Act (Ireland) 1851," and "The Companies Clauses Consolidation Act. 1845," confer upon Companies for the construction of railways and otherwise: It will also enable the intended Company to cross, divert, alter, or stop up, whether temporarily, or permanently, all turnpike or other roads, rivers, streams, drains, sewers, canals, navigations, reservoirs, aqueducts, railways and tramways within the said several parishes, townlands, extra-parochial and other places, or such of them, as it may be necessary to cross, divert, alter, or stop up, for the proper construction and maintenance, or for the purposes of the said proposed railways:

The Bill will also authorize the Company, on the one hand, and the Belfast and County Down, the Dublin and Belfast Junction, the Newry and Armagh, the Newry, Warrenpoint, and Rostrevor, and the Portpatrick Railway Companies, or any of them, on the other hand, to make contracts and arrangements for the following purposes, or any of them, that is to say:—the constructing, maintenance, running over, use, and working of the undertakings, or any part of the undertakings, of the contracting parties, and the management, interchange, and apportionment of the traffic, and of the receipts arising from the traffic, of the same undertakings, or of any part thereof, and the supply of rolling stock, machinery, and servants for the conduct of such traffic, and also to authorize the last-named Companies, or any of them, to contribute money towards the making of the said intended railways, or of any specific portions thereof, or themselves to undertake the construction of such portions of railway, and to hold shares in the said intended undertaking, or any part thereof, and to guarantee such dividend, interest, or other payment as may be agreed on, and for the purposes aforesaid, or any of them, to apply any capital or funds now or hereafter belonging to the same Companies respectively, and under the control of their respective directors, or to raise additional capital by the creation of new shares or stock in their several undertakings, either with or without preference or priority in payment of interest or dividends, or by borrowing on mortgage or bond; and to enable the said Companies, or any of them, to appoint directors and to vote at meetings of the Company; and to appoint joint committees for carrying into effect any of the purposes of such contracts, and to delegate to such joint committees any of the powers possessed by the directors of the contracting Companies over their respective undertakings.

The Bill will enable the intended Company, and all other persons lawfully using the intended railways, to use with their engines, carriages, and servants, the following portion of railway, and the stations, watering-places, conveniences, and works connected therewith, upon such terms and conditions, and subject to such payments or other consideration as the Bill shall define, or as shall be settled by arbitration, namely:—

That part of the Dublin and Belfast Junction Railway which lies between the point of junction therewith of the intended railway and the point at which the Dublin and Belfast Junction Railway joins or is contiguous to the Newry and Armagh Railway, at or near the station at Goragh Wood, belonging either jointly or severally to the Dublin and Belfast Junction and the Newry and Armagh Railway Companies:

The said station at Goragh Wood:

The Bill will require the two last-named Companies to afford to the intended Company, and to all persons using their railway, all proper facilities for the receiving, accommodation, forwarding, and interchange of traffic of all sorts coming from or destined for the intended railway, upon such pecuniary and other terms and conditions as the Bill shall define, or as shall be settled by arbitration:

For the purposes aforesaid, or any of them, it is intended by the said Bill to alter, amend, extend, enlarge, or repeal, as far as may be necessary, all or any of the powers and provisions of the Acts following, that is to say, the several Acts of Parliament relating to the Dublin and Belfast Junction Railway Company, and amongst them the 8th and 9th Victoria, chapter 130; the 10th and 11th Victoria, chapter 111; 10th and 11th Victoria, chapter 180; 13th and 14th Victoria, chapter 11; 16th Victoria, chapter 19; the Portpatrick Railway Act, 1857; the Belfast and County Down Railway Act, 1855; the Belfast and County Down Railway Amendment Act, 1860; the Newry and Armagh Railway Act, 1857; and the Newry and Armagh Railway Amendment Act, 1859; and the Newry, Warrenpoint, and Rostrevor Railway Acts, 1846, 1857, and 1860 (9th and 10th Victoria, chapter 245; 20th and 21st Victoria, chapter 61; and 23rd and 24th Victoria, chapter 87):—

Duplicate plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and property in or through which the same works are to be made, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, also a published map with the lines of the said intended railways delineated thereon, and a copy of this notice, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Down, at his office in Downpatrick, in the said county of Down, and with the Clerk of the Peace for the county of Armagh, at his office in Armagh, in the said county of Armagh; and on or before the same day copies of so much of the said plans and sections, and book of reference, as relates to each of the parishes in or through which the proposed works are intended to be made, and a copy of this notice, will be deposited with the clerks of the unions within which the above-named parishes are respectively included, that is to say: so far as relates to the parishes of Down, Kilclief, Ballykinler, Loughinisland, and Kilmegan, in the union of Downpatrick, with the clerk of the union of Downpatrick, at the Downpatrick union workhouse, near the town of Downpatrick, in the county of Down; so far as relates to the parishes of Drumballyroney, Newry, and Drumgooland, in the union of Banbridge, with the clerk of the Banbridge union, at the Banbridge union workhouse, near the town of Banbridge, in the county of Down; so far as relates to the parishes of Maghera and Kilcoo, in the union of Kilkeel, with the clerk of the Kilkeel union, at the Kilkeel union workhouse, near the town of Kilkeel, in the county of Down; so far as relates to the parishes of Clonallen, Drumballyroney, Drumgath, Newry, Killevy, Clonduff, and Donaghmore, in the union of Newry, with the clerk of the Newry union, at the Newry union workhouse, near the town of Newry, in the county of Armagh.

Copies of the proposed Bill will be deposited in the Private Bill Office of the House of Commons, before the 23rd day of December, 1860.

Dated this 6th day of November, 1860.

Hugh Wallace and *Co.*, Solicitors for the Bill, Downpatrick, 79, Victoria-street, Belfast, and North Great Georges-street, Dublin.