

49, and 118; 32 and 33 Vict., caps. 78, 108, 109, and 115; 33 and 34 Vict., caps. 79, 84, 112, and 118; 34 and 35 Vict., caps. 12, 64, 86, 114, 183, and 192; and 35 and 36 Vict., caps. 87, 131, and 140.

And notice is also hereby given, that on or before the 21st day of December next, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 8th day of November, 1872.

S. F. Noyes, 1, Broad Sanctuary, Westminster.

R. F. Roberts, Euston Station, and 9 Great George-street, Westminster, Solicitors for the Bill.

Sherwood, Grubbe, Pritt, and Cameron, 7, Great George-street, Westminster, Parliamentary Agents.

In Parliament—Session 1873.

Dundalk and Greenore Railway.

(Railway from Newry to Greenore—Additional lands at Greenore—Purchase of Newry and Greenore Railway, and provisions with reference thereto—Cancellation of Bond to the Crown—Running Powers over part of the Newry and Armagh Railway Company's Railway, and Traffic Arrangements with that Company—Change of Name—Purchase or Lease of Reservoir and Works at Mullabane Bog and Supply of Water at Greenore—Additional Capital—Subscription by London and North-Western Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Dundalk and Greenore Railway Company (hereinafter referred to as "the Company"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain a railway, with all proper stations, approaches, conveniences, and works connected therewith, commencing by a junction with the Albert Basin extension of the Newry and Armagh Railway, at a point ten yards or thereabouts from and on the southern side of the public road level crossing of that railway at Bridge-street, in the town of Newry, and passing from, in, through, or into the following townlands, parishes, and extra-parochial places, viz.—Lisdrumiliska, Drumalane, Fathom Lower, Fathom Upper, and the bed and shores of the Newry River, in the parish of Newry, and Clohoge, in the parish of Killeevy, all in the county of Armagh; Cornamucklagh, Lislea, Drummullagh, the bed and shores of the Newry River, Knocknagoran, Ballinteskinn, Ballyonan, Liberties of Carlingford, and Mullatee, in the parish of Carlingford, and the extra-parochial shores of Carlingford Lough, all in the county of Louth; and terminating by a junction with the railway of the Company, at or near the point where an accommodation bridge has recently been constructed under said railway, in the extra-parochial shores of Carlingford Lough, to afford access to the said lough for Arthur Hamill and his tenants.

To enable the Company to purchase and acquire, by compulsion or agreement, lands and buildings in the townlands, parishes, and places aforesaid, for the purposes of the intended railway and works, and also, for other purposes connected with their undertaking, certain lands in the townland of Greenore, in the parish of Carlingford and county of Louth, adjoining the lighthouse and Coast-Guard station at the point of Greenore, and in the occupation of the Irish Lights Commissioners, the Coast-Guard, and the Commissioners for the improvement of Carlingford Lough.

To authorize the crossing, stopping up, altering, or diverting, whether, temporarily or permanently, of all turnpike roads, highways, railways, tramways, canals, streams, and rivers within or adjoining to the aforesaid parishes, townlands, or other places, which it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To vary and extinguish all existing rights and privileges connected with any lands or buildings proposed to be purchased for the purposes of the intended Act, which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To empower the Company to levy tolls, rates, and charges, for or in respect of the intended railway and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To authorize the sale by the Newry and Greenore Railway Company (hereinafter referred to as "the Greenore Company,") to, and the purchase by the Company, of the lands, property, rights, powers, privileges, and undertakings of the Greenore Company, upon such terms and conditions as may be or may have been agreed upon, or as may be provided for or prescribed by the intended Act, so as to vest the same in the Company, freed from all powers, claims, rights, and demands of the Greenore Company, or any other company, body, or person, in, upon, or over the same; and, if thought fit, to dissolve or provide for the dissolution of the Greenore Company, and to provide for the exercise and enjoyment by the Company, in their own name and under the hands of their Directors, officers, and servants, of all the rights, powers, and privileges of the Greenore Company, whether with reference to the acquisition of lands, the construction or maintenance of works, the levying of tolls, rates, and charges, the appointment of Commissioners for the improvement of Carlingford Lough, or otherwise howsoever, and to provide for the retirement from office of the Commissioners appointed by the Greenore Company.

To authorize the Lords Commissioners of Her Majesty's Treasury to cancel the Bond, dated the 4th day of August, 1863, given by the Greenore Company and their sureties to Her Majesty the Queen, with reference to the completion and opening of the Newry and Greenore Railway, and to discharge the said Company and their sureties from all obligations and liabilities under the said Bond.

To empower the Company and all companies and persons working and using their railways, or any part thereof, to run over and use with their engines, carriages, and servants, and for the purposes of traffic of all kinds, and upon and subject to terms and conditions and regulations to be agreed upon or settled by arbitration, so much of the railway of the Newry and Armagh Railway Company as lies between the junction therewith of the intended railway at Newry and Goragh Wood, together with all stations, sidings, junctions, water, watering-places, signals, works, and conveniences connected therewith, including the Edward-street station at Newry of the last-named Company, with all its conveniences and appliances, and to make provision with reference to any future enlargement and alteration of the said portion of railway station and works respectively which may be necessary.

To empower the Company and the Newry and Armagh Railway Company from time to time to enter into agreements with reference to the interchange, accommodation, conveyance, and delivery of traffic passing from the intended railway to and over the railway of the Newry and Ar-