedmond* in the Parish of *Saint John's* in the County of *Sligo*, and terminating near the Ballast Quay at *Sligo*:

And also a Road Approach to the intended Railway Station at *Boyle* from the public Road between *Boyle* and *Elphin*:

And the Company may enter upon, take, and use such of the Lands so delineated on the said Plans and described in the said Books of Reference as shall be required for the Purposes of this Act:

And it shall be lawful for the Company to use and adapt for the Purposes of their existing Railway to *Longford* that Portion of such Railway which has been diverted as aforesaid extending from the present Termination thereof near the Town of *Longford* for the Distance of One Mile and a Quarter towards *Dublin*:

And the Railways by this Act authorized (including the Portion of the Railway to *Longford* lastly described), and the said Approach Road, and the Lands, Works, and Stations connected therewith, shall be incorporated with and become Part of the Undertaking of the Company.

V. Whereas by "The Railways Clauses Consolidation Act, 1845," it is provided that Certificates of any Omission, Mis-statement, or erroneous Description in certain Plans and Books of Reference therein referred to should be deposited with the Postmasters of the Post Towns in or nearest to the several Parishes in *Ireland* in which the Lands affected thereby should be situate, and it is also provided that certain Plans and Sections of such Alterations in the original Plans and Sections as shall have been approved by Parliament should also

Respecting Plans to be deposited with Clerks of Unions instead of Postmasters.

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also be deposited with such Postmasters, and be retained and produced by them for Inspection in manner therein mentioned: And whereas, in compliance with the present Standing Orders of both Houses of Parliament, the several Plans, Sections, and other Documents heretofore required to be deposited with the Postmasters of the Post Towns in *Ireland* are now deposited with the Clerks of the Unions instead of such Postmasters: Therefore all the Provisions of the said "Railways Clauses Consolidation Act, 1845," relating to the Matters aforesaid, shall, with respect to this Act, be read and construed as if the Expression "Clerks of the Unions within which said Parishes are included in *Ireland*" were substituted for the Expression "Postmasters of the Post Towns in or nearest to such Parishes in *Ireland*," and as if the Words "Clerks of the Unions" were substituted for the Words "Postmasters," wherever the same respectively occur in the said Provisions.

Roads to be
crossed on
the Level.

VI. Subject to the Provisions in "The Railways Clauses Consolidation Act, 1845," in reference to the crossing of Roads on the Level, it shall be lawful for the Company, in the Construction of the Railways by this Act authorized to be made, to carry the same, with the following Number of Lines of Rails, across and on the Level of the several Roads numbered on the deposited Plans as follows; (that is to say,)

No. on Plan.	Townland.	Parish.	Description.	No. of Lines of Railway.
169	Tauran - -	Killaraght -	Public (unfinished) -	Two.
9	Woodfield -	Emlaghfad -	Public - -	Two.

Company to
erect Station
or Lodge
where Roads
crossed on
the Level.

VII. For the greater Convenience and Security of the Public, the Company shall erect and permanently maintain either a Station or Lodge at the several Points where the said Railways cross the before-mentioned Roads on the Level; and the Company shall be subject to and shall abide by all such Rules and Regulations, with regard to the crossing of such 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 Board of Trade; and if the Company shall fail to erect or at all Times maintain any such Station or Lodge, or appoint a proper Person to watch or superintend the crossing at any such Point or Station, or 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.

VIII. It

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VIII. It shall be lawful for the Board of Trade, if it shall appear to them to be necessary for the Public Safety, at any Time, either before or after the Railways by this Act authorized to be made shall have been completed and opened for public Traffic, to require the Company, within such Time as the said Board of Trade shall direct and at the Expense of the Company, to carry any or either of the before-mentioned Roads either under or over the Railway by means of a Bridge or Arch, in lieu of crossing the same on the Level, and to execute such other Works as under the Circumstances of the Case shall appear to the said Board of Trade the best adapted for removing or diminishing the Danger arising from any such level Crossing.

Board of Trade may require Bridges instead of level Crossings.

IX. In constructing the Railways, it shall be lawful for the Company to alter the Inclination of the Roads herein-after mentioned to any Extent not exceeding the following; (that is to say,)

Regulating Inclination of certain Roads.

No. on Plan.	Townland.	Parish.	Description of Road.	Greatest Inclination when altered.
12	Cloonslanor -	Cloonfinlough -	Public Road - -	One in 15.
19	Runnaroddaun	Kilmacumscy -	Public Road - -	One in 15.
3	Cloonacurra -	Ballysadare -	Public Road - -	One in 19.

X. In constructing the said Railways, it shall not be lawful for the Company to alter the Inclination of the Roads herein-after mentioned to any Extent exceeding the following; (that is to say,)

Provision as to crossing of certain Roads.

No. of Cross Section on deposited Plan.	Parish.	Description of Road.	Greatest Inclination when altered.
38	Saint John's - -	Rathedmond Road -	1 in 30
37	Saint John's - -	Prospect House Road -	1 in 25
32	Ballysadare - -	Toberscanavan Road -	1 in 30
31	Ballysadare - -	On New Ballymote Road	1 in 30
28	Emlaghfad - - -	On the Temple House Side	1 in 30
"	"	On the Ballymote Side -	1 in 25
27	Emlaghfad - - -	On the Tubbercurry Side	1 in 30
"	"	On the Ballymote Side -	1 in 25
26	Emlaghfad - - -	Ballagherreen Road -	1 in 30

Provided always, that as regards the Road numbered 34 of the said Cross Sections, it shall not be lawful for the Company to substitute a worse Gradient on the proposed Deviation than on the present existing Surface at the Point of crossing; and as regards the Road numbered 33 in the said Cross Sections, it shall not be lawful for the Company to lower the said Road to a greater Extent than within One Foot of the Level of the usual Winter Floods.

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Bridge over the River Shannon not to be commenced till approved by the Admiralty.

XI. Previously to commencing the Bridge over the River *Shannon* or the Works connected therewith, the Company shall deposit at the Admiralty Office Plans, Sections, and Working Drawings of the said Bridge and Works connected therewith, for the Approval 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, such Approval to be signified in Writing under the Hand of the Secretary of the Admiralty; and such Bridge and Works shall be constructed only in accordance with such Approval.

Light to be exhibited at Bridge during Construction of Works.

XII. During the Construction of the Bridge over the River *Shannon* and Works connected therewith, the Company shall cause to be hung out or exhibited every Night, from Sunset to Sunrise, a Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels; and for ever after the Completion of the said Bridge, the said Company shall cause to be hung out or exhibited upon or near to the Centre of the said Bridge, every Night from Sunset to Sunrise, a good and sufficient Light, to be kept burning by and at the Expense of the Company, for the Navigation and safe Guidance of Vessels, and which Lights shall be from Time to Time altered by the said Company in such Manner, and be of such Description, and be so used and placed, as the Lord High Admiral, or the Commissioners for executing the Office of Lord High Admiral, shall by Writing under the Hand of the Secretary of the Admiralty approve of; and in case the said Company shall neglect to exhibit and keep either of such Lights burning as aforesaid, they shall forfeit and pay for every such Neglect the Sum of Ten Pounds.

Navigation at Bridge not to be obstructed longer than is necessary.

XIII. It shall not be lawful for the Company, or any Person or Persons acting under them, to detain any Vessel, Barge, or Boat navigating the River *Shannon* for a longer Space of Time than may be sufficient to admit of any Carriages or Trains regularly traversing the said Railway and approaching the said Bridge to cross the said River, and for opening the said Bridge to admit such Vessel, Barge, or Boat to pass; and in case the Company, or any Person or Persons acting under them, shall detain any such Vessel, Barge, or Boat, contrary to the Provisions of this Act, or demand, take, or receive any Toll for the Passage of any Person or Persons, Vessel, Barge, or Boat, the said Company, or every Person so offending, shall in every such Case forfeit and pay the Sum of Ten Pounds; but nothing in this Act shall prevent any Remedy for Damages which any Party may sustain in respect of any such Detention as aforesaid.

Line at Sligo not to be deviated

XIV. Where the Limits of Deviation extend to the Edge of the Quays at and near *Sligo*, the Railway and other Works shall not deviate

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deviate seaward of the continuous centre Line of Way marked on the Plan deposited at the Admiralty without the previous Consent of the said Lord High Admiral or the said Commissioners, to be signified in Writing under the Hand of the Secretary of the Admiralty, and then only in such Manner as may be mentioned in any such Consent.

seaward
without
Consent of
Admiralty.

XV. 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 any tidal or navigable Water or River, 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, 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.

Power to
Admiralty
to order
local Survey
at Expense
of Company.

XVI. If any Work to be constructed by the Company in, under, over, through, or across any tidal Water or navigable River, or if any Portion of any Work which affects or may affect any such Water or River, 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.

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

XVII. It shall be lawful for the Company, in addition to the Lands authorized to be purchased by the said recited Acts for additional or extraordinary Purposes, to purchase by Agreement any Quantity of Land not exceeding Ten Acres for the Purposes mentioned in the Railways Clauses Consolidation Act, 1845.

Lands for
extraor-
dinary
Purposes.

XVIII. 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.

Powers for
compulsory
Purchases
limited.

XIX. After the Expiration of Five Years from the passing of this Act, all the Powers by this Act granted to the Company for making and executing the Railways or otherwise in relation thereto shall cease to be exercised, except as to so much of the same Railways, or either of them, as shall then be completed.

Period for
Completion
of Works.

XX. It

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Railway not to be opened till Line made from Sligo to Boyle.

XX. It shall not be lawful for the Company to open to the Public for Traffic any Portion of the Railway hereby authorized, from the Terminus thereof at or near *Longford*, until they shall have first completed and opened for Traffic that Portion of the said Railway situated between the Towns of *Sligo* and *Boyle*.

Dividends suspended if new Railways not completed within a certain Period.

XXI. If the Railways or either of them shall not be completed and opened for public Traffic within Five Years from the passing of this Act, then and from thenceforth it shall not be lawful for the Company to declare or pay any Dividend on the ordinary or unguaranteed Capital of the Company until such Railways respectively shall have been completed and opened for public Traffic.

Power to Company to take same Tolls as in first-recited Act.

XXII. The Company may, subject to the Provisions in the said first-recited Act and this Act contained, lawfully demand and receive, in respect of the Railways hereby authorized to be made (including the Portion of Railway near to the Town of *Longford* herein-before incorporated), for and in respect of all Articles, Matters, and Things conveyed upon the same or any Part thereof respectively, and in respect of all Passengers, Beasts, Cattle, and Animals conveyed in Carriages, and for Carriages conveyed on the same or any Part thereof respectively, and for and in respect of Locomotive Engines or other Power supplied by the Company, and for the Conveyance upon the said Railways or any Part thereof respectively, in Waggons or Carriages belonging to the Company, of any Passengers, Cattle, or other Animals, Goods, Wares, Merchandise, Articles, Matters, and Things, such Amount of Tolls or other Charges as by the said first-recited Act the Company are authorized to demand and receive in respect of the Railway by the said recited Act authorized to be made, or any Part thereof; and all Provisions and Regulations in the said first-recited Act contained relative to the Imposition, Collection, and Recovery of Tolls, and also the Powers for leasing the same, shall extend and be applicable to the Tolls to be levied by virtue of this Act.

Tolls between Sligo and Longford not to be greater than between Longford and Mullingar.

XXIII. It shall not be lawful for the Company to charge or demand any higher or greater Tolls, whether *per Ton*, *per Mile*, or otherwise, in respect of Passengers or of Goods or Carriages of the same Description, and conveyed or propelled by a like Carriage or Engine upon that Portion of their Line of Railway situated between *Sligo* and *Longford*, than they shall for the Time being charge and demand in respect of the like Matters and Things upon that Portion of their Line of Railway situated between *Longford* and *Mullingar*.

Tolls for small Parcels and single

XXIV. Provided always, That it shall not be lawful for the Company to demand or receive, for the Carriage of small Parcels or
single

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single Articles of great Weight upon the Railways by this and the said recited Acts authorized, or which may be authorized by this or any other Act passed or to be passed in the present Session, any larger Sums than the Sums following; (that is to say,) Articles of
great
Weight.

For the Carriage of small Parcels (that is to say, not exceeding Five hundred Pounds Weight each), as follows;

For any Parcel not exceeding Seven Pounds in Weight, Eightpence:

For any Parcel exceeding Seven and not exceeding Fourteen Pounds in Weight, One Shilling:

For any Parcel exceeding Fourteen and not exceeding Twenty-eight Pounds in Weight, One Shilling and Fourpence:

For any Parcel exceeding Twenty-eight and not exceeding Fifty-six Pounds in Weight, Two Shillings:

For any Parcel exceeding Fifty-six Pounds in Weight, the Company may demand any Sum which they think fit:

Provided also, that Articles sent in large aggregate Quantities, although made up as separate Parcels, such as Bags of Sugar, Coffee, Meal, and the like, shall not be deemed small Parcels, but such Term shall apply only to single Parcels in separate Packages:

For the Carriage of any one Boiler, Cylinder, or single Piece of Machinery or single Piece of Timber or Stone, or other single Article, the Weight of which, including the Carriage, shall exceed Four Tons but shall not exceed Eight Tons, the Company may demand such Sum as they think fit, not exceeding Sixpence *per Ton per Mile*:

For the Carriage of any single Piece of Timber, Stone, Machinery, or other single Article, the Weight of which, with the Carriage, shall exceed Eight Tons, the Company may demand such Sum as they think fit.

XXV. The Restrictions as to Charges to be made for Passengers shall not extend to any Special Train, but only to the ordinary Trains appointed or to be appointed from Time to Time by the Company. Restrictions
as to Charges
not to apply
to Special
Trains.

XXVI. Nothing herein contained shall be held to prevent the Company from taking any increased Charge, over and above the Charges herein-before limited, for the Conveyance of Goods of any Description by Agreement with the Owners of or Persons in charge of such Goods, either in respect of the Conveyance of such Goods, except small Parcels, by Passenger or other Trains, or by reason of any other special Service performed by the Company in relation to such Goods. Company
may take
increased
Charges by
Agreement.

[*Local.*]

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XXVII. It

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Power to apply existing Funds of Company to new Works.

XXVII. It shall be lawful for the Company to apply towards the Construction and Maintenance of the Railways and other Works by this Act authorized any of the Moneys which they have Authority to raise, and which may not, under the Act authorizing the raising of the same, have been specifically directed to be appropriated to any particular Purpose, or which may not be required for any particular Purpose to which the same may have been specifically directed to be appropriated.

Power to raise additional Capital by new Shares.

XXVIII. It shall be lawful for the Company to raise, by creating new Shares of Twenty-five Pounds each, in addition to the Capital which they are already authorized to raise, or may be authorized to raise by any other Act which may be passed in the present Session of Parliament, any further Sum of Money not exceeding in the whole the Sum of Five hundred and eighty thousand Pounds; and all and every Part of the Money to be received by the Company in respect of the said Shares shall be applied to the Purposes of the Undertaking of the Company authorized by this Act, and to no other Purpose whatsoever.

Subscription Contract to be valid.

XXIX. The Subscription Contract, which, pursuant to the Standing Orders of Parliament, was entered into with respect to the Undertaking authorized by this Act previously to the Commencement of the last Session of Parliament, shall be as valid and shall be construed as if this Act had been passed in the said last Session.

Certain Provisions of 8 & 9 Vict. c. 16. to apply to new Shares.

XXX. All the Provisions of "The Companies Clauses Consolidation Act, 1845," with reference to new Shares to be created for the Purpose of converting Money borrowed or authorized to be borrowed into Capital, shall apply to the new Shares to be created under the Authority of this Act.

Calls.

XXXI. Ten Pounds *per Centum* on the Amount of each Share shall be the greatest Amount of any one Call which the Directors may make on or in respect of any Shares created by virtue of this Act; and Three Months at the least shall be the Interval between successive Calls, and the aggregate Amount of Calls to be made on any one Share in One Year shall not exceed One Half of the Amount of such Share.

Power to borrow on Mortgage.

XXXII. After Shares for the whole of the said Sum of Five hundred and eighty thousand Pounds, by this Act authorized to be raised, shall have been taken, and One Half of such Sum shall have been paid up, it shall be lawful for the Company to borrow on Mortgage or Bond such Sums of Money as shall from Time to Time be

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be authorized to be borrowed by an Order of any General or Special General Meeting of the Company, not exceeding in the whole the Sum of One hundred and ninety-three thousand Pounds, in addition to the Sums which they are by their existing Acts authorized to borrow, or which they may by any other Act which may be passed in the present Session of Parliament be authorized to borrow; and all the Provisions of "The Companies Clauses Consolidation Act, 1845," with respect to the borrowing of Money by the Company, and to the Conversion of Money borrowed or authorized to be borrowed into Capital, shall be held applicable to the borrowing by the said Company of the Money hereby authorized to be borrowed by them, and to the Conversion thereof, if they think fit, into Capital: Provided, that all and every Part of the Money so to be borrowed shall be applicable only to the Purposes of the Undertaking of the Company authorized by this Act, and to no other Purpose whatever.

XXXIII. All Mortgages or Bonds granted under the Authority of any Act already passed relating to the *Midland Great Western Railway of Ireland* shall, during the Continuance thereof, have Priority over any Mortgages or Bonds to be created by virtue of this Act.

Former Mortgages to have Priority.

XXXIV. The Railways shall be and the same are hereby made chargeable with the Repayment of the Sum of Five hundred thousand Pounds, and Interest, borrowed under the Provisions of the recited Act, Twelfth and Thirteenth *Victoria*, Chapter Sixty-two, in like Manner as the Undertakings, Railways, and Works of the Company on the Security whereof the same was so borrowed.

New Railways to be chargeable with Repayment of Money borrowed under 12 & 13 Vict. c. lxii.

XXXV. It shall not be lawful for the Company, 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, to pay Interest or Dividend to any Shareholder on the Amount of the Calls made in respect of the Shares held by him in the Capital by this Act authorized to be raised: Provided, that nothing herein-before contained shall be deemed to prevent the Company from paying to any Shareholder such Interest on Money advanced by him beyond the Amount of the Calls actually made as shall be in Conformity with the Provisions in "The Companies Clauses Consolidation Act, 1845," in that Behalf contained.

Interest not to be paid on Calls paid up.

XXXVI. It shall not be lawful for the Company, out of any Money by this Act or by any Act relating to the said Railway or Company authorized to be raised for the Purposes of such Act or Acts, to pay or deposit any Sum of Money which, by any Standing Order of

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

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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 said Company to construct any other Railway or to execute any other Work or Undertaking.

Railways not exempt from Provisions of present and future General Acts.

XXXVII. Nothing herein contained shall be deemed or construed to exempt the Company, or the Railways by this or the said recited Acts authorized to be made, from the Provisions of any General Act relating to Railways, or to 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 and Alteration, under the Authority of Parliament, of the maximum Rates of Fares and Charges authorized by this Act or by the said recited Acts, or of Rates for small Parcels.

Expenses of Act.

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

LONDON:

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